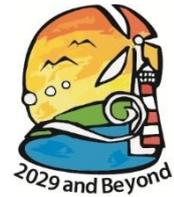


Rangeway Utakarra Karloo Precinct Plan



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1.0 BACKGROUND

The precinct planning for the suburbs of Rangeway, Utakarra and Karloo was undertaken between August and December 2012 as a response to the outcomes of the '2029 and Beyond Project' process undertaken by the City of Greater Geraldton.

Part of the City of Greater Geraldton's long-term vision is to continue to proactively plan for the population growth that is already occurring. By doing so the City of Greater Geraldton can ensure the infrastructure, services and amenities it delivers are more sustainable and will provide the community with a liveable and vibrant City. In the future, the City of Greater Geraldton will continue to be the focal point for growth in the region and will contain significant district centres to the north and the south.

Such a substantial growth in population warrants more sustainable urban design and strategic planning to ensure that optimal planning decisions made today will provide a positive and dynamic legacy for future generations.

Future settlement patterns will require greater emphasis to be placed on the role of activity centres as local and district hubs for commercial and social interaction within the community. Activity centres should also support and encourage active transport (walking and cycling) and, where possible public transport, which would allow the activity centres to function as Transit Oriented Developments (TODs). Such centres create more sustainable urban environments and travel habits based on public transport and non-motorised modes of transport, as businesses, residences and other amenities are clustered together along a transit route. Transit supportive activity centres promote a number of elements to create liveable places including the efficient use of land, energy efficiency, pedestrian activity and social interaction; hence such urban forms assist in achieving more sustainable development.

Urban activity centres and TOD's are characterised by higher density housing, shops and workplaces closely associated with high quality and frequent public transport services. They contain a mixture of residential, commercial and employment-generating developments, encourage the use of public transport, cycling and walking, and have suitably high development density to encourage local activity and maintain a "sense of place". They also promote cultural exchange and have safe and attractive streets for the community.

The challenge in the City of Greater Geraldton is to identify the existing and future activity centres that can contribute to Geraldton becoming a network of interconnected activity centres, and how currently under-performing activity centres and their surrounding catchments can be enhanced, with input and support from local communities to become important components of a more sustainable and liveable city.

The Rangeway – Utakarra – Karloo (RUK) precinct is one such area that is able to play an important role in the growth of Greater Geraldton. It is also an area that needs planning and urban design input to identify and guide the improvements required for it to attract urban renewal investment and secure its future, and the precinct planning process is the first step in identify what and where those improvements within the RUK area might be. The extent of the RUK area is shown in **Figure 1**.



Figure 1: Notional study area

2.0 PRECINCT PLANNING PROCESS

To achieve a precinct plan that would be relevant to, and supported by the local community, the City of Greater Geraldton recognised the process required a significant level of community engagement.

The engagement process revolved around a series of community engagement workshops held at three different venues within the RUK area during October and November 2012.

At the first workshop the participants, drawn from the local community and relevant stakeholder organisations, were provided with background information about the RUK area as well as current best-practice principles in regard to sustainable planning and urban design. Participants were also taken on a walking tour of part of the RUK area to stimulate discussion. The majority of the workshop was dedicated to enabling the wide range of participants to provide their views on the RUK area. To provide a structure to their input, the community participants were asked questions such as:

- If we could create anything we wanted for a living, working Activity Centre for our community, what would it look like, and what would it include?
- If we could create any local employment and community industries we wanted, what would they be?
- If we could create any visual amenity (that is, the quality of buildings, landscape and streetscape) we wanted, what would it look like?
- If we could create any cultural and community art spaces, events and public arts we wanted, what would they be?
- If we could create any local housing we wanted, including different housing types for different people, what would it be like?
- If we could transform our local area into a safe space for everyone, what changes would we make?

Based on the participants' answers to such questions, a preliminary set of plans and ideas were prepared for presentation back to the participants at a second workshop. After the presentation at the second workshop, the participants provided feedback on the plans and ideas tabled to enable the precinct planning concepts to be further refined.

The subsequently refined plans and ideas were again presented to participants at a third workshop, by which time there was broad agreement on the precinct planning concepts.

3.0 GENERAL URBAN DESIGN PRINCIPLES

In response to the concerns and aspirations that participants raised in relation to the RUK area, and with regard to best practice planning and urban design, the following suite of high-level principles was established for the RUK area:

- Places should be planned to be friendly to pedestrians and cyclists, who should be regarded in the planning process as being more important than cars.
- Priority should be given to the amenity of the pedestrian environment to encourage walking as a pleasant and comfortable alternative to car use.
- Make the street network more understandable.
- Improve the existing street structure, and establish a street structure in new subdivisions that enables effective and efficient public transport.

- Capitalise on the movement network to support the establishment and retention of local jobs and services.
- Focus higher residential densities in and immediate (notionally within 400m) to centres.
- Utilise localised increases in density to encourage redevelopment where it can provide frontage and passive surveillance to parkland.
- Increase the diversity of homes within the area to provide different and relevant housing choices for different people.
- Identify opportunities for new infill development that will bring renewed investment into the area.
- Ensure that there is no net loss of parkland within the area. In other words, if an area of parkland is utilised for development, a similar area should be identified somewhere else nearby.
- Identify a broader use of parks to make them more attractive and useable to everyone, and distribute park facilities to help differentiate the role of each park.
- Establish a range of community spaces where members of the community can meet and interact with each other.
- Establish an identity, through the use of landscape and landmark buildings, at the main entrances to the RUK area.

4.0 URBAN DESIGN FRAMEWORK

The following plans form a suggested urban design framework for the RUK area. The plans cover the sub-regional relationship of the RUK area to the surrounding suburbs and infrastructure; the overall structure of the RUK area as it may evolve over the coming years as redevelopment and new subdivision takes place; and a series of four precincts that were identified in the precinct planning process as logical locations for more intensive activity.

These four precincts are:

1. The Rangeway Activity Centre precinct centred on the existing retail centre and the GRAMS medical centre near the intersection of Utakarra Road and Rifle Range Road.
2. The Utakarra Activity Centre precinct centred on the existing retail centre between Utakarra Road and Eastward Road.

3. The South Rangeway precinct centred in the vicinity of John Willcock College near the intersection of Scott Road and Assen Street.
4. The East Utakarra precinct centred in the vicinity of Woodman Park near the intersection of Utakarra Road and Alexander Street.

4.1 Sub-Regional Structure

At present the RUK area is relatively isolated and disconnected from the surrounding area by virtue of tracts of undeveloped land, highway infrastructure and large areas of open space set aside of recreational purposes. This degree of discontinuity is illustrated in **Figure 2**.

