

## Ordinary Council Meeting

# Agenda

27 February 2024



City of  
**Belmont**

# Notice of Meeting

An **Ordinary Council Meeting** will be held in the Council Chamber of the **City of Belmont Civic Centre**, 215 Wright Street, Cloverdale, on **Tuesday 27 February 2024**, commencing at 6.30pm.

**John Christie**  
**Chief Executive Officer**

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# CITY OF BELMONT

## Ordinary Council Meeting

### Agenda

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**Alternative Formats**

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

# 1 Official Opening

The Presiding Member will read aloud the Acknowledgement of Country.

## Acknowledgement of Country

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

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

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

## Affirmation of Civic Duty and Responsibility

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

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

## 2 Apologies and leave of absence

## 3 Declarations of interest that might cause a conflict

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

### **3.1 Financial Interests**

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

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

<b>Name</b>	<b>Item No and Title</b>	<b>Nature of Interest (and extent, where appropriate)</b>

### **3.2 Disclosure of interest that may affect impartiality**

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

<b>Name</b>	<b>Item No and Title</b>	<b>Nature of Interest (and extent, where appropriate)</b>

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

### **4.1 Announcements**

## **4.2 Disclaimer**

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

## 5 Public question time

### 5.1 Responses to questions taken on notice

#### 5.1.1 Mr A Bell, Redcliffe

The following questions were taken on notice at the 12 December 2023 Ordinary Council Meeting. Mr Bell was provided with a response on 20 December 2023. The response from the City is recorded accordingly:

2. Can the City publish the five-year crash statistics to 31 December 2022 for Stanton Road and Lyall Street?

#### **Response**

**Please refer to the attachments for the Main Roads WA summary five-year crash report, Attachment 5.1.1.1 - Summary Crash History Stanton Road and Attachment 5.1.1.2 - Summary Crash History Lyall Street.**

3. Can the City publish the Warrant System worksheet and score for the 2023 Lyall Street traffic calming petition?

#### **Response**

**City officers can confirm that there was no recalculation of the warrant score for Lyall Street for the 2023 Lyall Street petition Ordinary Council Meeting report. The previous Warrant System score of 35 was published in the minutes of the Ordinary Council Meeting held on 26 September 2023.**

**A procedural motion was passed for the 21 November 2023 Ordinary Council Meeting item 12.3 - Vehicle and Pedestrian Road Safety on Lyall Street that the issues shall be considered at a future Information Forum in 2024 for consideration of traffic calming measures across the broader Redcliffe area, following completion of the Tonkin Gap Alliance and Stanton Road projects.**

**The most recent November 2023 traffic data for the Redcliffe Area (inclusive of Lyall Street) has been published on the City's website with a link from the Stanton Road Low-Cost Urban Road Safety article.**

## Summary Crash History

Report Criteria

Road	SLK	CWY
1130027 - Stanton Rd	0.00 to 1.00	All

Parameter	Value	Description
From Date	01/01/2018	
To Date	31/12/2022	
Crash Type	All	
Severity	All	
Summarise By Intx	No	

# Attachment 5.1.1.1 Summary Crash History - Stanton Road

## Summary Crash History

Selection Criteria	Value
Road	STANTON RD (1130027)
Date	01/01/2018 to 31/12/2022
Road SLK	0.00 to 1.00

Severity	Count	Percentage	MR Type	Count	Percentage
Fatal	0	0.0%	Involving Overtaking	0	0.0%
Hospital	1	4.0%	Involving Parking	0	0.0%
Medical	4	16.0%	Involving Animal	0	0.0%
PDO Major	13	52.0%	Involving Pedestrian	1	4.0%
PDO Minor	7	28.0%	Entering / Leaving Driveway	5	20.0%
Other / Unknown	0	0.0%	Other / Unknown	19	76.0%
<b>Total:</b>	<b>25</b>	<b>100.0%</b>	<b>Total:</b>	<b>25</b>	<b>100.0%</b>

Light Conditions	Count	Percentage	Object Hit	Count	Percentage
Daylight	18	72.0%	SEC Pole		
Dawn Or Dusk	3	12.0%	Traffic Light Post		
Dark - Street Lights On	4	16.0%	Traffic Sign		
Dark - Street Lights Off	0	0.0%	Commercial Sign Post		
Dark - Street Lights Not Provided	0	0.0%	Tree		
Other / Unknown	0	0.0%	Other		
<b>Total:</b>	<b>25</b>	<b>100.0%</b>	<b>Total:</b>		

Road Grade	Count	Percentage	Road Alignment	Count	Percentage
Level	20	80.0%	Curve	3	12.0%
Crest Of Hill	0	0.0%	Straight	22	88.0%
Slope	3	12.0%	Other / Unknown	0	0.0%
Other / Unknown	2	8.0%			
<b>Total:</b>	<b>25</b>	<b>100.0%</b>	<b>Total:</b>	<b>25</b>	<b>100.0%</b>

Speed a Factor	Count	Percentage	Road Condition	Count	Percentage
Yes	0	0.0%	Wet	5	20.0%
No	0	0.0%	Dry	18	72.0%
Other / Unknown	25	100.0%	Other / Unknown	2	8.0%
<b>Total:</b>	<b>25</b>	<b>100.0%</b>	<b>Total:</b>	<b>25</b>	<b>100.0%</b>

MR Nature	Count	Percentage
Rear End	7	28.0%
Head On	2	8.0%
Sideswipe Opposite Dirn	0	0.0%
Sideswipe Same Dirn	0	0.0%
Right Angle	11	44.0%
Right Turn Thru	1	4.0%
Hit Pedestrian	1	4.0%
Hit Animal	0	0.0%
Hit Object	0	0.0%
Non Collision	0	0.0%
Other / Unknown	3	12.0%
<b>Total:</b>	<b>25</b>	<b>100.0%</b>

## Summary Crash History

Report Criteria

Road	SLK	CWY
1130042 - Lyall St	0.00 to 0.98	All

Parameter	Value	Description
From Date	01/01/2018	
To Date	31/12/2022	
Crash Type	All	
Severity	All	
Summarise By Intx	No	

# Attachment 5.1.1.2 Summary Crash History - Lyall Street

## Summary Crash History

Selection Criteria	Value
Road	LYALL ST (1130042)
Date	01/01/2018 to 31/12/2022
Road SLK	0.00 to 0.98

Severity	Count	Percentage	MR Type	Count	Percentage
Fatal	0	0.0%	Involving Overtaking	1	5.3%
Hospital	0	0.0%	Involving Parking	2	10.5%
Medical	1	5.3%	Involving Animal	0	0.0%
PDO Major	13	68.4%	Involving Pedestrian	0	0.0%
PDO Minor	5	26.3%	Entering / Leaving Driveway	0	0.0%
Other / Unknown	0	0.0%	Other / Unknown	16	84.2%
<b>Total:</b>	<b>19</b>	<b>100.0%</b>	<b>Total:</b>	<b>19</b>	<b>100.0%</b>

Light Conditions	Count	Percentage	Object Hit	Count	Percentage
Daylight	10	52.6%	SEC Pole	0	0.0%
Dawn Or Dusk	2	10.5%	Traffic Light Post	0	0.0%
Dark - Street Lights On	6	31.6%	Traffic Sign	0	0.0%
Dark - Street Lights Off	0	0.0%	Commercial Sign Post	0	0.0%
Dark - Street Lights Not Provided	1	5.3%	Tree	0	0.0%
Other / Unknown	0	0.0%	Other	1	100.0%
<b>Total:</b>	<b>19</b>	<b>100.0%</b>	<b>Total:</b>	<b>1</b>	<b>100.0%</b>

Road Grade	Count	Percentage	Road Alignment	Count	Percentage
Level	15	78.9%	Curve	4	21.1%
Crest Of Hill	0	0.0%	Straight	15	78.9%
Slope	2	10.5%	Other / Unknown	0	0.0%
Other / Unknown	2	10.5%			
<b>Total:</b>	<b>19</b>	<b>100.0%</b>	<b>Total:</b>	<b>19</b>	<b>100.0%</b>

Speed a Factor	Count	Percentage	Road Condition	Count	Percentage
Yes	0	0.0%	Wet	1	5.3%
No	0	0.0%	Dry	16	84.2%
Other / Unknown	19	100.0%	Other / Unknown	2	10.5%
<b>Total:</b>	<b>19</b>	<b>100.0%</b>	<b>Total:</b>	<b>19</b>	<b>100.0%</b>

MR Nature	Count	Percentage
Rear End	9	47.4%
Head On	1	5.3%
Sideswipe Opposite Dirn	0	0.0%
Sideswipe Same Dirn	1	5.3%
Right Angle	7	36.8%
Right Turn Thru	0	0.0%
Hit Pedestrian	0	0.0%
Hit Animal	0	0.0%
Hit Object	1	5.3%
Non Collision	0	0.0%
Other / Unknown	0	0.0%
<b>Total:</b>	<b>19</b>	<b>100.0%</b>

### **5.1.2 Ms L Hollands on behalf of Belmont Resident and Ratepayer Action Group (BRRAG)**

The following questions were taken on notice at the 12 December 2024 Ordinary Council Meeting. Ms Hollands was provided with a response on 20 December 2023. The response from the City is recorded accordingly:

1. On 26 November we wrote to the Chief Executive Officer regarding reimbursement of money under the policy, a letter was supposed to be sent for that reimbursement. Has that letter been sent yet and if not, when will the letter be sent?

#### **Response**

**A response was provided to BRRAG by the Chief Executive Officer on 29 November 2023 and emailed to the Secretary.**

4. Qantas has been saying they are going to move to terminal one and two for a number of years. What was the first date that the City was made aware that Qantas would be moving and what is the latest update that has been provided as to when that would happen?

#### **Response**

**The City does not have a formal record of notification from Perth Airport regarding the initial date for the proposed move. However, a review of the minutes from the Perth Airport Municipalities Group (PAMG) identified that Perth Airport notified the PAMG that a memorandum of understanding was in place between Perth Airport and Qantas at its meeting in November 2019.**

### **5.1.3 Ms L Hollands, Redcliffe**

The following question was taken on notice at the 12 December 2023 Ordinary Council Meeting. Ms Hollands was provided with a response on 20 December 2023. The response from the City is recorded accordingly:

3. I note in tonight's meeting there is a confidential item regarding freeman of the City. I also note that the officer report supports the nomination. I have previously asked about confidential items and the voting, and I was told that as of June 2023 the Local Government Act 1995 had been changed and Councillors who vote on any confidential item will have their name shown as either for or against the motion, it is now transparent, and we know who is voting for what. Can I please have clarification that at any time if we have a confidential item and a councillor makes an alternative motion to what officers have recommended will the motion, mover seconder and the votes

all be recorded so that everyone can see what has transpired even if we cannot see all the details?

### **Response**

**The City will include all motions in the minutes including who moved and seconded the motion and who voted for and against the item as required by the Local Government (Administration) Regulations.**

### **5.1.4 Mr M Cardozo, Redcliffe**

The following questions were taken on notice at the 12 December 2023 Ordinary Council Meeting. Mr Cardozo was provided with a response on 20 December 2023. The response from the City is recorded accordingly:

1. The City in 2017 on page 27 of the Belmont on the move integrated movement network strategy document pledged to preference horizontal calming, favouring to not install vertical calming treatments like speed humps for improved resident amenity. Can the City name the access roads and/or local distributor roads within the City that have received speed hump treatment since 2017?

### **Response**

**The type of devices used at specific locations can vary between vertical and horizontal and may depend on available space, vertical grades, and the location of utilities. A site-specific analysis is required to confirm the appropriate treatment.**

**The most recent installations of speed humps have been in Armadale Road, Moreing Street and Gladstone Road.**

2. The City confirmed the crash ranking number at the intersection of Lyall Street and Stanton Road in the current agenda. Can the City obtain and publish the crash ranking number at the Moreing Street and Victoria Street intersection at or prior to the Moreing Street calming approval in 2021?

### **Response**

**The Moreing Street and Victoria Street intersection was ranked number 1,917 against crash statistics over the period 2016 to 2020, across the Perth Metropolitan area.**

3. The City has decided to go into the Stanton Road roadworks with no traffic modelling, no temporary trial and inadequate community consultation. If the calming does not work or has significant negative consequences on the surrounding streets, the City may need to remove these treatments. If the

speed humps are required to be removed can the City estimate what the cost would be to remove the Stanton Road traffic calming works?

