

BEAUFORT STREET STRATEGY



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And thanks again to the Beaufort Street Community, including the newly formed
Inglewood on Beaufort Network.

Note: The statutory Beaufort Street Local Development Plan sets out the regulatory standards for development along Beaufort Street.

The Beaufort Street Corridor Local Development Plan is consistent with the principles and objectives of this Beaufort Street Strategy. Some details and standards in the Beaufort Street Local Development Plan were revised to respond to comments made during public advertising.

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1 BACKGROUND

1.1 Strategy Background

Beaufort Street is one of Perth's most vibrant and creative places¹. It is an important street that connects central Perth with its northeast suburbs and serves the suburbs of Mount Lawley and Inglewood by offering a wide range of uses and services including shops, offices, restaurants and entertainment.

The street is home to people living in houses, flats and some new apartments. Located close the city and with good public transport, Beaufort Street is attractive to medium to higher density housing development.

The City of Stirling has identified that Beaufort Street has significant development potential which can utilise the high amenity and vitality of the street. However, street quality is not uniform. There is a hostile car-oriented environment with through-traffic travelling in and through north-eastern Mount Lawley and Inglewood. This car-oriented environment, together with a lack of parking definition and poor pedestrian amenity, diminishes commercial activity along the corridor.

Revitalisation of Beaufort Street is needed in northeast Mount Lawley and in Inglewood to improve amenity and prioritise for pedestrians, reinvigorate businesses and to provide a congenial location for new residents.

Our streets and squares make up what we call the public realm, which is the physical manifestation of the public good. When you degrade the public realm, the common good suffers.

James Howard Kunstler²

The Strategy reflects the outcomes of the Beaufort Street Charrette, which was held between Monday 31 March to Wednesday 9 April 2014, to develop a vision and plan for revitalising Beaufort Street. A strong and healthy Beaufort Street will not only strengthen the communities of Mount Lawley and Inglewood, but will also play an integral role in delivering a more compact and liveable city for Perth.

1.2 Strategy Status

The Beaufort Street Strategy:

1. Outlines the proposals of the Beaufort Street Charrette that took place on Beaufort Street from 31 March to 9 April, as adjusted following advertising.
2. Is an explanatory document to Local Planning Scheme No. 3 Amendment No. 60 Beaufort Street Activity Corridor
3. Provides the strategic framework for its companion document, the Beaufort Street Local Development Plan, which guides the built form outcomes of new development.

¹ Better Beaufort Action Plan. Inglewood on Beaufort Network. Beaufortstreet.com.au

² As quoted in Street Design, the Secret to Great Towns and Cities. Victor Dover, John Messingale, 2014

1.3 Strategy Process

1.3.1 Study objectives

The study objectives of the Beaufort Street Activity Corridor project were to:

1. Ensure the protection of heritage buildings and the existing architectural character of the area;
2. Consider the provision for light rail infrastructure along Beaufort Street;
3. Identify suitable road reservations along Beaufort which would allow for the provision of light rail infrastructure and reduce the road reserve to limit impact on existing heritage buildings;
4. Develop a Transport and Parking Plan and implement this Strategy through Local Planning Policies and scheme amendments;
5. Develop a Local Planning, Urban Design and Landscape Plan and implement this strategy through Local Planning Scheme amendments and Local Planning Policies;
6. Collaborate with State Government agencies, the local community and business in developing the vision and plans for the area;
7. Facilitate development of safe, vibrant, mixed use town centres based on New Urbanist design principles, integrated with public transport;
8. Ensure greater use of public transport through increased density of both residential and non- residential uses;
9. Encourage a diverse range of housing types;
10. Encourage a range of non-residential uses that contribute to economic development, local employment and viability of the Corridor;
11. Ensure high quality private and public spaces and buildings to contribute to a sense of place;
12. Identify potential of public open space and community facilities as part of overall urban development; and
13. Identify the preferred non-residential land uses (including retail) along Beaufort Street and the key success factors required to ensure the delivery of these uses.

1.3.2 Visioning workshop

A Visioning Workshop was held with the community in February 2014 to introduce and examine key transport, development, regulatory and character issues.

Major strengths identified by the community are heritage and character buildings, the opportunity to build on the variety of small local shops, the Inglewood Town Centre and Community Centre, and good public transport connections to the City.

Weaknesses include confusion over on-street parking, traffic volume and speed, visually unattractive developments, lack of pedestrian amenity, comfort and safety, and a lack of greenery along the Street.

Generally, the community was supportive of mixed uses to help revitalise Beaufort Street, with agreement to redevelopment with nodes along the street of differing intensity – with buildings between low rise (max 3 storeys) to mid-rise (up to 5 storeys). There was a universal desire for a vibrant, pedestrian-friendly street.

In February 2014, the City of Stirling and place making consultants Village Well engaged the community by hosting place making sessions on how to stimulate activity and encourage economic development along Beaufort Street. At the suggestion of resident Chris Morten, the community proposed Beaufort Street as:

Bohemian

Eclectic

Artistic

Urban

Festive

Organic

Renewed

Together

Key place themes were:

- Green urban oasis: shaded tree lined streets with pockets of decorative planting and beautiful green public and private spaces
- Creative local economy: Distinctive and destination businesses harnessing creative local fair, walkable hubs and a range of commercial opportunities supporting local entrepreneurship
- Slow Living: A people-centred environment that presents an invitation to wander, stop, watch, interact, sample and immerse
- Accessible and affordable: A place where residents and visitors experience local culture, support local businesses, enjoy beautiful shared public spaces, and a legible and well-integrated movement network that makes Beaufort Street accessible to the local and wider community. A choice of housing and business leasing options that provides flexibility for existing and future residents and business owners
- Authentic and soulful destination: The unique identity created by generations past and present flows into an eclectic expression of the street's Art Deco aesthetic and its emerging demographic
- Sustainable and resilient place: A resilient local community borne by a green business culture where people live, work and play locally, allowing the community to meet many of its needs whilst contribution to its own prosperity
- Activated and animated streets: A street to wows the senses. Colourful and characterised by a sense of energy both day and night, with an eclectic range of food, entertainment and visual appeal
- Collaborative community: The shared vision for Beaufort Street's revitalisation is realised through collaboration of the local community, Council and stakeholders.

The Charrette sees that it is important to note that the Inglewood on Beaufort Network has now formed, with over a dozen members as of the Charrette's conclusion. This portends well for positive citizen-driven initiatives in the near future.

1.3.3 Charrette process

The Beaufort Street Charrette took place on Beaufort Street from 31 March to 9 April so that the Council and the ESD Consultant Team could learn from proposals being developed and directly from walking the Street itself. Another key success factor was the many personal interactions with business owners and traders, along with the community, while examining together the real place-specific choices that were being evolved collaboratively.

Because the factors influencing urban success are highly inter-dependent, the Charrette process facilitates an integrated response to all project issues and impacts, including environmental, economic and social matters, and at all scales ranging from architecture to the sub-region. Recognising that policy alone cannot solve urban problems or reconcile divergent points of view among decision-makers or stakeholders, the Charrette tested proposals by indicatively designing them for their particular Beaufort Street sites, in response to all known project objectives and parameters.

1.3.4 Study issues interlock

The issues facing Beaufort Street are interlocking: activities along the corridor are struggling because the road configuration encourages traffic to travel aggressively along the street, and vague parking arrangements discourage on-street parking, which is vital for customers to gain access to businesses and shelter pedestrians from fast-moving cars. The more diminished the activities along the corridor become, the more the street looks like it is made exclusively for cars, and the more likely drivers will drive aggressively.

Moreover, ad-hoc commercial rezoning have diluted and dispersed commercial activity along the corridor, possibly contributing to the number of vacant tenancies. This Strategy proposes to concentrate commercial activities into designated and logical centres, to help them to flourish.

The Strategy proposals are equally interlocking. They seek to maintain Beaufort Street's regional function of providing for public transport and regional car traffic and to provide for local business and residents by means of improving local amenity and formalising car parking. The intention is to encourage business and residential intensification, in character with the street, and to balance the transport functions of the street so that it supports pedestrians and parking as well as through-traffic.

These proposals will affect the daily lives of people in Mount Lawley and Inglewood who work, shop, eat, drink, play, worship, heal, visit and celebrate along Beaufort Street. The Strategy's proposals will deliver a better Beaufort Street.

1.4 History

In the early 1900's trams along Beaufort Street connected Perth to Inglewood, with the tram line periodically extended by a few hundred metres to keep pace with the expansion of housing. This resulted in the development of a street corridor with commercial nodes at tram stops that supported the developing suburbs of Mount Lawley and Inglewood.

Although buses started to replace trams across Perth in the 1930's, the Inglewood line along Beaufort Street continued to be expanded from Dundas Road to Salisbury Street during this period, and was further extended by 400 metres to Grand Promenade during the Second World War.



Figure 1: Perth tram 130 pauses for a passenger to alight in Beaufort Street, Inglewood. {Source: Perth Electric Tramway Society <http://www.railpage.org.au/pets/pets10b.htm>}.

Increased use of private cars, especially after the ending of petrol rationing in 1949, reduced tram patronage and increased road congestion. Trams were seen as a problem for cars. The Inglewood tram line was closed in 1958 and was replaced with a trolley bus³.

1.5 Strategy Area

Beaufort Street starts in the Perth Central Business District and runs approximately 4.5 km to Grand Promenade and then a further 2 km to the Morley Strategic Regional Centre. Within the boundaries of the City of Stirling Beaufort Street extends about 2.8 km from Walcott Street in Mount Lawley through to Salisbury Street in Inglewood.

The Beaufort Street Strategy Area comprises properties generally fronting Beaufort Street in the City of Stirling from Nelson Street/Salisbury Street to Walcott Street. Residential properties in the adjoining neighbourhoods are excluded from the strategy area (Refer to Figure 1).

³ Perth Electric Tramway Society <http://www.pets.org.au/pets10p.html>



Figure 1: Location Plan Beaufort Strategy Area

1.6 Land Ownership

The Beaufort Street Corridor is characterised by a majority of small lots of 20 metres frontage or less, which are in multiple ownership. Key exceptions are the Perth College between Queen and Regent Streets, the Inglewood and Civic Hotels, the Bunnings site and several medium-density sites that have been strata titled. The Charrette regarded strata-titled properties as too complex in ownership to be seriously considered for redevelopment.

2 STATUTORY AND POLICY FRAMEWORK

2.1 Strategic Planning Context

2.1.1 Directions 2031 and Beyond

Directions 2031 and Beyond identifies activity corridors as areas with high frequency public transport with significant opportunities for high density housing. Beaufort Street is identified as one of these activity corridors. It aims:

"to optimise land use and transport linkages between centres and ensure that high frequency public transport routes are supported by a range of activities at centres as well as the land uses along corridors linking centres."

Directions 2031 and Beyond proposes that urban corridors be developed to accommodate medium-rise higher-density housing development. It seeks to ensure that 45 per cent of new dwellings within the Perth Metropolitan Region are created within existing infill sites and to increase the average residential densities in Perth by fifty per cent to 15 dwellings per gross urban zoned hectare.

Directions 2031 and Beyond identifies two District Centres within the Beaufort Street Activity Corridor Strategy area: Mount Lawley and Inglewood.

2.1.2 Draft Public Transport for Perth Strategy In 2031

The Department of Transport's Draft Transport Strategy "*Public Transport for Perth in 2031*" identifies Beaufort Street as a public transport corridor and recommends Bus Rapid Transport Infrastructure for the entire length of the street, which would connect the Perth CBD to Morley Strategic Metropolitan Centre.

2.1.3 State Planning Policy 4.2 Activity Centres for Perth and Peel

Directions 2031 and Beyond is complemented by State Planning Policy 4.2 - Activity Centres for Perth and Peel. The Policy specifies broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres. It is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres.

State Planning Policy 4.2 places a high priority on establishing a coherent and complementary urban form and design outcomes for nominated activity centres with the aim to create diverse mixed-use places that attract investment, employment and people. The Policy further seeks to integrate activity centres with public transport; ensure they contain a range of activities to promote community benefits through infrastructure efficiency and economic benefits of business clusters; and lower transport energy use and associated carbon emissions.

The policy reflects the Western Australian Planning Commission's (WAPC) intention to encourage and consolidate residential and commercial development in and around activity centres. Beaufort Street includes the Activity Centres of Mount Lawley and Inglewood District Centres.

The Mount Lawley District Centre has an estimated retail floorspace (including the majority part in the Town of

Vincent) of 16,561m². In addition there is some 4,485m² of office, 3,664m² of entertainment and 4,103m² of vacant space⁴.

The Inglewood District Centre has an estimated retail floorspace of 9,678m² (Nov 2010, WAPC). In addition there is some 5,177m² of office, 5,445m² of entertainment and 1,507m² of vacant space⁵.

State Planning Policy 4.2 requires an Activity Centre Plan to be completed for district centres with over 20,000m² of retail floorspace. Within the City of Stirling boundaries neither the Mount Lawley District Centre nor the Inglewood District Centre exceeds these limits.

2.1.4 Development Control Policy 1.6 - Planning to Support Transit Use and Transit Oriented Development

This policy seeks to maximise the benefits to the community of an effective and well-used public transit system by promoting planning and development outcomes that will support and sustain public transport use. The policy encourages mixing compatible uses in transit-oriented precincts to reduce private vehicle use.

2.2 Statutory Planning Context

2.2.1 Metropolitan Region Scheme

The Metropolitan Region Scheme has applied a regional road reservation along Beaufort Street to facilitate a widening of the street generally from 20 metres to 25 metres (usually 2.5m each side). Prior to 1991, the widening was generally 5m each side, to a 30m width. Evidence of the enforcement of these widenings can be seen in various building front setbacks along the Street. However, the Charrette found that very few of the setback areas are in public ownership.

2.2.2 City of Stirling Town Planning Scheme No. 3

Planning along Beaufort Street is controlled by the City's Local Planning Scheme No. 3, which applies a number of zones that recognize the diversity of activities that occur along Beaufort Street.

2.2.2.1 Heritage Protection Areas & Character Retention Guidelines

A heritage protection area is identified over all of the Beaufort Street Activity Corridor and the surrounding neighbourhoods. The City's Character Retention Guidelines apply to all of the strategy area with the aim of conserving and retaining all 'Contributory' buildings⁶ dating prior to 1960, and ensuring that new buildings are in keeping with the heritage character of the residential area.

2.2.2.2 Inglewood Town Centre Design Guidelines

The Inglewood Town Centre Local Design Guidelines control the design of development of lots fronting Beaufort Street in the Inglewood Town Centre.

⁴ WAPC Commercial Land Use Survey, November 2010

⁵ Ibid.

⁶ 'Contributory' as determined by the 2014 heritage survey of the Corridor Study Area by TPGWA

2.2.3 Draft Local Planning Strategy

The City's Draft Local Planning Strategy identifies Beaufort Street as an Activity Corridor and recommends developing an Activity Corridor Plan along the length of the street to review the best use of land.

2.2.4 Transport Strategy

Beaufort Street has been identified in the City's Transport Strategy (adopted 22nd September 2009) as an Activity Corridor with a high priority for light rail. The Strategy identified that there is significant potential for redevelopment along this corridor and that an Activity Corridor Plan be undertaken to enable the realisation of this potential.

2.2.5 Estimated future commercial floor areas

The Mount Lawley District Centre, including the majority part in the Town of Vincent, has an estimated gross retail floor area of 16,561m²⁷. There are no proposals in this strategy that would substantially increase retail areas up to 20,000m². Office gross floor areas might increase by 20%. The strategy primarily encourages residential development.

The Inglewood District Centre has an estimated retail floorspace of 9,678 m²⁸. There is some 5,177m² of office, 5,445m² of entertainment and 1,507m² of vacant space. Fully implemented, the retail gross floor area would be below 20,000m². Office space might increase by about 25%. However, it is expected that residential development would increase significantly.

