

# Spalding Precinct Plan





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# 1 INTRODUCTION

The Spalding Precinct Plan aims to deliver an improved suburban environment for the betterment of the local community. The Precinct Plan emphasises the priority on promoting a local community hub at the existing Mitchell Street Community Centre, with opportunities for using vacant land for health/community/recreation uses and for retail, commercial and other complementary development. The Precinct Plan addresses issues, opportunities and recommendations for implementation in relation to future land use and development and priorities for new and improved infrastructure for the suburb.

The *Spalding Urban Renewal Background Report* (TBB, 2019) provides an overview of previous community and stakeholder engagement undertaken in Spalding, as well as early engagement undertaken. The Background Report also includes an analysis of urban renewal case studies, outlines the strategic planning context to the preparation of the Precinct Plan and provides an analysis of the existing suburb and community of Spalding.

The *Spalding Urban Renewal Community Engagement Outcomes Report* (TBB, 2019) provides the outcomes to community engagement undertaken as part of the Spalding Urban Renewal project. The Outcomes Report describes the community engagement process used and feedback received from the community and stakeholders at numerous stages as part of deriving the preferred precinct plan concept.

## 1.1 AIMS

The aims of the Precinct Plan are as follows:

- (a) Provide the Spalding community and the City of Greater Geraldton with a future direction towards the growth and development of the Spalding suburb;
- (b) Facilitate the more sustainable development of a local community activity centre;
- (c) Improve the connectivity and safety of streets and encourage alternative modes of transportation;
- (d) Facilitate housing choice, diversity and affordability that can meet current and future needs of the community at varying stages of life; and
- (e) Guide improvements to the public realm, street network and community facilities by establishing priorities.

## 1.2 LOCATION

Spalding is a suburb within the City of Greater Geraldton, situated approximately 4.5 kilometres north-east of the Geraldton city centre (refer **Figure 1**). The suburb is approximately 700-800 metres east of the Indian Ocean coastline, and is bounded by the Chapman River, regional open space and recreational facilities to the north, and the Chapman River Regional Park to the east. To the south is the Webberton light industrial precinct.

The Spalding suburb is shown in **Figure 2**. The suburb has some benefit of a frontage to North West Coastal Highway, reasonable proximity to the coast and river and extensive regional public open space. It is within reasonable proximity to the existing Bluff Point suburb, which contains a neighbourhood commercial centre and the Bluff Point Primary School.



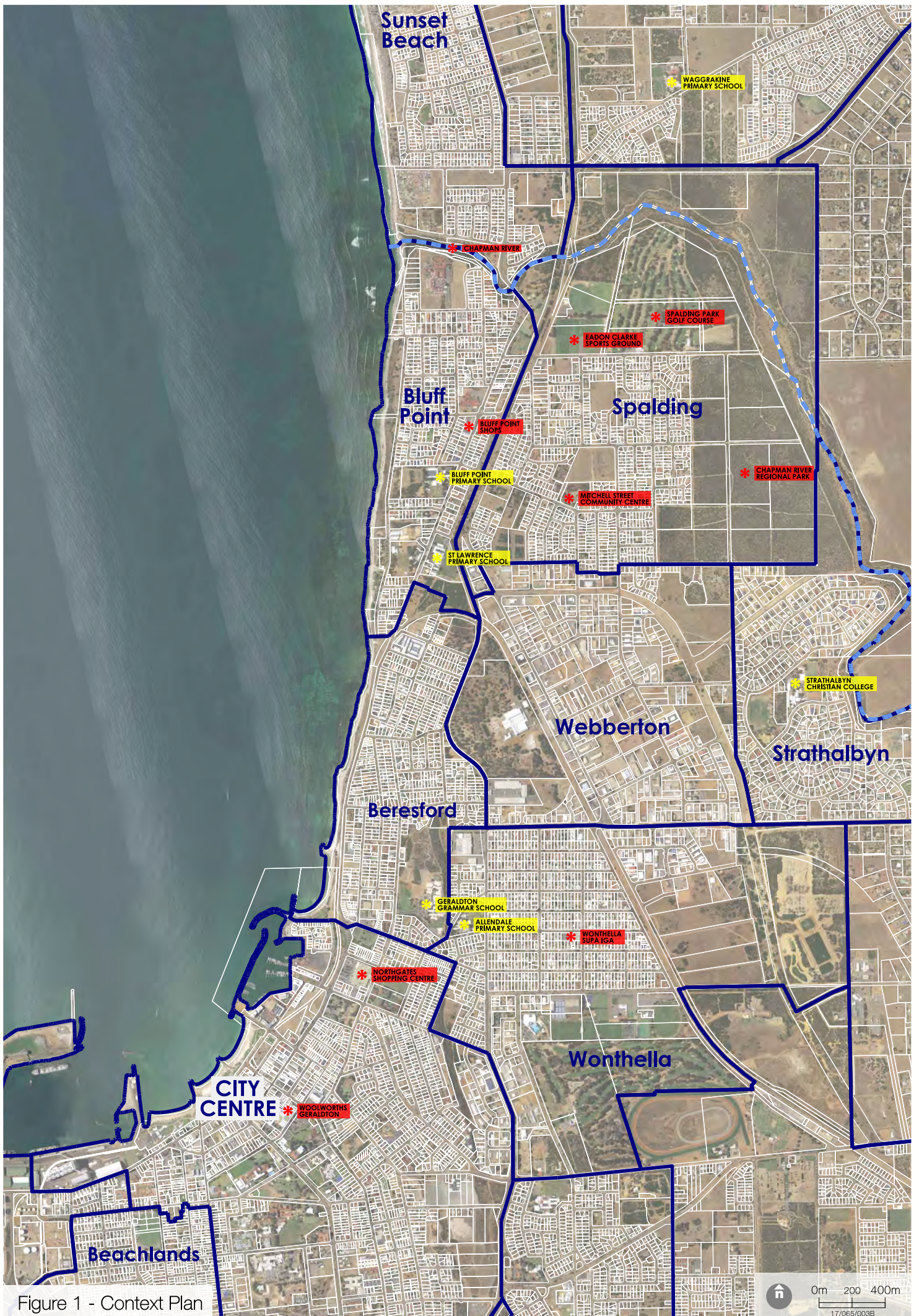


Figure 1 - Context Plan



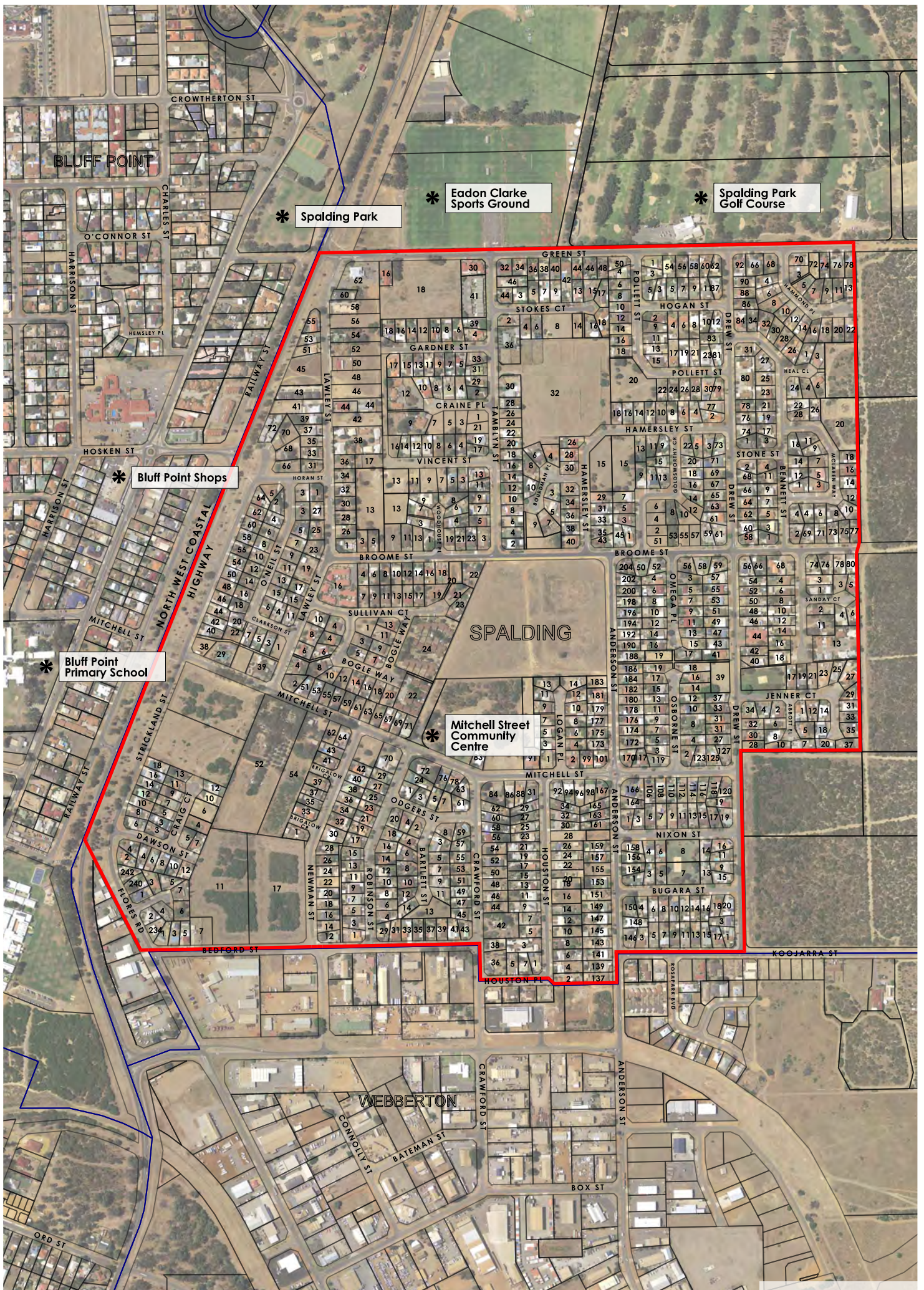


Figure 2 - Spalding Precinct Plan Study Area

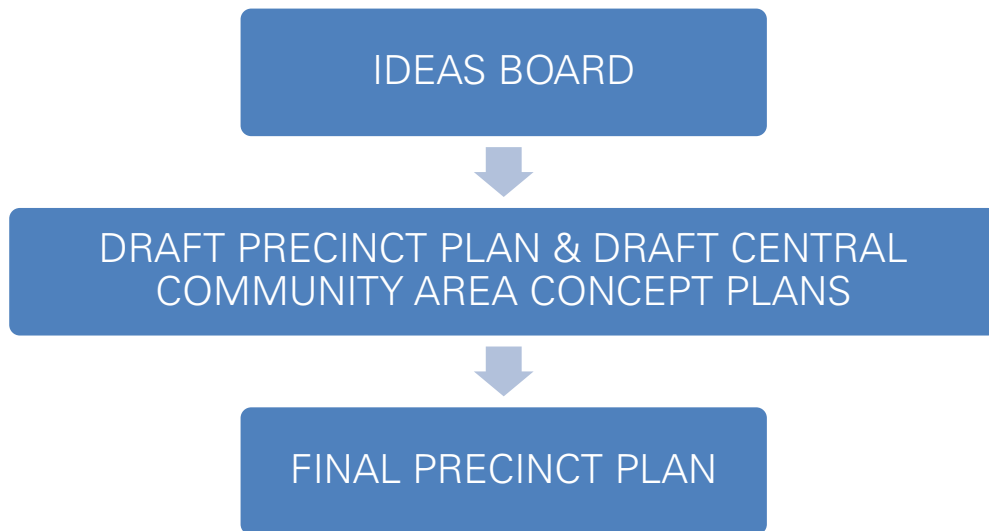


## 2 PRECINCT PLANNING PROCESS

The precinct planning process for Spalding commenced in November 2017 with lead-time to meet, interact and engage with identified stakeholders, service providers, government agencies, and members of the community. The intention was to work with the residents (owners and tenants), stakeholders that have an interest in Spalding, and the broader community to ensure the Precinct Plan provides for a comprehensive, community and government-owned action plan.

The precinct planning process involved a number of community and stakeholder engagement sessions to ensure that the public had the opportunity to provide a meaningful contribution to the preparation of the Spalding Precinct Plan.