### **Response**

**The City is implementing the works on Stanton Road under Main Roads WA Low-Cost Urban Road Safety program. The various measures have been approved and funded by Main Roads WA who have implemented similar treatments at other Perth Metro locations with successful outcomes.**

**A scenario in which the Stanton Road traffic measures is not successful is hypothetical and a detailed estimate for their removal and reinstatement of the road is not required, but the cost would be significant.**

4. In the instance that the traffic calming devices are required to be removed, can the City confirm if the cost will fall upon the City and ratepayers?

### **Response**

**In the unlikely event that devices would be removed costs would be the responsibility of the City.**

## **5.2 Questions from members of the public**

# **6 Confirmation of Minutes/receipt of Matrix**

## **6.1 Ordinary Council Meeting held 12 December 2023**

### **Officer Recommendation**

That the Minutes of the Ordinary Council Meeting held on 12 December 2024, as printed and circulated to all Councillors, be confirmed as a true and accurate record.

## **6.2 Matrix for the Agenda Briefing Forum held 20 February 2024**

### **Officer Recommendation**

That the Matrix of the Agenda Briefing Forum held on 20 February 2024, as printed and circulated to all Councillors, be received and noted.

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

## **8 Questions by members without notice**

### **8.1 Responses to questions taken on notice**

### **8.2 Questions by members without notice**

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

## **10 Business adjourned from a previous meeting**

## **11 Reports of committees**

Nil.

## 12 Reports of administration

### 12.1 Activity Centre Planning Strategy - Final Adoption

Voting Requirement	:	Simple Majority
Subject Index	:	116/136 – Activity Centre Planning Strategy
Location/Property Index	:	Various
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	Item 12.1 - 26 September 2023 Ordinary Council Meeting
Applicant	:	N/A
Owner	:	Various
Responsible Division	:	Development and Communities

#### Council role

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

#### Purpose of report

For Council to consider the draft Activity Centre Planning Strategy (ACPS) for final adoption following public advertising (refer Attachment 12.1.1).

#### Summary and key issues

- Council endorsed the draft ACPS for advertising at the 26 September 2023 Ordinary Council Meeting.
- The draft ACPS was advertised from 19 October 2023 to 16 November 2023 (28 days). A total of 25 submissions were received.
- The submissions have been reviewed and a number of modifications have been made to clarify certain recommendations and improve particular maps.
- It is recommended that Council adopt the modified ACPS contained as Attachment 12.1.1.

## Officer Recommendation

That Council:

1. Rescind the Local Commercial Strategy 2008.
2. Adopt the Activity Centre Planning Strategy contained as Attachment 12.1.1.
3. Direct the Chief Executive Officer to:
  - a) Notify each owner and occupier within Activity Centres of Council's resolution.
  - b) Notify those who made a submission of Council's resolution.
  - c) Display the adopted Activity Centre Planning Strategy on the City's website.
  - d) Make any further minor administrative amendments/layout changes as required prior to publication.

## Location

The ACPS relates to the activity centres located within the City of Belmont as shown in Figure 1.

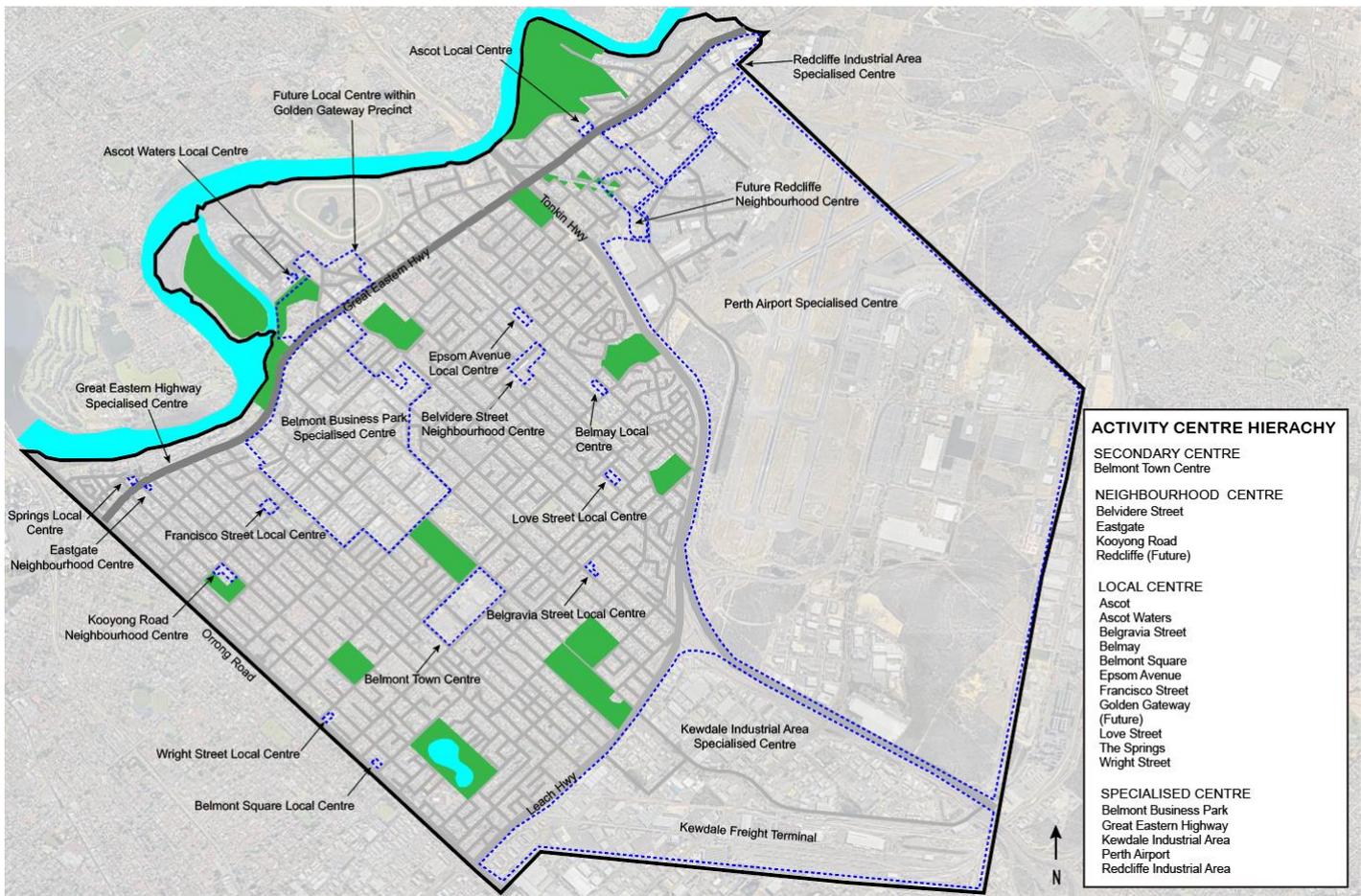


Figure 1: Activity Centres in City of Belmont

## Consultation

The ACPS was advertised from 19 October 2023 to 16 November 2023 (28 days), by way of:

- Publishing a notice in the Perth Now Newspaper.
- Sending letters to landowners and occupiers of land within activity centres.
- Displaying a notice and information on the City’s website.
- Posting information on the City’s Facebook page.

The City received 25 submissions during the advertising period. The key points raised in the submissions relate to:

- The implications of the ACPS on Aboriginal Heritage site 16694 (Redcliffe Wetland);
- The need for detailed traffic modelling;

- The application of an R-AC0 density code and the preparation of a site-specific planning framework for Eastgate Neighbourhood Centre;
- The investigation of Urban Open Space and the preparation of a precinct structure plan for Belmont Forum;
- The preparation of a cash-in-lieu of parking plan for Eastgate Neighbourhood Centre and Belmont Town Centre;
- The allocation of retail floor area within the Redcliffe Station Neighbourhood Centre and its relationship to development within the Perth Airport estate; and
- Development aspirations of Perth Racing.

A summary of the submissions and officer responses are included in the Schedule of Submissions contained as Attachment 12.1.2).

## **Strategic Community Plan implications**

In accordance with the 2020 – 2040 Strategic Community Plan:

### **Goal 1: Liveable Belmont**

**Strategy:** 1.1 Respect, protect and celebrate our shared living histories and embrace our heritage

**Strategy:** 1.2 Plan and deliver vibrant, attractive, safe and economically sustainable activity centres

**Strategy:** 1.3 Ensure activity centres have a thriving economy

**Strategy:** 1.4 Attract public and private investment and businesses to our City and support the retention, growth and prosperity of our local businesses

**Strategy:** 1.5 Encourage and educate the community to embrace sustainable and healthy lifestyles

### **Goal 2: Connected Belmont**

**Strategy:** 2.1 Design our City so that it is accessible by people of all ages and abilities

**Strategy:** 2.2 Make our City more enjoyable, connected and safe for walking and cycling

**Strategy:** 2.3 Facilitate a safe, efficient and reliable transport network

**Strategy:** 2.4 Promote alternative forms of transport

### **Goal 3: Natural Belmont**

**Strategy:** 3.1 Protect and enhance our natural environment

**Strategy:** 3.4 Provide green spaces for recreation, relaxation and enjoyment

**Strategy:** 3.6 Encourage sustainable development to guide built form

## **Goal 4: Creative Belmont**

**Strategy:** 4.1 Promote the growth of arts and culture

**Strategy:** 4.2 Embrace technology, creativity and innovation to solve complex problems and improve our City

## **Goal 5: Responsible Belmont**

**Strategy:** 5.1 Support collaboration and partnerships to deliver key outcomes for our City

**Strategy:** 5.3 Invest in services and facilities for our growing community

**Strategy:** 5.4 Advocate and provide for affordable and diverse housing choices

**Strategy:** 5.5 Engage and consult the community in decision-making

**Strategy:** 5.7 Engage in strategic planning and implement innovative solutions to manage growth in our City

## **Policy implications**

The draft ACPS proposes a series of actions which could have implications for the following local planning policies:

- Local Planning Policy No. 1 – Town Centre Density Bonus Requirements and Town Centre Frame Additional Uses.
- Local Planning Policy No. 2 – Orrong Road.
- Local Planning Policy No. 10 – Residential Land Uses in the 'Mixed Business' Zone.
- Local Planning Policy No. 11 – Public Art Contribution.
- Local Planning Policy No. 15 – Belvidere Main Street Precinct Design Guidelines.

Furthermore, several actions contained within the draft ACPS recommend that new built form provisions be developed. To achieve this, amendments to existing policies, or new local planning policies may be needed.

## **Statutory environment**

### **Strategic Planning Framework**

#### **Perth and Peel @ 3.5 Million**

The Western Australian Planning Commission's (WAPC) 'Perth and Peel @ 3.5 million' guides the planning direction of the City. It recognises that a 'business-as-usual' approach to planning will not adequately accommodate Perth's growth and will likely result in significant detriment to the liveability of

the Perth metropolitan area. There is a directive from the State Government to plan areas in such a way that will:

- Promote a more energy efficient and consolidated urban form.
- Reduce the overall need to travel.
- Support the use of public transport, cycling and walking for access to services, facilities and employment.

Activity centres are crucial for meeting the objectives of Perth and Peel @ 3.5 million as they serve as focal points for the community and are appropriate locations for integrated residential development.

### **Liveable Neighbourhoods**

Liveable Neighbourhoods is an operational policy that guides planning in greenfield and large urban infill areas. It provides guidance on the design of movement networks, activity centres and public open space. The document aims to facilitate the development of:

- Walkable neighbourhoods which have access to employment retail and community facilities.
- A strong sense of place and community identity.
- Active land uses which address the street.
- A variety of lot sizes and housing typologies to cater for a diverse range of people.

The above principles are integrated into the actions of the ACPS.

### **City of Belmont Local Commercial Strategy**

The City of Belmont Local Commercial Strategy (2008) is the existing strategic planning document that guides commercial development within the City of Belmont. It is noted that:

- The document was prepared prior to the gazettal of the *Planning and Development (Local Planning Schemes) Regulations 2015* and State Planning Policy 4.2 – Activity Centres (SPP 4.2). The Local Commercial Strategy therefore contains inconsistent terminology to these documents.
- The document does not recognise activity centres proposed within the Development Area 6 (DA 6) and Golden Gateway precincts.
- The document does not provide guidance on appropriate density codes for land located within activity centres.