Directions 2031 and Beyond seeks a total population gain across the City of Stirling of 31,000. This Corridor Strategy seeks to accommodate as large a fraction of that amount as feasible, within the constraints of maintaining Beaufort Street's character and of responding to community preference.

⁷ WAPC Commercial Land Use Survey, November 2010

⁸ Ibid.

3 CURRENT CONDITION

3.1 Introduction

This chapter first describes current conditions along the Corridor, such as transport, and then identifies specific precincts along the Corridor, which the Beaufort Street Charrette identified and proposes to strengthen.

3.2 Transport

3.2.1 Street condition

Traffic volumes on Beaufort Street are around 25,000 vehicle movements per day with around 7.5% of that total occurring during the peak hours⁹. Between Walcott Street and Salisbury Street the trafficable roadway is generally comprised of 6.2m carriageways either side of a median of variable width but mostly around 2 metres. The surface of the 3.2m wide outer lanes (nearest the footpath) is coloured red and marked as peak period bus lanes.

Footpaths are typically around 2.9m wide although there are places where as little as 2.2m footpath width is present. Street lighting is generally from central median located standards. The outer lanes are designated bus lanes in the peak directions from 4:15 pm until 6:00 pm and from 7:00 am to 9:00 am. Close to Walcott Street there is a short section of northbound outer lane that has parking banned from 3:15 in the afternoon.

Traffic signal control is in place at the Beaufort Street intersections with Grand Promenade (north of the area of this strategy), Central Avenue and at Walcott Street. There is also a pedestrian operated crossing outside the Inglewood Civic Centre between Ninth and Tenth Avenues.

3.2.2 Car parking

A survey of car parking availability and use on Wednesday and Thursday March 26th and 27th, 2014 was undertaken by Stirling City Council. The results show that ample car parking is available, even in the most intensively active area of Mt. Lawley. Evaluated against the expected peak car parking demand rate, less than 50 per cent of all spaces were occupied.

Location	Industry or Similar	Shop Retail	Other Retail	Office	Health and Welfare	Entertainment	Vacant	TOTAL	All Parking Spaces	Peak Used Spaces	Peak % All Spaces Used	Peak Car Parking Demand Rate (per 100sqm)
Mt Lawley North of Walcott Street	454	6,624	788	2,994	479	1,466	1,641	14,445	499	249	50%	1.7
Second Avenue & Inglewood	1654	12,788	2,625	6,487	1,670	5,955	2,712	33,901	1,734	713	41%	2.1
Corridor Totals	2,180	19,412	3,421	9,481	2,149	7,421	4,353	48,346	2,233	962	43%	2.0

This general parking demand rate of around 2 spaces per 100 square metres of floor area suggests that a reasonable proportion of the existing floor area is operating at low activity levels. A general guide is that in economically healthy towns without significant car parking constraints a rate of around 3 spaces per 100 square

⁹ Main Road WA, data for 2012

metres of floor area will be observed¹⁰.

Beaufort Street is freely available for parking other than in the Clearway periods, but signage is inadequate without line marking to show that parking is permissible¹¹. Consequently the prime parking spaces at the front of the shops are underutilized.

Whilst the Clearways and bus lanes have benefits that serve travellers, they are not conducive to the delivery of a high quality retail related footpath environment, as the absence of parking allows cars and buses to travel at speed close to the footpath, which detracts from footpath amenity. Parked cars are important off-peak to provide a physical, spatial and acoustic separation of the footpath from the relative hostility of the carriageway.

There are also several substantially sized privately owned open areas behind shops and offices along Beaufort Street. These areas or parts of them could be used for customer car parking but are not signed, laid out or surfaced in ways that would promote such use. That does not matter much under the current levels of development and use, as indicated by the car parking survey data described above, but a more spatially efficient town centre area would benefit from those areas being available, managed and presented such that more intensive parking use is promoted.

3.2.3 The walking environment

The Beaufort Street Strategy area presents a wide range of mostly poor walking environments, characterised by the very high favour given to moving vehicular traffic through the corridor. Footpaths remaining after road widening to allow for widened bus lanes are very narrow in some places with kerb to building dimensions of as little as 2.2 metres. Immediately adjacent to a clearway / bus lane these paths have very low amenity and actively discourage pedestrian movements which in turn degrades the retail environment.

3.2.4 Side street junction designs

There are several different forms of side street junctions present along Beaufort Street. Where right angled or other car parking intensification has been added to the side streets near Beaufort Street the entry "throat" to the side street is generally about 6 metres wide with reasonably tight kerb return radius present. That enables shortest walk distance across the "throat" and most verge retention for milling space or landscape. The recent addition of splitter islands at some junctions has resulted in very long walk distances across roadways, and/or deviated walk paths that detract from pedestrian amenity and allow cars to turn corners at quite high speeds. As development progresses there is an opportunity to improve these corners in conjunction with parking improvements.

3.2.5 Driveways onto Beaufort Street

Beaufort Street has many driveways along the kerb, a significant proportion of which are not necessary, given the presence of rear access lanes and the fact that they are to service land uses other than retail. These driveways interrupt car parking at the kerb and vehicular crossings of the footpath reduce footpath quality. Provision needs to be made to reduce driveway crossings as alternative access via rear laneways is mostly available.

¹⁰ TTM Consulting, Melbourne – Beaufort Street Traffic Engineering Considerations

¹¹ Note that the City of Stirling has instituted line marking for parking bays post-Charrette

3.3 Land Use and Built Form along the Entire Corridor

3.3.1 *Distinguishable 'segments'*

The earlier tram service inspired intensification at tram stops, with less intense development in between stops. Commercial intensification also occurred at the major intersections such as at Central Avenue.

Several developments interrupted the tram-induced segmentation over time. The Inglewood Community Centre has inspired and continues to inspire a concentration of activities within and around it. 'Spot rezoning' over time have in some cases interrupted the rhythm of activities along the Street. Moreover, many existing dwellings now accommodate commercial uses, whether with use permits or not; some of the Street's more established enterprises occupy residential zones.

3.3.2 Heritage buildings

The City of Stirling commissioned a Heritage Survey by TPGWA, which recognises over half of the buildings along the Corridor built prior to 1960 as having some heritage value. These heritage buildings significantly contribute to Beaufort Street's 'character', and the Charrette grappled with how to celebrate (and retain) most of these buildings (or their facades and/or interiors), while enabling the Corridor to redevelop and intensify.

3.3.3 Post 1960's built form

Several buildings, mostly in the north eastern half of the Corridor, were built after 1960, and their appearance does not generally contribute favourably to Beaufort Street's character. Several buildings and developments cater predominantly and overtly to car-based retail, with conspicuous parking out front, and fast food-type signage.

3.3.4 Recent mixed-use multi-storey buildings

A number of multi-storey mixed-use buildings have recently been developed. Their large scale often dominates the street, more because of their long repetitive and contemporary façade designs than their relatively tall heights. These buildings generally could be found anywhere in Australia or beyond, and do not contribute to the special character of the Corridor.

3.3.5 Varied setbacks

Anticipated street widenings have resulted in several relatively recent buildings being set back from the current prevailing 20m-wide street reserve. Generally these setbacks do not contribute favourably to the urban streetscape or character of the Corridor. However, these setbacks may offer areas of wider street reserves for possible future light rail stops, which may benefit from (but not necessitate) wider street reserves.

3.3.6 Public realm

As noted earlier, anticipated street widenings have generally compromised the streetscape and public realm, relegating Beaufort Street more to a place for cars than for people.

There are not a lot of public parks or other appealing open spaces, nor is there a positive continuity of street

trees.

Timing of the busway clearways is widely misunderstood by drivers and badly signed. This results in a very low usage of the parallel parking along the Street, which limits commercial viability while encouraging drivers to speed due to very little 'friction' along the footpaths.

None of these general features of the Corridor, separately or together, has damaged Beaufort Street. However, for it to flourish, these issues need to be addressed, and the Charrette makes related proposals in Chapter 5 of this document.

3.3.7 Character and styles within the corridor

Much of this explanation of architectural style paraphrases and excerpts passages from the definitive *Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*¹².

New mixed use and multi-residential development in Beaufort Street proposed under this strategy aims for a 'Sense of Place' through redevelopment to a style which fits in with and evolves from the local character of Beaufort Street. Redevelopment building forms and styles were envisaged with community members at the Beaufort Street Charrette through the development of a range of redevelopment examples along the corridor.

The Charrette developed four architectural 'styles', which, except for the Art Deco, are actually groups of styles listed in *Identifying Australian Architecture*. This is why the styles named do not match those listed in this book (except for Art Deco). Beaufort Street and its environs embody several loosely related and often overlapping versions of the more 'pure' architectural styles listed in this book, which states:

*Because of the diversity of architectural practice and the fact that many buildings were – and still are – designed by draftsmen, builders or owners, completeness and consistency of style cannot be expected. ...It has to be freely accepted that classifications of style are bound to be somewhat arbitrary and artificial and that they are likely to change as knowledge increases and values shift. Every category is blurred around the edges, and overlaps are bound to occur.*¹³

Identifying Australian Architecture concludes its Introduction by saying that "styles can never be regarded as sets of watertight compartments into one of which every building must fit."¹⁴

In the case of this Strategy and the associated Local Development Plan, the terms 'architectural style' and 'architectural character' may be somewhat interchangeable. Therefore, every building's façade must, in this sense, manifest some 'style' or 'character'.

This approach eschews the modernist design assertion, that buildings must be 'of their time,' but which in so doing disrespect or ignore the culture or place they are meant to serve. Rather the building-form controls, together with proposed selected styles, are intended to produce arrangements and forms which feel at home and belong in Beaufort Street, although they may be larger in scale to accommodate Perth's growing population and changing lifestyles.

¹² *Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, by Apperly, Irving and Reynolds, published by Angus and Robertson, 1989

¹³ *A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, page 17.

¹⁴ *Ibid*, page 19.

The Charrette identified four Character Styles within the Corridor. Other styles can be contemplated so long as they are derived from pre-1960's building/s already present along Beaufort Street.

Art Deco



'Brick Simple'

(Derived from early 20th century warehouse, inter-war Art Moderne, post-war austere)



'Brick Decorated'

(Derived from Federation, Queen Anne, Arts and Crafts, California Bungalow)



Light Classical

(Derived from turn of the 19th century commercial buildings)



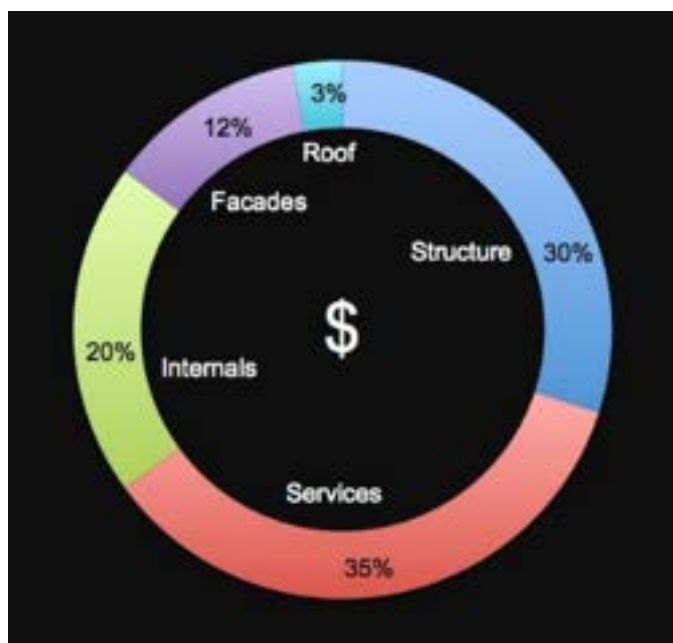
This Strategy is designed as an extension of the Character Retention Guidelines for Mount Lawley, Menora and Inglewood, which have been in place for many years. The purpose of the Guidelines is to ensure that the heritage character of Mt Lawley, Menora and Inglewood is retained and protected, as well as being reflected in new development.

Accordingly this Strategy recommends that new buildings are designed in the identified architectural styles, in order to enhance the character and coherence that is Beaufort Street's inherent identity. They will contribute to a 'dialogue' among adjacent buildings through their mass, materials and character. They will have compositions that create rhythm to the eye, and they will maintain a sense of place to make Beaufort Street a long, comfortable and memorable 'public outdoor room'.

The consistent application of the associated Local Development Plan will guide the redevelopment of Beaufort Street into an attractive urban street that is safe, comfortable and interesting.

3.3.8 Construction cost implications for a strong response to local character and style

The Form and Character Based Coding for Beaufort Street will require that new developments are designed and built in one of the identified architectural styles. This may give some stakeholders concern because they may assume that building in these architectural styles might be more expensive than building in more contemporary architectural styles. However, this is not necessarily the case.



This diagram, provided and researched by architect and ESD team member Malcolm Mackay, shows the average relative costs of main building components. Facades represent on average of 12% of the cost. As the facade materials comprise most of the cost, the style of the facade may represent a relatively small fraction of total building construction cost.

Complexity of construction is more of a cost driver, especially structural complexity as a result of complex or irregular forms. As shown below, courtesy of Malcolm Mackay, the ornate street facade on Victoria's historic

Parliament House (which is far more ornate than the Form and Character Based Coding for Beaufort Street would require) is likely today to cost less than the complex and tilted glazed facade on the building on the right.



The four architectural styles proposed by the Local Development Plan do not need to be structurally complex, and do not seek large expanses of thermally inefficient glazing.

The flip side of construction cost is property value. The intent of the Form and Character Based Coding is to enable a harmonious and comfortable streetscape. A key success factor in this is architectural style; it is hoped that new developments using these four compatible architectural styles will cumulatively produce a streetscape that is more valuable than the sum of its parts, because it is also coherent and of a character that the community already appreciates.

The residential neighbourhoods adjoining Beaufort Street have matured well over time, with incremental redevelopments and expansions that are sympathetic to the existing heritage character of the neighbourhoods. Property values have remained high or increased, as has the character of these neighbourhoods. The intent of the Local Development Plan is to retain and enhance the character of Beaufort Street, while enabling it to mature into a taller more vital and memorable place.

3.4 Corridor Precincts

The Beaufort Street Charrette recognised five Mixed-use Precincts, and four Residential Precincts along Beaufort Street, as shown below in Figures 2a and 2b. The description of the precincts begins at the southwest Walcott end of the Corridor and finishes with North Inglewood at the north east end of the Corridor.

To facilitate comparison of the various precincts, this report provides a few photos of each precinct, and then identifies each precinct according to the following 'Traits', noting the strengths, weaknesses, opportunities and threats for each:

1. Built and Natural Environment, Character and Heritage
2. Street Live and Commerce/Community Uses
3. Transport and Parking



Figure 2a: Beaufort Street Precincts, Walcott Street to Central Avenue

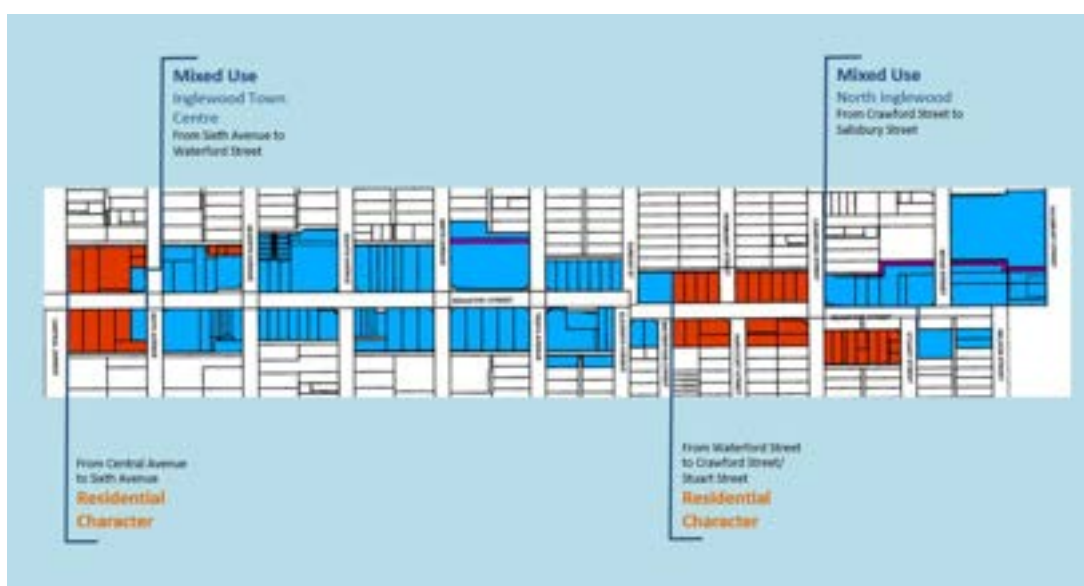


Figure 2b: Beaufort Street Precincts, north of Central Avenue to Salisbury Street

3.4.1 Mt Lawley Town Centre Mixed-Use Precinct

The Mount Lawley Mixed-use Precinct has two distinctive segments, with the dividing building between the two being the NAB building. The precincts, designated as 'Precinct South' and 'Precinct North,' are shown below.