**Figure 3** summarises the scenario testing process. Further detail in relation to scenario testing is contained in **section 3**. The *Spalding Urban Renewal Community Engagement Outcomes Report* (TBB, 2019) contains detailed information regarding the engagement process.



**Figure 3 Spalding Precinct Scenario Testing**

**Table 1** summarises the community and stakeholder engagement for the precinct planning process. This was facilitated by the Department of Communities, with some City staff and elected member involvement at events.

**Table 1 Community and Stakeholder Engagement**

Spalding Precinct Planning – Community & Stakeholder Engagement		
February 2018	Inception Meetings with Stakeholders	The purpose of the visit was to meet and greet stakeholders, to ask questions and hear about experiences or matters relevant to Spalding, and to gather information and data.
November 2018	Soft Launch	In late November, Jackie Gill Associates (JGA) initiated a soft launch of ‘being seen’ in the area to develop a sense of continuity and commitment that could lead to the start of a constructive relationship. JGA visited the Mitchell Street Community Centre, Green Street Deli, and made contact with a range of stakeholders and members of the community, including WACRH, MAOA and GRAMS.
December 2018	Drop-In Session ‘visioning workshop’	In early December, a drop-in session was held at the Mitchell Street Community Centre, facilitated by the Department of Communities, TBB, JGA and supported by the City’s Communications Officer – Engagement. The purpose of the session was to ‘receive information’ from the community to help the community think about the

<b>Spalding Precinct Planning – Community &amp; Stakeholder Engagement</b>		
		future for their families, community and the suburb. The feedback gathered from this session helped inform the draft concept plans.
December 2018	Stakeholder Meetings	<p>In early December, Jackie Gill attended a number of face-to-face meetings with stakeholders, including Ngala, Communicare and Mission Australia, and residents within Spalding.</p> <p>In December 2018, TBB met with the owners (Joyne Pty Ltd, represented by Terpkos) of the old drive-in theatre site on the corner of Strickland Street and Mitchell Street. The landowner's future plans for developing the land was discussed – Woolworths has been interested in being a tenant for several years. The landowners were advised to provide a submission.</p>
February 2019	Drop-In Session 'concept precinct plan'	The second drop-in session, held in early February, was also held at the Mitchell Street Community Centre. The purpose of the drop-in session to present the draft concept plans to the community members for their feedback. Three concept plans were presented: an Overall Concept Precinct Plan and two supplementary Central Community Area Plans (Green Plan and Blue Plan) that had different approaches to the future of the suburb.
February-April 2019	Follow-up / face-to-face meetings	Following the February drop-in session through to April 2019, follow-up meetings with individuals and landowners were conducted by the Project Team. These were generally organised in response to community or landowner requests to meet.
August 2019	Drop-In Session	The third drop-in session was run by the Department of Communities to present the final draft Precinct Plan to the community, and to gauge the level of support for the Plan which incorporated the community's feedback on the previous draft plans.

## 3 SCENARIO TESTING

This section summarises the scenario testing process, and the feedback that helped inform the precinct plan.

### 3.1 ISSUES AND OPPORTUNITIES

An issues and opportunities plan was prepared based on information gathered through initial site visits and stakeholder engagement. It culminated in the analysis of existing community and education facilities, housing, health, movement network, and service infrastructure. The summary of considerations is discussed below and shown in **Figure 6**.

#### 3.1.1 LAND USE

The suburb is predominately a residential suburb, with around 900 houses. At the 2016 Census, 16.3% were unoccupied, an increase from a 10.9% vacancy rate recorded in the 2011 Census. The existing housing stock is primarily characterised by low density (R20 and R30) single storey dwellings, with a significant proportion of housing stock dating from the 1970's-1980's. Housing stock is predominately single detached dwellings, with the majority having 3 or 4 bedrooms. Nearly 10% of housing stock is 1-2 bedroom semi-detached dwellings, with another 8% categorised as 'flat/apartment' and typically 1-bedroom.

The northern and eastern expanses of the suburb include the Chapman River Regional Park, the Spalding Golf Club and Eadon Clarke Sports Ground. These are regional recreational facilities and are located on the periphery, being accessible from the Highway via Green Street. There is little reason for people to travel through the suburb other than to get to these facilities.

There are three properties that offer limited convenience retail and food being the Red Rooster, Kathy's Snacks, and Green Street Deli. Mitchell Street Community Centre is the only community purpose building in the suburb.

Some land is zoned for urban development. These parcels of land can deliver future housing and other complementary uses, with new roads improving vehicle and pedestrian connectivity within the suburb. Given existing low property values and a declining population (based on Census data), it is not likely that urban development areas will be developed in the short term. Instead, new development is expected to take the form of the refurbishment of existing houses, and redevelopment of existing properties.

At the corner of Anderson Street and Broome Street is 5.5 hectares of land that is owned by the Department of Communities. The Department of Communities utilised the precinct planning process to consider stakeholder and resident input into options for the future development of its land.

#### 3.1.2 WALKABILITY FOR OPTIONAL CENTRE LOCATIONS

Developing walkable neighbourhood and local centres is a principle of *Liveable Neighbourhoods* and is applicable in context to encouraging the formation of a local community activity centre in Spalding. The location of commercial, community and other services within a central location is favoured. Developing a centre around the Mitchell Street and improving connectivity would result in just over half of the properties in Spalding being within an 800m walkable catchment.

Ped-shed scenarios were prepared to investigate walkable catchments to determine the benefits or advantages of two locations for a local community activity centre, refer to **Figure 4**, **Figure 5** and **Table 2**.

**Table 2 Walkability score**

Location	Reason	Percent of Lots in Spalding in Walkable Catchment		
		Sub-total within 0m-400m	Sub-total within 401m-800m	Total within 0m-800m
Lots 827 and 828 Mitchell Street	The landowners provided a submission in support of substantial commercial development on their land (refer Figure 4).	15.1%	25.5%	40.6%
Mitchell Street Community Activity Centre	This location is consistent with the City’s Local Planning Strategy and the Commercial Activity Centres Strategy. The community centre and AMC Park arguably are well utilised by the resident population (refer Figure 5).	28.6%	40.6%	69.2%

The walkable catchment diagram in **Figure 4** demonstrates that a Strickland Street / Mitchell Street local community activity centre could result in an overlapping walkable catchment into the Bluff Point neighbourhood commercial centre, notwithstanding that the North West Coastal Highway also presents as a significant barrier for pedestrian movement.

The walkable catchment diagram in **Figure 5** demonstrates that, with improvements to the road network, well over half of the lots in the suburb would be within the walkable catchment. This is afforded by providing more north-south and east-west connections, refer **Figure 5**.

A number of the existing public access ways are fenced off. This has historically hindered walkability throughout the suburb, but was previously undertaken due to safety and other concerns. Instead, the Precinct Plan reinforces the emphasis for providing more footpaths, lighting, seating and street trees along roads. With footpath, street tree and street lighting improvements, the suburb will over time deliver a pleasant walking environment to encourage walking and cycling.

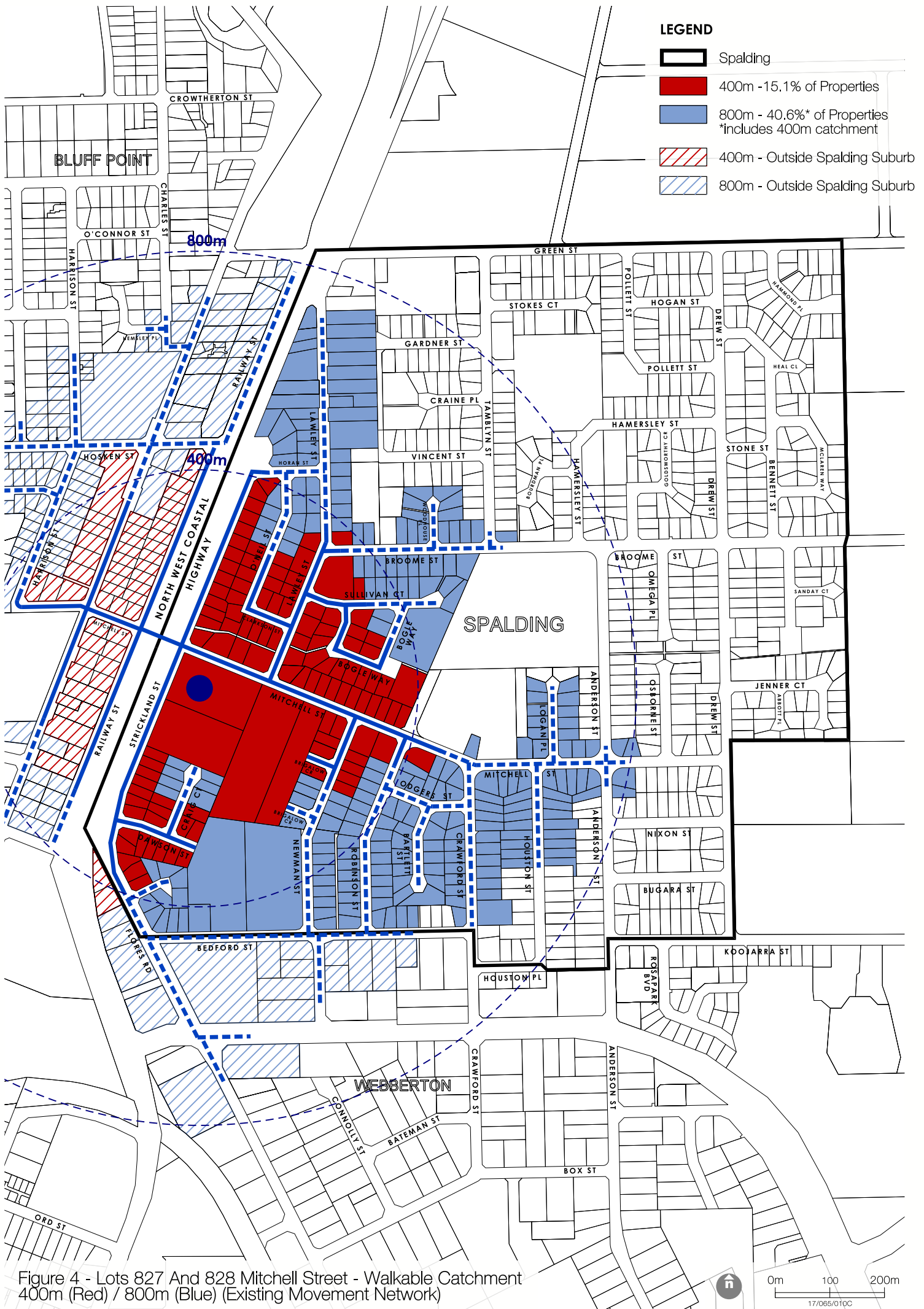
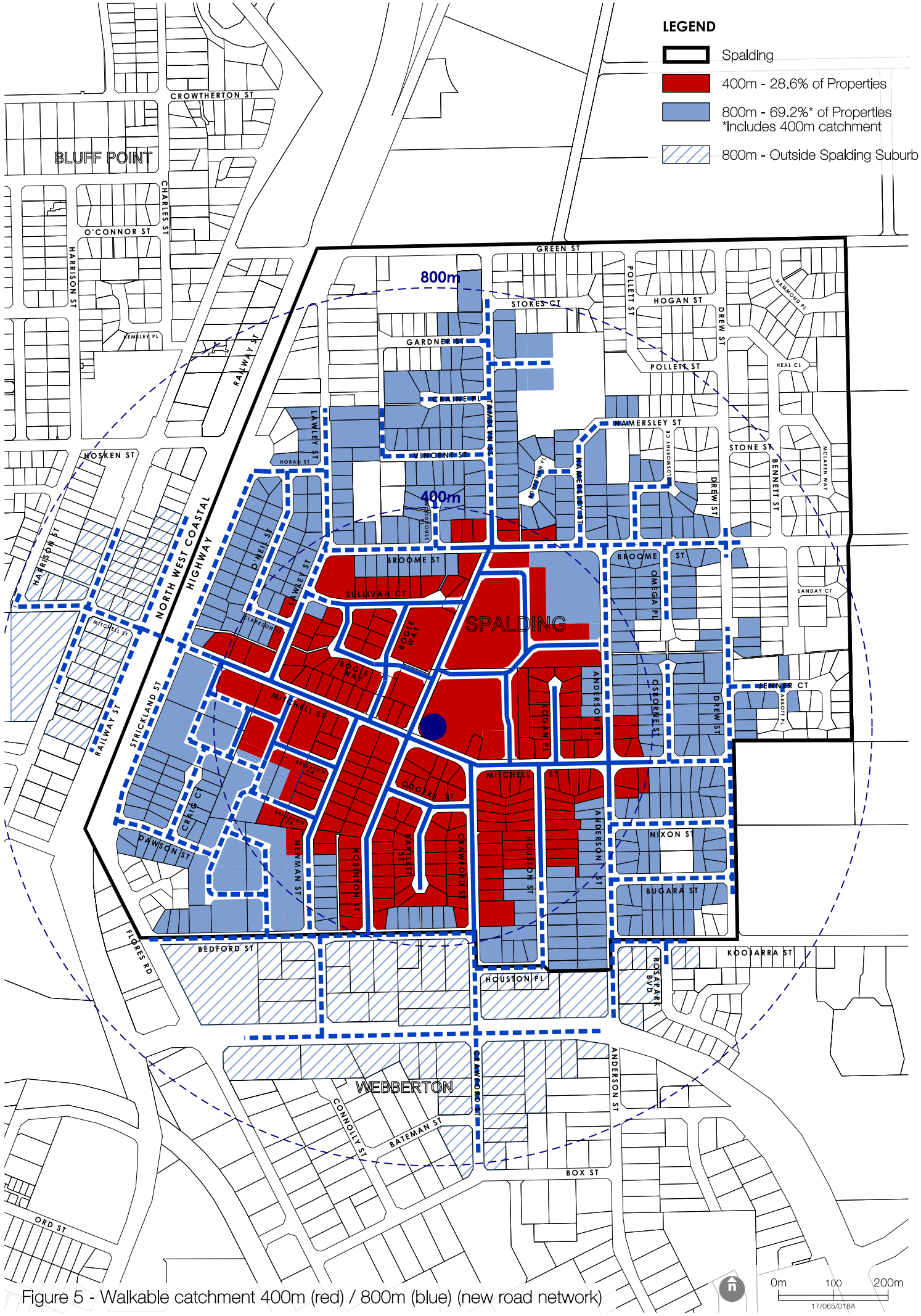