The draft ACPS was prepared considering the above points and will replace the existing Commercial Strategy.

## **Draft Great Eastern Highway Urban Corridor Strategy**

The draft Great Eastern Highway Urban Corridor Strategy provides a framework to guide future development of the corridor.

The document proposes three 'focus areas' which include activity nodes, the activity corridor and mixed employment. The Strategy encourages retail land uses to locate within the activity nodes. However, the activity nodes originally reflected within the document cover land beyond the designated activity centres.

As shop retail uses should be focused within activity centres, amendments to the Strategy are currently being made to align the documents and include only the activity centres mentioned in the draft ACPS as activity nodes.

### **Statutory Planning Framework**

#### ***Planning and Development (Local Planning Schemes) Regulations 2015***

A local planning strategy sets out the long-term planning direction for a local government, applies the principles of State Planning Policies (e.g. SPP 4.2), and provides the rationale for zones and densities under a local planning scheme.

In accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*, a local planning strategy and local planning scheme are required to be reviewed every five years. Therefore, in 2020, Council endorsed a Report of Review which recommended that the City of Belmont Local Planning Scheme and Local Planning Strategy be repealed, and new documents be prepared in their places. The WAPC endorsed the City's recommendations on 21 December 2020.

### **State Planning Policy 4.2 – Activity Centres**

State Planning Policy 4.2 sets out the principles and design criteria for the planning and development of activity centres. It deals with the distribution, function, land use and urban design of activity centres and their integration with public transport. It also seeks to provide an even distribution of jobs, services and amenities throughout the Perth and Peel region. In doing so, the document establishes an activity centre hierarchy that categorises activity centres based on their function and characteristics.

The City of Belmont's activity centre hierarchy is illustrated in Figure 2 below:

Figure 2: Activity Centre Hierarchy



A description of the hierarchy relevant to the City of Belmont is included below.

### Secondary Centres

Secondary centres are intended to act as regional activity hubs. A secondary centre performs an important role in the overall Perth Metropolitan economy, whilst providing essential services to their defined catchment. State Planning Policy 4.2 outlines that department stores, supermarkets and specialty shops are typical retail land uses located within secondary centres. A secondary centre is also intended to be supported by major offices and professional and service businesses.

### Neighbourhood and Local Centres

State Planning Policy 4.2 explains that neighbourhood and local centres should provide for daily and weekly household shopping needs, contain community facilities and a small range of convenience services. Typically, a neighbourhood centre would consist of a supermarket, personal services and convenience shops, supported by small scale offices. Local Centres share the same characteristics of a neighbourhood centre; however, operate on a smaller scale.

### Specialised Centres

Specialised Centres have a focus on regionally significant economic or institutional activities which generate a high volume of work and visitor trips. Specialised Centres are typically characterised by a primary function. Opportunities exist for the development of a range of land uses that complement the Specialised Centre's primary function, provided that these land uses will not detract from other centres within the hierarchy.

## New Centres

In accordance with SPP 4.2, the establishment of new activity centres should be identified by an adopted local planning strategy and supported by an analysis of the 'retail needs' of a precinct and the wider community.

## Background

On 21 December 2020, the WAPC endorsed Council's resolution that the City of Belmont Local Planning Scheme and Local Planning Strategy be repealed, and new documents be prepared in their places. Accordingly, various sub-strategies are currently being prepared to inform the preparation of a new planning strategy and scheme, one of which is the ACPS.

The ACPS will guide the future planning and coordination of activity centres. To support the development of the ACPS, a Retail Needs Assessment (RNA) was conducted. This measured the demand for retail floorspace across the City of Belmont and identified appropriate levels of floorspace to service the community now and into the future. The document also modelled the economic impacts of increased residential densities within and surrounding activity centres.

Additionally, officers undertook an in-depth analysis of each activity centre and census data to pinpoint strengths, weaknesses, opportunities, and threats. The findings from this analysis have influenced the recommendations and actions included within the Strategy.

Input from the community also played a role in preparing the Strategy and revealed their vision for the future direction of the City, with the following key themes identified:

- A desire for a wide variety of land uses, including a mix of residential and commercial;
- A diverse range of good quality sustainable development;
- Liveable green spaces, including treelined streets;
- Public art and community events; and
- Safe and inclusive street design.

Having regard to the above information, officers prepared the draft ACPS using the following structure:

## **Part One**

Part one provides an overarching background and includes a description of demographic trends, strategic and economic context, details of previous community consultation, and sets out the future vision, strategies and objectives.

## **Part Two**

Part two provides an in-depth analysis of each activity centre and sets out actions under three key focus areas as follows:

### Centre Context

The context section analyses the current centre boundary, associated catchment area, and the zoning and residential densities within and surrounding the activity centres.

### Movement

The movement section analyses the current movement network (walking, cycling, private vehicles and public transport) within and surrounding each activity centre, and details areas which can be investigated for improvement.

### Place

The place section focusses on the potential to improve the overall attractiveness of activity centres through the investigation of actions relating to streetscape improvements, open spaces/meeting places and public art.

## **Report**

At the conclusion of the advertising period, 25 submissions were received on the draft ACPS. The key points raised in the submissions are discussed below.

### **Aboriginal Heritage Site 16694**

Aboriginal Cultural Heritage Registered Place 16694 is located within the broader Redcliffe Industrial Area (Figure 3).



Figure 3: Registered Aboriginal Heritage Site 16694

Several submissions raised concern regarding potential impacts from the ACPS for this Registered Aboriginal Site and requested that this be protected. In addition, submissions queried whether Council engaged with traditional owners regarding this site as part of the ACPS advertising.

In considering these submissions the following is noted:

- The ACPS does not affect Registered Place 16694 by either changes to zoning, reservation, planning controls, or development of the land. Therefore, the City engaged with the landowner, Perth Airport, but did not directly consult with Traditional Owners regarding the draft ACPS. It should be noted that any developments on this land must adhere to the *Aboriginal Heritage Act 1972*.
- Site 16694 is located within the Perth Airport Estate. Whilst the site is currently zoned Industrial under LPS 15, the Department of Planning, Lands and Heritage (DPLH) are currently progressing an amendment to the Metropolitan Region Scheme to reserve the land 'Public Purpose'. This is consistent with the reservation applied to the remainder of the Airport Estate. It is important to note that this is a separate exercise and process to the ACPS.
- The strong connection between members of the Aboriginal community and the land on which Perth Airport is situated is recognised in a Partnership

Agreement reached in 2009 between Perth Airport, Traditional Custodians and other Aboriginal Elders. Signatories of the Agreement meet regularly to discuss airport planning, cultural awareness activities and cultural history.

- Perth Airport also have a Cultural Heritage Management Plan which provides a strategy to protect and manage Aboriginal heritage on the Perth Airport Estate. The Plan aims to:
  - Ensure compliance with relevant State and Commonwealth heritage and Aboriginal heritage legislation, policy and guidelines.
  - Outline measures to be taken before, during and after an activity, in order to protect Aboriginal cultural heritage.
  - Acknowledge and respect the connection Traditional Custodians have to the land and waters on which Perth Airport operates.
- Heritage assessments and consultation with Perth Airport's Partnership Group ensure that potential impacts to Aboriginal heritage values from development and ongoing operation of the airport are considered and managed.

It is considered that the ACPS will have no impact on Aboriginal Cultural Heritage Registered Place 16694. In addition, it is noted that Perth Airport have several processes in place regarding Aboriginal Cultural Heritage Registered Places and engage with the Traditional Custodians and other Aboriginal Elders where appropriate. Notwithstanding this, none of these factors impact the protection and registration of the site under the *Aboriginal Heritage Act 1972*.

### **Traffic Modelling**

One submission considered that there is a lack of comprehensive traffic modelling and traffic analysis presented in the draft ACPS. The submission further considered that this was due to there not being a workable solution for the traffic flow and issues in areas such as the Redcliffe Neighbourhood Centre and Great Eastern Highway.

In considering this submission, the following should be noted:

- The ACPS serves as an overarching guide for the future planning and coordination of the City's activity centres and lays the groundwork for future, more specific planning stages, at which point targeted traffic studies will occur.
- As part of future structure plans or development applications, Transport Impact Assessments are required in accordance with the DPLH Transport Impact Assessment Guidelines.

Having regard to the above, traffic modelling will be further considered as part of future development.

### **Eastgate Neighbourhood Centre**

The draft ACPS for Eastgate Neighbourhood Centre contains actions relating to the investigation of:

- Whether it is appropriate to apply an R-AC1 density code over the subject land; and
- The preparation of a payment-in-lieu of parking plan.

A submission on behalf of the owner of the centre requested that the draft ACPS apply an R-AC0 density over the site. This code requires a planning instrument be prepared to detail site specific development outcomes. In addition, the submission did not support the action for the investigation of a payment-in-lieu of parking plan. These matters will be discussed in further detail below.

#### **R-AC0 Density Code**

The submission on behalf of the landowner requested the ability for future detailed planning, potentially in the form of a Local Development Plan, to be undertaken to guide development of the land. To facilitate this, the submission requested that reference to an R-AC0 density code be reflected within the draft ACPS for land within the Centre. In considering this, the following is relevant:

- The draft ACPS designates the investigation of an R-AC1 density code for the land as this is consistent with the density code reflected within State Planning Policy 7.3 – Residential Design Codes (R-Codes) for 'high density urban centres'.
- The draft ACPS does however identify that the side and rear setback provisions associated with an R-AC1 density code contained within the R-Codes, may not provide an appropriate interface between the Centre and the adjoining residential development. The Strategy therefore notes that should this density code be applied, DPLH approval would need to be sought to augment these setback provisions.
- An R-AC0 density code could also be appropriate to apply to the Centre. The R-AC0 requires the preparation of a site-specific planning tool (potentially a Local Development Plan) which responds to the site's context. This would mean that approval from the DPLH would not be required to augment provisions of the R-Codes, such as the setback provisions associated with an R-AC1 density code.

It should also be noted that a future site-specific planning tool such as a Local Development Plan or Structure Plan would be advertised to the surrounding community.

At this stage, there is merit in investigating both the options of either R-AC1 or R-AC0 density codes for the site. The ACPS has been updated to reflect this accordingly.

To facilitate a level of consistency amongst all centres directly adjacent to Great Eastern Highway that are not already subject to detailed planning, the Ascot Local Centre section of the ACPS has also been amended to reflect the investigation of both an R-AC0 or R-AC1 density coding.

#### Payment-in-Lieu of Parking Plan

The submission was not supportive of the action relating to the investigation of a payment in-lieu of parking plan for the Centre and surrounds for the following reasons:

- There are limited opportunities for on-street car parking to be provided.
- Requiring cash in-lieu payments is onerous with little to no direct benefit for the subject site.
- It is in the best interests of the owners of the Centre to provide a suitable amount of car parking for its customers.
- An appropriate amount of on-site parking will be considered by the owner as part of future redevelopment.

In considering these comments, the following is relevant:

- The action was included because if as part of future redevelopment there is a parking shortfall, it may be appropriate for the City to impose a condition requiring the landowner to make a payment in-lieu of satisfying the applicable minimum on-site parking requirement.
- The payments received do not necessarily need to be used to deliver additional parking and can instead be directed to other transport infrastructure improvements.
- A payment in-lieu of parking plan would need to be in effect to set out the purposes for which money paid in accordance with the condition will be applied.

Notwithstanding the above points, the ACPS only proposes to investigate the appropriateness of preparing a payment in-lieu of parking plan. Officers consider it appropriate for these investigations to occur at a later stage when a better understanding of the future planning of the Centre is established.

## **Belmont Town Centre**

The draft ACPS for Belmont Town Centre proposed the investigation of the following:

- A payment in-lieu of a parking plan;
- The development of an urban open space within the Town Centre; and
- The preparation of a precinct structure plan to guide future development.

The submission on behalf of the owner of Belmont Forum opposes these three matters as discussed in further detail below.

### **Payment In-lieu of Parking Plan**

The submission opposes investigating a payment in-lieu of parking plan for the Town Centre and its surroundings. Like Eastgate Neighbourhood Centre, the Strategy merely recommended investigating the suitability of creating such a plan.

### **Precinct Structure Plan**

The submitter was not supportive of preparing a precinct structure plan to guide the future development of their land. In addition, the submission opposed the requirement for a precinct structure plan to be prepared prior to the determination of future applications that propose the incremental expansion of the Town Centre.