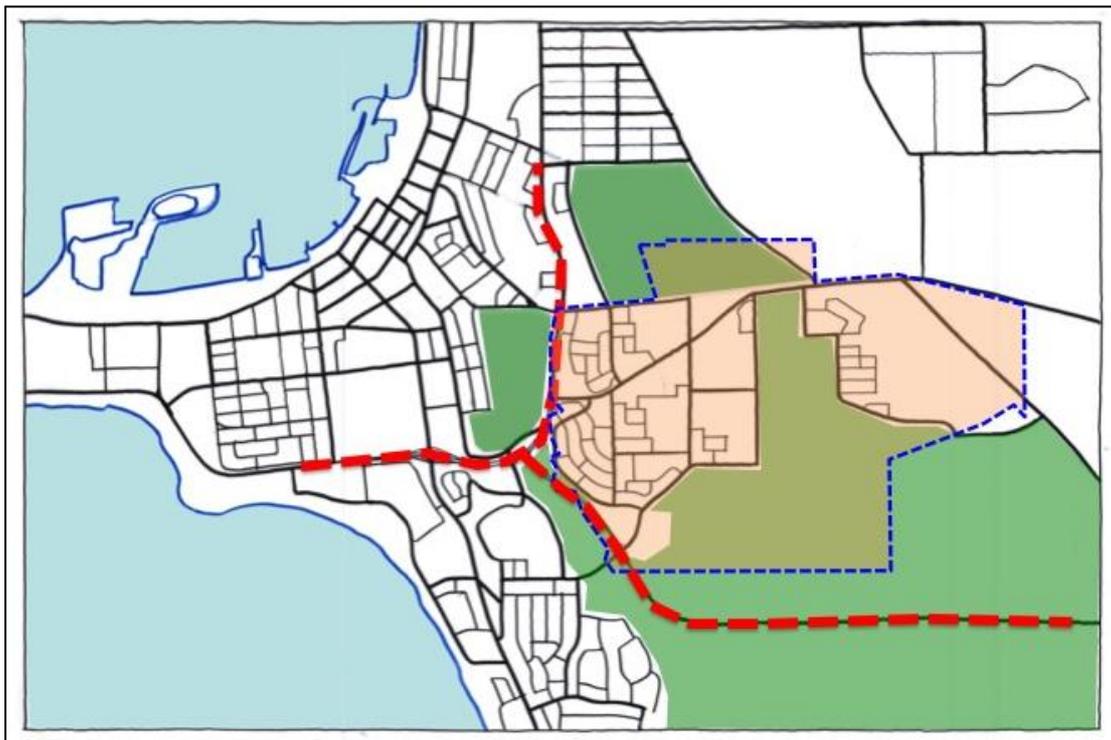


Figure 2: Current isolation of the RUK area

However, in relation to major destinations within the greater Geraldton region, the RUK area is remarkably well located. As illustrated in **Figure 3**, the RUK area is central to existing and future employment areas; a regional sporting precinct; schools; the Central Business District, and a health and tertiary education campus. The RUK area is also relatively close to the airport. The challenge is simply one of how to get from the RUK area to the surrounding facilities.

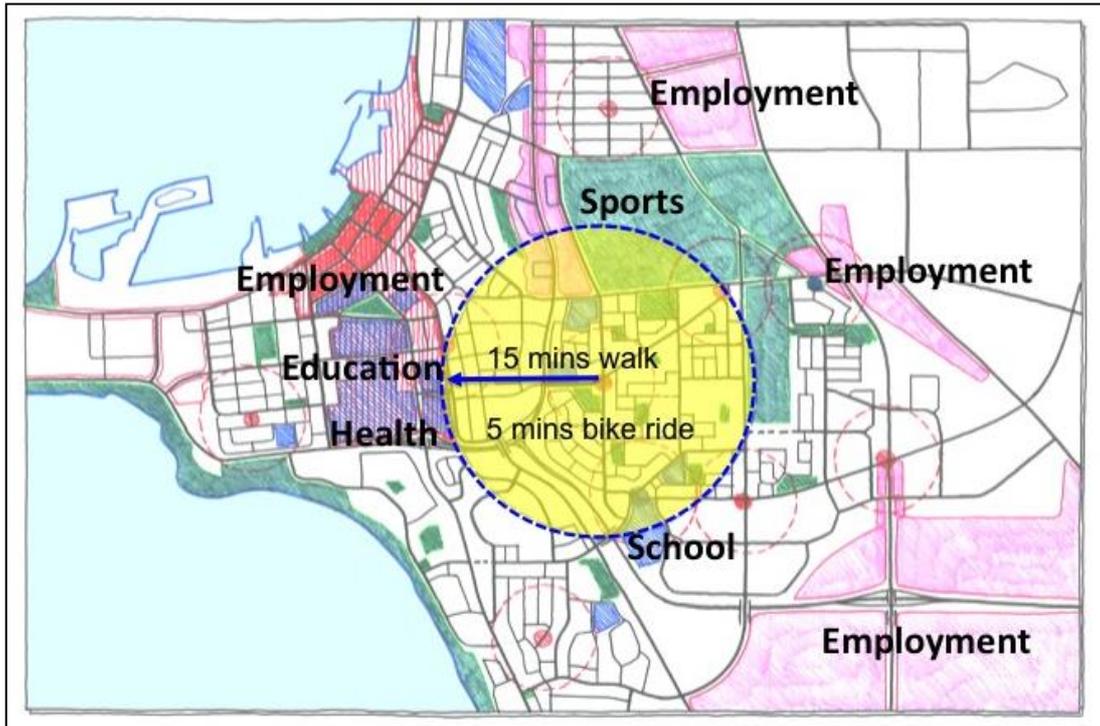


Figure 3: RUK and the surrounding destinations

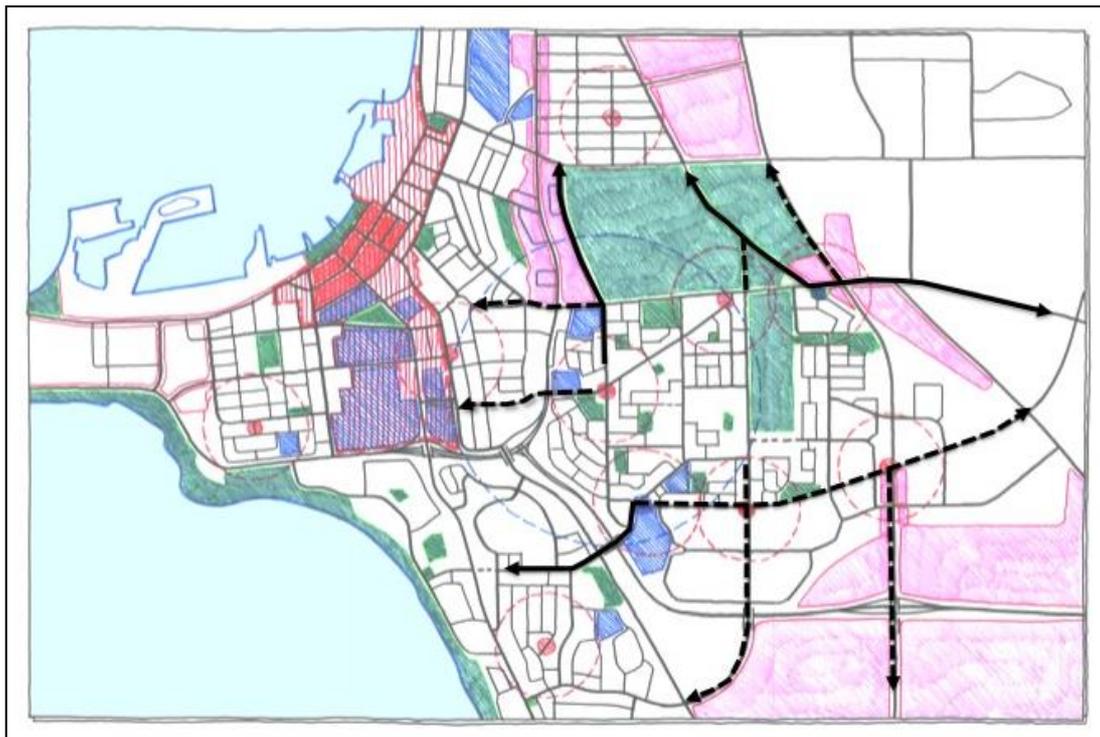


Figure 4: Existing and future street connections from the RUK area

Figure 4 illustrates how, in the future, access to and from the RUK area can be enhanced. In addition to the existing connections along Highbury Street, Johnston Street, Pass Street, Flores Road and Horwood Road, there is the potential for new connections north and south via the future north-south bypass road, eastwards via an extension of Scott Road, north and southwards via an extension of Abraham Street, and a potential new street heading westwards to Hutchinson Street.

In regard to land uses, the pattern of the street network, the existing centres and the capacity for significant new areas of subdivision create an ideal opportunity to deliver a more sustainable urban framework based on *Liveable Neighbourhoods*. The urban structuring approach of Liveable Neighbourhoods whereby the urban fabric is composed of a series of well-connected walkable neighbourhoods is illustrated in **Figure 5**.



Figure 5: Examples of Liveable Neighbourhood urban structure

Taking into account the pattern of the street network, the existing centres and the capacity for significant new areas of subdivision (see **Figure 8**), a workable series of well connected and appropriately spaced neighbourhood centres could be readily achieved in the RUK area.

The neighbourhood structure could consist of walkable neighbourhoods centred on:

- The existing Rangeway activity centre;
- The existing Utakarra activity centre;
- A new centre at South Rangeway adjacent to John Willcock College;
- A new East Utakarra centre adjacent to Woodman Park;
- A new centre in the future Karloo development area on Abraham Street; and
- A new centre in the future Karloo development area adjacent to the future north-south highway.

This suggested neighbourhood structure is illustrated in **Figure 6**.