Figure 4 - Lots 827 And 828 Mitchell Street - Walkable Catchment 400m (Red) / 800m (Blue) (Existing Movement Network)





**LEGEND**

- Spalding
- 400m - 28.6% of Properties
- 800m - 69.2%\* of Properties  
\*includes 400m catchment
- 800m - Outside Spalding Suburb

Figure 5 - Walkable catchment 400m (red) / 800m (blue) (new road network)

### 3.1.3 ROAD NETWORK

North West Coastal Highway is under the care and control of Main Roads WA. There are three existing intersections with North West Coastal Highway:

- (1) Green Street – a T-intersection, with a northbound right-turn lane, southbound left-turn lane, and an additional lane for traffic turning left onto the Highway;
- (2) Hosken Street / Horan Street – a four-leg roundabout, with separate left-turn lanes on Horan Street, Hosken Street and North West Coastal Highway northbound; and
- (3) Strickland Street – a T-intersection, as a left-in left-out.

The local road network is historically based on the transition from market gardens to suburban development. There are some intrinsic road layouts that follow old lot boundaries. As such, there is a set of north-south and east-west roads that provide for access through the suburb, and a number of culs-de-sac throughout the suburb.

Community and stakeholder feedback highlighted existing issues relevant to some north-south and east-west roads. Feedback was based on concerns of using suburban roads to bypass North West Coastal Highway, and traffic speeds. Feedback referred to new roundabouts at four-way intersections in the suburb, traffic calming, and street lighting. The precinct planning process was used to identify priority streets for additional treatments.

### 3.1.4 PEDESTRIAN AND CYCLE NETWORK

The existing pedestrian path network in Spalding is not fully developed and a number of streets have no footpaths. The City has been constructing new footpaths, and has been allocating funds towards gradual street upgrades.

Community and stakeholder feedback for the precinct plan focused on the lack of provision of footpaths, street trees and street lighting. Improving the walkability of the suburb was a key priority raised by the community during the precinct planning process. Pedestrian access can be improved through installing additional footpaths and general streetscape improvements. The precinct planning process was used to help identify which streets are considered to be priorities.

### 3.1.5 COMMUNITY FACILITIES

Spalding has an absence of a central community hub or activity centre. The precinct planning process identified a significant range of community service providers that are interested to operate in Spalding, or run programs in the suburb.

The Western Australian Centre for Rural Health has conducted a collaborative community consultation study titled the *Mitchell Street Community Centre Needs Assessment* (WACRH, 2018). The study collected information from 150 surveys from the Spalding community and Bluff Point Primary School. The *Needs Assessment* made several recommendations in terms of what services could be introduced into the suburb including, but not limited to:

- Establishing a regular medical service;
- Exploring the possibility of a collocated regular mobile dental service;
- Exploring a range of parenting and education support services;
- Increasing involvement of senior community members in specific programs;
- Increasing utilisation of the centre for community and multi-cultural events;
- Transportation assistance for people to key services/programs; and
- Consideration of support for men and people living with disabilities.

The precinct planning process also identified the following uses as being desirable to the community, based on feedback:

- Arts and craft space / shed;
- Small theatre for community plays etc;
- Child health facility;
- Women's health facility, youth centre and programmes;
- Visiting general practitioner / nurse / dentist;
- Community resource centre;
- Church group space;
- Room for organisations to use; and
- Improvements to AMC Park, surrounding the Mitchell Street Community Centre to potentially feature BBQ facilities, furniture, basketball courts, community garden and water fountain.

### 3.1.6 OPEN SPACE

Spalding is home to three regionally important recreation sites and several local parks.

The Chapman River Regional Park is important for its recreational and biodiversity value. The park is managed by the City, and the Chapman River Friends group of volunteers help in rehabilitating the park. It is also identified as a mountain bike 'Top Trail' for regional Western Australia. Over time, the park will be of increased importance for its cultural, biodiversity and environmental value, its tourism attractions, and its path network. Currently, the park has several unsealed tracks connecting through to Spalding. Community feedback suggested a desire for improved pathway connections, for scooters and bikes and accessibility for residents.

The Eadon Clarke Sports Ground is situated in Spalding, between Chapman River and Green Street. The ovals and playing fields are used by residents for sport or informal recreational activity. The sports ground is used for football, soccer, cricket and touch football. Eadon Clarke Sports Ground is home to the Brigades Football Club. The sports ground car parks, lighting, and turf have progressively been upgraded. The sporting and outdoor recreation activities are popular and the trees within the grounds are important to the local community. Community feedback has emphasised the importance of the sports ground, and that additional playing fields elsewhere in the suburb were not necessary in this context.

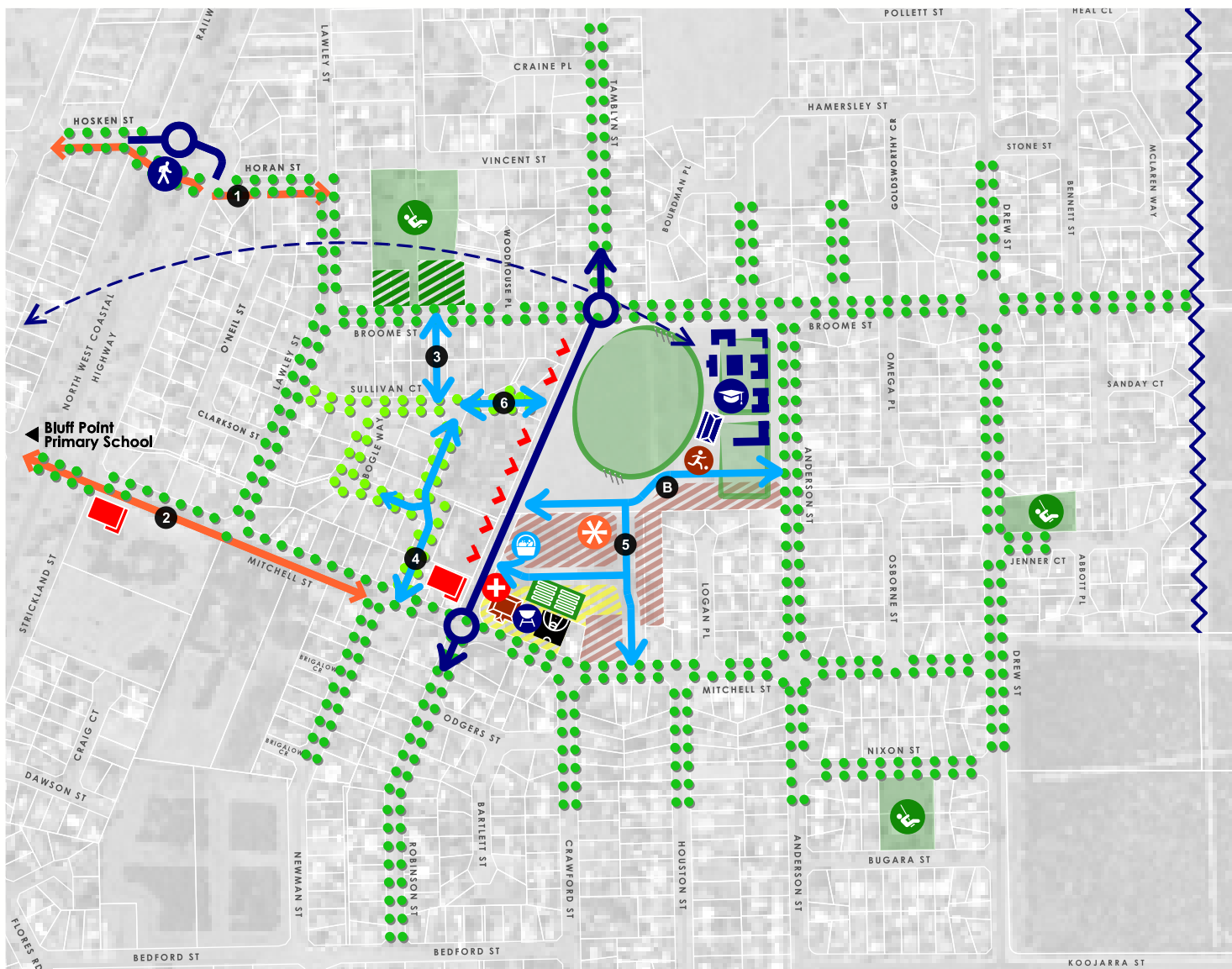
The Spalding Park Golf Club is an 18-hole golf course that is designed to appear as part of the surrounding nature reserve, and has tight tree lined fairways with pockets of natural vegetation. The club began in 1937 with sand greens and turf growth of some of the fairways, and by 1977 had the 18 reticulated grass greens and fairways. The course is well known for its high standard of maintenance and has been the venue for a number of major golf events.

In terms of local parks, the City's *Public Open Space Strategy* (CGG, 2015) acknowledged Spalding had approximately 19% provision of public open space, calculated based on the gross subdivisible area of the suburb. This is higher than the 10% minimum requirement. The *Public Open Space Strategy* proposed the disposal of several public open space areas within Spalding. The precinct planning process acknowledged this by identifying these public open space areas for future development.

The City of Greater Geraldton has commissioned public open space masterplans for parks to be retained in Spalding. The masterplans are indicative of future upgrades to AMC Park, Jenner Court Park and Bugara Street Park. The purpose of the masterplans was to identify cost savings to the City for maintaining the parks, whilst improving their functionality and equipment levels.

The public open spaces areas that are identified to be retained include Vincent Street Park, AMC Park, Jenner Court Park, and Bugara Street Park. These public open space areas have very limited provision of playground equipment or recreation facilities, as old equipment was removed as part of a safety audit of all parks across the local government area. As mentioned, these parks have been reviewed through a public open space masterplanning process. The precinct planning process reinforced the importance of installing additional equipment, to help promote recreational activity. A short-term opportunity through local government funding is to improve the amenity of the existing public open space areas and incorporate children's play equipment.

Community feedback during the precinct planning process looked at AMC Park as a focus area for improvement, including new recreational facilities, BBQ and picnic facilities, water fountain, lighting and other infrastructure. This has been illustrated in this precinct plan with a concept plan, refer **Figure 9**.