In considering these objections, the following is relevant:

- State Planning Policy 4.2 – Activity Centres for Perth and Peel requires the preparation of a Precinct Structure for secondary centres. As Belmont Town Centre is a secondary centre, it is necessary and appropriate to require a precinct structure plan to be prepared to ensure that development occurs in a holistic manner.
- In terms of responsibility for preparing a precinct structure plan, it is standard planning practice for landowners to prepare strategic frameworks to guide development of their landholdings. This is particularly the case where land is predominantly owned by a single landowner. Local government involvement may only be required where substantial land fragmentation necessitates a coordinated approach. In this instance, the owners of Belmont Forum are the predominant owners of land within the Town Centre, with only a handful of separately owned tenancies. Given this, it is considered appropriate for the owners of Belmont Forum to progress this planning work.
- The recent scheme amendment submitted by the owner of the Belmont Forum is a pertinent example to consider. This amendment proposed the

addition of several significant land uses into the Town Centre, such as 'Hotel' and 'Hospital'. However, the lack of a precinct structure plan over the land meant that there was no comprehensive plan in place to control how these uses would integrate, and the addition of the uses was not supported.

The preparation of a precinct structure plan is consistent with the State Planning Policy. Furthermore, as the predominant landowner in the Town Centre, it is considered appropriate for the owner of the Belmont Forum Shopping Centre to take the lead in its preparation.

### Urban Open Space

The submission also objects to the development of an urban open space, citing concerns about potential impacts on retail expansion.

In considering this comment, the following is relevant:

- The development of urban open space is encouraged by State Planning Policy 7.2 – Precinct Design Guidelines, as they provide places for social interaction and gathering.
- The ACPS action is for investigation within the Town Centre boundary. It is noted this includes investigation on both private land and/or the road reserve options. It is considered that the preparation of a precinct structure plan would be an appropriate mechanism to support this investigation.

No changes are considered necessary to the draft ACPS in respect to this recommendation.

### **Perth Airport**

The ACPS identifies two centres which are wholly or partially within land operated by Perth Airport. This includes:

- The Redcliffe Station Neighbourhood Centre which is proposed to be located surrounding the Redcliffe Station and over the portion of Perth Airport's land, which currently accommodates the Woolworths Shopping Centre.
- The Perth Airport Specialised Centre which encompasses the entire Perth Airport estate (future development within this area is informed by the Perth Airport Masterplan).

Perth Airport have outlined that they are not supportive of significant commercial/retail development associated with the Redcliffe Station Neighbourhood Centre occurring outside of the Perth Airport Estate. In considering this comment, the following is relevant:

- While future development in this area will be guided by the State Government's currently under development Improvement Scheme, the RNA supports a level of commercial development immediately surrounding the train station.
- Improvement Plan No.45 aims to establish a transit-oriented development that incorporates a variety of residential, retail and commercial uses, to serve the local community's needs for convenience and employment. The proposed scale of the commercial component is anticipated to align with the context of a transit-oriented development and is not expected raise the concerns mentioned in Perth Airport's submission. Additionally, Perth Airport will have the opportunity to submit their input when the Improvement Scheme is advertised.

Considering the above comments, a level of commercial development immediately surrounding the train station is considered appropriate. The City will collaborate with the State Government to encourage this through the preparation of the planning framework as stated in Action 1.3.

### **Perth Racing Landholdings**

Perth Racing made a submission in respect to their landholdings near the Ascot Racecourse. The details of the matters raised in the submission are discussed below.

#### Activity Centre Location

The submission raises concerns about the suitability of a Local Centre establishing along Daly Street. Instead, they have suggested that the Perth Racing land fronting Resolution Drive is better suited for this purpose. In considering the submission, the following should be noted:

- It is considered that there is adequate and suitable land available along Daly Street for a centre to establish.
- While Perth Racing landholdings immediately adjacent to Resolution Drive and the south of Ascot Racecourse are appropriately sized to accommodate an activity centre, the location identified is considered more suitable for the following reasons:
  - The location is within the 'core' precinct identified within the Draft Golden Gateway Structure Plan, where the majority of residential and mixed use development will be undertaken.
  - Daly Street is intended to be developed as a main street characterised by landscaping, shared vehicle access, and a pleasant public realm set against an active street frontage.

- Perth Racing noted their intent to be excised from the Golden Gateway Structure Plan Area to prepare their own Structure Plan. Consequently, designating a centre over land where future planning has not yet occurred is not considered desirable.

Notwithstanding the abovementioned points, while it might be appropriate to consider a certain level of retail development on the Perth Racing landholdings in the future, the proposed centre location along Daly Street should remain.

#### Activity Centre Hierarchy and Retail Floorspace

The draft ACPS identifies a Local Centre of 1,200m<sup>2</sup> net lettable area (NLA) being developed along Daly Street, which is consistent with the draft Golden Gateway Local Structure Plan. The RNA prepared to inform the Strategy anticipates a gradual increase in retail floorspace within the Golden Gateway Precinct and land on the southern side of Great Eastern Highway between Belgravia Street and Hardey Road, from 4,826m<sup>2</sup> in 2016 and 5,500m<sup>2</sup> in 2031 to approximately 7,000m<sup>2</sup> by 2036.

The submission on behalf of Perth Racing proposes amending the ACPS to designate the proposed activity centre (based on it being on their land as outlined within their submission) as a 'Neighbourhood Centre' with a maximum retail floorspace of 7,000m<sup>2</sup>. Officers do not support this change for the following reasons:

- 7,000m<sup>2</sup> of retail floorspace is the total area estimated by the RNA as being required for the Golden Gateway precinct and the southern side of Great Eastern Highway, between Belgravia Street and Hardey Road, by 2036.
- This 7,000m<sup>2</sup> includes the potential future expansion of the proposed Local Centre within the Golden Gateway Precinct into a Neighbourhood Centre to a size of approximately 2,700m<sup>2</sup> – 3,000m<sup>2</sup>. This expansion would be subject to monitoring future development and informed by a review of retail floorspace via a Needs Assessment or Net Benefit Test.
- Therefore, designating the entire 7,000m<sup>2</sup> retail floor area for the precinct to one landholding, for a centre type that is not contemplated at this stage, is not considered appropriate.

Having regard to the abovementioned points, it is considered appropriate to retain the proposed Local Centre on Daly Street at the proposed 1,200m<sup>2</sup>.

#### Planning for Bulky Goods Showrooms

The submission also sets out Perth Racing's aspiration to develop bulky goods showrooms immediately adjacent to their requested activity centre on Resolution Drive. While officers do not support shifting the activity centre, the

establishment of bulky goods showrooms is also currently not supported for the following reasons:

- It is considered that there are more suitable locations within the City of Belmont (e.g. the Belmont Business Park) for the establishment of bulky goods showrooms.
- Perth Racing has expressed their intention to be separated from the Golden Gateway Structure Plan to develop their own planning framework for future development. It may be prudent for this planning framework to be further developed before considering the suitability of specific land uses.

It is considered premature to seek specific land uses via this strategy when the detailed planning work to set out the future land uses and planning framework for the Perth Racing landholdings has not yet occurred.

### **Mapping Updates**

Several submissions have recommended updates to mapping for enhanced clarity. Comments raised concern that some images were too small or poor quality. One submission also requested that all public open space is identified on the maps. In response to these suggestions, officers have implemented mapping updates where necessary, as detailed in the Schedule of Modifications.

### **Conclusion**

The ACPS is a comprehensive strategic document for shaping the City's new Local Planning Strategy and Planning Scheme. The ACPS will guide the economic sustainability of the City's activity centres into the future and should be progressed to ensure the preparation of a contemporary and appropriate planning framework.

To align with the feedback received through submissions, several modifications have been incorporated into the ACPS. It is recommended that Council endorses the amended ACPS as presented in Attachment 12.1.1 for the reasons detailed in this report.

### **Financial implications**

The identified actions will have financial implications which will consist of officer time and future funding will be required for capital expenditure. New projects will be undertaken in accordance with the City's Project Management Framework and Corporate Business Plan.

## Environmental implications

There are no overarching environmental implications associated with the consideration of the draft ACPS.

## Social implications

- There are currently limited built form controls in place to guide development within activity centres. One action proposed by the draft ACPS is to develop and implement built form provisions for activity centres, to facilitate street activation and encourage pedestrian activity.
- The draft ACPS also proposes actions to improve the public realm associated with activity centres to further encourage people to visit these areas.

## Attachment details

Attachment No and title	
1.	Activity Centre Planning Strategy Part 1 and 2 [ <b>12.1.1</b> - 506 pages]
2.	Schedule of Submissions [ <b>12.1.2</b> - 48 pages]
3.	Schedule of Modifications [ <b>12.1.3</b> - 4 pages]

# CITY OF BELMONT Activity Centre Planning Strategy Part I



[www.belmont.wa.gov.au](http://www.belmont.wa.gov.au)



# Acknowledgement of Country

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

## Activity Centres Planning Strategy Document Suite

The City of Belmont Activity Centre Planning Strategy (the Strategy) is a holistic guide for the future planning of our activity centres. The Strategy has been formed following a review of the current strategic planning framework, future economic trends and analysis of best practice activity centre planning. The Strategy is intended to be read in two parts as detailed below.

### Part 1

Part one of the Strategy contains:

- an introduction/ background;
- demographic, economic and strategic context;
- outcomes from community consultation; and
- a vision, objectives and strategies.

### Part 2

Part two of the Strategy focuses on individual activity centres detailing:

- an in-depth analysis of each activity centre; and
- an accompanying actions and implementation table.



## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hard-copy both in large and standard print and in other formats as requested.

City of Belmont

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# Part I - Activity Centres Planning Strategy

## Introduction

### What are Activity Centres?

Activity centres are community focal points, attracting people for a variety of reasons including, to shop, work, study and live. Activity centres typically contain a range of land uses including retail, entertainment, tourism, civic/community, and medical services. They are often combined with a varying proportion of medium to high density housing and open space. Activity centres vary in size, role and function, and should be designed to maximise use of public transport and accessibility for pedestrians, cyclists and other modes of transport. This is with the exception of specialised centres which perform their own unique functions.

### What is an Activity Centre Planning Strategy?

An Activity Centre Planning Strategy is prepared to guide the future planning and coordination of activity centres. In doing so, it is responsible for guiding:

- The future zoning and use of land within and surrounding activity centres.
- Accessibility to and from activity centres.
- The preparation of future policies for activity centres, addressing street activity and built form.
- Public realm improvements and the facilitation of arts and culture.

In addition, this Strategy will also identify how planning can support the economy of activity centres and ensure that they continue to remain viable as community focal points within the City of Belmont.

### Why Prepare an Activity Centre Planning Strategy?

The *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) requires the City to prepare a local planning strategy for the local planning scheme that applies to land within the district. The Regulations require a local government to review its local planning strategy and local planning scheme every five years. To inform the preparation of a new local planning strategy, and subsequent local planning scheme, the City is preparing a range of sub-strategies, one of which includes this Strategy. This Strategy will replace the City's 2008 Local Commercial Strategy.



Activity Centre Planning Strategy

# Snapshot

The structure and function of activity centres is influenced by a range of factors including:

- Population;
- Dwelling typology; and
- Employment and expenditure.

## Population

- In 2021 the City had a population of 43,873 people.
- The 30 to 34 year age bracket accounted for the largest percentage of the population in 2021.
- By 2041 the population is predicted to grow to 63,279 people.
- Population projections inform the surrounding communities future retail needs, which will be fundamental for determining the extent of activity centres and the goods and services offered within them.

## Dwellings

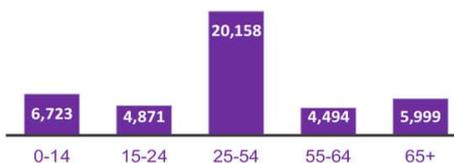
- In 2021 separate houses accounted for a total of 65% of dwellings within the City, making this the most common housing type.
- It is predicted by 2041 that there will be a total of 29,631 dwellings within the City.
- Contemporary planning prioritises an increase in the number of dwellings surrounding activity centres.