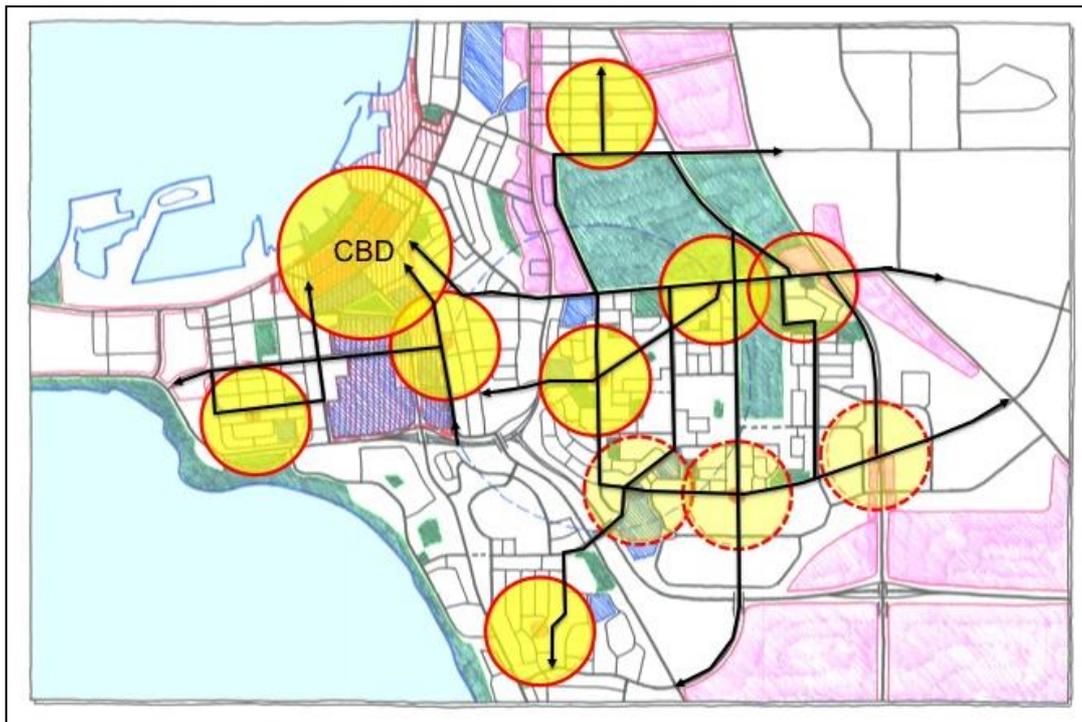


Figure 6: A future neighbourhood structure

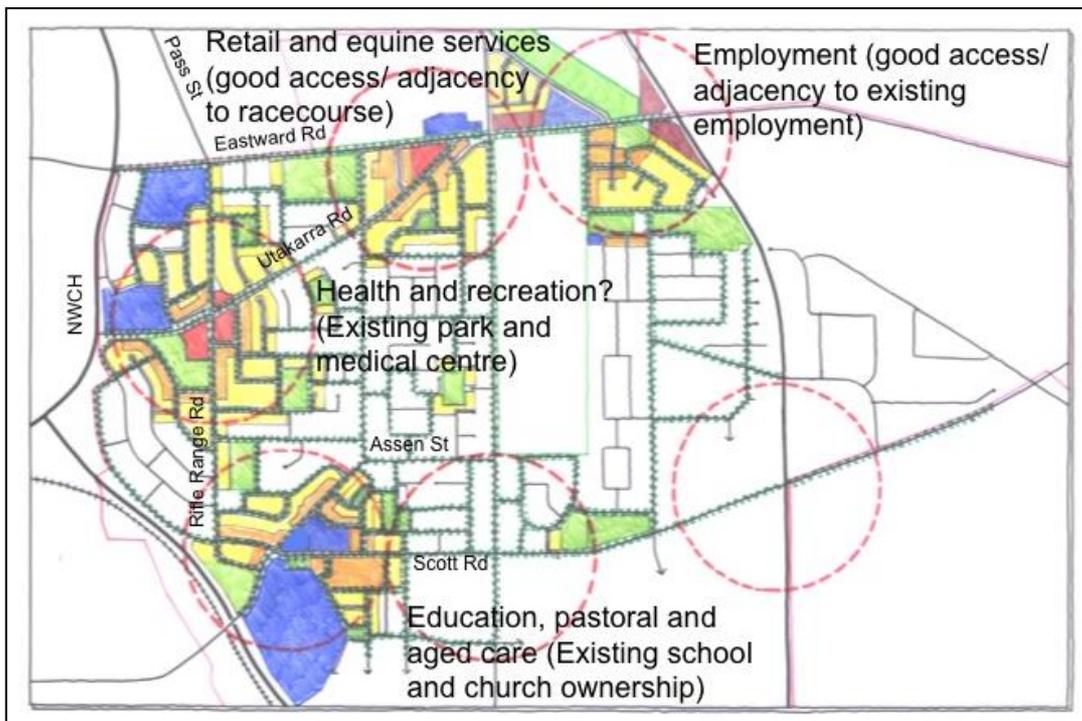


Figure 7: Respective roles of the neighbourhood centres

It is important for the various neighbourhoods to have their own identity and purpose so that they do not directly compete with other nearby neighbourhoods. The roles of the neighbourhood centres might be biased towards retail, health, employment, education or community services depending on their location and their relationship to the movement economy resulting from proximity to major roads.

The respective roles of the Rangeway, Utakarra, South Rangeway and East Utakarra neighbourhood centres are suggested in **Figure 7**. The roles of the possible future Karloo centres should be determined at the structure planning stage for those areas.

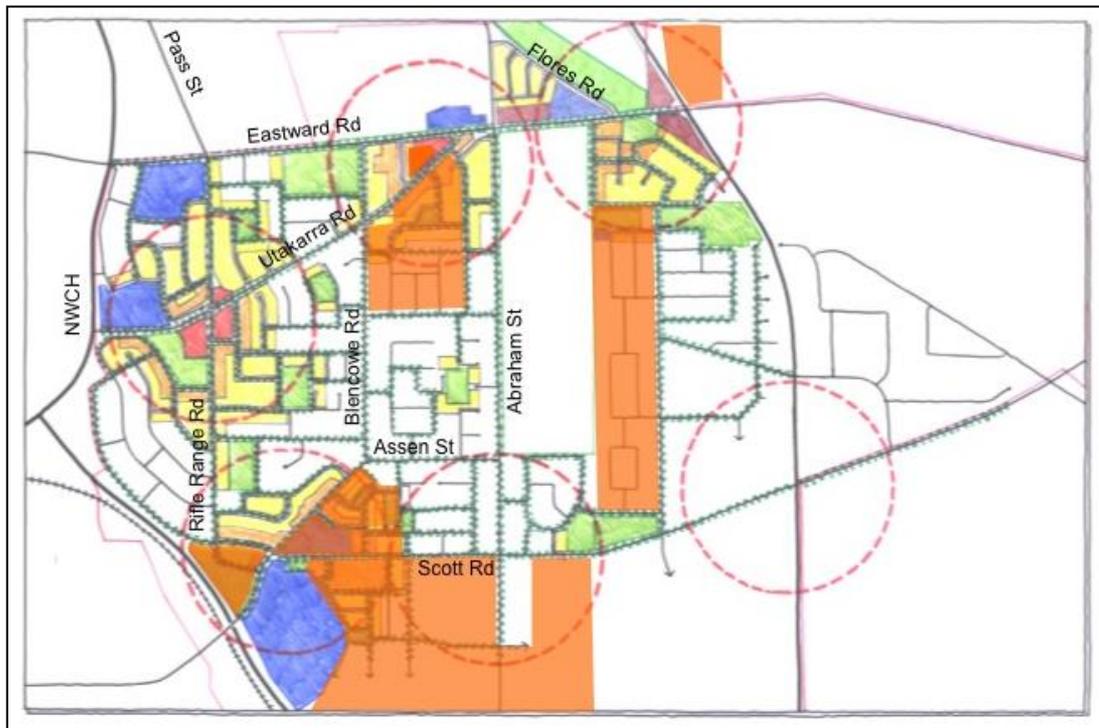


Figure 8: Significant future land subdivision areas already in the planning process

For the various neighbourhood centres to have the best chance of being sustained, it is important to maximise connectivity of the street network so residents and visitors can get to the centres, but without significantly diminishing current residential amenity. There are a number of opportunities to improve local connectivity within the RUK area and these are identified in **Figure 9**.

The various centres can be further supported by increasing the number of residents who live within a close walking distance to the core of the neighbourhoods. This can be achieved by encouraging redevelopment at higher residential areas in the supporting precincts around the centres.