**LEGEND | ISSUES AND OPPORTUNITIES**

- Extend and improve footpath amenity and provide a safe pedestrian route to Bluff Point Neighbourhood Centre. Integrate with roadabout paths.
- Extend and improve footpath along southern verge of Mitchell Street to North West Coastal Highway, providing a safe pedestrian environment specifically for children walking to Bluff Point Primary School. Potential to provide way-finding artwork along footpath
- Potential to provide Mitchell Street signalled pedestrian crossing across North West Coastal Highway and Strickland and Railway Streets
- Direct road connection from Sullivan Court to Broome Street and visual connection to adjacent public open space area. Requires the removal of two Department of Communities lots/homes and creation of road reserve and pavement.
- Develop direct road connection from Bogle Way to Mitchell Street. Requires the removal of two Department of Communities lots / homes and creation of road reserve and pavement.
- Development of residential areas to the south adjacent the future Primary School site and Mitchell Street Community Centre.
- Consider small community store providing local produce
- Consider temporary facility for a health clinic within the Mitchell Street Community Centre site
- Potential to consider supermarket / local growers market at the corner of Mitchell and Strickland Streets or Mitchell and future Bogle Way
- Encourage street tree verge planting and front verge/garden improvement through community engagement/activities
- Supplement street tree verge planting throughout Spalding providing improved streetscape amenity
- Develop extension of Tamblyn Street through to Mitchell Street incorporating new roundabouts at these intersection clearly signifying change and 'bookending' the future Primary School precinct
- Consider extension of Sullivan Court and direct road connection to intersect with new north-south road. Requires the purchase of one lot (privately owned) and creation of road reserve and pavement.
- Facilitate the removal or partial removal of the fence along this edge and encourage re-orientation and surveillance to new street and future Primary School site
- Consider the development of 4.0ha site for Primary School. Possible relocation of Bluff Point Primary School to this location.
- Potential to utilise short term sporting ovals (all and soccer with goal posts), bore reticulation and open air pavilion as part of a future Primary School
- Consider store room for sporting equipment to be utilised by community on a loan basis
- Potential to provide sporting ovals; all and soccer with goal posts
- Consider location of bore to reticulate fields
- Consider the opportunity to provide an open-air pavilion between sporting fields that has the potential to be incorporated as part of a future primary school
- Consider Mitchell Street Community Centre site for uses such as :
 
  - Small Market Garden
  - Sporting facilities i.e. Basketball half court with universally accessible
  - Child Care
  - Kindergarten
  - Child Health Facility
  - Women's Health facility
  - Visiting general practitioner (GP)
  - Health specialists
  - Resource Centre
  - Church
  - Small local store
- Provide a small market garden within the Mitchell Street Community Centre site
- Provide barbecue facilities within the Mitchell Street Community Centre site
- Provide basketball half court within the Mitchell Street Community Centre site that is universally accessible
- Shrine location to be confirmed and potential to consider re-location
- Improve amenity and/or reduce maintenance (i.e. mulch instead of turf) of existing public open spaces area and incorporate children play equipment i.e. nature play
- Consider improved interface and development that aids with improved surveillance with conservation area

Figure 6 - Issues and Opportunities



### 3.1.7 KEY MESSAGES

A number of recurring messages were raised by the community:

- Traffic calming treatments: the community raised concerns about 'rat-running' from the Hosken Street roundabout to Webberton via Lawley Street, Broome Street, Mitchell Street and Anderson Street. A number of suggestions included traffic calming devices to slow traffic, such as speed humps. Broome Street, Lawley Street and Anderson Street were identified as priorities.
- Provision of footpaths and pedestrian safety/amenity: the community endorsed the suggestion of additional footpaths. At the vision workshop, community members drew a network of footpaths on a map, and these have been carried through to the Precinct Plan. Some community members raised concerns for safe routes to/from school for children and for crossing busy roads, especially at the North West Coastal Highway. The community requested more street trees for shade, street lighting and bus shelters at the bus stops. The community queried why there has not been a signalised crossing installed at North West Coastal Highway where the path crosses between Mitchell Street and Bluff Point.
- Crime and antisocial behaviour: a prominent message raised by the community was safety and the perceived or real extent of antisocial behaviour. A number of community members took the view that more activities or programs in the suburb could help alleviate boredom. A number of community members also suggested a stronger police presence within Spalding.

At the drop-in session in August 2019, the community were invited to provide comments on the final draft precinct plan. Overall, there was support for the final draft precinct plan, and feedback suggested that it covered items that had been discussed. The outcomes of the community feedback and preferences informed the preferred Precinct Plan in the following manner:

- Identifying land for opportunities such as for recreational facilities for indoor sports; arts, crafts, music and theatre, and community group space. This was preferred to be in proximity to the Mitchell Street Community Centre.
- Incorporating open space facilities and furniture into the AMC Park – aiming for BBQ facilities, water fountain, community garden integrated with the park and Mitchell Street Community Centre.
- Including new road connections including from Tamblyn Street to Robinson Street, with new intersections around the Mitchell Street local community activity centre at Broome Street and Mitchell Street.
- Reinforcing the community's identified priority streets for traffic calming and footpaths. These tend to align with roads identified for new footpaths and street trees.
- Having community ownership through programmes or improvements that facilitate community input, rather than government agencies being responsible for delivering improvements. This translates into building up the community both in its capacity, capability, opportunities and resilience. This arguably needs to be considered from a top-down and a bottom-up approach. There is also an element of neighbourhood responsibility for its own management, where more is done for the community, by the community, for its upkeep. This would ensure that the community can and should have a greater role to play in its future.

# 4 SPALDING PRECINCT PLAN

The Spalding Precinct Plan provides land use planning and urban design objectives for the future improvements and priorities for the suburb. The Precinct Plan may be enhanced over time as structure planning, development, redevelopment, and subdivision occur in a manner consistent with the objectives of this Precinct Plan.

## 4.1 LAND USE

### 4.1.1 RESIDENTIAL

#### 4.1.1.1 RESIDENTIAL OBJECTIVE

- Encourage ongoing maintenance of housing to improve the character of the suburb and maintain verges, front yards, and housing.

#### 4.1.1.2 EXISTING HOUSING

Under the LPS 1, an objective of the residential zone is to facilitate and encourage high quality design, built form and streetscapes throughout residential areas.

The Precinct Plan supports refurbishment and maintenance of existing housing. It is expected that landowners will ensure that properties present well to the street, are free of damage or vandalism, and that prompt repairs (including removal of graffiti) are undertaken.

The Precinct Plan encourages ongoing collaboration between the local government and housing providers (including community housing providers and the Department of Communities) in relation to the level of maintenance and visual appearance of houses and their contribution to the streetscape.

#### 4.1.1.3 AGED PERSONS DWELLINGS

The *Residential Development Strategy* (CGG, 2013) comments on housing for the elderly. In order to allow aged people to stay in their own dwellings for longer the *Strategy* notes that medium density, universally designed single-level dwellings should be considered. The Precinct Plan encourages owners and developers to consider:

- Including universal design features in new/refurbished dwellings; and
- Taking advantage of density bonuses available under the R-Codes in relation to single-bedroom and aged or dependent persons dwellings. For aged or dependent dwellings, the City may consider less than five dwellings within any single development in terms of meeting the threshold for obtaining the density bonuses.

The Precinct Plan encourages ongoing collaboration between the local government and housing providers (including community housing providers and the Department of Communities) in relation to the appropriate provision of housing such as aged or dependent dwellings, community housing, retirement housing, housing for singles, etc.

## 4.1.2 RESIDENTIAL DEVELOPMENT AREAS

### 4.1.2.1 RESIDENTIAL DEVELOPMENT AREA OBJECTIVES

- Increase the diversity and choice of housing available in the suburb, that would be compatible with the needs of existing and future residents.
- Utilise structure planning for the delivery of development outcomes for land zoned 'Urban Development'.

### 4.1.2.2 VACANT RESIDENTIAL LAND

The Precinct Plan aims to facilitate housing diversity. Development of vacant residential land (refer **Figure 7**) is encouraged in accordance with the City's Residential Development Strategy, Local Planning Scheme No. 1 (LPS 1), State Planning Policy 7.3 Residential Design Codes Volume 1, and any other applicable local planning policies.

The focus should be on providing housing that meets the needs of both the current and future community at varying stages of their lives.

### 4.1.2.3 AREAS REQUIRING STRUCTURE PLANS

Several lots are zoned 'Urban Development' under the City's LPS 1. For the purpose of the Precinct Plan, these are separately described as the 'Urban Development' zoned land within the Strickland Street / Bedford Street precinct (**Table 3**) and the 'Urban Development' zoned land within the Mitchell Street / Anderson Street precinct (**Table 4**).

The approved Strickland Street & Bedford Street Precinct Outline Development Plan (Dykstra Planning, 2009) depicts single residential lots, and provided for grouped housing adjacent to new public open space to promote surveillance via orientation of dwellings, and use of visually permeable fencing. It delivered 10% public open space over Lots 819, 820, 827 and 828, with Lots 2 and 823 identified to be subject to future detailed design.

**Table 3 Land zoned 'Urban Development' under LPS 1 – Strickland Street / Bedford Street precinct**

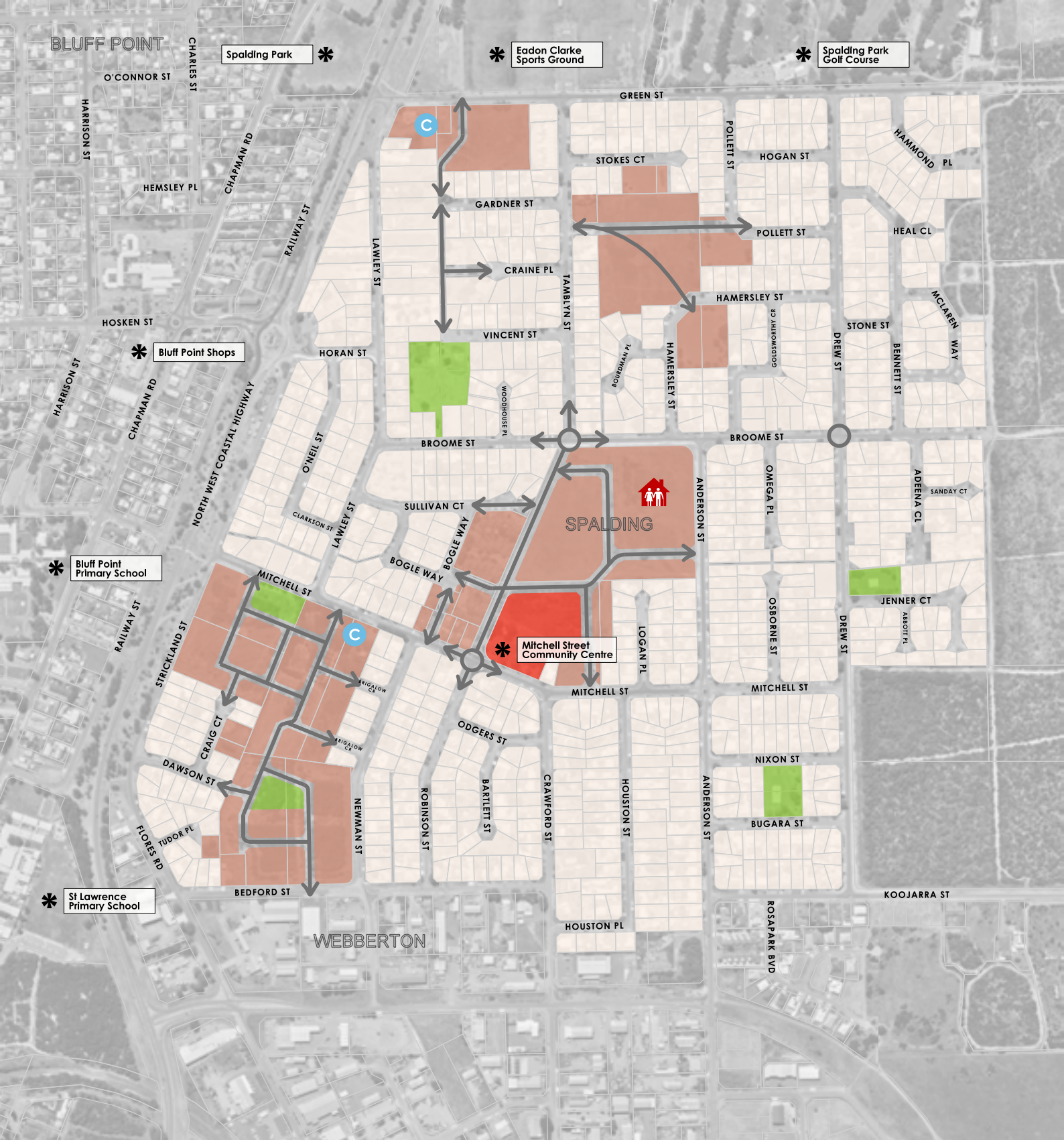
Lot Details	Address	Land Area (hectares)	Ownership	Approved Structure Plan
L827 on P222474	Strickland Street	1.4160 ha	Private Freehold	Yes
L828 on P222474	Mitchell Street	1.4162 ha	Private Freehold	
L823 on P222474	52 Mitchell Street	2.0696 ha	Private Freehold	Subject to future detailed design
L2 on D19449	54 Mitchell Street	1.0494 ha	Private Freehold	
L820 on P222474	11 Bedford Street	1.8134 ha	Private Freehold	Yes
L819 on P222474	17 Bedford Street	1.9761 ha	Private Freehold	

The Mitchell Street / Anderson Street precinct is comprised of Crown land and freehold land held by the City of Greater Geraldton and the Department of Communities, refer **Table 4**. Both the City and the Department have worked to deliver the Spalding Precinct Plan, and coordinating development is considered necessary to help deliver some of the land use, open space and road network outcomes in this location.