Photos of the Mount Lawley Mixed-Use Precinct South



Art Deco style building, Walcott St



View to Beaucott Building and Astor Theatre, southwards



Single storey traditional shop front



Art Deco style furniture



View to CBD



Double storey traditional buildings



Heritage Building



Non-heritage streetscape



Council carpark

Mt Lawley Mixed-use Precinct <i>South</i>	
Trait: Built and Natural Environment, Character and Heritage	
<i>Strengths</i>	<i>Weaknesses</i>
Walcott Street up to but not including NAB building <ul style="list-style-type: none"> • Generally cohesive urban form with consistent setbacks and continuity. • Direct pedestrian accessibility to activities. • Strong urban edge to street. • Distinctive Art Deco architectural character. • Wide and continuous canopy cover both sides of the street. • Signage integrated on awnings. • Active ground floors with clear glass. • Good footpath width and underground power. • Street branding of lights and furniture in Art Deco. • Distinctive yet low-key brick paving. • Dramatic vista along the street to the Perth CBD. 	<ul style="list-style-type: none"> • Traffic noise and fumes. • Lack of street trees, other than some palm trees in the median. • Several Modernist architectural intrusions, which interrupt the Heritage Character and its continuity.
<i>Opportunities</i>	<i>Threats</i>
Walcott Street up to but not including the NAB building <ul style="list-style-type: none"> • Scope to extend to upper levels and keep 'heritage' facades. • Opportunity to build on the existing character and 'brand' the precinct and the corridor as a whole. • Opportunity to introduce more street trees and other planting. 	<ul style="list-style-type: none"> • Lack of landowner enthusiasm to redevelop. • Excessive engineering requirements limiting opportunity to improve amenity through street tree planting. • Excessive heritage controls limiting the opportunity for redevelopment of under-utilised sites.
Trait: Street Life and Commerce/Community Uses	
<i>Strengths</i>	<i>Weaknesses</i>
Walcott Street up to but not including NAB building <ul style="list-style-type: none"> • Trendy, attractive vibrant Main Street feel to the reserve. • Arcade for smaller units with front access from street and rear access from car park. • Retail is highly visible with groupings, such as fashion, jewellery, cafes and real estate. • Residential hinterland and Perth College provides patronage. • Feels safe and clean. • No Big Box centre nearby to "poach" existing retail. 	<ul style="list-style-type: none"> • Limited redevelopment opportunities due to heritage constraints. • Council carpark does not contribute to street life, but is important to commerce.
<i>Opportunities</i>	<i>Threats</i>
<ul style="list-style-type: none"> • Possible redevelopment opportunity for carparks, by means of actively fronting multi-storey buildings with multi-deck parking behind. 	
Trait: Transport and Parking	
<i>Strengths</i>	<i>Weaknesses</i>
Sub-precinct A (south west) Walcott Street up to but not including the NAB building <ul style="list-style-type: none"> • Bus stop. • On-street parking. • Car parking screened at the back of lots and building rear. • Rear lane access for servicing both sides of the street, Beaucott and Astor Lanes. • Regional road access. • Low speed vehicular environment. • Lighted 4-way intersection with Walcott Street. 	<ul style="list-style-type: none"> • Narrow median for disabled, pedestrians, particularly who have children and prams. • Constrained street reserve for the inclusion of light rail.
<i>Opportunities</i>	<i>Threats</i>

- Reserve is to be assessed for light rail.

- Impact of light rail on street operation.

Photos of the Mount Lawley Mixed-Use Precinct North



Modernist building



Low-rise modern shops



Carpark for Perth College



Dwelling used for business



Victorian heritage dwelling

Mt Lawley Mixed-use Precinct <i>North</i>	
Trait: Built and Natural Environment, Character and Heritage	
<i>Strengths</i>	<i>Weaknesses</i>
NAB building to Queens Crescent <ul style="list-style-type: none"> Some quality heritage houses and apartment blocks with landscaped gardens. Wider, larger lots. View to city. Underground power. Rising street to crest of hill. Rear lane both sides of Beaucott Lane and Astor Lane, helps with parking off street. Important provision of medical services and commodities such as hardware. 	<ul style="list-style-type: none"> Traffic noise and fumes. Lack of street trees, other than some palm trees in the median. Several Modernist architectural intrusions, which interrupt the Heritage Character and its continuity. Fragmented urban form, less enclosed with different and larger setbacks and car parking bays in front. Diverse often undistinguished architectural styles. Intrusive suburban style signage on poles. No canopies for pedestrians. Lack of clear Main Street identity and purpose. No street trees. Low-rise undistinguished shopfronts. Strata titling likely to constrain redevelopment.
<i>Opportunities</i>	<i>Threats</i>
NAB building to Queens Crescent <ul style="list-style-type: none"> Scope to redevelop ageing (non-heritage) or underdeveloped building stock. View to city. Reserve 'feels' wide with scope to build to a taller scale. Scope to create buildings fronting street reserve to screen existing forecourt car parking. Opportunity to introduce more street tree planting and landscape in setback areas. 	<ul style="list-style-type: none"> Lack of landowner enthusiasm to redevelop. Excessive underground utilities limit opportunity to improve amenity though street tree planting. Threat to the existing character buildings through possible future street-widening to accommodate light rail. Excessive heritage controls limiting the opportunity for redevelopment of under-utilised sites.
Trait: Street Life and Commerce/Community Uses	
<i>Strengths</i>	<i>Weaknesses</i>
NAB building to Queens Crescent <ul style="list-style-type: none"> Diversity of retail. Businesses in traditional attractive single storey houses. Essential community services provided (Post Office and Bank). 	<ul style="list-style-type: none"> Lack of footpath shelter or continuously active frontages limit pedestrian amenity.
<i>Opportunities</i>	<i>Threats</i>
NAB building to Queens Crescent <ul style="list-style-type: none"> Opportunity to extend the retail focus further northeast through redevelopment. 	<ul style="list-style-type: none"> Lack of impetus to redevelop through strata – titling or lack of landowner enthusiasm or vision.
Trait: Transport and Parking	
<i>Strengths</i>	<i>Weaknesses</i>
NAB building to Queens Crescent <ul style="list-style-type: none"> Wider median for pedestrian crossing. End-in parking on Queens Crescent (side-street). Bus shelter. 	<ul style="list-style-type: none"> Dominated by car parking in lots fronting the street.
<i>Opportunities</i>	<i>Threats</i>
NAB building to Queens Crescent <ul style="list-style-type: none"> More efficient and screened car parking. More on-street parking. Extension of 40 km/h zone southward. 	

3.4.2 First Residential Character Precinct

(South of Regent Street to south of Second Avenue)



Group housing, Lawley Crescent to Regent Street West



Copley Park in a dip below footpath



Regent Street West side street



Group housing, Regent Street West to First Avenue



Group housing, Regent Street West to First Avenue



Church corner site, First Avenue

First Residential Character Precinct	
Trait: Built and Natural Environment, Character and Heritage	
Strengths	Weaknesses
<ul style="list-style-type: none"> • Consistent architecture, modern and old. • Copley Park amenity. • Heritage Church with nice front garden. 	<ul style="list-style-type: none"> • Street front fence quality is poor in sections (barbed wire). • Few trees, shade or shelter from verandas for footpath, with resultant lack of pedestrian amenity • Copley Park depressed below grade of Beaufort Street, hard to appreciate from the street.
Opportunities	Threats
<ul style="list-style-type: none"> • Improvements to Copley Park street frontage for better enjoyment of the Park. 	<ul style="list-style-type: none"> • Lack of passive surveillance of Copley Park from the elevation of Beaufort Street.
Trait: Street Life and Commerce/Community Uses	
Strengths	Weaknesses
<ul style="list-style-type: none"> • Reasonably attractive heritage buildings to view from Street. • Church is major community asset, at least for worshipers of that denomination. • Copley Park open space and toilets 	<ul style="list-style-type: none"> • Weakness of overview and access to Copley Park limits its use and value to the Street.
Opportunities	Threats
<ul style="list-style-type: none"> • Possibly improved frontage along Copley Park for better overlooking and access down to the main level of the Park. 	<ul style="list-style-type: none"> • Limited passive surveillance of Copley Park from Beaufort Street.
Trait: Transport and Parking	
Strengths	Weaknesses
<ul style="list-style-type: none"> • Rapid bus service. • Rear lanes present and wide enough for access to major parking in the rear of premises. • Smaller dwellings along rear lanes augment passive surveillance there, and provide some relative affordability compared to deeper into the adjoining neighbourhood. 	<ul style="list-style-type: none"> • Problematic signage for bus parking prohibition discourages parking during off-peak periods. • No head-in parking near Beaufort Street on Lawley Court (both sides of Street).
Opportunities	Threats
<ul style="list-style-type: none"> • Head-in parking introduction on Lawley Court along street blocks adjacent to Beaufort Street. 	<ul style="list-style-type: none"> • General lack of parallel parking along Beaufort Street threatens pedestrian amenity and use.

3.4.3 Second Avenue Mixed-use Precinct

(South of Second Avenue to Third Avenue)



First Avenue corner flats



Myola Flats



Vacant lot, south side



Second Avenue Plaza, north side



Second Avenue shop, south side



Second Avenue, side street end-in parking



Second Avenue Plaza IGA along Beaufort Street – high sills

Second Avenue Mixed-use Precinct

Trait: Built and Natural Environment, Character and Heritage

Strengths

- IGA in Art Deco style building “2nd Avenue Plaza – red and grey colours (noting that there is disagreement in the local community about the building’s merits).
- Complex paving pattern starts between Central and Sixth Avenues.
- Rear lanes for servicing both sides.

Opportunities

- Art deco character of the 2nd Avenue Plaza is a good cue for future character.
- Consolidation of the local centre’s presence by encouraging a significant scale of redevelopment to occur.
- Planting of street trees along the verges and median.

Weaknesses

- 2nd Avenue Plaza Building is lifeless due to openings with high window sills, and intrusive carpark on the corner.
- Irregular setbacks interrupt the continuity of the streetscape and deny shade and shelter for pedestrians along the footpath.
- Absence of street trees.

Threats

- Challenge of Council’s reconciling the resolution of the historic setbacks, in terms of who owns what and owes what to whom (private owners vs Council).

Trait: Street Life and Commerce/Community Uses

Strengths

- New IGA offers reasonable street frontage with a heritage response.

Opportunities

- Redevelopment of intrusive carparks and setbacks along the frontages of Beaufort Street, to gain streetscape continuity, with parking implemented along the rear lanes.

Weaknesses

- Irregular setbacks and lack of shade and shelter or street trees associated with the footpaths are limiting pedestrian amenity.

Threats

- Competition from other centres or other locations along the corridor retarding the opportunity for redevelopment and expansion of the retail and commercial offering.

Trait: Transport and Parking

Strengths

- Head-in parking on side streets
- Rear lanes to enable efficient parking in the rear

Opportunities

- n/a

Weaknesses

- Noise, 4 lanes of traffic
- Some car parking in setbacks.

Threats

- n/a

3.4.4 Second Residential Character Precinct

(Third Avenue to Fourth Avenue)



Post-war Suburban House



House with shopfront



Car yard



House behind fence



Post-war suburban house



Post-war units development

Second Residential Character Precinct	
Trait: Built and Natural Environment, Character and Heritage	
Strengths	Weaknesses
<ul style="list-style-type: none"> • Mix of uses (recent residential apartment blocks, grouped housing, and town houses). • Intersections have a quality transitional appearance up side streets – trees, residential character, and head-in parking on Third Avenue adjoining Beaufort Street. 	<ul style="list-style-type: none"> • Sporadic tree shade. • Irregularity of setbacks. • No discernible urban or architectural character of quality. • Old walk-up apartments. • Gaps on street. • Degraded building stock and degraded corner shop. • Poor quality bus stop. • Residential character compromised– street front fences solid 1.8m. • Overhead power lines north of Third Avenue.
Opportunities	Threats
<ul style="list-style-type: none"> • Significant and extensive redevelopment in the context of limited architectural or landscape values. • Streetscape upgrades to fill in the missing gap between Mt Lawley and Inglewood and to set a context for redevelopment. 	<ul style="list-style-type: none"> • Lack of impetus to redevelop through strata-titling or lack of landowner enthusiasm or vision. • Current derelict buildings may limit redevelopment enthusiasm by others.
Trait: Street Life and Commerce/Community Uses	
Strengths	Weaknesses
<ul style="list-style-type: none"> • A few reasonable heritage dwellings augment the streetscape. 	<ul style="list-style-type: none"> • Intrusive car yard. • Irregular setbacks limit streetscape continuity. • Lack of street trees along nature strips or median.
Opportunities	Threats
<ul style="list-style-type: none"> • Street tree plantings along nature strips and median. • Redevelopment of frontages to augment the streetscape. 	<ul style="list-style-type: none"> • Dilemma of who goes first, if any of the owners, may discourage all of them.
Trait: Transport and Parking	
Strengths	Weaknesses
<ul style="list-style-type: none"> • End in parking on side streets (Second, Third, Fifth Avenue). • Bus bay but no shelter between Third and Fourth Avenue. • Rear lanes to facilitate rear parking. 	<ul style="list-style-type: none"> • Only parallel parking on Fourth Avenue adjoining Beaufort Street. • Noise, 4 lanes of traffic. • Some car parking in setbacks.
Opportunities	Threats
<ul style="list-style-type: none"> • Streetscape upgrades to reduce the though traffic lanes to one in each direction and to reduce the ambient traffic speed. • Head-in parking on Fourth Avenue. 	<ul style="list-style-type: none"> • n/a

3.4.5 Central Avenue Mixed-use Precinct

(Fourth Avenue to Central Avenue)



Poor bus stop on north side



Fourth Avenue south side, businesses



Fifth Ave Inglewood Hotel on corner



Central Avenue north side corner shops



Inglewood Hotel façade, beer garden in front



Fifth to Central Avenue retail strip, north side

Central Avenue Mixed-use Precinct	
Trait: Built and Natural Environment, Character and Heritage	
Strengths	Weaknesses
<ul style="list-style-type: none"> Intersection with major sub-regional through street of Central Avenue. 	<ul style="list-style-type: none"> Service station dominates one corner.
Opportunities	Threats
<ul style="list-style-type: none"> Central Avenue higher traffic volumes may augment redevelopment feasibility. 	<ul style="list-style-type: none"> Recent dominance of car-oriented suburban character, design and signage in current developments may discourage innovation.
Trait: Street Life and Commerce/Community Uses	
Strengths	Weaknesses
<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> Service station compromises streetscape amenity and function.
Opportunities	Threats
<ul style="list-style-type: none"> Redevelopment opportunities aplenty, if Council can provide a clear Vision and supportive regulations. 	<ul style="list-style-type: none"> Current dominance of conventional suburban Character may discourage innovation and investment.
Trait: Transport and Parking	
Strengths	Weaknesses
<ul style="list-style-type: none"> Sub-regional intersection, signalise intersection to augment pedestrian and cycling safety for crossing. Rear lanes offer opportunity of optimising parking in rear. 	<ul style="list-style-type: none"> Established parking areas along the frontage of Beaufort Street.
Opportunities	Threats
<ul style="list-style-type: none"> Rear lanes and side streets offer opportunities for access, to enable stronger active frontages along Beaufort Street. 	<ul style="list-style-type: none"> Council credibility to implement enabling regulations for innovation.