Higher residential densities may also be used as a tool to encourage redevelopment adjacent to parks where more passive surveillance would be of benefit to the community.



Figure 9: Potential connectivity improvements in the RUK area

The extent of the areas where higher residential densities are suggested is indicated in **Figure 10**. In the precincts around the neighbourhood centres, the highest residential densities should be within, and immediately around, the centre core. This is illustrated in more detail in the four precinct concept plans in the following sections of this report.



Figure 10: Areas where higher densities should be considered

4.2 Rangeway Activity Centre Precinct

The Rangeway Activity Centre precinct is centred on the existing retail centre and the GRAMS medical centre near the intersection of Utakarra Road and Rifle Range Road.

The precinct planning process identified a range of potential initiatives to improve the existing Rangeway centre and the area around it. These initiatives include:

Road changes (refer to **Figure 11**)

1. Reduction in the width of the Utakarra Road carriageway and establishment of a pedestrian island on the path between the school and the park.
2. Realignment of Rifle Range Road and inclusion of a roundabout (or traffic lights depending on traffic volumes) at the intersection of Utakarra Road.
3. Planting and a median to convert Utakarra Road into a boulevard.
4. Consolidation of the park by removal of Howes Street through the park, transfer of part of the Utakarra Road reserve into the park.
5. Opening the dead end of Hale Street and creating a left-in, left-out intersection.
6. Provide convenient on-street parking for park and centre users, which will also help to reduce the ambient traffic speed.

Centre improvements (refer to **Figure 12**)

7. Create a new development site created from redundant road reserve for a future mixed-use building. The proceeds from the sale of the land would enable Council to fund other local initiatives.
8. Plan for the possible redevelopment of the existing centre into an integrated mixed-use development that addresses the adjacent streets.
9. Plan for the possible redevelopment of the service station into an integrated mixed-use development that addresses the adjacent streets.
10. Enable the expansion of GRAMS to provide a significant regional medical facility.
11. Identify any future growth of the primary school towards the centre to foster better integration between the school and the centre.
12. Plan for redevelopment at a higher residential density to frame and support the centre.
13. Plan for redevelopment at a higher residential density to frame the park and provide significantly more passive surveillance of what is an important community asset.

Park improvements (refer to **Figure 13**)

14. Utilise the level area as a play space and reform the slope to create a grass amphitheatre.
15. Establish a community square that could be used for functions and markets, and be utilised at other times as an area for basketball.
16. Establish community gardens to foster community interaction, create a sense of ownership for local residents, and provide locally grown food.
17. Create a children's adventure landscape in the former sump area, whilst retaining the drainage function of the site.
18. Create a new development site to hide the rear of service station and provide passive surveillance of the northern portion of the park. The proceeds from the sale of the land would enable Council to fund other local initiatives.



Figure 11: Rangeway Activity Centre road changes



Figure 12: Rangeway Activity Centre general improvements



Figure 13: Rangeway Activity Centre park improvements

4.3 Utakarra Activity Centre Precinct

The Utakarra Activity Centre precinct is centred on the existing retail centre between Utakarra Road and Eastward Road.

The precinct planning process identified a range of potential initiatives to improve the existing Utakarra centre and the area around it. These initiatives include the following, and are identified in **Figure 14**:

1. Consolidation of the retail core with additional retail services.
2. Reconnection of Utakarra Road and Eastward Road, whereby Eastwards Road becomes the more dominant east-west connection, and enabling Utakarra Road to be 'tamed' and become a neighbourhood connector. The reconnection would also enable a triangle of redundant road reserve to be utilised for development that consolidates the centre.
3. Improve the landscaping treatment to Utakarra Road to create the effect of a 'vegetated corridor'.
4. Establish a short parkland connection from Plymouth Road to Utakarra Road to provide a convenient pedestrian route to the centre for local existing residents.
5. Plan for the rezoning of the properties for potential commercial or mixed-use development on Eastward Road to enable them to capitalise on the greater exposure to east-west traffic.
6. Plan for redevelopment at a higher residential density to frame and support the centre.
7. Encourage the integration of the horseracing facility into the centre by allowing future development to front on to Eastward Road and by encouraging rationalisation of the parking areas.
8. Promote the horseracing facility as a regional centre of excellence for the equine industry, and a location for new equine services (such as vet and educational services, relocation of the pony club, and new short-stay motel accommodation).
9. Enable rezoning of some of the surrounding area to encourage reinvestment in the area and establish a larger walkable catchment for the facilities in the neighbourhood core.
10. Integrate the opportunities for new residential development on currently vacant land.

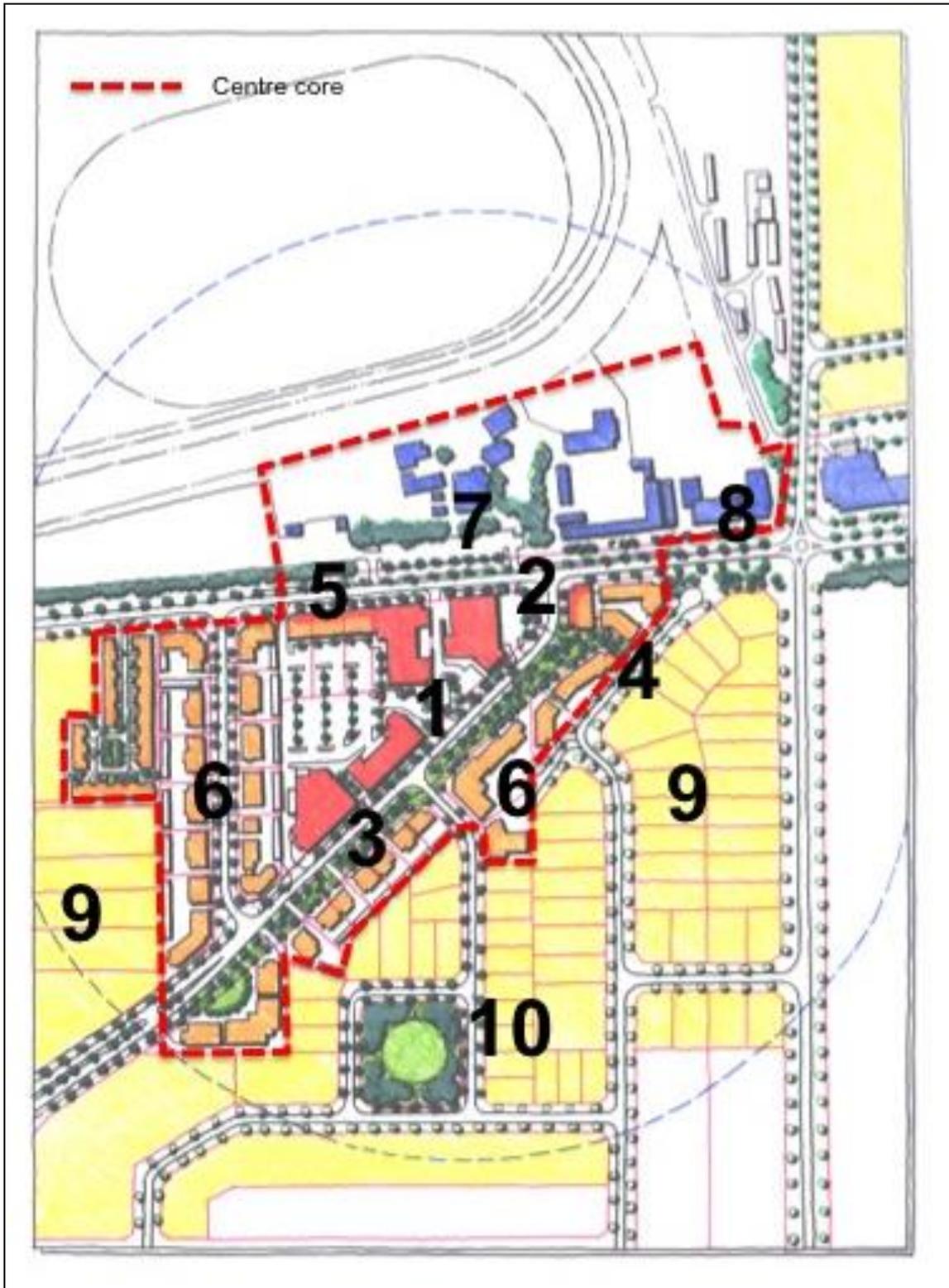


Figure 14: Utakarra Activity Centre initiatives

4.4 South Rangeway Precinct

The South Rangeway precinct is centred in the vicinity of John Willcock College near the intersection of Scott Road and Assen Street.