**Table 4 Land zoned 'Urban Development' under LPS 1 – Mitchell Street / Anderson Street precinct**

Lot Details	Address	Land Area (hectares)	Ownership	Approved Structure Plan
L500 on P68425	Anderson Street	5.5213 ha	State Government freehold	No
L2778 on P182968	Mitchell Street	0.2598 ha	Crown Reserve 35690 'Parking', vested to City of Greater Geraldton	
L1124 on P152160	75 Mitchell Street	2.4429 ha	City of Greater Geraldton Freehold	
L2746 on D51905	N/A	0.2529 ha	Crown Reserve 35027 'Public Recreation', vested to City of Greater Geraldton	



**LEGEND**

- Existing Residential
- Residential Development Areas
- Potential for aged housing
- C Existing food and beverage commercial uses
- Public Open Space

- Mitchell Street Community Activity Centre
  - Community purpose site and community garden
  - Public Open Space and facilities (including BBQ and picnic area, playground, basketball court and kickabout area)
  - Recreational facilities
  - Retail and Commercial use

Figure 7 - Land Use

### 4.1.3 ACTIVITY CENTRE

#### 4.1.3.1 ACTIVITY CENTRE OBJECTIVES

- Promote the development of the Mitchell Street local community activity centre that is:
  - Developed as a safe and inviting place for the community to visit and provides for employment opportunities, is flexible and adaptable for a range of retail, commercial, and community uses, and provides for services that will benefit the Spalding community;
  - Centrally located to maximise its walkable catchment for the Spalding community, having regard to the 'centres hierarchy' in the City's Local Planning Strategy and the City's Commercial Activity Centres Strategy; and
  - Structured to integrate with existing and anticipated community services, health services, employment opportunities, and open space.
- There is a presumption against any further retail and commercial uses in the suburb unless it can be clearly demonstrated that there will be no detrimental impact on the primary emphasis of the Mitchell Street local community activity centre.
- Support the development of home-based businesses in Spalding.

#### 4.1.3.2 MITCHELL STREET LOCAL COMMUNITY ACTIVITY CENTRE

Community feedback considered the unique balance of community purposes, recreational, retail and commercial offerings that could be delivered within the centre. The precinct plan intends to deliver on community feedback, with the aim of having community uses and services acting as an anchor for the formation of the activity centre. The centre could also provide for commercial and compatible non-residential land uses, and open space. The balance of vacant land in proximity to the centre could be developed for a range of residential typologies (i.e. single houses, grouped dwellings, aged or dependent persons housing, etc).

The Mitchell Street Community Centre and the vacant land to the immediate north is identified as the priority for future community, medical/health, not-for-profit, retail and commercial activity (refer **section 3.1.5**). Colocation of community facilities and services, health care and child care services, and any retail or commercial floorspace that could be sustainable, would take advantage of being located together in the middle of the suburb. The agglomeration of uses in a central location within a walkable distance for over half of the lots within the suburb is considered to be influential on forming a local hub for the Spalding community.

*A Spalding Desktop Retail and Commercial Needs Analysis* (Cole Advisory, 2017) identified the potential commercial floorspace utilisation in Spalding to be between 700 and 1,800 square metres. The three existing limited convenience retail and food sites account for approximately 500 square metres, leaving between 200 and 1,300 square metres of potential retail supply in the longer term. As part of a centre plan, the implications and impacts of a new activity centre may be further verified by a retail sustainability assessment which would take into context the appropriate mix of land uses for the centre, and any considered implications upon the Bluff Point neighbourhood commercial centre.

There is considered to be ample land available for future expansion for the Mitchell Street local community activity centre. The staged approach to the activity centre could be contemplated and considered through an activity centre plan or local development plan, to guide future development, as the land is zoned for urban development.

The development of the Mitchell Street local community activity centre would need to be subject to a detailed design and this would be suitable for delivering either as an activity centre plan or local development plan to provide the rationale for, but not limited to:

- Retail floorspace allocation;
- Community service type needs and facilities;
- Vehicle access and pedestrian links;
- On-site parking arrangement and manoeuvrability;
- Landscaping; and
- Built form design requirements.

As part of preparing a plan, appropriate community involvement and engagement is recommended to take into account the local context and local needs. A number of matters would warrant inclusion in a detailed design exercise as part of the process of forming a detailed design, including:

- Addressing accessibility of the centre, road network capacity and intersection levels of service, and any new road links or road upgrades required. Design of new road connections to support an increase in residents and provide more connections throughout Spalding.
- Provision of open space facilities and furniture into AMC Park, with the potential to include BBQ facilities, water fountain, basketball court and community garden integrated within the park and Mitchell Street Community Centre.
- Investigation for provision of a multi-purpose recreational facility, for indoor sports, arts and craft, music and theatre, and community group space, to be located the rear of Mitchell Street Community Centre.
- Potential to remove all or a portion of the existing limestone wall behind Bogle Way and Sullivan Court.

#### 4.1.3.3 EXISTING RETAIL AND FOOD SITES

The three existing sites, Red Rooster, Kathy's Snacks and Green Street Deli, are recognised for providing small-scale convenience retail and food services.

The Precinct Plan maintains an emphasis on the development of the Mitchell Street local community activity centre for delivering retail and commercial floorspace for Spalding. The Precinct Plan has a presumption against commercial uses being dispersed across the suburb, and instead promotes the colocation, intensity and activity in and adjacent to the Mitchell Street local community activity centre.

#### 4.1.3.4 LOTS 827 AND 828 MITCHELL STREET

The landowners of Lots 827 and 828 Mitchell Street have investigated their land on the corner of Strickland Street and Mitchell Street to be developed for substantial commercial purposes. They have liaised with a major supermarket operator and with the City of Greater Geraldton, the Department of Communities and Main Roads WA.

It is understood that access from North West Coastal Highway would be essential to the viability of a substantial commercial development on Lots 827 and 828. At this time, there is no proposal or funding commitment by Main Roads WA to build an intersection connection for North West Coastal Highway and Mitchell Street. Initial information suggests a capital cost ranging from \$6-11 million for such an intersection, which would in turn have flow-on traffic impacts to the City for upgrading the Mitchell Street / Chapman Road intersection.

Should the landowners pursue a commercial development for the site, it would need to have regard to the Precinct Plan's primary emphasis on the Mitchell Street local community activity centre as the first priority activity centre for the suburb. Initially, it is likely that a commercial development at Lots 827 and 828 would undermine the development of the Mitchell Street local community activity centre, to the detriment of the local community and the community services that are being encouraged to locate in the suburb.

Longer term, as the suburb matures and revitalises with a stronger local community hub at its centre, the opportunity may emerge for additional commercial floorspace capacity. A retail sustainability assessment would need to consider the implications and impacts of a new centre on the Bluff Point neighbourhood commercial centre and the Mitchell Street local community activity centre.

Should there be sufficient interest in pursuing a substantial commercial development in the short-term then the possibility of development on vacant land around the Mitchell Street local community activity centre should be investigated as a first option, in consultation with the City of Greater Geraldton and the landowners.

#### 4.1.4 URBAN DESIGN

##### 4.1.4.1 URBAN DESIGN OBJECTIVES

- Development to consider the local context and implement an appropriate urban design response.
- Apply Crime Prevention Through Environmental Design Principles in the consideration of new development, and use of public domain including streets and public open space.

##### 4.1.4.2 URBAN DESIGN MEASURES

There is an emphasis for improving permeability throughout the suburb, which is reflected in the planning intent behind the suggested new road connections (as shown on **Figure 12**). Where new roads are constructed, the Precinct Plan requires new development to front those streets by way of building design, including entry points and major openings.

When assessing subdivision and development, the local government will have regard to fundamental principles such as:

- Encouraging buildings to address street boundaries, adjoining development, and/or adjacent public domain through appropriate setbacks, orientation of doors and glazing, location of useable outdoor living areas and space, solar passive design, and incorporation of shade and shelter for pedestrians.
- Development providing universal access between car parking areas, the street, and the primary entrance of the building.
- The reasonable retention or protection of significant trees or important vegetation whether located on-site or on adjacent public open space or streets.



- Landscaping to be integrated into the overall design of the development, to compliment and soften the appearance of a development. Landscaping should use water sensitive treatments to minimise water use, and to consider the use of endemic vegetation species.

#### 4.1.4.3 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN MEASURES

Crime Prevention Through Environmental Design principles are important, to ensure that there is a strong perception of personal safety both on private property and public areas, and to give the appearance that the suburb is being well maintained and secure. A number of measures can be considered including, but not limited to:

- New development or redevelopment to provide natural surveillance over parking areas, play areas, public streets, and public open space.
- Improving visibility between an existing house or building and the street by having clear lines of sight between doorways and major openings and the public domain, whether through maintaining vegetation and/or removing clutter.
- Undertaking regular maintenance by removing dumped litter, removing graffiti from buildings, walls and other structures, and local government maintenance such as pruning vegetation in streets and public open space areas.

The local government may also be able to investigate other measures such as:

- Encouraging the local community to report antisocial behaviour and vandalism to the City of Greater Geraldton and to the Police Force.
- Consideration of routine patrols, promotion of a Neighbourhood Watch Program, installation of CCTV, etc.

### 4.1.5 PUBLIC OPEN SPACE

#### 4.1.5.1 PUBLIC OPEN SPACE OBJECTIVES

- Strengthen the connections and accessibility between Spalding and the Chapman River Regional Park.
- Acknowledge the regional importance of the facilities at Eadon Clarke Sporting Ground, Chapman River Regional Park, and Spalding Park Golf Club.
- Improve the useability and amenity of existing parks reflective of community needs, ensuring sufficient landscaping and infrastructure is provided and adequately maintained.
- Increase the ecological value, provision and diversity of locally endemic species in landscaping of parks.
- Increase the use of water-sensitive landscaping, without compromising passive and active recreational purposes.

#### 4.1.5.2 REGIONAL OPEN SPACE MEASURES

Eadon Clarke Sports Ground will continue to be an attractive location for the community. It provides sporting and recreational facilities to residents and the broader community, offering football, soccer, cricket and touch football. Its infrastructure will continue to be maintained and upgraded by the City, to ensure it is of a high standard for sporting competitions.

The endorsed *Chapman River Regional Park Mountain Bike Master Plan* features the existing 11-kilometre circuit loop that generally follows the Chapman River, with a congregation point in the northern sector of Spalding Park. The Master Plan acknowledged the growing trend of mountain biking as an informal recreation activity and as a tourism attraction, and seeks to have the park recognised as a mountain bike trail. The *Geraldton 2050 Cycling Strategy* identified a connection through to Green Street to the circuit loop within the park, and community feedback indicated that this was supported by residents.

Spalding Park Golf Club is a privately-run golf course, and is an attraction for the broader community. Its high level of standard and maintenance is supported by the City.