3.4.6 Third Residential Character Precinct

(Central Avenue to Sixth Avenue)



Post-war Suburban House



Federation house



Character house



Character house with late modifications



Unoccupied post-war suburban house



Character house

Third Residential Character Precinct	
Trait: Built and Natural Environment, Character and Heritage	
Strengths	Weaknesses
<ul style="list-style-type: none"> One or two good heritage houses. 	<ul style="list-style-type: none"> Most dwellings have been modified, and many are run down. One or more derelict houses. No street trees, few other trees in front yards.
Opportunities	Threats
<ul style="list-style-type: none"> Buy low, sell high opportunity for denser new residential-character development/s. 	<ul style="list-style-type: none"> Deteriorated condition of some dwellings may discourage redevelopment, unless positive momentum demonstrated.
Trait: Street Life and Commerce/Community Uses	
Strengths	Weaknesses
<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> Deep front setbacks discourage interaction between residents and passers-by on the street. No community uses, and no businesses present, as far as one can see from the Street.
Opportunities	Threats
<ul style="list-style-type: none"> Land assembly and redevelopment to as much as three-storeys, with active frontages to the Street. 	<ul style="list-style-type: none"> Derelict buildings may discourage redevelopment, unless they are included in that redevelopment.
Trait: Transport and Parking	
Strengths	Weaknesses
<ul style="list-style-type: none"> Rear lanes to facilitate rear parking. 	<ul style="list-style-type: none"> No pedestrian amenity on Street.
Opportunities	Threats
<ul style="list-style-type: none"> Street tree planting. 	<ul style="list-style-type: none"> n/a

3.4.7 Inglewood Town Centre Mixed-use Precinct

(Sixth Avenue to Waterford Street)



Tattoo Parlour, south side



Closed down shops



Weeds in footpath



Eighth Avenue Bunnings – car park on street



Bunnings car park, north side



Eighth Avenue corner, south side end-in parking



Inglewood IGA



Tyrepower next to IGA, south side



Mini piazza in road reserve Dundas Road



Dundas/ Harcourt shops



Dundas Road clock tower



Dundas Street corner flats includes a semi-basement

Inglewood Town Centre Mixed-Use Precinct	
Trait: Built and Natural Environment, Character and Heritage	
Strengths	Weaknesses
<ul style="list-style-type: none"> • Inglewood Community Centre. • Bus stop. • Some larger landholdings to facilitate redevelopment. 	<ul style="list-style-type: none"> • Inglewood Community Centre is loved by some but looking a bit out of date. • Lower-order shops on southeast side. • IGA closing down, with no nearby supermarket yet. • Some uses like Bunnings do not contribute well to the intended streetscape, but may represent redevelopment opportunities.
Opportunities	Threats
<ul style="list-style-type: none"> • Possible new supermarket as part of mooted redevelopment of and expansion of Inglewood Community Centre (see Chapter 7). 	<ul style="list-style-type: none"> • Isolated dwelling just north of Community Centre is limiting redevelopment by CoS of that area.
Trait: Street Life and Commerce/Community Uses	
Strengths	Weaknesses
<ul style="list-style-type: none"> • Inglewood Community Centre. • Nursery/café a hub of activity most days, with pleasant courtyard. • Nice palm treed public space at 11th Avenue, at bend in Beaufort Street. 	<ul style="list-style-type: none"> • n/a
Opportunities	Threats
<ul style="list-style-type: none"> • Possible redevelopment of Inglewood Community Centre (see Catalyst Site Proposal in Chapter 7). 	<ul style="list-style-type: none"> • No obvious threats.
Trait: Transport and Parking	
Strengths	Weaknesses
<ul style="list-style-type: none"> • Space for future Light Rail Stop. • Some street trees in median, and hopefully more coming also for nature strips where feasible, depending on underground utilities. 	<ul style="list-style-type: none"> • Anecdotal reports of people using Inglewood Community Centre as de-facto Park & Ride for Perth's CBD.
Opportunities	Threats
<ul style="list-style-type: none"> • See related Catalyst Site Proposals 	<ul style="list-style-type: none"> • No obvious threats

3.4.8 Fourth Residential Character Precinct

(Waterford Street to Crawford Road/Stuart Street)



Dundas and Normanby walk up flats



Harcourt Street, vacant lot



Nelson Street car centre



Garden Centre



Crawford Road South, corner new mixed use building



Crawford Road South side street - trees

Fourth Residential Character Precinct	
Trait: Built and Natural Environment, Character and Heritage	
Strengths	Weaknesses
<ul style="list-style-type: none"> • Some land assembly already achieved, to enable redevelopment to mid-rise buildings. • Empty lot/s available for redevelopment, if momentum and clear plan/Vision can be developed. 	<ul style="list-style-type: none"> • Disparate land uses compromise streetscape continuity and character. • Some vacant lots and a car yard. • Some non-conforming uses.
Opportunities	Threats
<ul style="list-style-type: none"> • Abundant redevelopment opportunities (see Catalyst Site Proposals). 	<ul style="list-style-type: none"> • Unknowns about ability to redevelop, until Council and/or State resolve regulations.
Trait: Street Life and Commerce/Community Uses	
Strengths	Weaknesses
<ul style="list-style-type: none"> • Interesting shops along northwest side between Harcourt and Stuart Streets. 	<ul style="list-style-type: none"> • No community uses. • Confusion about parking permissibility in off-peak times along bus lanes.
Opportunities	Threats
<ul style="list-style-type: none"> • Plenty of empty or undeveloped lots, with some land assembly already in place. 	<ul style="list-style-type: none"> • Lack of Council regulations to enable positive redevelopment.
Trait: Transport and Parking	
Strengths	Weaknesses
<ul style="list-style-type: none"> • Street trees in median contribute to amenity. 	<ul style="list-style-type: none"> • No rear lanes on south eastern side. • No head-in parking on adjoining street for the corners of Beaufort Street blocks. • Rear lanes on northwest side are too narrow currently for efficient turning and two-way traffic.
Opportunities	Threats
<ul style="list-style-type: none"> • See Catalyst Site Proposals in Chapter 7. 	<ul style="list-style-type: none"> • Lack thus far of regulations to enable proposed developments, but perhaps forthcoming.

3.4.9 North Inglewood Mixed-use Precinct

(Crawford Road to Salisbury Street)



Dundas and Normanby walk up flats



Harcourt Street, vacant lot



Nelson Street car centre



Garden Centre



Crawford Road South, corner new mixed use building



Crawford Road South side street - trees



Crawford Road South, home business



Cecchi Restaurant



Wood St, corner disused lot



Stuart Street, corner southern vacant lot



Stuart Street to Nelson St buildings



Derelict site, Wood Street



Good street trees



Wood Street, U-shaped flats



Civic Hotel



Civic Hotel beer garden on street front



Salisbury Road, Coles View



Salisbury St Remembrance Park, corner



Salisbury Road to Nelson Art Deco style shops, with a Federation style house behind

North Inglewood Mixed-use Precinct	
Trait: Built and Natural Environment, Character and Heritage	
Strengths	Weaknesses
<ul style="list-style-type: none"> • Significant redevelopment opportunities of existing and/or empty lots. • Civic Hotel a major heritage and community asset to the neighbourhood. • Coles a convenience retail benefit, but not good urban frontages. • Cecci's Italian Restaurant is a major community asset. • Some good street trees, particularly in the median. 	<ul style="list-style-type: none"> • Some existing blight with empty lots and empty business premises. • Chicken Treat has 'highway retail' layout with parking out front and highway-type signage, does not contribute to the Character of Beaufort Street in that respect.
Opportunities	Threats
<ul style="list-style-type: none"> • Significant redevelopment opportunities of existing and/or empty lots. 	<ul style="list-style-type: none"> • Existing blight may discourage redevelopment.
Trait: Street Life and Commerce/Community Uses	
Strengths	Weaknesses
<ul style="list-style-type: none"> • Some street trees, particularly in the median, helps urban and pedestrian amenity. 	<ul style="list-style-type: none"> • Some empty premises and lots, with derelict building/s.
Opportunities	Threats
<ul style="list-style-type: none"> • Redevelopment opportunities aplenty, which could revitalise this area, if momentum can be developed by means of a committed Plan and Vision on Council's part. • Coles supermarket carpark could perhaps be sleeved with new businesses fronting the street. 	<ul style="list-style-type: none"> • Possible loading docks from the mooted Coles redevelopment, directly fronting the street.
Trait: Transport and Parking	
Strengths	Weaknesses
<ul style="list-style-type: none"> • Reasonably complete streetscape with street trees. 	<ul style="list-style-type: none"> • No rear lanes along parts of Beaufort Street. • Chicken Treat parking out front does not contribute to Beaufort Street's character, and makes it resemble any suburban car-dependent strip.
Opportunities	Threats
<ul style="list-style-type: none"> • Possible introduction of rear lanes associated with new development/s, to enable parking in rear. 	<ul style="list-style-type: none"> • Misunderstood on-street busway parking prohibitions may be limiting viabilities of present and future businesses.

4 KEY ISSUES AND OPPORTUNITIES

4.1 Traffic Trumping Liveability

Beaufort Street has become a hostile car-oriented environment with through-traffic travelling aggressively in and through northeast Mount Lawley and Inglewood. This car-oriented environment together with a lack of parking definition, poor pedestrian environment and a lack of traffic lights and other safe pedestrian crossings have diminished commercial activity in these locations and is a deficient environment to locate further new higher-density housing, without remediation of these conditions.

Activities along the corridor are struggling because the current road configuration encourages traffic to travel aggressively along the street, and because vague parking arrangements discourage on-street parking. On-street parking is vital for customers to gain access to businesses and to shelter pedestrians from fast moving cars. Post-Charrette marking of street parking in the Inglewood Town Centre has already resulted in slowing of traffic.

Some lots with development set back for in-front customer parking have resulted in the domination of segments of Beaufort Street by car parking that creates significant breaks in the streetscape. Redevelopment of these sites should be through land uses and built form that would ameliorate this situation by placing parking at the rear, accessed from the laneways available along the corridor.

Improvements also need to be made to improve the traffic management as much of Beaufort Street feels like a fast speed street rather than an integrator arterial for the community. This can be achieved through the addition of additional traffic lights at key locations, and through better marked and signed on-street parking in non-clearway times.

4.2 An Uncomfortable and Inconsistent Streetscape

The public realm of any business boulevard like Beaufort Street is the space defined by the private buildings - the street, footpaths and small spaces such as street corners that together make up the publicly available places for the local community. When a business boulevard works well for urban amenity, these spaces should form a contiguous series of 'outdoor rooms', which all the community should be able to enjoy.

Beaufort Street is not as inviting as it could or should be. There is poor shelter and shade along the corridor. Older shops have maintained verandas, but they are in short runs with car parks and other interruptions between the shops.

As a result of earlier requirements by Council, many recent buildings have been set back from their 20m-wide street frontage, so that verandas, if present, are dislocated from the footpath. A consistent setback line with verandas for all future development in the key business activity areas of the corridor will be an important element to augment walkability.

Many of the front setbacks are devoid of amenity such as greenery, shade and resting places for pedestrians.

The new configuration of Beaufort Street to accommodate bus lanes has generally narrowed footpaths and placed street trees in the central median. There are very few street trees along the footpaths of Beaufort Street, and they have mostly been removed from the private front gardens of former houses, now run as businesses. The lack of trees is in stark contrast to the adjoining residential neighbourhoods of well-maintained and leafy

streets.

Ideally, the level of civic care shown in the Mount Lawley and Inglewood streets should be extended to Beaufort Street as the community's prime public 'outdoor room'. However, the ability to introduce street tree planting has been limited by the narrowing of the footpath to accommodate the new street configuration. There is often no space left in the footpath after the accommodation of underground utilities. Consequently the objective is to take the opportunity to plant street trees wherever opportunities do exist. Key opportunities for such greening of the public realm are where road widenings have been given over to the Crown, and at street corners. Businesses and residents should also be encouraged to re-establish trees in their front yards.

It may also be advantageous to maintain the Metropolitan Region Scheme road widening reservation in key locations, where light rail stops are proposed in the future, and where footpaths now need widening. This will create possibilities for additional tree planting over time.

4.3 Need to Define Places along the Corridor

Beaufort Street is very long - some 2.8 kilometres from Walcott Street to Salisbury Street, and it lacks identifiable nodes of activity that would help define local communities and assist with a memorable journey along the corridor.

The southwest end has definitive character at Walcott Street and at Perth College. However, from Second Avenue northwards the corridor blurs into a string of businesses in old houses, strip shops set back from the street with car parks out front, and occasional rows of traditional shops fronting the street. The Inglewood Town Centre has many good elements such as rows of traditional shops and the landmark clock tower, but it is difficult to discern where it starts and finishes, as it has sporadic activity and appears underdeveloped with gaps, such as the Bunnings and IGA sites, blank walls and obscured windows in many shops and businesses. Also, the Inglewood Civic Centre does not engage very well with Beaufort Street.

'Pulses' of identifiable Town Centres and local centres/concentrated land uses would give better definition and identity to the corridor making it more memorable and usable. The proposal is that development could be more intense in the key Inglewood Town Centre, while the less intense centres at Second Avenue and North Inglewood should be separated and thus identifiable by means of the predominantly residential areas in-between them.

4.4 Combining Development and Amenity

Beaufort Street needs new investment to revitalise underutilised sites and inject a new economic vitality into the corridor.

The challenges for Beaufort Street are to find a way to incorporate new development, without unreasonably impacting neighbours and existing character, and to ensure that the amount of development needed to stimulate the redevelopment does not diminish the quality of the streetscape.

A human scale is important so that new development relates to the street width and an existing character of small-scaled buildings. In this way, while you are walking, cycling or driving, there is a sense that the buildings 'fit' the street. It will be important to avoid large single horizontal apartment blocks that are out of scale with the character of the street, unless they are broken into smaller buildings or are designed to look like distinct smaller

buildings of a scale compatible with the existing context.

There is no single condition or simple set of rules that should apply to Beaufort Street. Some lots types face Beaufort Street 'end-on', while others face it 'side-on', and still others are 'L-shaped'. Some lots are bigger than others, and some rows of lots are in single ownership. Generally, larger lots have more development capacity, and this may inspire owners and/or developers to assemble adjoining lots to enable sufficient development yields to progress to development.

Human-scaled, mid-rise buildings will be a good urban form solution for Beaufort Street's intensification, so long as these buildings reduce their scale and height to their rears, in response to the adjoining lower-scale residential neighbourhoods. At the same time, the uses in these buildings need to reinforce the uses and character of the various precincts of Beaufort Street.

4.5 Heritage or Character

The Character Retention Guidelines Mount Lawley, Menora and Inglewood primarily relate to residential streets of the Neighbourhoods. Interpreted rigidly, new buildings should be designed to fit into the existing streetscape, and be designed in similar styles, scale and proportions as the existing 'heritage' (character) buildings. The Guidelines apply to buildings from the early 1900's to the 1950's where the architectural style is generally intact.

The Guidelines are steadfastly defended by the City of Stirling in the residential areas of Mount Lawley and Inglewood to which they apply, with excellent and well-appreciated results. The Charrette took a fresh look at how the Guidelines should apply to Beaufort Street in light of broader revitalisation objectives, which seek the intensification of the Corridor.