## Economic

- In 2020, a total of 55,384 square metres of activity centre floor area was located within the City. A large portion of this floor area is located within the Belmont Town Centre.
- In 2020, 4,120 businesses operated within activity and industrial centres across the City.
- In 2021, there were a total of 52,692 jobs located within the City of Belmont.
- The largest employer within the City of Belmont is the Transport, Postal and Warehouse industry, focused within the Kewdale Industrial Area.
- Economic forecast has identified the need for an increase in retail floor area within various activity centres by 2036.

## At a Glance

AGE BREAKDOWN (NUMBER OF PEOPLE)



POPULATION CHANGE (PREDICTED) 2021 - 2041



**43.5%** POPULATION GROWTH BY 2041



**45.8%** INCREASE IN DWELLINGS 2021 – 2041



**65%** SEPARATE HOUSE  
**20.2%** SEMI-DETACHED DWELLING  
**14.4%** APARTMENT



**\$1,641** WEEKLY HOUSEHOLD INCOME



**52,982** JOBS IN 2021



**24%** OF JOBS TRANSPORT, POSTAL, WAREHOUSING

(Source: ABS, REMPLAN, Profile Id, Forecast Id)

# Community Aspirations

## Strategic Community Plan

The City of Belmont recently prepared a new Strategic Community Plan (SCP) for 2020-2040. The SCP was developed through a wide array of community consultation resulting in a community vision for the City which is:

*“We will be home to a diverse and harmonious community, thriving from the opportunities of our unique, riverside City.”*

The community consultation also resulted in the development of five overarching goals. The goals contained within the SCP and their implications for the Strategy are listed below. It will be important to ensure that neighbourhoods are well serviced by highly accessible, exciting, attractive and sustainable activity centres, which appeal to businesses and in turn provide for people of all ages to live, work and play within the community.



### Goal 1: Liveable Belmont

The City will be a great place to live through the provision of entertainment and dining experiences, supporting community and sporting groups and focusing on history and culture.



### Goal 2: Connected Belmont

The City of Belmont neighbourhoods will be safe, walkable, cyclist friendly and well serviced by public transport, providing a sense of opportunity for everyone and an acceptance of all abilities. Achieving a 'Connected Belmont' will require free, safe and sustainable movement of people and goods around the City. The City will be a leader in transportation, and create high quality, connected infrastructure.



### Goal 3: Natural Belmont

The City of Belmont community will be known for its strong connection to the environment, in particular the river and trees. The City's neighbourhoods will be highly rated as places to live, with tree lined streets to facilitate walking, cycling, health and environmental benefits. There will be a focus on sustainable planning and development.



### Goal 4: Creative Belmont

The City's diversity will be reflected in both residents and those working within, attracting development with an atmosphere for change. Innovative businesses will look to the City as a preferred location due to its proximity to the airport and links to universities. A wide variety of public art will be located across the City, supported by local schools and businesses.



### Goal 5: Responsible Belmont

The City of Belmont will advocate for the best community services and infrastructure. The City will strive to provide housing opportunities for everyone and undertake a high level of community engagement on all projects to foster trust.

## Local Planning Scheme Review Community Engagement

To help inform the Strategy, a range of community engagement was undertaken including:

- Workshops with residents;
- Meetings with business/landowners of activity centres within the City; and
- Surveys completed by residents, landowners and businesses across the City.

The consultation revealed the community's vision for the future direction of the City, with the following key themes identified:

- A desire for a wide variety of land uses, including a mix of residential and commercial;
- A diverse range of good quality sustainable development;
- Liveable green spaces, including treelined streets;
- Public art and community events; and
- Safe and inclusive street design.

The community identified the following aspirations:

### Context

Community members identified a desire for good quality and diverse housing, in addition to the provision of apartments integrated with commercial development within neighbourhood and local centres.

To facilitate the community's vision, the Strategy examines appropriate zoning and built form standards to guide future development within activity centres. The Local Housing Strategy will examine overall housing supply and types to complement the City's Activity Centres.

### Movement

The community expressed a desire for high quality pedestrian infrastructure, better accessibility to public transport (particularly connecting surrounding train stations) and safer bicycle paths.

This Strategy encourages active transport and public transport usage, whilst seeking to find a balance between all modes of transport. This strategy also aims to facilitate universal accessibility within activity centres.

City of Belmont

### Place

The community seeks high quality and safe and secure centres, with greater lighting and after hours security patrols. The local community also outlined a desire for events and an increase in land use mix, particularly cafes and restaurants and alfresco dining within activity centres. There was a strong desire for the following activity centres to be upgraded as a priority:

- Kooyong Road Centre
- Belgravia Street Centre
- Belvidere Street Centre

Contemporary activity centre planning seeks to enable safe and secure centres through an increase in street activity and passive surveillance from surrounding development.

This Strategy aims to increase the vibrancy and activity of centres through built form provisions, street activation, universal design and improved streetscapes.

Whilst the City can undertake improvements within the public realm (i.e. within public roads and verges), the City can only encourage improvements to private property as it is individual landowners who are ultimately responsible for their property.

Lighting improvements require further investigation by the City and may be explored through future detailed planning for activity centres.



# Planning and Strategic Context

A Strategy gives due regard to the principles and objectives contained within a range of planning documents. A summary of relevant documents is provided below.

## Perth and Peel @ 3.5 Million: Central Sub-Regional Planning Framework

The Perth and Peel @ 3.5 Million suite of documents provides state level strategic guidance on future land use planning and infrastructure provision for the Perth and Peel Region. Perth and Peel @ 3.5 Million includes locational based sub-strategies for four regions across Perth and Peel.

The Central Sub-Regional Planning Framework is one of the locational based sub-strategies, which includes the City of Belmont.

Activity centres are envisioned as places that attract people to live and work by optimising land use and transport linkages between centres; protecting identified employment land and avoiding linear or ribbon development of commercial activities beyond activity centres.

In addition, the Central Sub-Regional Planning Framework includes density targets, employment goals and movement network guidance.

## Planning and Development (Local Planning Schemes) Regulations 2015

The Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations) are a state government document responsible for governing the way in which local planning strategies and local planning schemes are prepared.

The Regulations guide:

- Standard and consistent local planning scheme zonings
- Exemptions from the need for planning approval, including certain land uses within activity centres.
- Exemptions from car parking requirements for certain businesses within activity centres.

## State Planning Policy 4.2 - Activity Centres for Perth and Peel

SPP4.2 provides specific guidance for the form and function of activity centres across the Perth and Peel Metropolitan Region.

The key objectives of SPP 4.2 include:

- Establish an activity centre hierarchy and distribute activity centres in accordance with this hierarchy.
- Provide for a range of land uses within activity centres.
- Facilitate employment self-sufficiency.
- Increase housing density and diversity within and surrounding activity centres.
- Maximise access to activity centres by walking, cycling and public transport.

## State Planning Policy 7.2 - Precinct Design

State Planning Policy 7.2 - Precinct Design Guidelines (SPP7.2) provide guidance on detailed planning for specific precincts, including:

- Activity Centre Precincts;
- Station Precincts;
- Urban Corridor Precincts; and
- Residential/Mixed Use Precincts

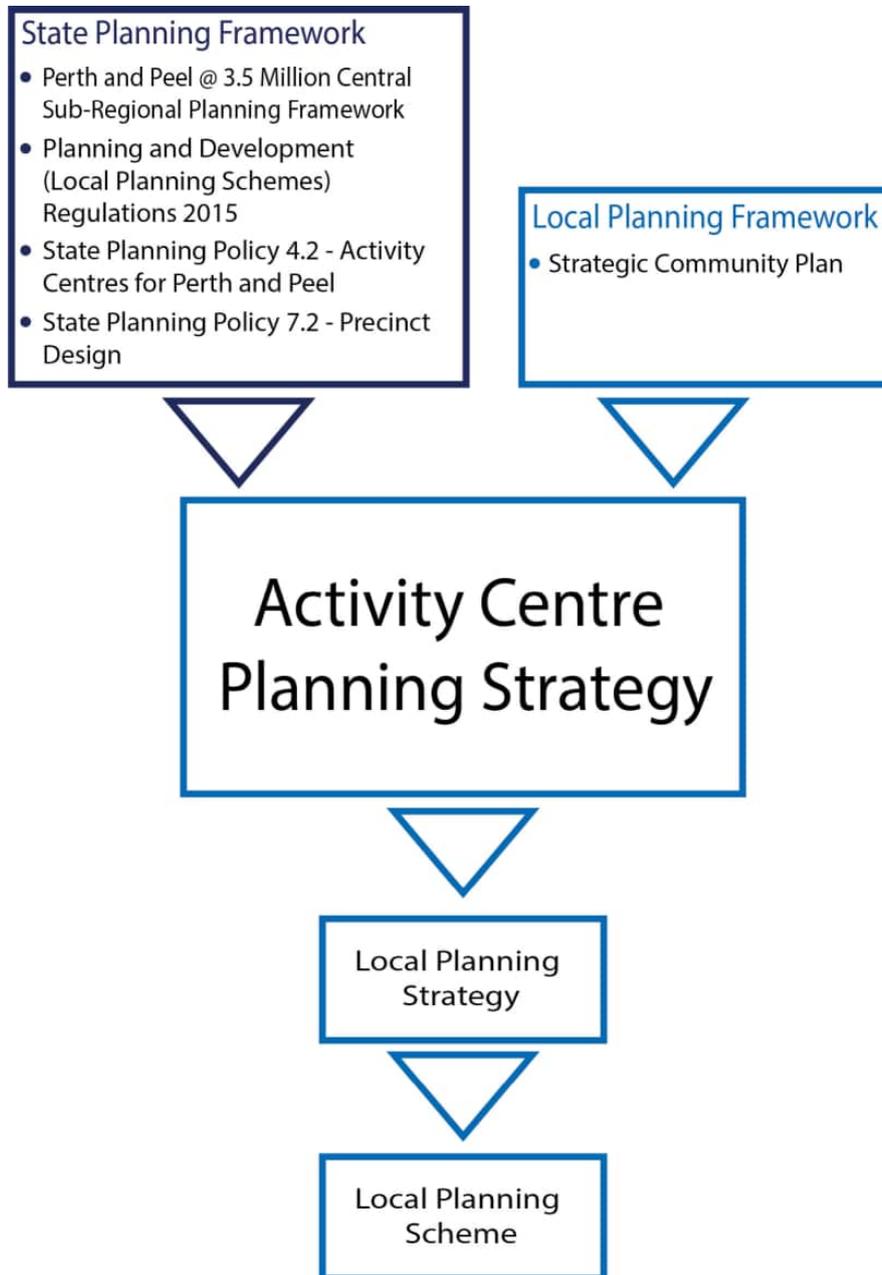
SPP7.2 focuses on six key design elements, including:

- Urban Ecology;
- Urban Structure;
- Public Realm;
- Movement;
- Land Use; and
- Built Form.

Despite SPP7.2 being specific to the preparation of Precinct Structure Plans, it is beneficial to adopt the six key elements to form a robust Strategy.



Figure 1 below illustrates the key documents associated with the preparation of the Strategy.



**Figure 1:** Planning and Strategic Context

# Activity Centre Hierarchy

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2) designates a hierarchy for activity centres ranging from Capital City (Perth CBD) to Local Centre. In addition, SPP4.2 provides guidance on specialised activity centres and other activity generating land uses/hubs which do not neatly fit into the overall hierarchy of activity centres.

The City of Belmont contains one secondary centre, and a range of neighbourhood, local and specialised centres. The full activity centre list can be seen in Table 1, while their locations can be seen in Figure 2.

## Secondary Centres

Secondary centres are intended to act as regional activity hubs, which serve a smaller catchment area (up to 150,000 persons) than a designated strategic metropolitan centre. A secondary centre performs an important role in the overall Perth Metropolitan Area's economy, whilst providing essential services to their defined catchment.

SPP 4.2 outlines that department stores, supermarkets and speciality shops are typical retail land uses located within secondary centres. A secondary centre is also intended to be supported by major offices and professional and service businesses.

## Neighbourhood and Local Centres

It is the responsibility of the City to appropriately categorise neighbourhood and local centres. SPP 4.2 explains that neighbourhood and local centres should provide for daily and weekly household shopping needs, contain community facilities and a small range of convenience services.

Typically a neighbourhood centre would consist of a supermarket, personal services and convenience shops, supported by small scale offices. Local centres share the same characteristics of a neighbourhood centre; however operate on a smaller scale.