The precinct planning process identified a range of potential initiatives to establish a new South Rangeway centre and integrate it with the existing and future residential areas around it. These initiatives include the following, and are identified in **Figure 15**:

1. Recognise the value of the existing John Willcock College as a destination and source of employment.
2. Establish a potential childcare centre to compliment the educational offering of the existing college.
3. Create a 'village green' space that incorporates a drop-off/pick-up road around it that can also serve as overflow parking when church events occur.
4. Encourage the establishment of a possible church auditorium as a landmark feature on a prominent corner at the heart of the new centre.
5. Encourage a range of other related pastoral and care facilities, including some commercial tenancies (such as a coffee shop, if viable).
6. Encourage the location of any future aged persons accommodation within the future Karloo development adjacent to the new South Rangeway centre.
7. Consider the potential development of the identified primary school site, if it is deemed to be surplus to educational requirements.
8. Plan for redevelopment at a higher residential density to frame and support the centre.
9. Enable an increase in allowable residential density for some of the surrounding area to encourage reinvestment in the area and establish a larger walkable catchment for the facilities in the neighbourhood core.
10. Integrate the opportunities for new residential development on currently vacant land.

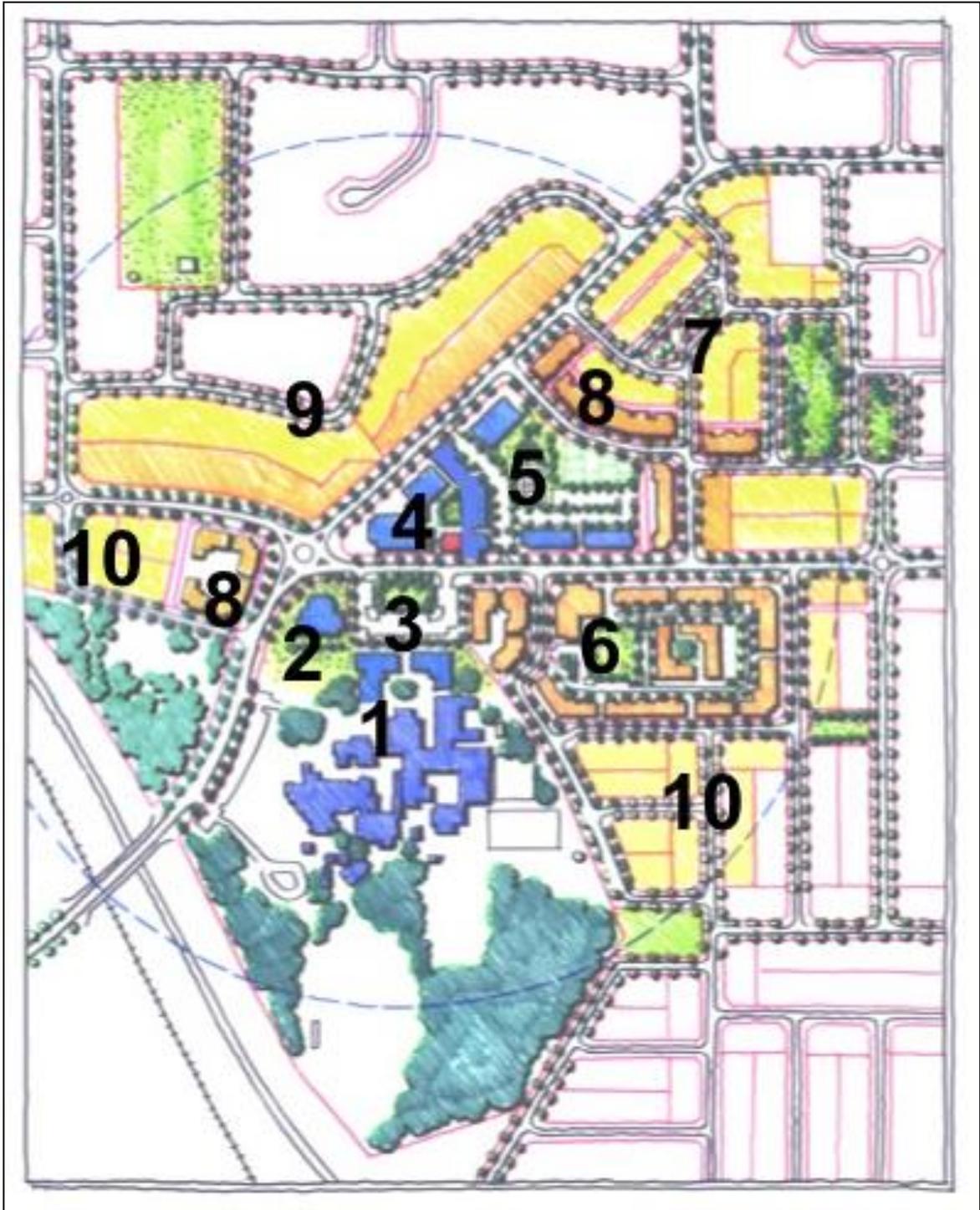


Figure 15: South Rangeway precinct initiatives

4.5 East Utakarra Precinct

The East Utakarra precinct is centred in the vicinity of Woodman Park near the intersection of Utakarra Road and Alexander Street.

The precinct planning process identified a range of potential initiatives to establish a new East Utakarra centre and integrate it with the existing residential and future commercial areas around it. These initiatives include the following, and are identified in **Figure 16**:

1. Establish new quality service commercial development at what will become a strategic intersection with good access to the greater Geraldton region.
2. Enable and encourage redevelopment of the existing commercial yard into mixed-use and higher density residential development that can provide a high degree of passive surveillance of the adjacent park.
3. Enable the proposed Men's Shed complex to develop as a worthwhile community asset and an additional destination to the centre as a whole.
4. Upgrade Woodman Park as the focal space for the East Utakarra precinct.
5. Consider the potential for a land swap with the PTA to enable both consolidation of the regional parkland and consolidation of the area around the major intersection as a business address.
6. Plan for a new business park precinct to compliment the proposed and future commercial uses to the north of Horwood Road.
7. Consolidate Alexander Park as a recreation spine with a focus on rectangular field sports such as soccer.
8. Plan for redevelopment at a higher residential density to frame and support the centre.
9. Enable an increase in allowable residential density for some of the surrounding area to encourage reinvestment in the area and establish a larger walkable catchment for the facilities in the neighbourhood core.