The principal aim of the existing Heritage Guidelines and Local Planning Scheme No.3 is to maintain the local character by protecting buildings built before 1960.

4.6 Architectural Styles

Key commercial and institutional buildings that characterise Beaufort Street are both late Victorian Federation and early Art Moderne and Art Deco styles. Other architectural styles include 'brick decorated' derived from Federation, Queen Anne, Arts and Crafts and California Bungalow, along with inter-war Art Moderne and post-war austere 'brick simple' derived from early twentieth century warehouse character.

Beaufort Street retains a somewhat durable consistency of character of its streetscape, notwithstanding the intrusion of post-war buildings whose bulk, scale and setback position on sites are designed for suburban sprawl arterial strips rather than an urban street. New larger scaled buildings have also recently arrived to Beaufort Street whose scale, horizontal emphasis and poorly detailed building entrances sit uncomfortably with those of their well-proportioned earlier neighbours.

The Beaufort Street Charrette in April 2014 rediscovered Beaufort Street's context, history and decoration, and it is important that new facades maintain the street's richness and create a satisfying sense of place. The Charrette recommended that all new buildings should contribute to a consistent streetscape based on a choice of four architectural styles, which the Charrette has named Art Deco, Brick Simple, Brick Decorated and Light Classical.

5 CORRIDOR STRATEGY

5.1 Introduction

Beaufort Street is a "Main Street" for Mount Lawley and Inglewood and provides a range of services that are used by residents daily as well as being a social centre for these communities.

It is proposed to revitalise Beaufort Street whilst protecting the character and stability of the existing adjacent neighbourhoods of Mount Lawley and Inglewood. This is to be achieved through a mid-rise development form that is moderate in scale and reflects existing building characters, while also achieving increased mixed-use and residential development intensity for the Corridor, in accordance with State and City of Stirling policies

Beaufort Street is a long urban arterial corridor situated within low-density suburbs, and as such it cannot sustain business uses of any real vigour along its entire length. Currently several business zones apply along Beaufort Street.

Many dwellings have been granted "Additional Use" rights to accommodate businesses. In addition, several business uses in houses appear to be operating without normal town planning scheme permission.

This *de facto* dispersion of uses along the entirety of Beaufort Street is having the effect of the street becoming a long and low intensity strip centre, whether in old character shops or in newer car-based developments.

To counter this trend and revitalise Beaufort Street, it is desirable to concentrate business uses into street-level retail and commercial premises within identifiable segments of the Street (with apartments or offices on the upper levels), in order to achieve business intensities that typically underpin more vibrant places. However, achieving this is relatively difficult along Beaufort Street, given the current zoning and permissible additional business uses already located in houses.

The Charrette concluded that the best approach to the issue of modulating urban form and intensity along the corridor is through recognising and amplifying Beaufort Street's existing character, rather than land-uses only. The Charrette proposal is to maintain and amplify the 'pulse' of Beaufort Street by reinforcing the four residential character precincts (and Perth College) between the five more commercially focused mixed-use precincts.

The residential precincts will be able to intensify for residential use to R-AC0, but business uses will be restricted to maintain their predominant character. In terms of other uses within these residential character precincts:

- Existing 'Additional Uses' are proposed to be recognised, where they exist;
- New small live-work residentially scaled uses will be included as 'Additional Uses' between Normanby and Crawford Street on the north east side of Beaufort Street, where a business-related zone is to be rezoned to Residential, in order to maintain this residential character 'break' between the Inglewood Town Centre Mixed-use Precinct and North Inglewood Mixed-use Precinct;
- In anticipation of a possible redevelopment of the 'Hungarian' and the Council-owned sites on the southwest corner of Second Avenue and Beaufort Street, 'Additional Uses' would include Aged persons, a restaurant, retail art sales, a community centre, and a museum and bar. The Catalyst Site Proposal in

Section 7 provides more information on this proposal.

- Street-level home-office premises, actively fronting Beaufort Street, are encouraged within any of the residential character precincts.

The Mixed-use Precincts are proposed to be redeveloped into slightly different intensities and heights, so that they are distinguishable along the corridor, with the Inglewood Town Centre as the main and tallest centre.

Under the Strategy, Beaufort Street, as it progresses northeast from Walcott Street will comprise a series of nodes with identifiable mixed-use and residential characters. Perth College, a large school complex located between Queens Crescent and Regent Street in Mount Lawley, is not included in this Strategy and the Local Development Plan.

Development along Beaufort Street needs to recognise its important relationship with the adjacent Mount Lawley and Inglewood neighbourhoods, through moderating its scale and bulk in deference and adjacency to smaller dwellings, and by reflecting the local character and materials, as these neighbourhoods have already done so well.

5.2 Precinct-Specific Proposals

The Strategy identifies mixed use and residential precincts corresponding to the “Mixed Use” and “Residential” zoning in Local Planning Scheme No.3.

The precincts are described in the Beaufort Street Local Development Plan, with each defined by a character statement and outcomes, including a plan for each precinct showing land use and where rear-lane widening is required.

5.2.1 Mixed Use Precincts

1. Mixed Use Precincts Objectives

The objectives for redevelopment of the mixed use precincts are the following:

- Repair and enhance the pedestrian-oriented urban character of Beaufort Street by maintaining the attractiveness of the existing pre-1960s shopfront buildings whilst providing for intensification above ground floor, and intensification of other sites;
- New mixed use buildings are to be designed to match one of the architectural styles outlined in the Beaufort Street Local Development Plan;
- To ensure new and refurbished shop fronts are designed to match one of the identified frontage styles and use traditional materials;
- Economic stimulation and social interaction at a pedestrian scale will be encouraged through the creation of continuous retail and commercial frontages with minimal setback line to Beaufort Street or at side street corners, ensuring direct street connections at ground floors of buildings, and by activating ground floor side street frontages;

- To ensure new awnings:
 - Provide weather protection for all seasons;
 - Use traditional materials;
 - Are of a similar height to existing awnings;
 - Are parallel to the footpath; and
 - Provide continuous weather protection even where building setbacks are different.
- Interest and variation at the pedestrian level will be maintained by ensuring that building frontages are articulated or visually “broken-up” to ensure that façades are not overly long or bland and match the scale of traditional shop fronts; and
- Building step-backs and setbacks will be employed at the front, rear and side of buildings as follows:
 - Along Beaufort Street, where an existing façade or building built before 1960 is to be retained, the above ground floor levels of any redevelopment on the site will be stepped-back to emphasise the existence of the retained shopfront. To maintain street character, this also applies to the neighbouring site;
 - At the rear, to ensure adequate sunlight, and privacy from overlooking of neighbouring properties, buildings will step-up and back from laneways or adjacent lots; and
 - On corner sites, buildings will be set back from the frontage along the side streets to match the front yard setbacks of adjacent residential properties.

2. Mixed Use Precincts Description

Five mixed use precincts have been identified along Beaufort Street as follows:

- Mount Lawley Mixed Use Precinct

The Mount Lawley precinct, from Walcott Street to Queens Crescent, has a cohesive urban form and a strong sense of place, which is to be maintained. At its southern end, the precinct is characterised by a number of Art Deco commercial buildings that are heritage protected. At its northern end are well preserved pre-1960s residential character buildings that are used for commercial purposes. The precinct is interrupted by car-based development and car parks in its middle section, on which redevelopment is encouraged.

- Second Avenue Mixed Use Precinct

The Second Avenue precinct, from Second Avenue to Third Avenue, includes the recent development of a supermarket and shops which, together with existing pre-1960s shop buildings, have consolidated the Precinct into a strong local centre. The character of the precinct is to be intensified and the range of commercial activities expanded.

- Central Avenue Mixed Use Precinct

The Central Avenue precinct, from Fourth Avenue to Central Avenue, contains shops constructed pre-1960s on the northern side adjacent to the Inglewood Hotel that are considered worthy of retention.

The remainder of the area comprises car-based retail shops and offices, and two service stations. The retail mix, which is incomplete for a good local centre, is intended to be strengthened through

redevelopment.

- Inglewood Town Centre Mixed Use Precinct

The Inglewood Town Centre precinct, from south of Sixth Avenue to Waterford Street, is a main street centre, 600 metres long, with a varied character, including pre-1960s character shops, that provide a strong urban edge, through to post-war development that has varied setbacks and an indistinct urban edge.

The Town Centre is characterful in places but tired and underdeveloped in others. It needs to be consolidated and intensified into a defined and coherent town centre in which street-level activities fully engage with Beaufort Street. The Inglewood Town Centre will be the primary and most intense centre on Beaufort Street.

- North Inglewood Mixed Use Precinct

The North Inglewood Precinct, from Crawford Street to Salisbury Street, includes the Civic Hotel which provides a strong corner building presence at the intersection with Wood Street.

The supermarket and car-based shops to the rear of the hotel create a predominantly hostile pedestrian environment. The precinct is proposed to be consolidated around the Civic Hotel with multi-storey mixed use buildings replacing the low intensity buildings fronting Beaufort Street.

5.2.2 Residential Precincts

1. Residential Precincts Objectives

The objectives for redevelopment of the residential precincts are the following:

- To maintain a residential character between mixed-use precincts whilst increasing residential density to take advantage of the public-transport rich Beaufort Street corridor. This will over time improve pedestrian vitality due to the increasing number of people on the street;
- To ensure that all new residential development are in keeping with one of the residential frontages listed in the Local Development Plan; and
- To encourage intensification and redevelopment to the R-AC0 Code with multiple dwellings which are to be built in a pre-1960s building style as defined in the Local Development Plan.

2. Residential Precinct Descriptions

Four residential precincts have been identified along Beaufort Street as follows:

- First Avenue Residential Precinct

The First Avenue residential precinct, from Lawley Crescent to Second Avenue, is dominated by new residential buildings dating from the 1980's onwards and is divided into two by Saint Patrick's Church and Copley Park.

- Fourth Avenue Residential Precinct

The Fourth Avenue residential precinct is characterised by a number of single storey Californian bungalows on the eastern side and a mix of residential and commercial buildings on the western side. It includes recently constructed dwellings facing the laneway.

The architectural styles of existing dwellings in the precinct are well represented in the Avenues.

- Central Avenue Residential Precinct

The Central Avenue residential precinct is characterised on the eastern side by a mix of old Californian bungalows converted for commercial uses and 1930s two storey apartments on the western side. The precinct also includes residential dwellings located on the laneway between Sixth and Seventh Avenues. The architectural styles of the existing dwellings on the eastern side are well represented in the Avenues.

- Harcourt Street Residential Precinct

The Harcourt Street residential precinct is characterised by a mix of dwellings with corner stores and some old shops that would be worthy of protection as character facades. There are two 1930s apartment buildings that are worthy of retention.

5.3 Transport

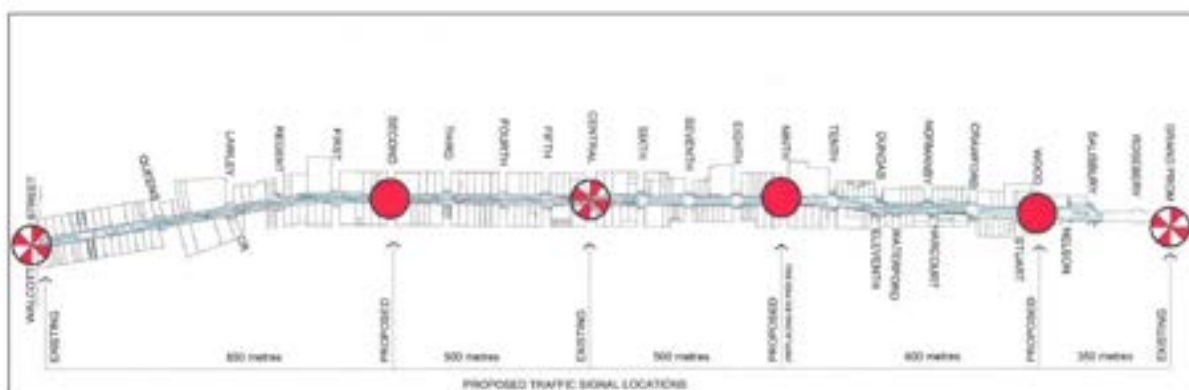
5.3.1 Traffic signal control at intersections

The existing traffic flow on Beaufort Street is characterised by an even flow away from traffic signals where a lack of 'platooning' of the traffic streams makes right turns out of side streets a difficult task and where crossing the street on foot requires care and patience to the extent that the traffic stream is actually a barrier to integration of the two sides of the street. The high traffic volume, about 25,000 vehicle movements per day, exacerbates these outcomes.

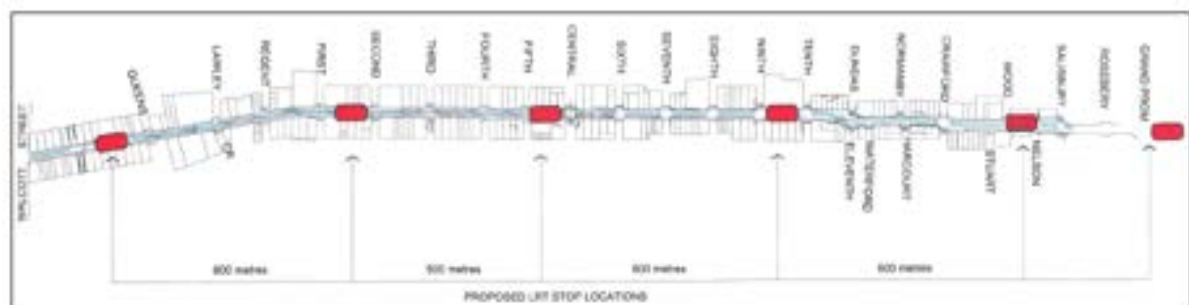
This even flow is currently broken by signals at Grand Promenade, Central Avenue and Walcott Street, with the pedestrian crossing at the Inglewood Civic Centre providing a small contribution. Signals enable easier pedestrian crossings both at the signals and at nearby point, and easier and safer vehicle turning movements at the signals and at nearby junctions. However the signal spacing along Beaufort Street is about 1.3km, which is too great a distance for the benefits to be available all along the corridor. Shorter spacing of traffic lights would facilitate a greater number of safe pedestrian crossings, and more opportunity for safe vehicle turning movements.

Additional traffic signal controls are proposed at the intersections of Ninth Avenue and Second Avenue as a first stage, and then at Wood Street and possibly Queens Crescent if warranted in a later stage. The signals will be warranted as development intensifies over time. In the interim the staged addition of signals will provide more controlled conditions along the street improving pedestrian safety and amenity and providing for safer vehicle turning.

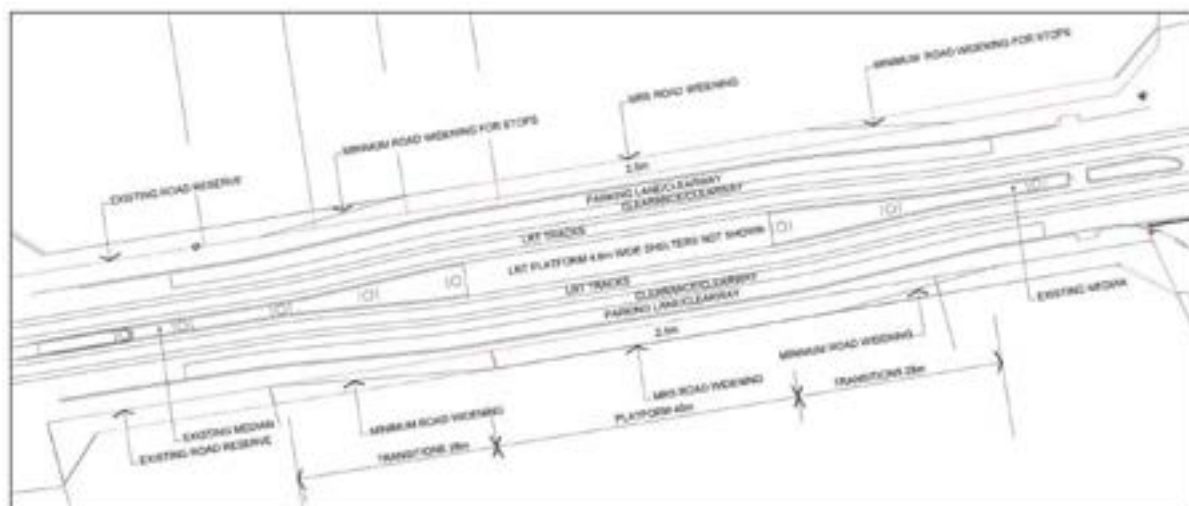
The proposed signal locations dovetail with the Strategy's proposed tram and bus stops. They are evenly spaced so that a coordination strategy can be put in place so best support peak bus and other traffic movements.