#### 4.1.5.3 LOCAL PUBLIC OPEN SPACE MEASURES

Spalding Park is important to the community, and children use paths that go under the North West Coastal Highway bridge to access its facilities. There are playground areas for children, and fitness equipment. The miniature railway at the south end of the park and the mountain bike pump and jump track to the north nearer to the river are important facilities. The park has sufficient parking and the City is upgrading the public toilets in 2019. It is the City's intention to continue to maintain and investigate opportunities to improve the useability, functionality and enjoyment of the park.

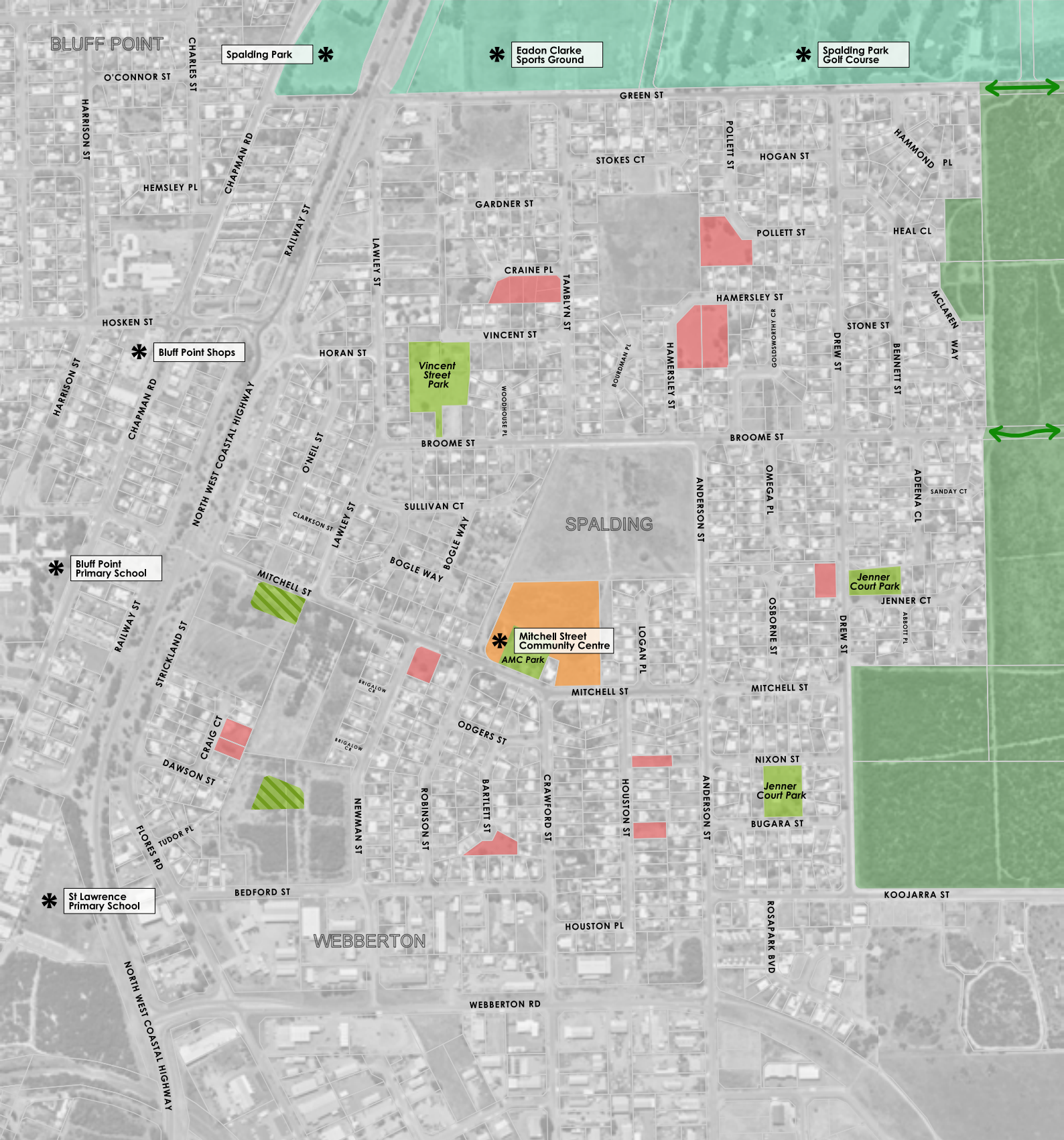
The City's *Public Open Space Strategy* (CGG, 2015) identified an oversupply of public open space within Spalding, largely the result of regional open space including the Spalding Park Golf Course and Chapman River Regional Park which border to the north and east. In accordance with the City's *Public Open Space Strategy* (CGG, 2015), the Precinct Plan acknowledges the following existing local parks being worthy of retention and upgrade (refer **Figure 8**):

- AMC Park;
- Bugara Park;
- Jenner Court Park; and
- Vincent Street Park.

The remaining existing areas of open space are considered residual and the Precinct Plan identifies these areas as opportunities for future residential development (refer **Figure 8**). Funds from the residual open space are to be put towards upgrades of the existing regional and local open space identified above.

The Precinct Plan aims to improve the functionality and quality of public open space within the precinct area through improvements to existing parks in order to provide high grade areas for gathering and passive and active recreation, supporting good pedestrian connectivity. As depicted in **Figure 8** the Precinct Plan encourages:

- Delivering a well-integrated and high-quality area of open space, landscaping and pedestrian connectivity within the Mitchell Street local community activity centre area with more substantial improvements identified including a community garden, basketball court, and community infrastructure.
- Upgrades to existing local parks, delivering sufficient infrastructure, retaining areas for passive and active recreation and water-sensitive landscaping. The extent of upgrades may vary, with minor improvements including additional park equipment and furniture, reduction of irrigated landscaped areas and conversion to water sensitive landscape. Infrastructure provision would be in line with the purpose and function of a Local Park in accordance with the City's Park Hierarchy and associated level of services guidelines.
- **Figure 8** also demonstrates the indicative location of future areas of open space as shown on the approved Strickland Street and Bedford Street Precinct Structure Plan.



**LEGEND**

- Existing Local Open Space to be upgraded
- Future Parks - indicative location (Structure Plan)
- Residual Open Space (Public Open Space Strategy)
- Existing Regional Open Space
- Improved connections to Chapman River Regional Park
- Chapman River Regional Park
- Mitchell Street Community Activity Centre (indicative extent)

Figure 8 - Open Space Improvements



#### 4.1.5.4 AMC PARK

The Precinct Plan proposes the revitalisation of AMC Park and its integration within the Mitchell Street local community activity centre to support the integration of community, cultural, recreation and commercial activity. The local community activity centre would operate well with high quality open space and landscaping to provide for passive and active recreation, and opportunities for the community to gather.

Based on the community feedback and previous analysis of AMC Park, EPCAD were engaged to prepare a Landscape Concept Plan that demonstrates the design intent of upgrading the existing the AMC Park (refer **Figure 9**). The landscape concept plan for AMC Park had regard to the following:

- Community feedback calling for:
  - community garden and gardening lessons;
  - community group space inside the facility;
  - plant growing space for gardens (potentially native);
  - potentially full court basketball court and lighting;
  - BBQ facilities and lighting;
  - water fountain;
  - grassed area; and
  - bins.
- Consideration of previous analysis of the existing conditions of AMC Park and recommendations prepared by UDLA. The recommendations were largely consistent with the community's feedback recommendations, with a key focus on water-sensitive design.
- Appropriate community engagement on the park and upgrades and any particular matters that require in depth liaison with stakeholders, including for the shrine.

As demonstrated in **Figure 9**, the AMC Park landscape concept plan proposes significant improvements to the landscaping and amenity through the provision of additional facilities (such as BBQ and picnic areas), community garden, an area for active recreation, basketball court, bush trail and opportunities for public art. It is envisioned that the area will be landscaped with both irrigated and non-irrigated native underground cover shrubs and the retention of some existing substantial trees. The key focus of this space is to contribute a quality public space as a part of an activity centre and community hub that caters for a range of activities for a diverse range of age groups.

#### 4.1.5.5 OTHER PARKS

On 24 May 2016 Council endorsed its park hierarchy and associated level of service guidelines. The hierarchy and service levels were developed in accordance with *Liveable Neighbourhoods* and the City's *Public Open Space Strategy*. In 2019, the City commissioned an analysis of AMC Park, Jenner Court Park and Bugara Park and received public open space masterplans that outlined outlining key recommendations in relation to park upgrades.

AMC Park has been considered as per the previous section. A summary of the recommendations for Jenner Court Park and Bugara Park are outlined below. The masterplan concepts have not been endorsed by Council and are subject to change, but look to:

- Retain clear sightlines, with low groundcover planting;
- Improve existing facilities, such as play equipment and introduce additional infrastructure, such as park furniture;

- Improve landscaping with native plants and trees and introduce more water sensitive landscaping;
- Retain any significant trees where possible;
- Retain or upgrade existing areas of turf to support active recreation and/or passive recreation; and
- Further investigation for Vincent Street Park is required to identify required future upgrades.

The City's *Public Open Space Strategy* discourages new areas of public open space being established in subdivisions, with a preference for cash-in-lieu contributions. Cash-in-lieu funds will facilitate additions and upgrades to existing open spaces. Future upgrades of existing parks will be guided by the City's requirements having regard to its park hierarchy and associated level of services guidelines.





### Legend

- 1 Mitchell Street Community Centre
- 2 Community garden (Fruit trees, vegetables and herbs planted in raised garden beds)
- 3 Grass kickabout area
- 4 Playground
- 5 Basketball court
- 6 Sport activity wall and opportunity for public art and indigenous murals
- 7 BBQ and Picnic area
- 8 Bush trail / Bush tucker opportunities
- 9 Non-irrigated native groundcover plants
- 10 Irrigated native groundcover shrubs
- 11 Bogle Way-Mitchell St connection. Footpath connection on one side of the road and Native Grass trees / limestone boulders treatment
- 12 Future Residential development
- 13 Opportunity for commercial/retail/community facilities
- 14 Indicative intersection treatment subject to detailed design
- 15 Opportunity for retail front for community garden
- 16 Parking for co-located community garden

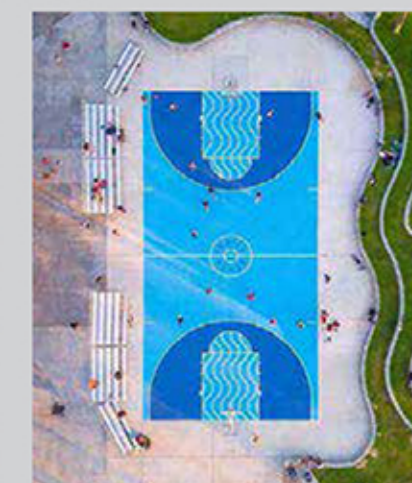


Figure 9 - Mitchell Street Community Activity Centre

## Landscape Concept Masterplan



scale : 1 : 500 @ A1    date : 26 June 2019  
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## 4.2 MOVEMENT NETWORK

### 4.2.1 ROAD NETWORK

#### 4.2.1.1 HIGHWAY INTERSECTIONS

Main Roads WA has previously noted that heavy vehicle traffic numbers along the North West Coastal Highway are lower than in previous years (Main Roads WA, 2019), potentially as a result of regional economic changes. The long-term consideration is for a dual carriageway of the Highway between Green Street and Utakarra Road.

There are no official intentions to upgrade or construct new intersections into Spalding from the Highway. Neither a roundabout nor a signalised treatment at Mitchell Street has been considered. Community feedback has been favourable to an improved pedestrian crossing at the Highway, however there has been no documented commitment to this.

Main Roads WA policy is for roundabouts instead of traffic lights as roundabouts are found to have fewer severe accidents. If a roundabout were to be constructed at Mitchell Street, initial estimates put it at a cost of \$6-8 million. Anecdotally it is understood traffic-controlled intersection costs would be higher than that of a roundabout, potentially towards \$6-11 million. Given the completion of the roundabout at North West Coastal Highway and Hosken Street / Horan Street, it is highly unlikely that a Mitchell Street / Highway roundabout would receive funding from the State. The City has identified the potential flow on effects of a four-way intersection at the Highway, including the need to upgrade the intersection of Mitchell Street and Chapman Road also to a roundabout. However, there is insufficient road reserve land at that intersection for a roundabout. These technical, land and financial constraints would need to be addressed and resolved as part of any ultimate dual carriage Highway design/alignment, and whether there is future merit for a Mitchell Street / Highway intersection.