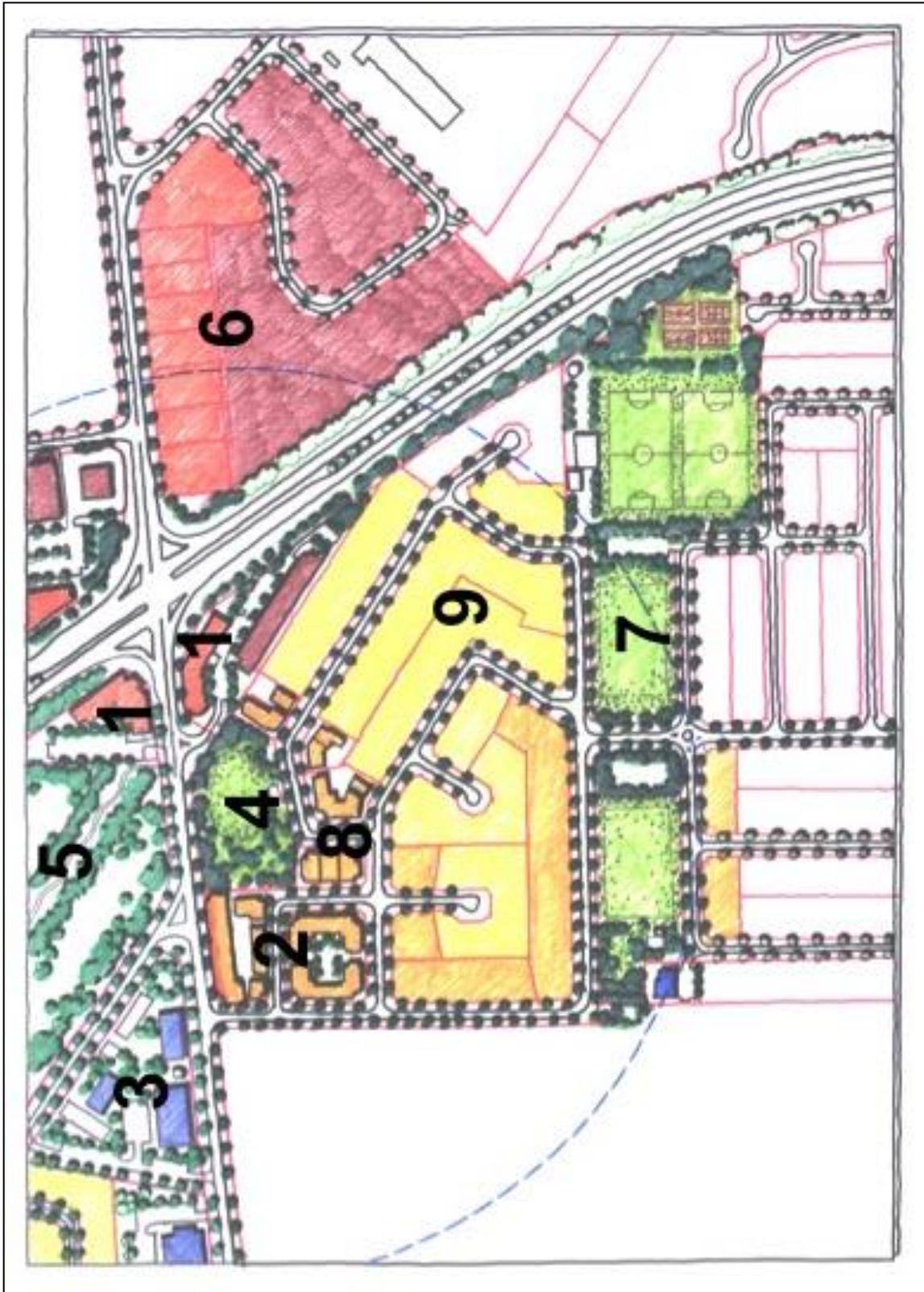


Figure 16: East Utakarra precinct initiatives

4.6 Housing Diversity

A key message from the local community from the precinct planning process was the need for a greater diversity of housing to accommodate a diverse range of housing needs. Whilst the conventional family house is well represented in the RUK area, there is a lack of smaller and more affordable housing types for both younger and older people. There is also a recognised demand for larger housing types to accommodate inter-generational and extended family groups.



Figure 17: Typical small lot housing types for new development near centres



Figure 18: Typical mid-size housing types for new residential areas

The development industry in WA is getting better at providing alternative houses, and a sample of the range of housing types that are being constructed in suburban settings is illustrated in **Figures 17,18 and 19**. However, some of these housing types require a specific lot size, so some of these house types, particularly those that require access to a rear lane, may only be applicable to the future subdivision areas and other larger redevelopment sites in the RUK area.



Figure 19: Typical medium density apartment housing on small to medium sized lots

The precinct planning process investigated how a typical existing lot in the RUK area might be redeveloped, to demonstrate that there are alternative building forms to the conventional duplex (a house behind a house) arrangement. **Figure 20** shows a typical duplex arrangement and, how either two houses or four apartments could be developed as an alternative and deliver a good streetscape as well.

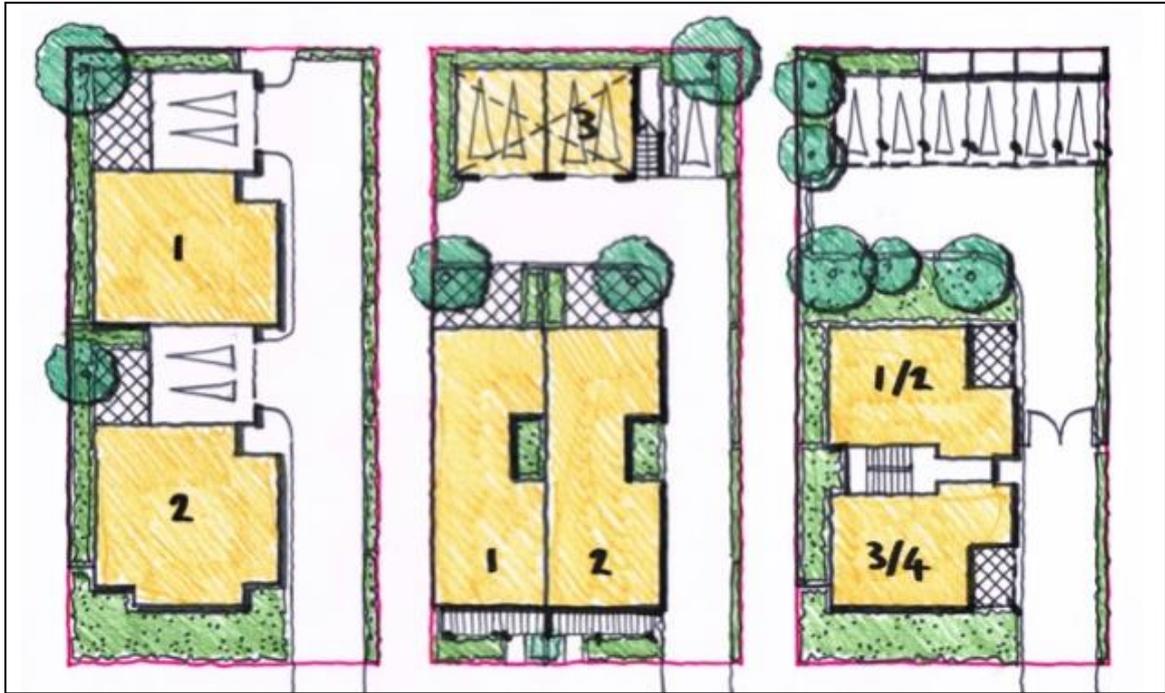


Figure 20: Different configurations for redevelopment of a typical existing lot

In addition to the redevelopment of the residential areas around the neighbourhood cores, the neighbourhood cores themselves offer the opportunity for alternative housing types in the form of mixed-use development with apartments above the shops and office suits. Examples of successful neighbourhood-scaled mixed-use development in other places are depicted in **Figure 21**.



Figure 21: Example of mixed-development at a neighbourhood centre scale

4.7 Streetscape and Parkland Improvements

Whilst new residential development and the redevelopment of existing lots is largely in the hands of private landowners, improvement of the public domain (streetscapes and parkland) is an initiative in which Council can significantly contribute to the overall regeneration of the RUK area.

A higher standard of public domain:

- Is more likely to attract new investment to the area
- Provides confidence to existing and prospective residents that Council is committed to the RUK area
- Encourages walking as a comfortable and attractive alternative land use
- Improves community formation and interaction between local residents.

Given that there is a significant cost to local government in respect to the improvement of streetscapes, it may be prudent to prioritise which streets provide the greatest value in respect to better pedestrian and visual amenity.

The priority streets should be those that:

- Lead to significant pedestrian destinations such as neighbourhood centres and schools;
- Connect neighbourhoods to each other;
- Are currently significantly blighted by wide reserves and higher traffic volumes; and
- Signify an entry point into the RUK area.

An initial appraisal undertaken in the precinct planning process of the streets in the overall RUK area has indicated that the priority streets should be those identified in green in **Figure 22**.



Figure 22: Priority streets for streetscape improvements

In addition to the streets identified in **Figure 22**, there are a number of areas at the entry points of the RUK area that warrant particular attention to the quality of the landscape and the adjacent built form to provide an attractive first impression of the RUK area for visitors. These 'gateway' locations are identified in **Figure 23**.



Figure 23: Gateway locations to the RUK area

Streetscape improvements can be relatively simple and, depending on the exact location might involve a combination of:

- Planting street trees
- Laying footpaths
- Establishing a native nursery for hardy groundcover plants, for supply to residents who are prepared to plant and maintain their verges
- Introducing on street parking bays to reduce the carriageway width and the ambient speed of traffic
- Introducing cycle lanes to reduce the carriageway width and the ambient speed of traffic
- Introducing kerb nibs at intersections to reduce the pedestrian travel distance across carriageways
- Providing median islands at crossing locations with higher pedestrian numbers and on pedestrian routes to schools
- Encouraging redevelopment with smaller front setbacks and windows facing the street
- Locating power lines underground and introducing new light poles.