The City of Stirling requested that the Beaufort Street Strategy should identify suitable road reservations along Beaufort Street, which would allow for the future provision of light rail infrastructure. Although the Department of Transport has advised that there are no plans for light rail along Beaufort Street, the City of Stirling wishes to ensure that future provision is made for light rail stops. As set out in the following diagram, an average stop spacing of about 500 metres is proposed. The proposed stops coincide with key activity nodes and signal controlled intersections to ensure safe and convenient pedestrian movements between footpath and platform.



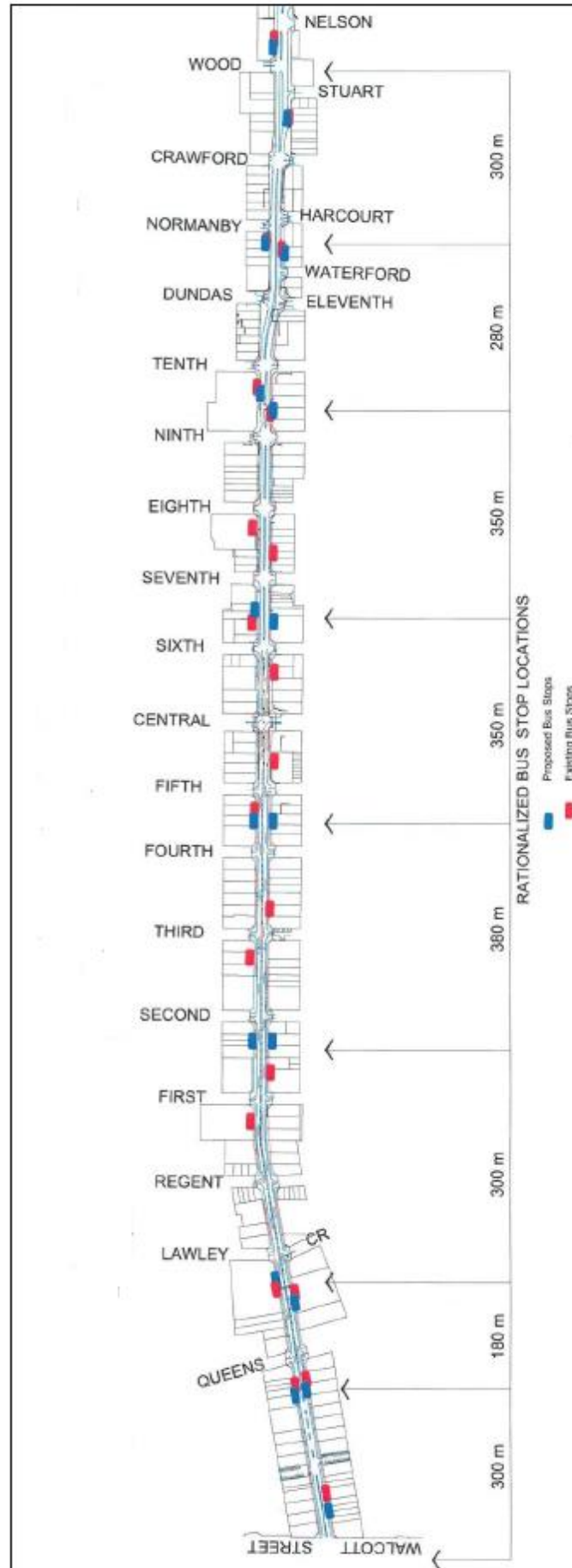
It is proposed to retain the Metropolitan Region Scheme road widening reservation at the proposed light rail stops. This will accommodate the following generic design taken from the Public Transport Authority Design Standards Working Paper, Drawing No. DW-C-004.



5.3.2 Bus stop rationalisation

Bus stops are currently spaced at about 260 metres. This is closer than desirable for efficient operation of the bus services. The stops in some places restrict kerbside car parking that might otherwise support retail uses.

The Department of Transport is currently planning rationalisation of stops, and the Charrette proposed a further review that would have bus stops aligned to existing and future signal controlled intersections. The rationalization plan proposed is shown below.



5.3.3 Car parking

To improve parking availability and legibility several initiatives are proposed:

1. It is proposed that parking signs and line marking be added to the bus clearways for parking and that the painted sign on the bus-way indicate the specific times that the carriageway has exclusive access for busses and cyclists. Street parking signage could also be improved for clarity that parking along Beaufort Street is freely available other than in the Clearway periods.
2. The substantially sized privately owned areas behind shops and offices along Beaufort Street should in whole or parts be available for individual and shared customer car parking with appropriate signage, lay out and surfacing.
3. There is also opportunity to change street parking as has been done at First Avenue. Some or all of the gained spaces can be deemed to satisfy parking demands associated with the proposal. Such designs should be targeting removal of the extremely wide vehicular travel spaces at many corners, to enhance entrance the pedestrian environment.
4. It is proposed that Council owned sites currently being used for surface parking in the Mt Lawley and Inglewood Centres be planned for structured parking. They should play the role of a parking reservoir to facilitate redevelopment with minimal individual on-site parking. This will encourage redevelopment of smaller sites. A Charrette design proposal to achieve this is provided in Section 7 of this report.
5. It will be necessary to consider introducing parking limits to ensure that the increasing usage of car parks by park and ride bus commuters does not appropriate parking spaces for local shoppers and business users.

Currently there is a range of parking requirements for the range of land users permitted in the Planning Scheme. This inhibits land use changes as they lead to changes in parking requirements. Because of existing buildings, land use changes often result in cash in lieu of parking and no change in the available parking. The Charrette view is that many land uses could be grouped with a single parking ratio, with a deemed commencement value in the case of existing buildings.

Following consideration of submissions, parking rates are proposed to be simplified as:

- Shop – 1,000m² or greater in area: 5.0 bays per 100 m² of Net leasable Area
- Other Non-Residential Uses (including Shops less than 1,000m²): 3.5 bays per 100 m² of Net Leasable Area.
- Residential: 1 space per unit plus visitor parking in accordance with the R-Codes.

5.3.4 Improvements to laneways

Some laneways are as narrow as 3.8m wide, limiting turning movements and two-way traffic flow. The Charrette proposes that over time all rear laneways be widened to at least 6m. This should be achieved when adjoining properties, usually along Beaufort Street, seek to redevelop. Ceding property to increase laneway width is in the interests of all adjoining owners. Widening should ideally take place along the full length of the affected street block and laneway. While it is not imperative for adjoining owners not seeking to redevelop to join in, when owners do seek to redevelop, then that segment of the laneway should be widened.

5.3.5 Metropolitan Region Scheme Road Reservation

Buildings on some properties along Beaufort Street have been built to either the current or an earlier set back line (sometimes 4.6 metres off the original road reserve boundaries) of the Metropolitan Region Scheme (MRS).

Where setbacks occur next to an earlier building fronting the original road reserve boundary, there can be a re-entrant corner that contributes poorly to the perception of personal safety at the footpath and to the appearance and continuity of the shopfront condition.

Further, the setback runs through many heritage designated shop fronts and verandas. Until rationalised, the reservation implies the need for their removal. It will continue to force modulated street frontages and wide chamfered corner setbacks as redevelopment occurs intermittently. These conditions are unnecessary when the current carriageway is sufficient for the future regional transport needs.

The Charrette reviewed the Beaufort Street MRS reservation on a block-by-block basis from Walcott Street, Mount Lawley, to Salisbury Street, Inglewood, having regard to the carriageway condition as recently constructed or currently under construction and the following several factors:

- Maintaining heritage or character frontage
- Retention of intact built frontages
- Footpath function
- Provisions for future traffic signal control at intersections
- Provisions for bus stops
- Allowances for future light rail including stops
- Allowances for tree planting both linearly and at nodes
- Potential new developments on widened reservation frontages

The Charrette proposed that the MRS Road Reservation be retained where redevelopment opportunities may deliver enhanced footpath outcomes, provide tree planting opportunities either linearly or at nodes, a consistent built line, and for the MRS Reservation to be retained at potential tram stops. In all other locations the Charrette recommended that the MRS be amended to remove the reservations.

Consultation with the Department of Planning and the Department of Transport revealed that a full transport study for the wider area served by Beaufort Street would be required before any decisions about the retention or not of the MRS Road Reservation could be made. It has been decided to retain the MRS Road Reservation in its current configuration.

5.4 Greening and the Public Realm

5.4.1 Introduction explaining the problem

The Charrette found a dearth of green amenity, shelter and resting places for pedestrians on both public and private properties. Public consultation confirmed that the community generally wants more greening along Beaufort Street.

An overriding complication is the varied setbacks along Beaufort Street. Historically the Metropolitan Region Scheme has imposed widenings of Beaufort Street that resulted in a number of properties being set back from the normal approximately 20m-wide street reserve. This has resulted in what appears to be 'missing teeth' along the street frontage, where some property frontages have been built back about 2.5m to up to 5m from the 20m-wide reserve. These gaps break the continuity of shelter from awnings or verandas, and generally waste space and detract from the amenity of the Street.

The Charrette recommends that the setback disparities and resultant negative impacts on the streetscape and character of Beaufort Street be ameliorated. Opportunities where, and examples of how, these conditions can be addressed are discussed below.

A key constraint to this initiative is the existing underground utilities, over which trees cannot be planted. The Charrette assessed information about the location, depth and type of utilities and found opportunities to work around and/or between them, as shown below.

5.4.2 Greening of public spaces

Central Avenue Tree Planting

The Charrette by no means exhaustively surveyed all of Beaufort Street, but the example below is representative of the opportunities recommended here.



This view of Central Avenue looking southeast shows a large expanse of concrete footpath on public property, with no shade or shelter along it.



This model of the same view, produced by Peter Richards of the ESD Consultant Team, shows how and where trees might be planted to provide shade and amenity.

Boardwalk for Copley Park

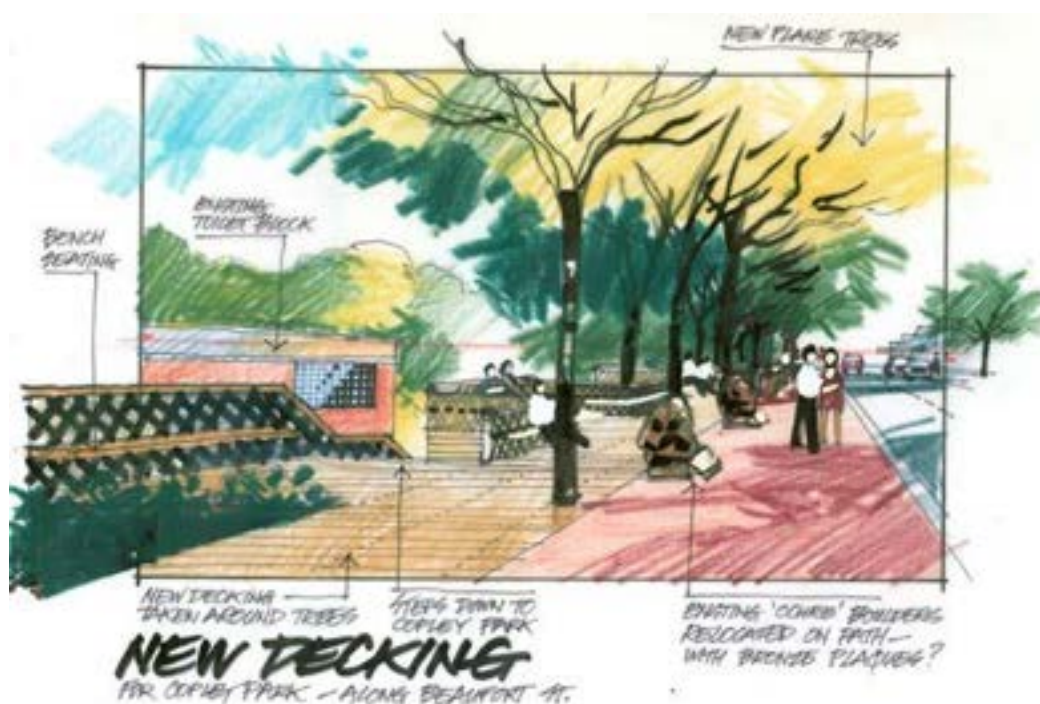
Copley Park on the corner of Regent Street East is loved by many, but its land drops away quickly and down from the level of Beaufort Street, rendering it difficult to use when passing along the Street. ESD urban designer Wendy Morris proposed making Copley Park more useable for passers-by along Beaufort Street by designing a shallow wooden deck, which is proposed to extend from the footpath back about 10m, with seating beneath the canopies of existing trees. The wooden deck is proposed to be constructed around the trunks of these tall trees, as shown in the sketch below.



Copley Park from street level



Copley Park trees from below street level



5.4.3 Greening of Private Property along the Street

When private properties have been built set back, because of earlier enforcement of the Metropolitan Region Scheme widening of Beaufort Street's reserve, the spaces left over usually have no public utilities beneath them. Therefore, these front setbacks provide opportunities where street trees may be planted.

There are two general categories of opportunities. The first is where a car park exists with a driveway directly off Beaufort Street. The second is where the Metropolitan Region Scheme (MRS) has caused front setbacks in commercial properties, resulting in underused spaces along Beaufort Street. In both these categories, street trees may be planted to improve Beaufort Street's amenity, as well as that of the private properties.

Greening the front bays of private car parks



The photo above shows a private car park for 795 Beaufort Street, with a deep setback and no greenery. There appears to be more than ample car parking. The Charrette suggests that in such conditions, private owners should consider planting street trees within the front two bays along the Street, to shade and improve the amenity of both the private and well as the public realms. It is suggested that the Inglewood on Beaufort Network could approach such owners and help them to procure and plant trees.

Greening paved front setbacks

The plans below show how a representative stretch of Beaufort Street at Eighth Avenue might be greened over time with street trees.



Typical setback



Existing conditions along 8th Avenue



Proposed greening along 8th Avenue

5.5 Occupation of front setbacks

The Charrette observed that at least one owner, which had previously complied with a deep front setback requirement, had decided to build out over that setback (see photo opposite). The Charrette regards this as a better outcome than the deep setback with bare pavement or otherwise, because this extension holds the street line and results in a better streetscape and pedestrian amenity, suggesting this should be condoned.



If the City of Stirling decides to accept this suggestion, then the Charrette recommends that a requirement be imposed that any new such 'occupations' of setbacks should include the planting of street trees out front, spaced no more widely than every 10m on centre. These trees should be planted, as part of a permit to 'occupy', preferably within the public reserve, or, if underground utilities preclude this, then within private property near the edge of the street reserve.

6 IMPLEMENTATION

6.1 Local Town Planning Scheme

The majority of the Corridor is proposed to be included in the Mixed Use Zone. This will consolidate the Business, District Centre and Local Centre zones, which permit similar uses, into a single zone. It is also proposed that the Mixed Use Zone include the following:

- The current Civic Zone at the Inglewood Civic Centre: Civic Use is a permitted use in the Mixed Use Zone and the redevelopment of the Inglewood Civic Centre will include residential and business uses.
- Hotel Zone: Hotel is a discretionary use in the Mixed Use Zone.
- Residential Zone: Residentially zoned sites within Mixed Use Precincts will be included in the Mixed use Zone for consistency
- Service Station Zone: Two sites are zoned as Service Station at Central Avenue and Fourth Avenue and it is proposed that they be included in the Mixed Use Zone with continuing use as non-conforming uses or with the inclusion of Service Station as an Additional Use until the sites are eventually redeveloped for a Mixed Use purpose.