The Precinct Plan acknowledges that the number of road intersections from the Highway into Spalding is unlikely to change. The suburb will remain reliant on current intersections.

#### 4.2.1.2 NEIGHBOURHOOD ROADS

The neighbourhood road structure is based on key roads including Green Street, Drew Street, Tamblyn Street, Lawley Street, Anderson Street, Strickland Street to Flores Road, and Mitchell Street. These roads provide for traffic movement through the suburb and are also identified as priorities for creating a comprehensive footpath network, street tree planting programme and where appropriate, additional street lighting.

There is community feedback that some traffic utilises Horan Street, Lawley Street, Broome Street, Mitchell Street and Anderson Street to bypass the North West Coastal Highway to get through to Webberton/Strathalbyn. These mentioned streets have been identified by the community as priorities for traffic calming.

Whilst the details of what traffic calming is considered appropriate requires further investigation, anecdotally the community suggestions included:

- Roundabout at Drew Street and Broome Street;
- Speed bumps along Lawley Street, Broome Street and Anderson Street;
- Having more footpaths so pedestrians do not need to walk on roads; and
- Safer pedestrian crossings.

#### 4.2.1.3 ROAD NETWORK OBJECTIVES

- Acknowledge the existing number of intersections providing access into Spalding from North West Coastal Highway.
- Facilitate road upgrades that incorporate footpaths, street trees, street lighting and street furniture, and other relevant works, to improve the suburban road network.
- Identify and investigate key road intersections for investigating safety improvements.

#### 4.2.1.4 ROAD CHANGES

The Precinct Plan indicates a number of potential new roads primarily within areas identified for new residential development. **Figure 12** illustrates the proposed road connections and **Table 5** describes the key implementation considerations.

**Table 5 Proposed New Road Connections**

No.	Proposed Road Connection	Design Considerations
1	Sullivan Court through to the east	Requires the acquisition of a freehold lot and demolition of a single house. Ceding of land for road reserve, amalgamation of surplus land into adjoining properties. Proposed 18m width to be consistent with the existing Sullivan Court road reserve.
2	Bogle Way to Mitchell Street	Requires the removal of two Department of Communities owned houses and creation of new footpath, ultimately as a new road reserve. Proposed 18m width to be consistent with the existing Bogle Court road reserve.
3	Tamblyn Street to Mitchell Street	Requires ceding of land owned by Department of Communities and repurposing of Crown Reserve 35690, to create a new road reserve. Proposed 20m width to be consistent with the existing width of Crown Reserve 35690. To be designed as part of structure planning for the Anderson Street / Mitchell Street precinct.
4	Anderson Street to the west	Requires the use of portions of land owned either by Department of Communities or the City of Greater Geraldton. Road reserve width to be consistent with <i>Liveable Neighbourhoods</i> access streets (i.e. 14.2-18m width). To be designed as part of structure planning for the Anderson Street / Mitchell Street precinct.
5	Mitchell Street to the north	Requires the use of land owned by the City of Greater Geraldton. Road reserve width to be consistent with <i>Liveable Neighbourhoods</i> access streets (i.e. 14.2-18m width). To be designed as part of structure planning for the Anderson Street / Mitchell Street precinct.
6	South of Green Street to Vincent Street and extension of Craine Place cul-de-sac	There is an existing 10m wide parcel of State Government land between Gardner Street and Vincent Street, which could be repurposed as a wide laneway, mews special street, or widened as a local access street. Through incentivised development (density increases etc), road connections could be possible north-south from Green Street, and to extend Craine Place through to the road, through to Vincent Street.
7	Strickland Street and Bedford Street Precinct	Road connections are shown 15m wide, based on the approved Structure Plan. New roads would be created as part of subdivision.
8	Tamblyn Street to Hamersley Street and extension of Pollett Street	Requires the use and development of land owned by City of Greater Geraldton and relies on the development of Lot 32 Tamblyn Street. Road reserve width to be consistent with <i>Liveable Neighbourhoods</i> access streets (i.e. 14.2-18m width).

Delivery of new roads will be reliant on new subdivision and development. A number of road connections will be based on endorsed or future structure plans.

## 4.2.2 PEDESTRIAN AND CYCLE NETWORK

### 4.2.2.1 PEDESTRIAN AND CYCLE NETWORK OBJECTIVES

- Facilitate improvements to walking and cycling infrastructure to promote alternatives to car use.
- Provide an attractive and comfortable streetscape for pedestrian and cyclists.
- Identify key streets for traffic calming measures.

### 4.2.2.2 PEDESTRIAN AND CYCLE NETWORK MEASURES

**Figure 12** identifies the streets that have been identified as priority streets for additional footpaths in order to improve the pedestrian network and connectivity within Spalding. The streets have been identified through community feedback.

In improving the pedestrian and cyclist routes, the following factors have been considered in terms of determining the priorities, such as:

- Along public transportation routes – along the existing TransGeraldton Route 852 and any proposed additional services;
- Recognising desire lines along streets that lead to destinations, including the pedestrian crossings at North West Coastal Highway, existing small-scale retail and food premises, the Mitchell Street local community activity centre, parks, bus stops;
- The bike boulevard route based on the City of Greater Geraldton's *2050 Regional Cycling Strategy*; and
- Identified streets that have no footpath infrastructure.

As depicted in **Figure 11**, shared cycle paths are identified on the east and west sides of the North West Coastal Highway. These cycle paths are identified as secondary network routes in the City of Greater Geraldton's *2050 Cycling Strategy* (CGG, 2018). These routes will provide cyclists with access to and from important trip destinations, including education, shopping, health and sporting facilities.

In March 2019, the City received funding from the State Government to construct cycle paths along the North West Coastal Highway, with a focus of improving the cycle and pedestrian access to the Chapman River Regional Park. The path on the east side of North West Coastal Highway will extend from Green Street to the existing underpass on the south side of the Highway bridge near the Chapman River. Funding from the Department of Transport's (DoT) Safe Active Streets Program will be spent on undertaking the design and construction of an off-road shared path on the west side of the North West Coastal Highway, linking Spalding Park to Green Street. This would result in a redesign of Railway Street.

Green Street, Drew Street, Broome Street, Mitchell Street, Lawley Street and Horan Street have been identified as local cycle routes. Local routes are aimed to be attractive to cycling traffic from the local residential area and direct cyclists to the regional cycle network. Local routes provide access to destinations, such as local shops and parks. Further investigation is required to analyse the existing conditions and proposed infrastructure upgrades.

### 4.2.2.3 STREET TREES

The Precinct Plan considers the movement network improvements to have regard to the principle of a walkable neighbourhood with a high level of permeability and safety. Street trees within a suburban setting contribute towards the functionality and aesthetics of streetscapes. Community feedback indicates that street tree amenity within Spalding is low. **Figure 12** outlines the priority streets that have been identified for streetscape improvements, including the provision of additional street trees.

The Precinct Plan supports street tree verge planting, to provide for additional shade and beautification. The prioritised streets identified for verge planting tend to have the following characteristics:

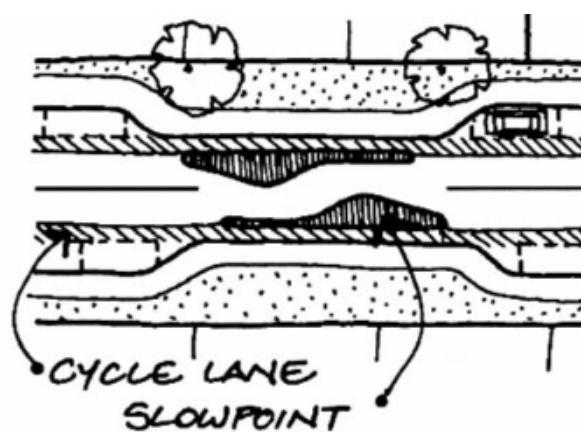
- Streets with existing footpaths and/or identified for the instalment of new footpaths;
- Identified as priority streets through the community and stakeholder consultation process; and/or
- Key transport routes.

The community has expressed interest in a programme where community members can learn how to grow plants.

Landowners of adjoining land to verges that contain street trees, are to retain and maintain those existing street trees. Street trees are not to be removed by landowners without prior written approval of the local government.

### 4.2.2.4 TRAFFIC CALMING OPPORTUNITIES

A key priority raised by the community was improving the safety of the streets within Spalding, particularly Broome Street and Anderson Street. Community feedback focused on traffic calming to support safer use by pedestrians, cyclists and motorists. Traffic calming could include a range of methods, such as lower posted speed limits (i.e. 40km/h instead of 50km/h); encouraging on-street parking; and installing devices such as speed bumps, speed cushions (flat on top and slightly longer), roundabouts, narrower traffic lanes, chicanes / slow points, pedestrian refuges and crossings. **Figure 10** and **Figure 11** showcase possible traffic calming approaches that may be investigated.



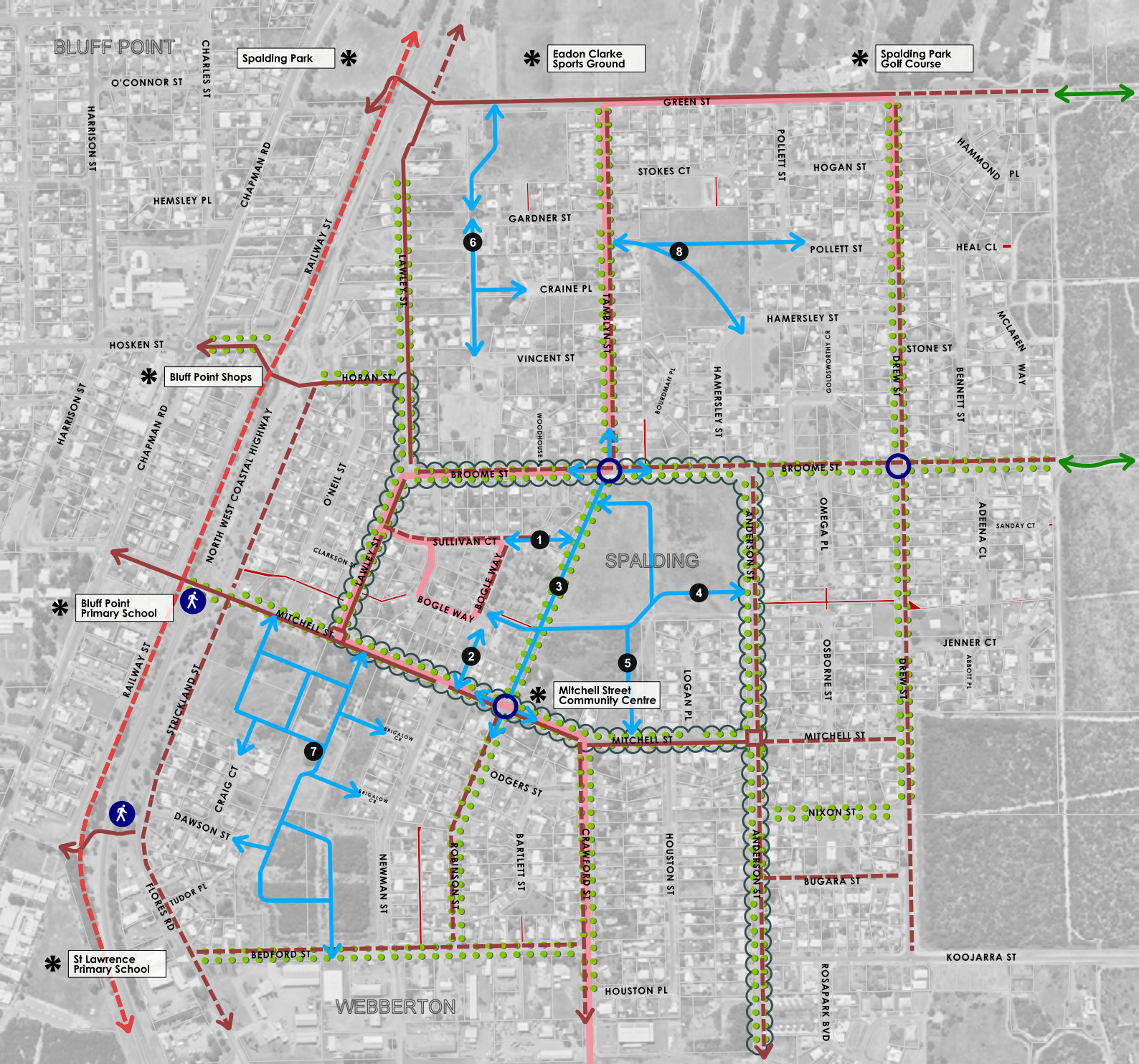
**Figure 10** Example of slow point in City of Stirling (top left), and example of slow point design to accommodate cyclists (WAPC, 2009)



**Figure 11** Examples of textural pedestrian crossing using line marking, signage, textures and speed cushion in Mt Hawthorn (top left); 3D painted zebra crossing in Boulia, Queensland (ABC News, 2018)(top right)

**Figure 12** identifies the priority streets for investigating traffic calming. The Precinct Plan also supports improvements to pedestrian safety throughout the suburb and at the existing pedestrian crossing on North West Coastal Highway. This was a key priority highlighted by the community.