## Specialised Centre

Specialised Centres have a focus on regionally significant economic or institutional activities, which generate a high volume of work and visitor trips. Specialised Centres are typically characterised by a primary function. Opportunities exist for the development of a range of land uses that complement the specialised centre's primary function, provided that these land uses will not detract from other centres within the hierarchy.

## Hierarchy

The Activity Centre Hierarchy shown in Table 1 is intended to guide the future level of service and provision for the community.



# Activity Centre Overview

	Secondary	Neighbourhood	Local	Specialised
Name of Centres	<ul style="list-style-type: none"> <li>Belmont Town Centre</li> </ul>	<ul style="list-style-type: none"> <li>Belvidere Street</li> <li>Eastgate</li> <li>Kooyong Road</li> <li>Redcliffe (Future)</li> </ul>	<ul style="list-style-type: none"> <li>Ascot</li> <li>Ascot Waters</li> <li>Belgravia Street</li> <li>Belmay</li> <li>Belmont Square</li> <li>Epsom Avenue</li> <li>Francisco Street</li> <li>Golden Gateway (Future)</li> <li>Love Street</li> <li>The Springs</li> <li>Wright Street</li> </ul>	<ul style="list-style-type: none"> <li>Belmont Business Park</li> <li>Kewdale Industrial Area</li> <li>Perth Airport</li> <li>Redcliffe Industrial Area</li> <li>Great Eastern Highway</li> </ul>
Role & Function	<ul style="list-style-type: none"> <li>Multipurpose centres that contain a diversity of uses.</li> <li>Contain economic and community services.</li> </ul>	<ul style="list-style-type: none"> <li>Provide for daily and weekly household shopping needs.</li> <li>Contain community facilities and a small range of other convenience services.</li> <li>Provide a meeting place for social interaction.</li> </ul>	<ul style="list-style-type: none"> <li>Provide daily convenience retailing.</li> <li>Provide a meeting place for social interaction.</li> </ul>	<ul style="list-style-type: none"> <li>Variable</li> </ul>
Typical Uses	<ul style="list-style-type: none"> <li>Department stores</li> <li>Supermarkets</li> <li>Speciality shops</li> <li>Major offices</li> <li>Professional and service businesses</li> </ul>	<ul style="list-style-type: none"> <li>Supermarkets</li> <li>Personal services</li> <li>Convenience shops</li> <li>Restaurant/ Cafes</li> </ul>	<ul style="list-style-type: none"> <li>Convenience shops</li> <li>Restaurant/ Cafes</li> </ul>	<ul style="list-style-type: none"> <li>Variable</li> </ul>
Walkable Catchments	400m	200m	200m	N/A

**Table 1:** Activity Centre Hierarchy and Overview



# Secondary, Local & Neighbourhood Centres

## Vision

The vision for the secondary, neighbourhood and local centres within the City of Belmont is as follows:

*“The secondary, neighbourhood and local centres within the City of Belmont will be highly accessible vibrant hubs containing a mix of land uses, to facilitate employment and meet the commercial, social and cultural needs of the community. Diverse housing options are encouraged within and surrounding these vibrant hubs to support their ongoing function and performance.”*

## Objectives

The key objectives for these centres include:

- Providing the community with equitable access to activity centres.
- Supporting a range of retail and commercial land uses within activity centres to service the community.
- Promoting commercial competition of land uses within activity centres.
- Promoting the development of attractive, vibrant and universally designed centres that serve as focal points for the community.
- Protecting activity centres from inappropriate land uses to ensure that they continue to provide goods and services to the community and support the local economy.
- Encouraging residential development and complementary land uses within and surrounding activity centres to support their ongoing sustainability and prosperity.
- Support employment self-sufficiency within the City of Belmont.
- Maximising universal access to activity centres through public transport, cycling and walking.
- Maintain a local road network that is responsive to business needs and economic development.
- Adopting a local planning framework and practices that are consistent, flexible and responsive to business and community needs and foster economic growth.



## Strategies

### Context

- i. Ensure that activity centres perform and operate in line with their intended role under the activity centre hierarchy.
- ii. Appropriately zone land within and surrounding activity centres.
- iii. Facilitate an appropriate level of residential density within and surrounding activity centres.
- iv. Adopt development standards that protect the ongoing viability and growth of activity centres.

### Movement

- i. Create and facilitate the development of an attractive, universally accessible and legible movement network.
- ii. Ensure that activity centres are accessible by all modes of transport, with a particular focus on walking, cycling and public transport.

### Place

- i. Facilitate development of attractive and universally designed public spaces within activity centres.
- ii. Facilitate development of activity centres that serve as focal points for the community.
- iii. Engage the community in the future growth and development of activity centres.
- iv. Facilitate and encourage activities and events to be held within activity centres.
- v. Encourage a diverse range of land uses to locate within activity centres.
- vi. Ensure that the planning framework can meet and respond to the ongoing needs of businesses, to facilitate in their growth and sustainability.
- vii. Facilitate high quality development outcomes within activity centres, with a particular focus on street activation.
- viii. Facilitate activation of under-utilised land parcels within activity centres.

# Specialised Centres

## Vision

The vision for the specialised centres within the City of Belmont is as follows:

*"Specialised centres within the City of Belmont will be highly accessible and vibrant business hubs facilitating employment and meeting the commercial, social, and business needs of the community."*

## Objectives

The key objectives for these centres include:

- Promoting the development of attractive economic hubs.
- Facilitating the development of complementary land uses that do not detract from the primary function of these centres or other centres across the City of Belmont.
- Encourage a robust and adaptable built form that can facilitate intensification and change of use over time.
- Maximising universal access to specialised centres through public transport, cycling and walking.
- Maintaining a road network that is responsive to business needs and which facilitates economic development.
- Adopting a local planning framework and practices that are consistent, flexible and responsive to business needs and foster economic growth.



City of Belmont

## Strategies

### Context

- i. Ensure that specialised centres perform and operate in line with their intended role under the activity centre hierarchy.
- ii. Protect specialised centres from encroachment of inappropriate development.
- iii. Appropriately zone land within and surrounding specialised centres.
- iv. Facilitate an appropriate level of amenity within and surrounding specialised centres.

### Movement

- i. Ensure that the road network is designed to accommodate vehicles necessary to service specialised centres.
- ii. Ensure that specialised centres are accessible by appropriate modes of transport.

### Place

- i. Ensure that the planning framework can meet and respond to the ongoing needs of businesses, to facilitate their ongoing growth and economic viability.
- ii. Facilitate high quality development outcomes within specialised centres with a particular focus on encouraging a robust yet attractive built form that can facilitate economic growth over time.
- iii. Facilitate the activation of under-utilised land parcels within specialised centres.



# Actions and Implementation

## Actions

This Strategy has designated a range of actions, aimed at achieving the objectives and strategies listed above. Actions are detailed within Part 2 for each of the City's activity centres, along with more detailed analysis.

## Implementation

The Strategy actions and implementation table for each activity centre designates broad timeframes, broken into short, medium and long term.

Short, medium and long term timeframes are intended to provide an indicative timing range.

- Short Term - 1-5 years.
- Medium Term - 5-10 years.
- Long Term - 10+ years.

Short term actions primarily pertain to tasks related to the review of LPS 15 and the preparation of a new Local Planning Strategy and Local Planning Scheme. For example, the Strategy suggests investigating zones and density codes applicable to various centres. On the other hand, medium and long term timeframes are applied when actions necessitate an analysis of current infrastructure and infrastructure renewal over an extended period. An example is the Strategy's proposal to explore public realm improvements for various centres. Here, the Strategy acts as a guiding document for future improvements which require careful investigation and analysis as needs arise.

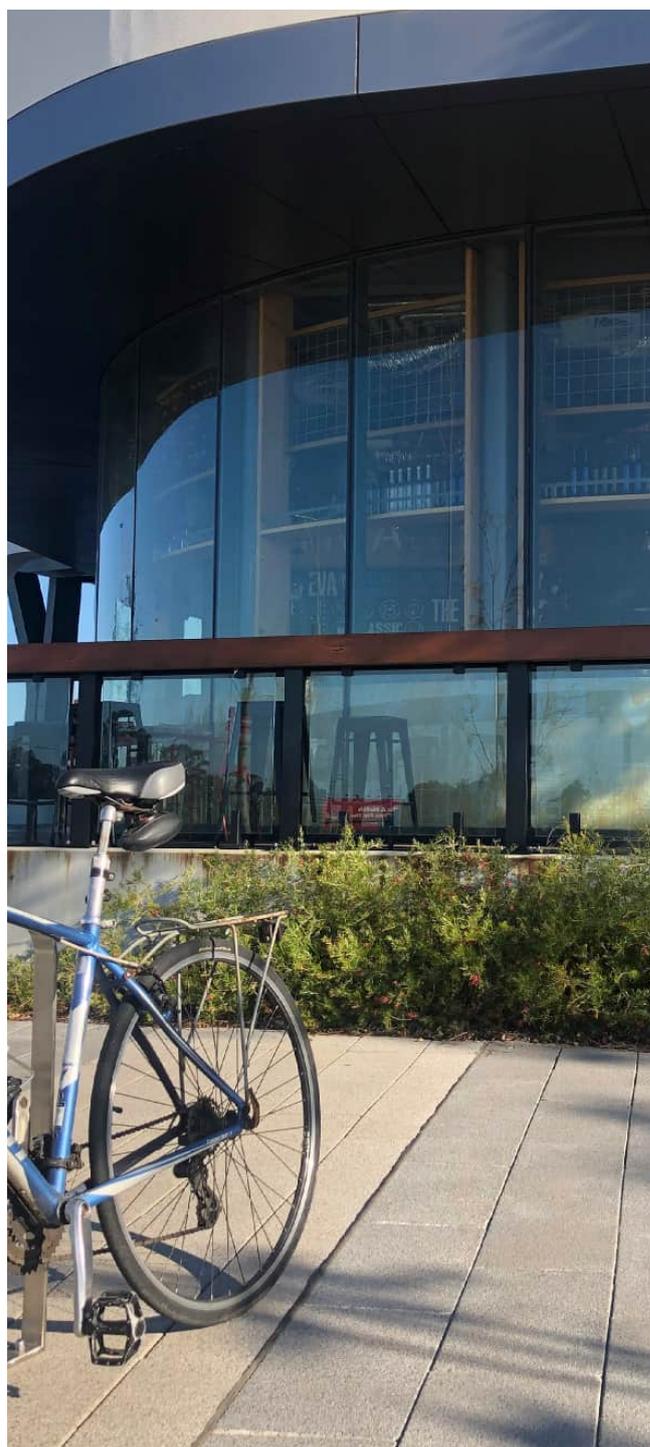
Detailed action priority, timing and implementation should be determined through the City's long term financial planning and Corporate Business Plan, with consideration given to the following aspects when determining priority actions:

- community input;
- associated risk;
- financial implications; and
- resourcing implications.

## Monitoring & Review

Monitoring of the Strategy will be managed through the continued operational reporting of the Corporate Business Plan.

This Strategy will be reviewed periodically to ensure that the objectives, strategies and actions are implemented. A formal review should be undertaken prior to the five year review period for the City's local planning scheme, as set out by the Regulations.



# **Part 2**

# **Secondary Centre**

# CITY OF BELMONT Activity Centre Planning Strategy - Belmont Town Centre



[www.belmont.wa.gov.au](http://www.belmont.wa.gov.au)





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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in any other formats as requested.

# Belmont Town Centre

Belmont Town Centre is located within the suburb of Cloverdale, and is bound by Abernethy Road, Fulham Street, Knutsford Avenue and Wright Street (see location plan at Figure 1). The Centre has been operating as a major commercial hub for approximately 50 years and is a focal point of the City of Belmont.

The Centre is characterised by one main building which contains a range of businesses internally and a number of smaller buildings containing numerous tenancies. Immediately surrounding the Belmont Town Centre there are a range of businesses and residential properties that assist in supporting the Centre’s function and operation.

The Belmont Town Centre has steadily grown over time and in a Retail Needs Assessment prepared for the City, it has been identified that the Centre will be required to more than double in size by 2036. The Town Centre presents opportunities to be a vibrant regional hub for the City of Belmont community, providing a range of retail and entertainment offerings in addition to containing housing options.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Belmont Town Centre, with recommendations on zoning, residential density, movement and place.