The Residential Zone will be retained for residential areas between the mixed-use zones. It is proposed to recode residentially zoned land in the Beaufort Street Corridor to R80 to allow intensification in accordance with the Local Development Plan.

It is proposed that Perth College will be maintained in the Private Institutions Zone, as no proposals for the College have been included in the Beaufort Street Activity Corridor Strategy.

6.2 Local Development Plan

There is an important relationship between building facades and the public realm that goes beyond the simple argument about a building's appearance. Facades that comprise bland and repetitive elevations diminish streetscape and erode street quality and liveability. However, buildings can positively establish and celebrate a sense of place that will make the Beaufort Street corridor even more special and beloved than it already is.

A Local Development Plan has been prepared, based on the Charrette's interpretation of the existing positive character and heritage features of Beaufort Street. The Local Development Plan will replace the Inglewood Town Centre Design Guidelines.

The Local Development Plan will guide development and built form outcomes within the Beaufort Street Corridor Strategy area to ensure that individual developments are consistent with their surroundings and preserve Beaufort Street's distinctiveness and special sense of place. The consistent application of the Local Development Plan will guide the redevelopment of Beaufort Street into an attractive urban street that is safe, comfortable and interesting.

Key provisions of the Local Development Plan are:

- Buildings are to be a moderate height of 3-5 stories, with the highest buildings in the Inglewood Town Centre
- Buildings are to provide an appropriate transition in scale to adjacent neighbourhoods

- The ground floors of mixed-use buildings are to incorporate uses that enliven footpaths and create safe pedestrian conditions
- New buildings must have character and coherence that acknowledges established building convention, context and architectural styles along Beaufort Street
- Buildings must be designed holistically to achieve a unified and coherent design

6.3 R Codes

The Residential Planning Codes (R Codes) is a State Planning Policy that affects Beaufort Street.

The R-AC0 Code is proposed for Multiple Dwellings within the Mixed Use and Residential Zones, with development controls set out in the Beaufort Street Local Development Plan. In accordance with Clause 7.3 of the R Codes, the Local Development Plan also amends and/or replaces the deemed-to-comply provisions set out in Part 6 of the R Codes, and any other deemed-to-comply provisions in conflict with the built form outcomes envisaged in the Code.

6.4 Character Retention Guidelines

Council considered the public submissions on the Beaufort Street Strategy in May 2016 and resolved that the current controls supporting conservation and retention of buildings built before 1960 should continue. Demolition and redevelopment of lots along Beaufort Street remain subject to Clause 6.6 of Local Planning Scheme No.3 and *Local Planning Policy 3.1 Character Retention Guidelines Mount Lawley, Menora and Inglewood*. In addition, the Beaufort Street Local Development Plan provides guidance on architectural styles and built form for mixed use and non-residential buildings as well as new multiple dwellings.

6.5 Place Management

6.5.1 Inglewood on Beaufort Network formed

Inspired by ESD Consultant Team member Gilbert Rochecouste of the Village Well in Melbourne, early during the Visioning Workshop and then during the Charrette, several leading Inglewood citizens decided to form the Inglewood on Beaufort Network, to complement the already flourishing Beaufort Street Network which services areas closer to Perth's CBD.

The Charrette regards the Inglewood on Beaufort network as an important catalyst to the resurgence of Inglewood and environs.

6.5.2 Monday night markets

The Inglewood on Beaufort Network has expressed keen interest in organising Monday Night Public Markets, to be located in the street reserves between Sixth and Seventh Avenues, as shown in the photos below. The markets have already commenced.



Photo of Beaufort Street night market on opening.



Photo of Beaufort Street night market on opening.

The yellow areas in the plan below represent where the Markets could be set up and take place, as proposed and managed by the Inglewood on Beaufort Network, every Monday night. Note that vehicular access to all premises would be maintained in this plan, via the rear lanes and the access into the parking court of the building on the northeast corner of Sixth Avenue. The black rectangles signify where market tables would be located. Along Beaufort Street it is proposed that market vans would park (also shown in yellow area below), from which various ethnic food and drinks might be sold. Mondo's Butcher has also offered for the market activities to extend into its rear yard, as shown.



Aerial showing locale for proposed Night Markets



Plan showing proposed Monday Night Markets between 6th and 7th

6.5.3 New Council Place Manager for Beaufort Street

The Charrette understands that Council has decided to dedicate a key staff member, Emma Snow, as a part-time Place Manager for Beaufort Street, to help coordinate all Beaufort Street initiatives, including assisting the Inglewood on Beaufort Network.

6.6 Possible Council Initiatives

6.6.1 Parking line marking

The Charrette understands that within eighteen months of the Charrette, the City of Stirling will carry out parking line marking and signage clarifications along the whole of the Corridor.

6.6.2 Councils assets

Assets along the whole of the Corridor are listed first, followed by assets as they appear as one moves northward from Walcott Street:

1. Where feasible, landscape Council-owned road widenings with street trees, such as the approximately 5m-deep by 33m-long strip of land in front of the new development under construction on the corner of Seventh Avenue.
2. Encourage private land owners to enhance their front setbacks with landscaping and street trees.
3. Mt Lawley Council car parks and their redevelopment, as explained above in Chapter 5.2.
4. Council-owned lot on southeast corner of First Avenue: Explore the option of selling this lot with a development brief to jointly develop with the adjoining lot owned by the Hungarian Society, as noted above in Chapter 5.3.
5. Copley Park decking improvements as explained in Chapter 6.3.2.
6. Possibly relocate Council's crèche between First and Second Avenues on the northwest side, into the new Inglewood Civic Centre (see below and in Chapter 5.5); then sell this property with a design brief to ensure residential intensification sympathetic to this heritage former residence.
7. Redevelop the Inglewood Civic Centre, as proposed in Section 7 of this report.
8. Sell Council-owned lot on the corner of 11th Avenue, along with the adjacent lot owned by the Western Australia Department of Planning, with a design brief for their joint development as per the proposed Local Development Plan for Beaufort Street.
9. Sell the approximately 8m X 47m strip of land in front of Chicken Treat at Salisbury Road.

The Charrette recommends that any revenues generated from the sale of assets should go directly into improvements for the Corridor itself, such as greening.

7 CATALYST SITE PROPOSALS

7.1 Introduction

Before the Charrette, Council staff with ESD identified 'catalyst sites' along Beaufort Street, for which indicative designing during the Charrette would:

- Show how particular properties (representative of all lot types in the study area) might be redeveloped in accordance with the project objectives;
- Inform the Form and Character Based Coding to be developed iteratively during the Charrette;
- Show stakeholders and the public how the proposed Coding and resultant indicative designs might benefit Beaufort Street, including by celebrating the existing 'Characters' of Beaufort Street.

Criteria for selecting the three main sites were:

- Likelihood that redeveloped of the sites would catalyse other redevelopment nearby;
- Adequately representative of all lot types with the Corridor study area.

These catalyst sites are presented below, starting from sites closest to Walcott Street and heading northeastwardly up the Corridor.

7.2 Council Car Parks in Mt Lawley

7.2.1 Site location, constraints and opportunities



ESD urban designer Wendy Morris conducted this design examination of several sites in combination, in an effort to introduce a proposal to raise the amenity, parking capacity and development intensity of the mid-section of this street block in Mt Lawley.

The Westpac Bank proposal is hypothetical, and subject to the support by Westpac and the owner of that property. Also, there are two Council-owned car parks in the street block just north of Walcott Street. While important, these car parks do not contribute to the amenity of the Street. They break the continuity of the streetscape, providing no shade, shelter, amenity or interest to passers-by. Both the western and the eastern car

parks slope downward to the west, about 3m and 2m respectively. The Westpac site also slopes down about 3m to Astor Lane in the rear. There is no question of the need for car parking, but its existing provision is less than ideal. Furthermore, both car parks are too narrow to accommodate multi-deck parking structures.

The shopping strip on the western side, just north of Westpac, does not contribute significantly to the fairly intact heritage character of this part of the Street. However, this shopping strip is 'strata-titled' (owned by several separate entities) and therefore it would be difficult to bring about significant change.

It is noted that this street block, bounded by Walcott Street in the south and Queens Crescent in the north, is about 300m-long, which is long for an urban street block in a centre like Mt Lawley. Its length contributes to congestion at both intersections with excessive turning movements of cars seeking to reach the rear lanes and parking.

7.2.2 Programme

The programme is to:

- Significantly increase public parking capacity;
- Improve the streetscape amenity and contribute to the character of Beaufort Street;
- Introduce more business capacity and some upper level apartments in taller buildings;
- Provide vehicular access mid-block to the rear lanes and parking in the rear, directly from Beaufort Street. This will break the excessive length of the street block and reduce traffic congestion at either end of it.

7.2.3 Indicative design

This proposal will require the property owner, and the City of Stirling to work together. A land swap is proposed, whereby Westpac gains a new distinguished presence on the eastern Council car park. This in turn enables the western Council car park and the land on which the Westpac land sits to be merged into one property, on which a multi-deck car park can be accommodated behind a three-storey building fronting Beaufort Street, with a small tree-shaded urban plaza on its northern corner.



View southward of current Westpac Bank and Council car park beyond.



Same view with proposed design with new three-storey office complex fronting the Street, with corner plaza framed by 'green wall' of parking structure behind, and beside which is a proposed side lane give access to the parking structure and Astor Lane.



South eastern Council car park



Same view with proposed development and side lane to rear

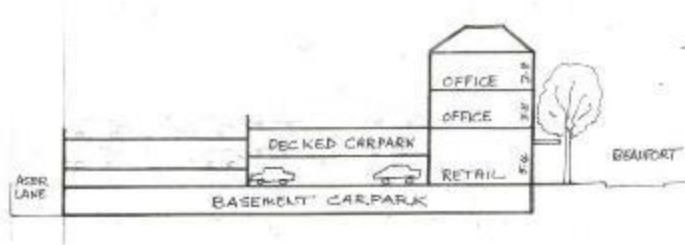
The plan below shows both sides of Beaufort Street. The western side, occupying both Council car park and current Westpac tenancy, shows street-level offices with veranda, behind a shallow but treed plaza, set back a short distance to accommodate trees without interfering with underground utilities in the footpath. A one-way side lane gives access to one level of the car park, then descends further to Astor Lane providing access to the lower level from the rear.

On the eastern side of the street are new premises for Westpac Bank with two levels of apartments above, with bank and resident parking in the rear via another side lane giving access also to Beaucott Lane. Along with giving access to parking for these sites, these lanes will help reduce congestion at both intersections of this 300m-long street block.



As shown below, the western multi-deck car park has three levels, two accessed at grade as the land descends to Astor Lane, and a third on top accessed via ramping. This arrangement increases public car parking significantly. The following numbers are subject to change with more detailed designing. Existing car parking is 65 public spaces and 17 Westpac spaces. The proposed multi-deck on the western side would accommodate about 152

spaces, and the eastern car park would accommodate 15 spaces. This represents a doubling of parking across the three sites, with 85 new spaces. Charging for this public parking will help pay for the construction of this proposal over time, while the additional parking should bolster commercial returns for the Street. Nearby future developments might purchase parking rights in this large new reservoir of parking.



Longitudinal site section through western car park showing its three levels, and the three storey building fronting the Street, set back slightly to make room to plant trees in front of veranda.



Basement level car park accessed at grade from Astor Lane in rear of western site. No on-site ramping is required, improving its feasibility.

7.3 Hungarian Society and Council Lot

7.3.1 Site location, constraints and opportunities

On the southeast corner of Beaufort Street and First Avenue are two lots, about 60m X 20m each, and with a rear lane. The corner lot is owned by the City, and the inner lot owned by the Hungarian Society. The land fairly abruptly drops down about 2.5m below the street level, which is ideal for car parking at that lower grade, with a podium at street level, on top of which the main building/s might be located.

Developing the two lots together is likely to enable a higher development yield, and the indicative designing made this assumption.



7.3.2 Programme for this redevelopment

In consultation with the Hungarian Society and Council staff, the following programme was proposed:

- 'Basement' parking at grade below the street level;
- An L-shaped multi-storey mixed-use building fronting Beaufort Street and First Avenue;
- Commercial/retail premises fronting Beaufort Street with secondary businesses and/or home-based businesses fronting First Avenue;
- Upper level apartments overlooking the streets and the courtyard formed by the L-shaped building;
- A two-storey 'Hungarian Centre' in the courtyard to the rear of the site, with communal activities at the courtyard level and residential on Level 2.

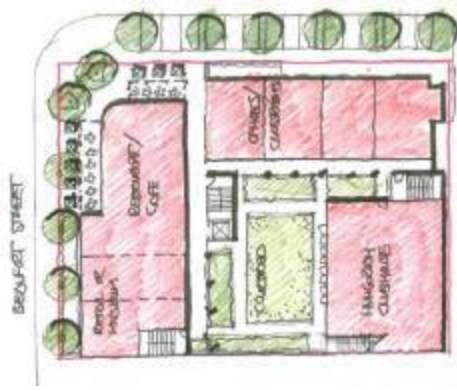
7.3.3 Indicative design



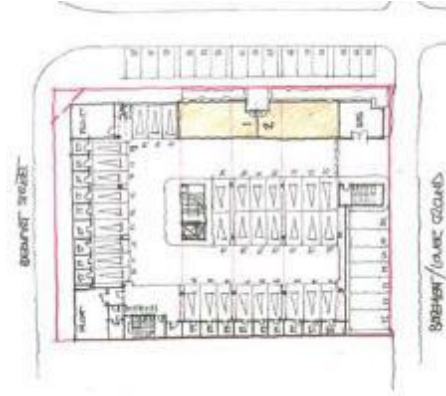
An Art Deco style is proposed for this site, with the greatest height at the corner, and stepping down to the side and rear. Businesses front Beaufort Street, and live-work dwellings on First Avenue.



This aerial view shows the L-shaped building framing a courtyard and the Hungarian Centre in the rear.



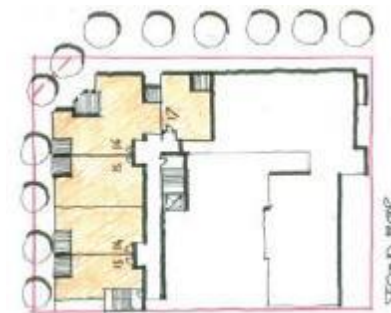
Street level plan



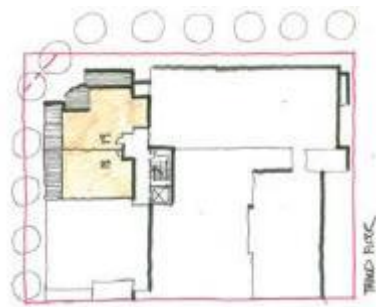
'Basement' plan



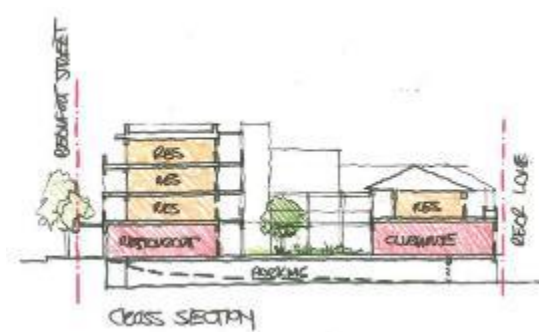
First Floor Plan



Second Floor Plan



Third Floor Plan



Site and Building Section

7.4 Site between Fourth and Fifth Avenues

7.4.1 Site location, constraints and opportunities



This large site bounded by Beaufort Street, Fourth and Fifth Avenues, along with its rear lane, has one owner, with four commercial leaseholds. The longest leasehold, a fitness centre, is for 10 years. The site surmounts a small rise, introducing the possibility of excavating for parking beneath the street level. The Charrette consulted with the owner, who said they might be happy to redevelop soon, so long as they could accommodate their tenants without needing to break the leases. This suggested a staged development, where part of the site could be redeveloped, and then the longer-term tenant/s moved to the new building, so that the remainder of the site could then be redeveloped.