An example of how the streetscape might be improved along Rifle Range Road is suggested in **Figure 24**.



Figure 24: Example of how streetscapes could be improved

In addition to streetscape improvements, the City of Greater Geraldton has a high capacity to improve the quality of the parkland in the RUK area.

Park improvements may range from simple initiatives such as providing more park furniture (seating, bins etc) and planting more trees for shade, to significant park upgrades that include the provision of community gardens, sports infrastructure, play equipment and shade structures, and creating parks with multiple uses.

The precinct planning team worked with community members at the third workshop (in November 2012) to identify initiatives for short-term improvements and the City made an initial budgeting commitment to make a number of short-term improvements happen.

Also, as part of the precinct planning process, the design team explored potential improvements to the park adjacent to the GRAMS facility in Rangeway to illustrate how a higher-order multiple-use park might work. Examples of the types of spaces that could be provided in such a park are illustrated in **Figure 25**.



Figure 25: Example of spaces and functions in a multiple-use park

4.8 Public Art

Public art is a good way of expressing a sense of place and helping a community to identify with where it lives. Public art is at its most effective when local artists produce the artwork working with community members, and when the artwork is integrated into the fabric of a place. Examples of the integration of public art are illustrated in **Figure 26**, and include:

- Murals on existing blank and highly visible walls;
- Sculptures that double as seating or play/climbing equipment for children;
- Decoration of infrastructure items such as bins, signs and lamp poles; and
- Paving murals in focal areas such as parks and neighbourhood centres.

A public art program in the RUK area would be an ideal complement to the other ideas suggested in the precinct planning process.



Figure 26: Example of the integration of public art to give expression to a community's identity

4.9 Public Transport

As Greater Geraldton grows and the cost of car ownership rises, public transport will place an increasingly important role in how people travel around the city. The precinct planning process explored how a bus route might be threaded through the RUK area to link the various neighbourhoods together and link them back to the Geraldton city centre and the tertiary education and health precinct.

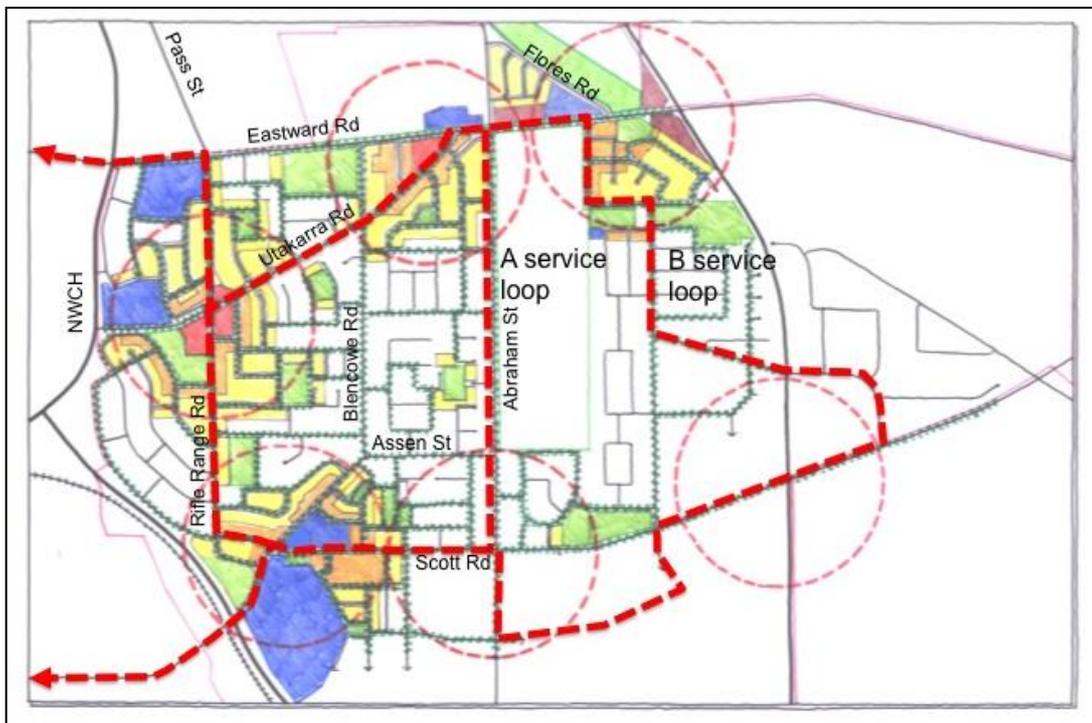


Figure 27: Potential bus routes through the RUK area

Figure 27 suggests a figure-of-eight bus route composed of a service that leaves from city centre and arrives at the northwest corner of the RUK area at Eastward Road. Initially, a Service ‘A’ would do a figure-of-eight that connects Rangeway, South Rangeway, and Utakarra via Abrahams Street before heading back to Rangeway, South Rangeway, the health and education precincts and the city centre.

In time, when the future areas of Karloo have sufficient residents to justify an extended bus service, a Service ‘B’ could be introduced that covers a larger figure-of-eight pattern, and which might run on an alternating schedule with Service ‘A’.

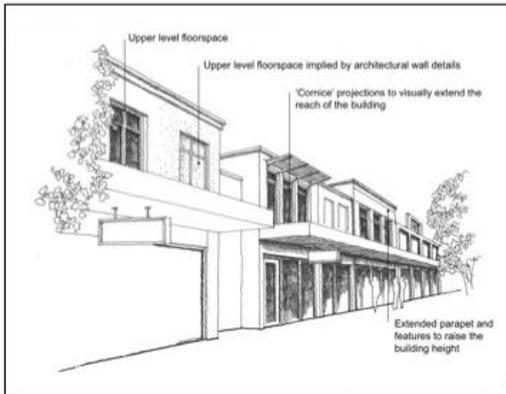
Whilst these are suggested routes it should be noted that, ultimately, the Public Transport Authority has responsibility for determining bus routes.

4.10 Urban Design Principles for Activity Centres

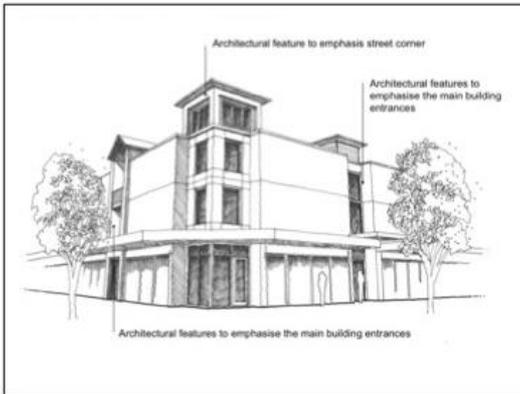
It is important that new development in the activity centres, particularly those with a primary retail focus (such as Rangeway and Utakarra) contributes to a streetscape that is pedestrian friendly and recognisable as a centre environment. To help achieve these aims, the following urban design principles for buildings in activity centres are suggested:

| | |
|---|---|
| | |
| <p>Respond to the prevailing colours and materials of the surrounding landscape</p> | <p>Employ changes in material, height and elevation plane, and use features such as balconies to create visual interest</p> |

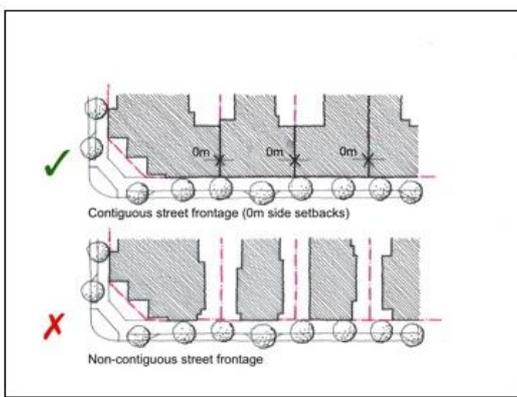
| | |
|---|--|
| | |
| <p>Mixed-use development is encouraged to increase diversity of use in the town centre and minimise travel distances.</p> | <p>Buildings shall present a minimum two-storey façade to the public street.</p> |



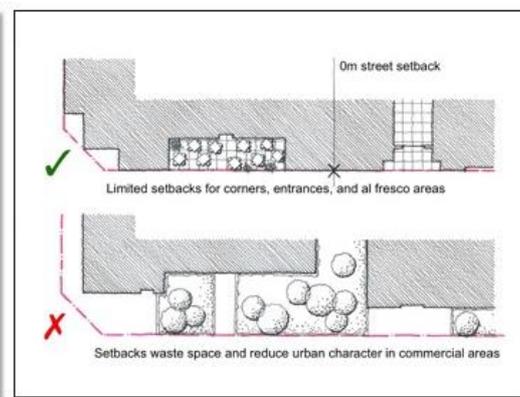
Incorporate architectural features to add to the scale, height and presence of the development.