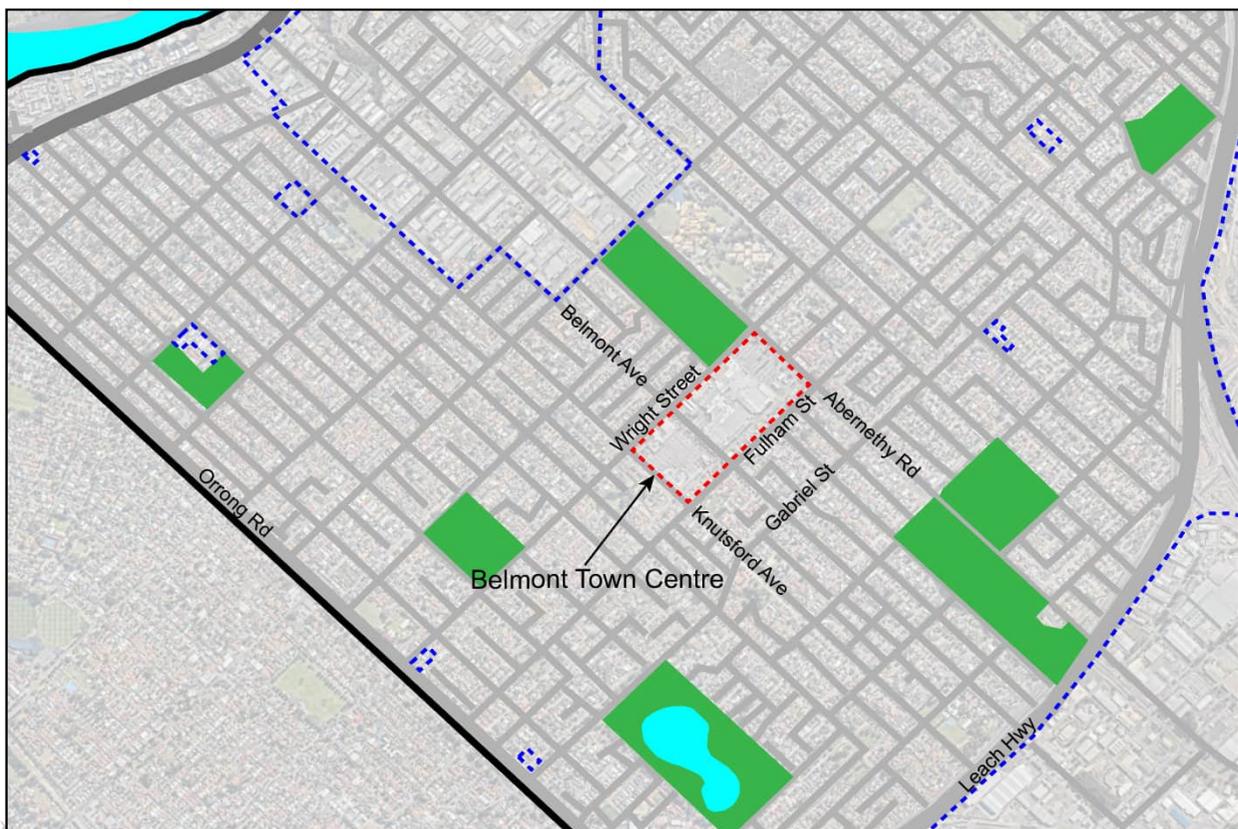


Figure 1: Belmont Town Centre Location Map



# I. Centre Context

Land within the Centre is currently zoned 'Town Centre' under Local Planning Scheme No. 15 (LPS15), with no associated residential density coding. Land surrounding the Belmont Town Centre located within the Town Centre Frame (see Figure 5) and also subject to Local Planning Policy No. 1 (see Figure 3 overleaf), is zoned 'Residential' with a flexible residential density coding of R20/50/100. A number of additional land uses can be considered by the City on the properties within the Town Centre Frame as evident by some uptake of commercial land uses along Wright Street and Fulham Street. However, land surrounding the Town Centre predominantly remains characterised by single houses and grouped dwellings. This is despite the provision for additional land uses and the density coding of R100 enabling the development of high density multiple dwellings.

In addition to the overall residential population, Belmont Town Centre is supported by surrounding activity generators and employment areas including the Belmont Oasis, Faulkner Civic Precinct, Cloverdale Primary School, and Belmont City College as visualised by Figure 2. Faulkner Civic Precinct contains several community and civic land uses, as well as providing public open space. In particular, activity is generated by visitors to the Civic Centre, Belmont Hub and Belmont Oasis. Belmont City College also forms an area of employment and activity generation.

Belmont Town Centre acts as both a local community and broader regional focal point. The local community catchment can be defined broadly by dwellings within a 400 metre walkable catchment area (as shown in Figure 2). The Town Centre however also provides a more regional context with patrons likely to visit from the entirety of the City of Belmont and possibly neighbouring local government areas.

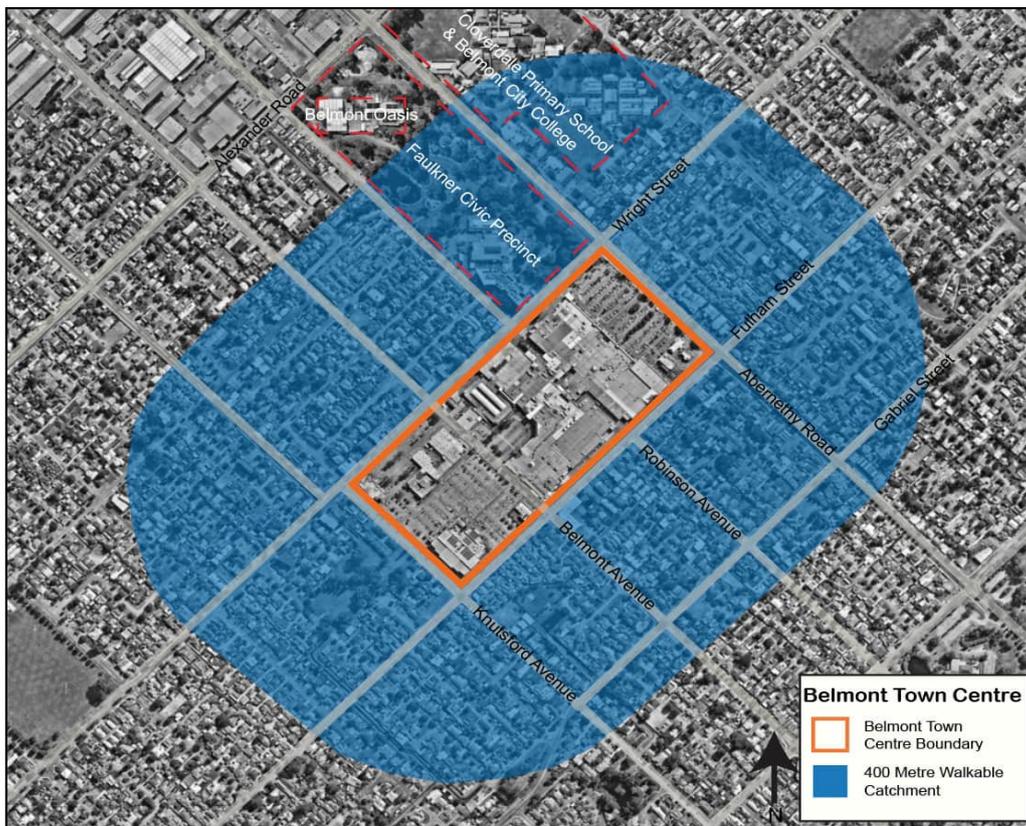


Figure 2: Town Centre 400m walkable catchment



## Local Planning Policy No. 1 - Town Centre Density Bonus Requirements

Local Planning Policy No. 1 applies to all 'Residential' zoned land outlined in Figure 3 below. The Policy outlines the criteria (in addition to the provisions of the Residential Design Codes and Local Planning Scheme No. 15) against which all residential development, proposed above a density coding of R50, will be assessed against. The provisions aim to facilitate the highest standard of residential development.

To date there has been limited developments undertaken above a density coding of R50, which has meant that very few applications have been assessed against the provisions of Local Planning Policy 1.

It is appropriate that the Policy is reviewed further as part of the review and preparation of the City's Local Housing Strategy. The Policy will also need to be reviewed in light of recent modifications to the Residential Design Codes.

### Action 1.1

Review the provisions of Local Planning Policy 1 in light of the recent modifications to State Planning Policy 7.3 (Residential Design Codes).

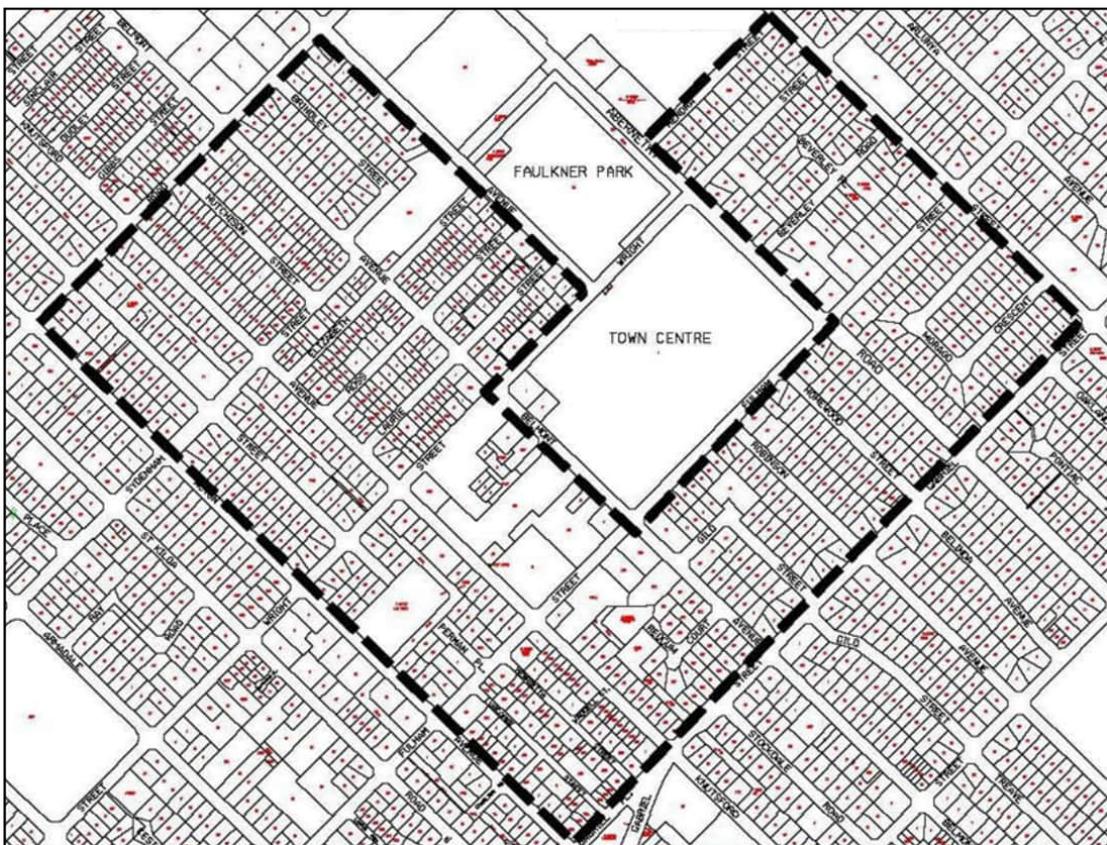


Figure 3: LPP 1 Policy Area

## Belmont Town Centre Zoning

Belmont Town Centre is formally identified by the 'Town Centre' zoning shown in Figure 4 below.

In 2015, the Department of Planning, Lands and Heritage (DPLH) released the *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)*. As part of the Regulations a schedule of standard zones were included to achieve greater consistency across Local Governments. The 'Town Centre' zone is not listed as a standard zone within the Regulations.

After reviewing the standard zones contained within the Regulations, it is considered that a 'Centre' zone may be appropriate to replace the 'Town Centre' zone. The 'Centre' zone would provide a basis for further detailed planning, in the form of a structure plan, to be prepared to guide future development of the land.

This will ensure that future development of the land is undertaken in a coordinated manner. It will also designate areas for future retail floorspace, which will help to meet the ongoing needs of the community.

The City should investigate whether it is appropriate to modify the current 'Town Centre' zoning to 'Centre' through the preparation of a new local planning scheme.