7.4.2 Site programme

The owners indicated a willingness to redevelop the entire site into a mid-rise mixed-use building with commercial/retail at street level, parking beneath, and apartments above.

The Charrette decided that a single mid-rise building occupying this entire large site might dominate the street unfavourably. Rather, the streetscape might be more appealing if this development was made up of smaller, possibly visually slightly dissimilar increments. An apparently incremental appearance would reflect the smaller and more human scale of the Street.

It was agreed that this potentially mid-rise building should step down to its rear, in deference to its smaller-scale residential neighbours across its rear lane.

7.4.3 Indicative design

The proposed design for this large site includes several mid-rise increments, each with basement and at-grade parking, with commercial frontages along Beaufort Street and live-work dwellings at street level along Fifth and Fourth Avenues. Apartments are proposed for the upper levels.

7.5 Inglewood Civic Centre

7.5.1 Site location, constraints and opportunities



The Inglewood Civic Centre (known to some as the Bob Daniels Centre) is an essentially flat site between Ninth and Tenth Avenues. It measures about 100m by 85m. While appreciated by many, the existing centre is seen to be too modest and a bit outdated, considering its position as the main centre of the town of Inglewood. However, many love the green square, embraced by the two arms of the centre.

7.5.2 Programme

The Charrette designed a more substantial new centre, with:

- Expanded library and community facilities;
- Equivalent green space to be embraced by the new facility;
- Additional Council offices and/or businesses to front the green square;
- A small street-level supermarket to fit within this complex building;
- A substantial addition of for-sale apartments above, to help pay for the new facility; and
- Expanded parking capacity in the rear for this development and to accommodate off-site parking for other developments nearby.

The hope is that the new facility will become a memorable, well-loved and well-used centre for Inglewood, celebrating Inglewood's improving strength as a centre.

7.5.3 Indicative design



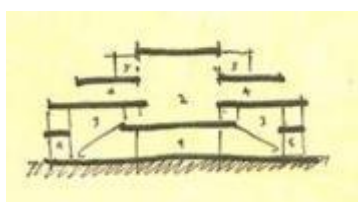
Sketch of new Fountain Plaza, seen past the Supermarket's entrance on the left, with the new Rotunda Library beyond, its grand stairway facing the park.



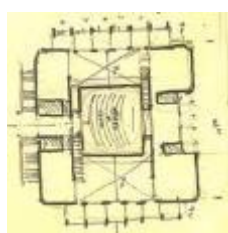
Aerial view of the centre, with the Rotunda Library wing on the right, the Fountain Plaza embraced in the centre, and with the left wing containing the supermarket at street level with apartments above. Ground-level businesses front the park and 9th Avenue, sleeving the supermarket within.



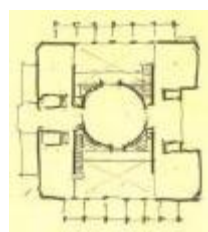
This is the street-level plan of the proposed new Civic Centre, with Beaufort Street at the bottom of the plan. The Rotunda Library (see next group of pictures) is on the right in blue, with secondary support facilities behind it. Either businesses and eateries, or more Council offices front the other two sides of the Fountain Plaza, past which those who have parked behind can enter the Plaza. The supermarket and its storage behind are in the left wing on 9th Avenue with its main glazed entrance wide open to Beaufort Street. Service deliveries are off 9th Ave. The parking is on three levels, including a basement which extends beneath the supermarket to serve the apartments above, at-grade parking, and a third roof level about 3m above grade. Trees are proposed to buffer adjoining neighbours from the northern edge of this parking structure. More businesses are proposed to line all street frontages of this parking structure.



Section through Rotunda Library, showing its cylindrical main room



Ground floor plan showing a theatrette surrounded by offices



Upper level plan showing the rotunda and offices



Photo of the interior of the Stockholm Public Library, which inspired this proposal.

7.6 Site at 850-852a Beaufort Street

7.6.1 Location, constraints and opportunities



Located mid-block between Seventh and Eighth Avenues, the approximately flat site, comprising two lots, each 12m X 40m, is in single ownership. It is also served by a rear lane accessing rear parking. This site was selected because it is representative of mid-block lots. The indicative design informs the Form and Character Based Coding which guides the implementation of this project. The site has two shops identified as 'Contributory Heritage' by TPGWA, which surveyed the heritage of Beaufort Street in 2014.

7.6.2 Programme

The Charrette tested how and whether this site could accommodate the following:

- New street-level commercial frontages;
- At-grade parking accessed from the rear lane;
- Upper-level apartments, ideally with amenity on-site of a courtyard.

Because this site is mid-block and may accommodate a fairly tall building, the Charrette also decided to test how and whether the design could defer to its one-storey neighbours, which might remain in place for years. There was concern that a flat solid blank side boundary wall might be unsightly to those passing along the street.

7.6.3 Indicative design

Malcolm Mackay of the ESD Charrette Team worked with the owners to produce an Art Deco design, which:

- Retains the existing heritage shopfronts as new business premises;
- Organises more efficient parking in the rear; and
- Accommodates eleven apartments above, enjoying both street views from balconies, as well as a central shared courtyard on the podium atop the parking.



Sketch of the Art Deco style street front, stepping down on the sides to one-storey neighbouring buildings.



Site section showing front setback behind the heritage storefront, allowing for a roof terrace over the store, with balconies overlooking the street. Note the high amenity courtyard, giving amenity to both the front and the rear apartments, sitting on the parking podium. Parking is accessed from the rear.



Ground and first floor plans, showing parking, offices and courtyard apartments.



Second and third floor plans of the apartments overlooking the internal courtyard and the street. Note that the rear of the building is only three storeys, in deference to the lower scale neighbours on the other side of the rear lane

7.7 Bunnings Site

7.7.1 Site location, constraints and opportunities



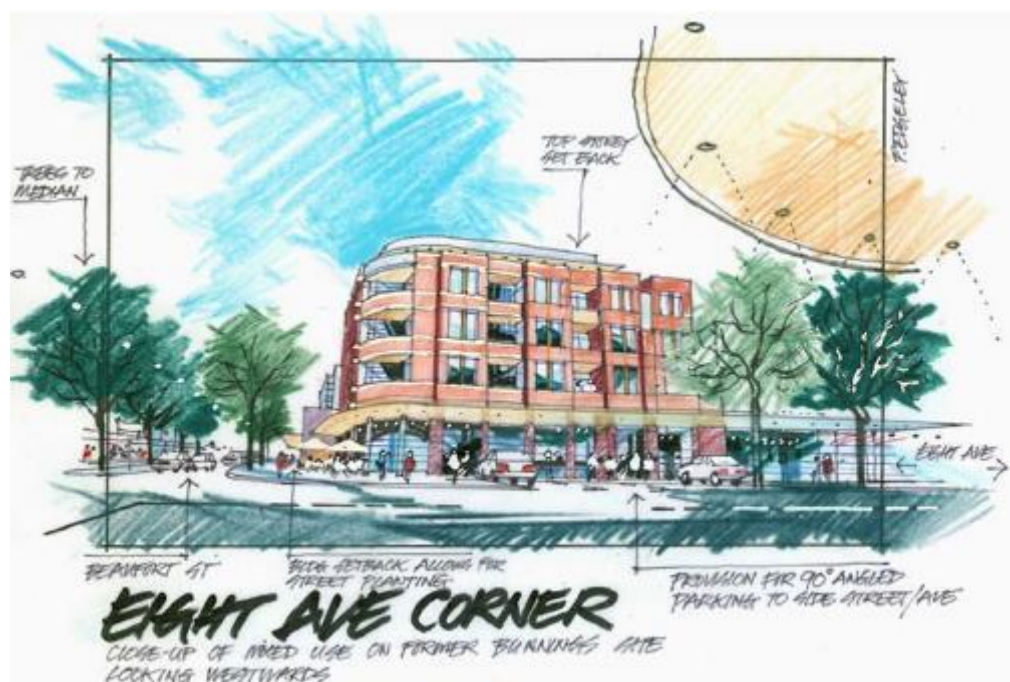
The Bunnings catalyst site, on the corner of Eighth Avenue, is flat and in single ownership. While an important asset to the local community, this development does not contribute to the character of Beaufort Street. With a much larger Bunnings located about two kilometres away, this site was identified as a possible future redevelopment opportunity.

7.7.2 Programme

The programme for the possible future redevelopment of this site is:

- Street level retail premises with parking behind and/or beneath, as well as along 8th Avenue;
- Upper level apartments

7.7.3 Indicative design



The design envisions an L-shaped five-storey building with an internal courtyard atop the podium over the rear street-level parking. Four storeys of upper level apartments would overlook the street corner, as well as the high amenity courtyard behind. At the rear of the site, the five storeys mass would step down to three storeys, in deference to the lower-scale neighbours behind and across the rear lane. Note also that the topmost apartment is set back about 3m from the main building facade, to reduce its visual impact as seen from the street, and to provide a high-amenity roof terrace for the penthouse apartments.

7.8 Car Yard and Neighbour

7.8.1 Site location, constraints and opportunities



These two lots are on the southern corner of Harcourt Street, and both are essentially flat. The corner lot is a car yard about 20m X 38m, while the rear property, measuring 15m X 40m, has a dwelling on it. It became apparent to the Charrette that the two lots would fare better if their owners were to agree to act as one, which was proposed to the owners.

7.8.2 Programme

The programme was to regard the two sites as one, and to determine how and whether three storeys of residential could be accommodated efficiently and appealingly across the two sites, with parking in or near the rear. The lot with the residence directly abuts another residence, with no rear lane between them, which makes this a sensitive interface to address.

Also, a one-storey duplex sits on Beaufort Street, beside the two lots to their south, also suggesting a careful response to that dwelling, in terms of the height and bulk of the indicative design.

7.8.3 Indicative design

The Charrette went through several design iterations before arriving at the preferred one shown here a 'Brick Decorative' style, emulating the historic Beaufort Towers. The design features a courtyard atop the parking podium, surrounded by dwellings overlooking it.



Sketch as seen from across Beaufort Street



Photo from across Beaufort Street



Beaufort Street elevation in 'Brick Decorative' style, showing heritage-style masonry fences and gates, fin walls between apartments with verandas. Note that the building steps down on the right, deferring to the one-storey duplex.



Aerial model of the courtyard, viewed from the south.



Ground floor plan with Beaufort Street at top, showing parking with access to premises. Note that bedrooms facing their small private yards at bottom are two-story units, accessing living areas atop the parking podium. This much direct frontage along the rear boundary may be problematic and may need to be revised



Podium plan showing lift and how all units enjoy cross ventilation. Note that rear two-storey units step down to bedrooms at ground level. Front units have verandas.

7.9 Normanby Site

7.9.1 Location, constraints and opportunities



This essentially flat site of several adjacent lots, and measuring about 75m X 40m, occupies a whole street block along Beaufort Street, except for the northerly corner store with attached dwelling. The site is served by a 3.8m-wide rear lane, which is too narrow for normal use or efficient turning into the site. The northern portion has several 'Contributory heritage' shops (shown above), while the southern premises have no heritage significance. One-storey dwellings sit on the other side of the rear lane.

7.9.2 Programme

Because this site sits within a proposed 'Residential Break' zone, the programme does not include street level businesses, but can have live-work apartments at street level. On-site parking needs to be not visible from Beaufort Street. The programme seeks to optimise the site with three storeys of apartments overlooking a courtyard/s, possibly with a fourth partial level at its southern corner. The rear units need to defer to the single-storey dwellings on the other side of the rear lane.

Because the site is about 75m long, the Charrette proposed that the building should appear as smaller increments of development from Beaufort Street, so that the scale of the design is smaller and more in keeping with the character of the Street. Because the rear lane is only 3.8m wide, the development will need to cede another 2.2m for a total 6m-wide lane, to enable turning into the site and ample width for vehicles to pass each other.

7.9.3 Indicative design

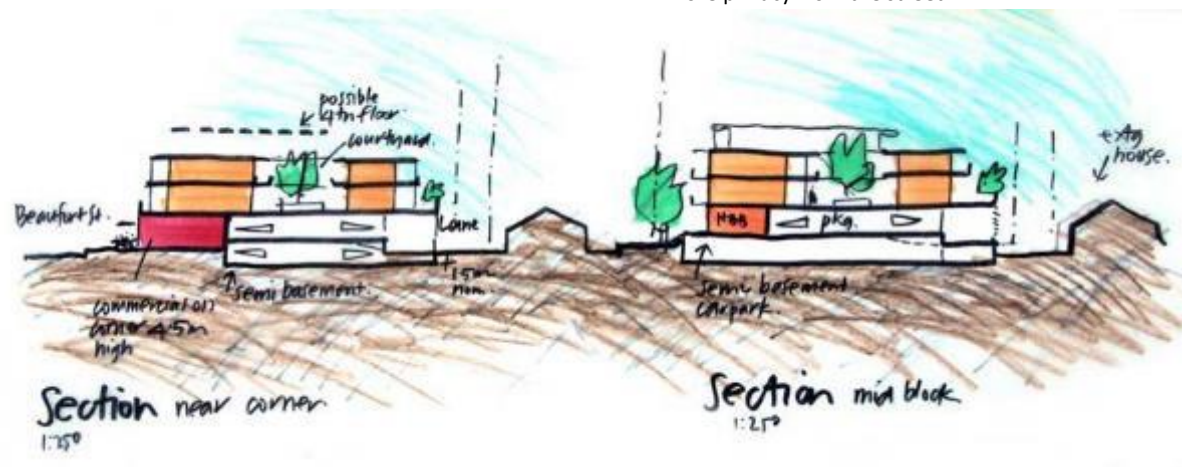
Architect Peter Richards of the ESD Consultant Team did an Art Deco style design, with ground floor premises fronting all streets, parking at grade and in a semi-basement (not shown below), with two levels of apartments above around two courtyards, along with a fourth level at the southern corner.



This view shows the southern corner with four storeys, the top floor set back to reduce its visual impact and to allow for deeper roof terraces. This option shows a commercial premise on this corner, although the current Local Development Plan does not allow this, and this corner may become a group of home offices.



This is a view down Beaufort Street showing the possible future tram. Note that, due to the semi-basement (see section below), the lower level live-work apartments are raised about 1m above the footpath. This benefits the units by giving them a bit more privacy from the street.



The two site sections show how the rear of the development sits back from the rear lane in deference to the single-storey dwellings the other side of it. The left section shows how the apartments sit back behind the facades of the heritage shopfronts. The right section shows how the semi-basement parking slightly raises the lower level apartments for a bit more privacy from the street.



This ground level plan shows how the development is divided into two sections midway, to reduce its visual impact of bulk.



This upper level plan shows the two courtyards, and how the upper level apartments step back from the rear in deference to the houses beyond.



Annotated model showing how the rear of the building responds to the small dwellings on the other side of the rear lane.



Annotated model showing how the rear of the design steps down in deference to the smaller buildings on the other side of the rear lane.

8 CONCLUSION

This ambitious project studied the specific local character and heritage of a major and evolving activity corridor. This project through its Visioning Workshop and Charrette has learned from intensive interaction with key stakeholders and committed local citizens. This project aims to emulate and amplify the best aspects of Beaufort Street's inherent 'DNA'. The Local Development Plan will guide new private developments and improvements to the public realm.

The City of Stirling hopes that this project's success will inspire others. Most importantly, we hope that the citizens of Beaufort Street, who care so much for their Street, and who have worked so hard on this project with us, will find in a decade or two that they have a place that they love even more.