**LEGEND**

-  Roads identified for street tree verge planting
-  Existing footpaths
-  Priority new footpaths
-  Indicative bike boulevard based on Geraldtons 2050 Regional Cycling Strategy
-  Improved crossing for pedestrians
-  Roads identified for traffic calming
-  Potential for new roundabout
-  Existing TransGeraldton route - Potential for more seating and bus shelters at bus stops along the bus route
-  Existing public accessways to be looked at for closing, land for repurposing
-  Improved connections to Chapman River Regional Park






-  Potential for new road and footpath connections
-  1 Sullivan Court to the east
-  2 Bogle Way to Mitchell Street
-  3 Tamblyn Street to Mitchell Street
-  4 Anderson Street to the west
-  5 Mitchell Street to the north
-  6 South of Green Street to Vincent Street
-  7 Strickland Street and Bedford Street
-  8 Tamblyn Street to Hamersley Street

Figure 12 - Movement Network Improvements

## 5 IMPLEMENTATION

Implementation of the Precinct Plan will require a committed plan of action from a number of stakeholders. With appropriate funding and commitment to actions, the Precinct Plan will help to deliver a more sustainable, liveable and vibrant suburb.

The objectives discussed in **section 4** are supported by actions. Responsibility for coordinating the implementation of the precinct planning initiatives lies principally with the City of Greater Geraldton. However, the delivery of improvements will be the responsibility of a broader range of stakeholders that also includes State Government agencies and private landowners.

**Table 6** outlines the proposed short-, medium- and long-term improvements relating to land use, public open space and movement. Whilst numbered, these actions are not in a sequential order and will be dependent on a number of external factors, primarily funding sources.

**Table 6 Indicative Implementation Schedule**

Implementation		Short Term (0-3 years)	Medium Term (3-5 years)	Long Term (5-10 years)
<b>LAND USE</b>				
<b>Action</b>	<b>Entities/Agencies involved</b>			
(1) Review lease arrangements of the existing Mitchell Street Community Centre building. Work with government agencies and community service providers to explore needs and requirements for building / lease space in the Mitchell Street local community activity centre and surrounds, including within existing buildings and potential future buildings.	City of Greater Geraldton and other State Government agencies Service providers	✓	✓	✓
(2) Dispose of residual or surplus public open space / sumps / land under vested management or land ownership, for future development, in accordance with the Precinct Plan and the Public Open Space Strategy.	City of Greater Geraldton		✓	✓
(3) Receive and assess structure plans having regard to the land use distribution and mix described in the Precinct Plan, for land zoned 'Urban Development'.	City of Greater Geraldton Western Australian Planning Commission Landowners	As required	As required	As required
(4) Review residential land use, development patterns and density codes within Spalding, as part of a local planning scheme review in accordance with regulation 65 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .	City of Greater Geraldton	✓		✓
(5) Review commercial land use and development within Spalding, as part of a review of the City's <i>Local Planning Strategy</i> and <i>Commercial Activity Centres Strategy</i> and having regard to the Precinct Plan. Planning decisions to have due regard to the establishment	City of Greater Geraldton	✓		✓

Implementation		Short Term (0-3 years)	Medium Term (3-5 years)	Long Term (5-10 years)
and long-term sustainability of the local community activity centre.				
(6) Where local development plans are considered to be necessary, due regard should be given to the urban design, open space and movement network requirements of the Precinct Plan.	City of Greater Geraldton Landowners	As required	As required	As required
<b>PUBLIC OPEN SPACE</b>				
<b>Action</b>	<b>Entities/Agencies involved</b>			
(7) Adopt and implement landscape masterplans prepared for Jenner Court Park and Bugara Park.	City of Greater Geraldton	✓	✓	
(8) Prepare and implement an AMC Park landscape masterplan, seeking community feedback on its content (i.e. playground equipment and range of activities, integration with the Mitchell Street Community Centre, etc), prior to or as part of a structure plan for the land zoned 'Urban Development'.	City of Greater Geraldton in association with affected landowners	✓	✓	
(9) Review the existing conditions and identify recommended upgrades for Vincent Street Park. Prepare, adopt and implement a landscape plan for Vincent Street Park.	City of Greater Geraldton		✓	✓
(10) Utilise a reserve fund for public open space cash-in-lieu contributions for park upgrades within Spalding, in accordance with adopted landscape masterplans.	City of Greater Geraldton	Ongoing	Ongoing	Ongoing
<b>MOVEMENT NETWORK</b>				
<b>Action</b>	<b>Entities/Agencies involved</b>			
(11) Construction of cycle paths along east and west sides of North West Coastal Highway in accordance with the City of Greater Geraldton's <i>2050 Cycling Strategy</i> .	City of Greater Geraldton, Department of Transport	✓	Ongoing	Ongoing
(12) Structure plans, subdivision and development to have regard	City of Greater Geraldton	✓	✓	✓



Implementation		Short Term (0-3 years)	Medium Term (3-5 years)	Long Term (5-10 years)
to new road connections as shown on the Precinct Plan.	Western Australian Planning Commission			
(13) Implement a program, and funding commitments, to the upgrade and extension of footpaths, street lighting, street tree planting, and street furniture. Upgrades and extensions having regard to the priority streets identified in the Precinct Plan. Implementation of program in consultation with the local community and service providers.	City of Greater Geraldton	✓	✓	✓
(14) Advocate for improvements to pedestrian/children's crossings along North West Coastal Highway, including lighting/signalisation, refuge points, traffic wardens, etc.	City of Greater Geraldton Main Roads WA Department of Education WA Police Force	✓	As required	As required
(15) Identify infrastructure that provides greater accessibility for all members of the Spalding community, including disabled and elderly, having regard to the City of Greater Geraldton's Disability Access and Inclusion Plan.	City of Greater Geraldton	Ongoing	Ongoing	Ongoing
<b>GOVERNANCE</b>				
<b>Action</b>	<b>Entities/Agencies involved</b>			
(16) Review the Precinct Plan to ensure alignment with the planning framework.	City of Greater Geraldton		As required	As required
(17) Advocate the sharing of data, information and performance measures in relation to tracking improvements within the suburb and the effectiveness of the Precinct Plan on social impact and positive change.	City of Greater Geraldton Department of Communities	Ongoing	Ongoing	Ongoing
(18) Utilise the Precinct Plan for grants, funding, sponsorship, and collaboration, having regard to the aims of the Precinct Plan.	City of Greater Geraldton	Ongoing	Ongoing	Ongoing

<b>Implementation</b>		<b>Short Term (0-3 years)</b>	<b>Medium Term (3-5 years)</b>	<b>Long Term (5-10 years)</b>
(19) Consider opportunities to provide, extend or apply incentives, community programs, education and training for a range of matters including but not limited to home maintenance, gardening, growing food, arts and crafts, sustainability, having regard to available programs on offer by the City, government agencies and other community service providers, tailored to meet the needs of the Spalding community.	City of Greater Geraldton Department of Communities	Ongoing	Ongoing	Ongoing
(20) Support the establishment of a Spalding neighbourhood progress association for residents, business and landowners.	City of Greater Geraldton	As required	As required	As required

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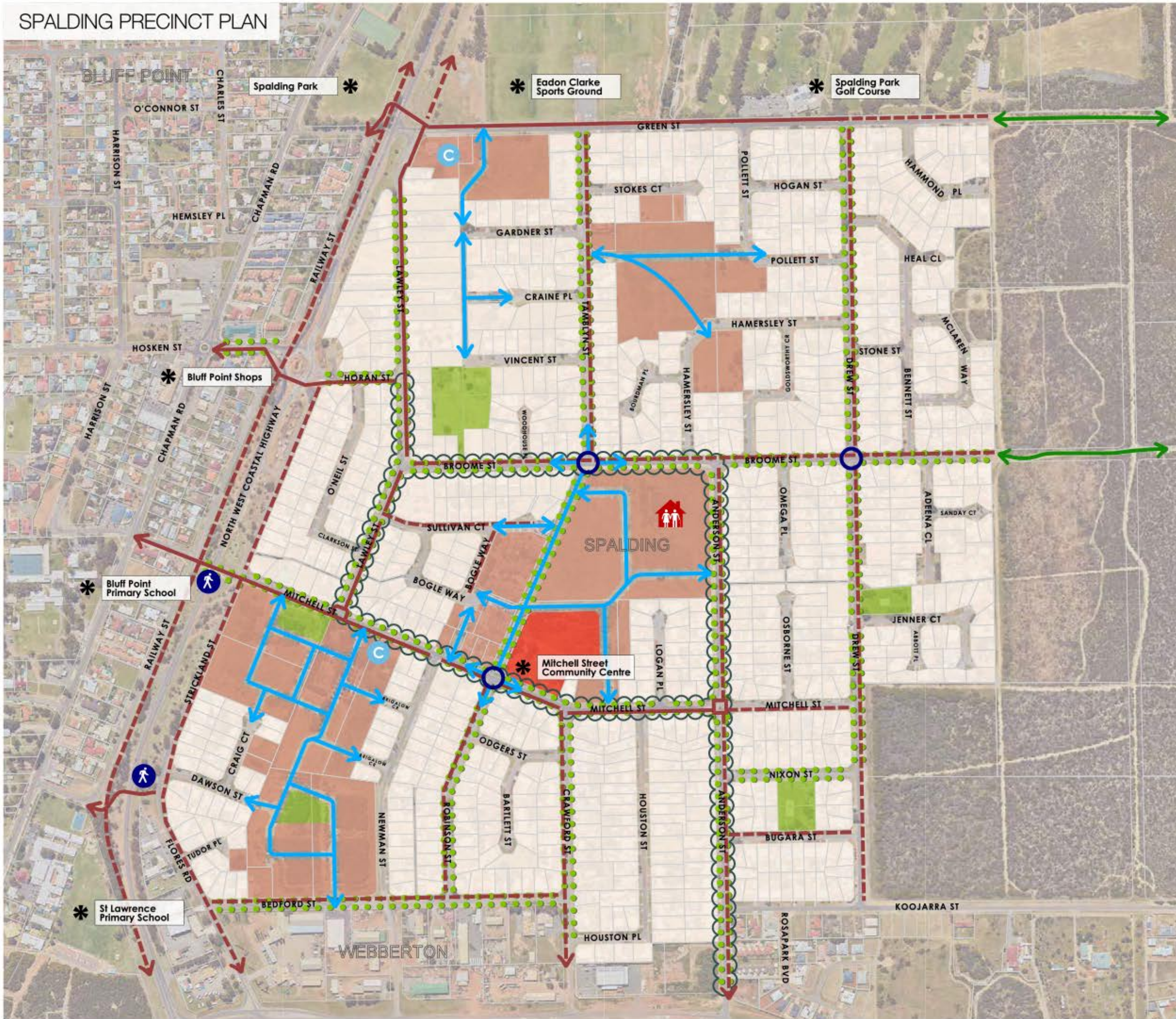




# PRECINCT PLAN



# SPALDING PRECINCT PLAN



## LEGEND

### LANDUSE

- Residential
- Residential Development Areas
- Potential for aged / community housing
- Existing Commercial Uses
- Mitchell Street Community Activity Centre

### OPEN SPACE

- New roads identified for street tree verge planting throughout Spalding, providing for additional shade and beautification
- Public open space identified for retention

### MOVEMENT NETWORK

- Existing footpaths
- Priority new footpaths
- Potential new road and footpath connections
- Improved connections into Chapman River Regional Park.
- Potential for new roundabouts
- Improved crossing for pedestrians
- Streets with priority for traffic calming