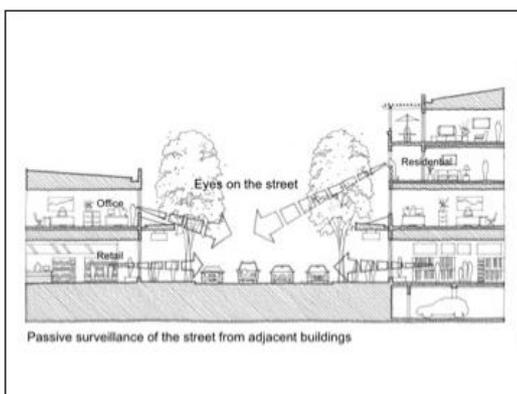
Employ architectural features to emphasise corners and building entrances to increase legibility of the town centre.



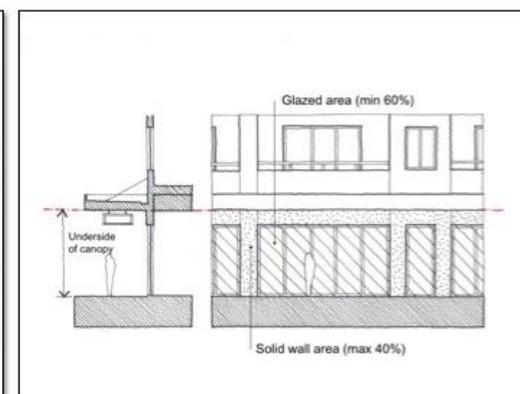
Buildings shall be built to the side boundaries of the lot in order to present a continuous built frontage to the street



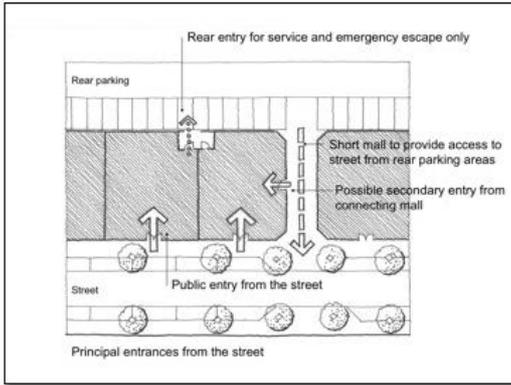
Commercial or mixed-use development shall achieve a nil primary street setback, except at corners, entrances, or a dedicated al-fresco dining area.



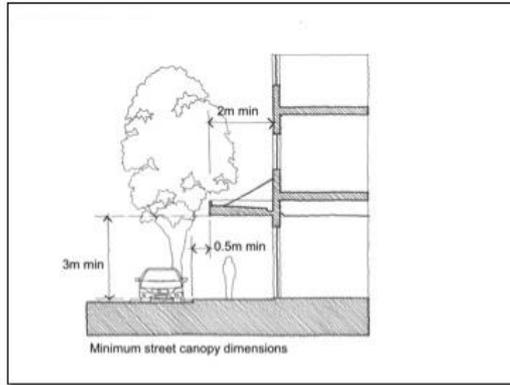
Buildings shall be designed to provide 'eyes on the street' to enable occupants to provide passive surveillance of the public domain



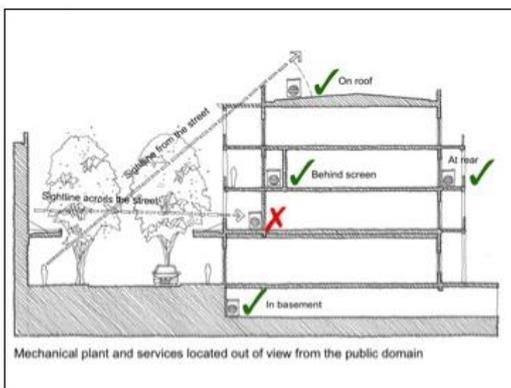
Commercial or mixed-use development shall provide sufficient ground level glazed areas to street frontages to provide lines of sight into, and from, the building



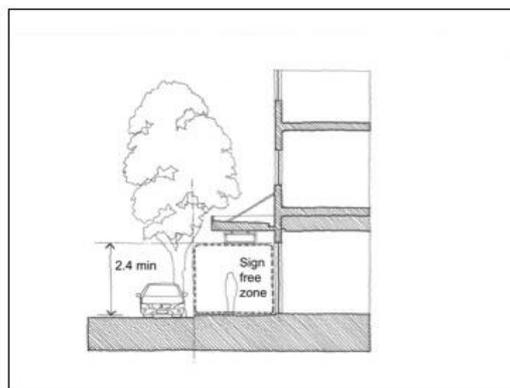
All development shall provide the primary building entrance from the street.



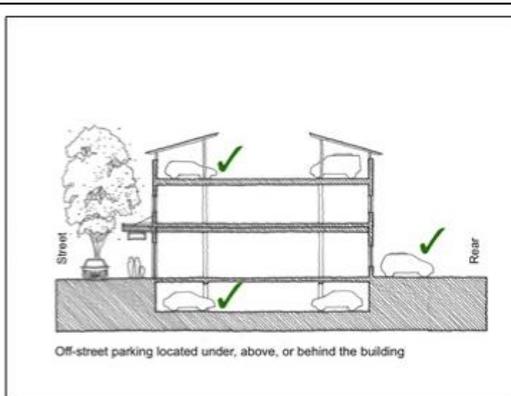
Commercial or mixed-use development shall provide a weather protecting awning over the pedestrian footpath along the entire street frontage of the building



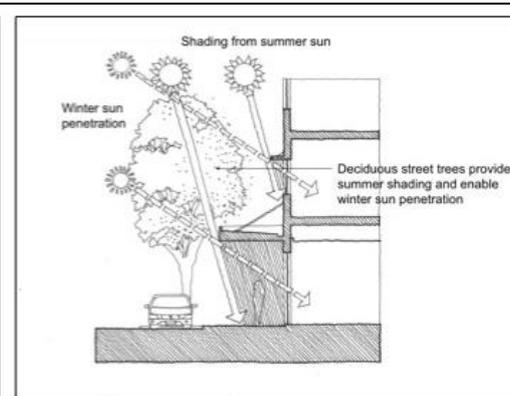
Mechanical plant and services shall be located out of sight from the public domain and other users of the street



External signage shall be incorporated into the design of buildings' and at a height of no less than 2.4m above the adjacent ground level



Locate vehicle car parking areas at the rear of buildings, or other locations where it is hidden from view from the public domain



Buildings and adjacent spaces should be designed to minimise solar penetration in summer and maximise solar penetration in winter

Adherence to such guidelines in the planning and design of the built form for activity centres is likely to result in the sort of high-quality and pedestrian friendly environments illustrated below:



Figure 28: Examples of good activity centre design

5.0 IMPLEMENTATION

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 includes the City, State Government agencies (such as Main Roads WA) and private landowners.

The first step is for the City of Greater Geraldton to formally adopt this report under its regulatory planning framework. The fact that the precinct planning was undertaken with significant community input should provide the City with the confidence that it has an appropriate level of community support for the planning direction identified through the precinct planning process.

Once adopted, the City of Greater Geraldton should review the regulatory planning framework and identify any existing provisions in documents such as the Town Planning Scheme or Local Planning Policies that are in conflict with the precinct plan and seek to make changes to the documents to achieve consistency.

At a project level, the City of Greater Geraldton should prioritise the improvements it can make in the RUK area, develop a program, and identify funding in its forward works budget.

Also at the project level, the City of Greater Geraldton should engage with State Government stakeholders on issues such as the reallocation and sale of redundant road reserve and the modification of intersections. The City of Greater Geraldton should also continue liaising with a broad range of private landowners and the Department of Housing to ensure that their development intentions are in accord with the intent of the precinct plan.

Finally, it should be remembered that the revitalisation process is a long-term process and that significant changes can't be expected in the short term. The important thing is to have a plan, patience and a commitment from as many stakeholders as possible to bring the plan to fruition. This precinct planning process is only the first step in what will be a long but worthwhile journey.