### Action 1.2

Investigate whether it is appropriate to modify the current 'Town Centre' zoning to 'Centre' through the preparation of a new Local Planning Scheme.

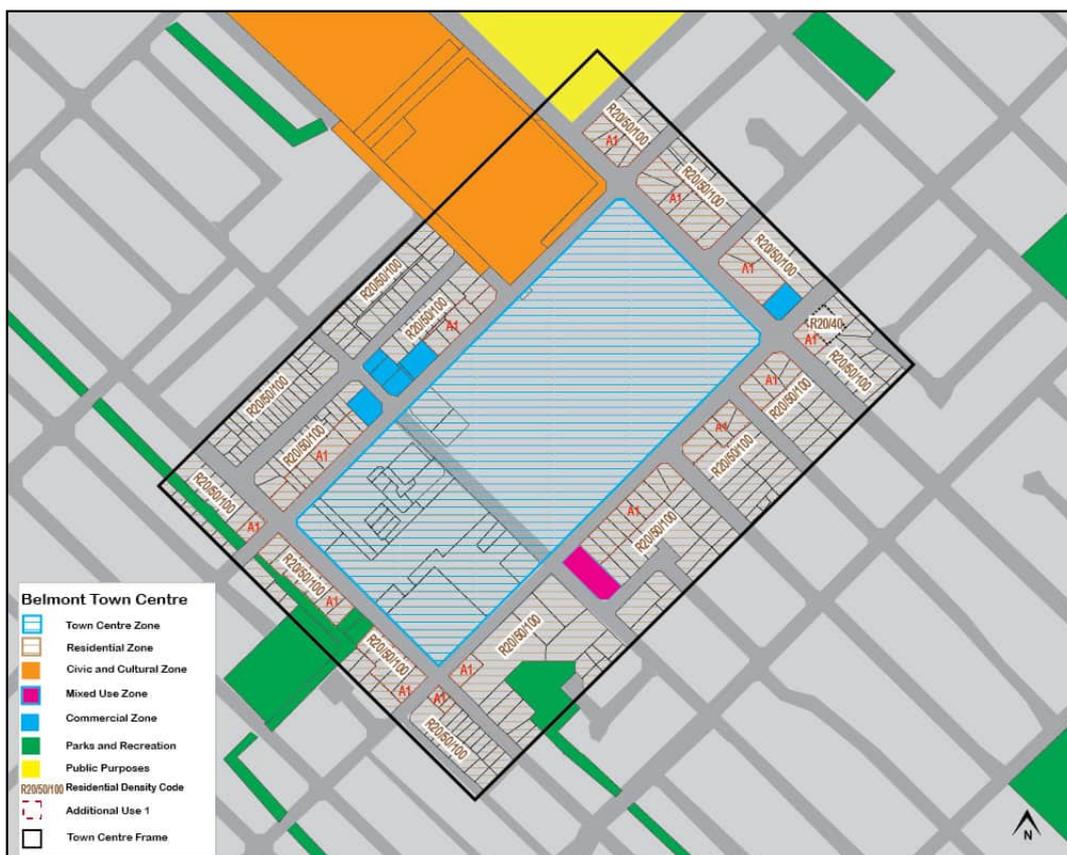


Figure 4: Existing Zoning and Town Centre Frame Area

## Belmont Town Centre Frame Area

The hatched land parcels in Figure 5 are currently classified as the Town Centre Frame. This land is either zoned 'Mixed Use', 'Commercial', 'Residential' or reserved 'Civic and Cultural', or 'Public Purpose'. 'Residential' zoned land within the Town Centre Frame has an associated density coding of R20/50/100. Schedule 2 of LPS 15 provides for the following 'Additional Uses' to be considered for sections of this land immediately opposite the Centre as identified in Figure 4:

- Art Gallery;
- Consulting Rooms ;
- Office; and
- Studio.

Schedule 2 also divides the land subject to 'Additional Uses' into seven precincts (refer to Figure 5), each with unique development controls. These development controls are primarily aimed at encouraging small scale retail land uses to support the Belmont Town Centre operations, achieving an appropriate mix of land uses, and guiding built form to achieve a high architectural standard which respects the amenity of adjacent residential properties.

Land within Precinct A is also subject to the following two additional land uses:

- Showroom
- Video Outlet

There has been an uptake of additional uses within the seven precincts particularly along Wright Street, Abernethy Road, and Fulham Street. Uses predominantly consist of offices with a small number of consulting rooms and retail land uses.

The intent of the Frame Area is to provide for a mix of residential and commercial land uses which appropriately support the operation of the Town Centre. Given this, it is considered that it may be appropriate to retain the existing zoning of 'Residential' with 'Additional Uses' being applied. This would allow for the development of a mix of varied but com-

patible land uses which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.

Some retail floor space may be considered appropriate, whilst still maintaining land within the 'Town Centre' zone as the focal point for retail activity. The City will further investigate the appropriateness of this and land use control mechanisms as part of preparing the new Local Planning Scheme. Such measures may include designating 'shop-small' and 'shop-large' land uses within the scheme with a view to making 'shop large' an 'x' use in the Town Centre Frame.

This would restrict large retail premises establishing, whilst still providing for limited/appropriate retail (shop-small). This approach is supported by SPP4.2 which details that a secondary centre such as Belmont Town Centre, should be complemented by major offices and professional service businesses, and small amounts of out of centre retail may be appropriate where they present minimal impacts to the activity centre hierarchy.

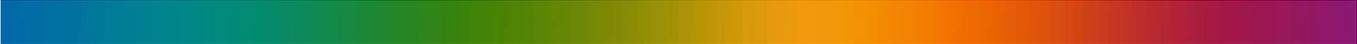
The City will also need to review the existing development provisions associated with the 'Additional Uses' to determine whether these are still appropriate. This will be undertaken as part of the preparation of a new Local Planning Scheme.

Certain interface provisions may need to be retained given the Town Centre Frame abuts 'Residential' zoned land in some sections. These may include provisions which assess the extent to which the design of a proposal harmonises with adjoining and nearby buildings and the general streetscape. The City will also investigate retaining the requirement for developments to include a mixture of land uses including a substantial residential component. This requirement is considered to assist in generating activity within the frame area.

### Action 1.3

Investigate whether it is appropriate to retain the 'Residential' zoning to land currently identified as being subject to 'Additional Uses' under Local Planning Scheme No. 15.



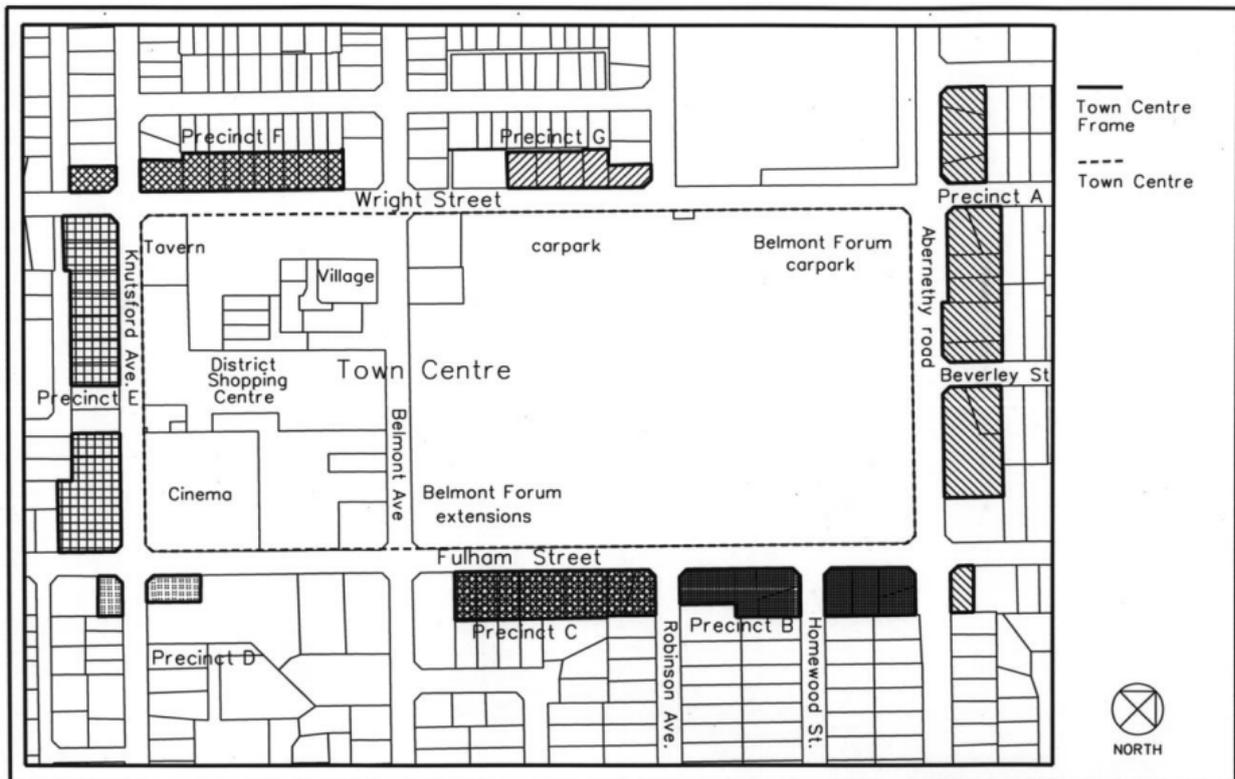


**Action 1.4**

Investigate the appropriate land use control mechanisms for the Town Centre Frame, through the preparation of a new Local Planning Scheme.

**Action 1.5**

As part of the preparation of a new Local Planning Scheme, include provisions to ensure that an appropriate interface is achieved between residential development and commercial uses within the Town Centre Frame.



**Figure 5: Belmont Town Centre Frame Area sub-precincts**

## Preparation of Precinct Structure Plan

Belmont Town Centre is identified as a Secondary Centre by SPP 4.2 which requires the preparation of a Precinct Structure Plan. The proposed 'Centre' zoning of land also provides a basis for a Precinct Structure Plan to be prepared in accordance with the Regulations, SPP 4.2 and SPP 7.2 - Precinct Design.

A Precinct Structure Plan is responsible for guiding land use, built form, residential density, housing typologies, broad transport requirements and infrastructure (including public realm improvements). In addition, a Precinct Structure Plan will look at how the Centre can expand holistically to accommodate a doubling of retail floor area. Overall, the Precinct Structure Plan is intended to provide a consolidated and consistent planning framework for the Belmont Town Centre and surrounding land.

The City will liaise with landowners regarding the preparation of a Precinct Structure Plan for Belmont Town Centre and surrounding properties contained within the 400m walkable catchment visualised by Figure 2.

### Action 1.6

Liaise with landowners regarding the preparation of a Precinct Structure Plan for Belmont Town Centre and surrounding land.



City of Belmont

## Residential Density Within the Centre and Town Centre Frame

Land within the Centre does not currently have an allocated residential density coding. There is also currently no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail commercial land uses, whilst promoting economic sustainability. In this regard, it is recommended that a residential density code of R-AC0 be investigated for the Centre which will guide residential development in accordance with a Precinct Structure Plan. The provision of residential dwellings above commercial tenancies will generate activity, increase population, contribute to better passive surveillance, and has the potential to incentivise redevelopment within the Centre.

With regard to the portions of the Town Centre Frame Area currently zoned 'Residential' with a density coding of 'R20/50/100', a residential density coding of R160 may be appropriate. This coding allows for a maximum building height of five storeys, a minimum primary and secondary street setback of 2m, a rear setback of 6m and a side setback of 3m. The coding also has the potential to contribute to an increased population base surrounding the town centre.

### Action 1.7

Investigate whether it is appropriate to introduce a residential density code of R-AC0 over 'Centre' zoned land through the preparation of a new local planning scheme.

### Action 1.8

Investigate whether it is appropriate to introduce a residential density code of R160 over the Town Centre Frame Area through the preparation of a new local planning scheme.

## Residential Density surrounding the Town Centre

Residential zoned land surrounding Belmont Town Centre is designated a flexible residential density coding of R20/50/100, as shown in Figure 4. Development within this flexible residential density coding area is capable of a maximum R100 coding, provided that the requirements of LPS15 and LPP1 are met.

Since the implementation of LPP1 there has been limited uptake of the maximum residential density coding, with the vast majority of the area still characterised by low scale single or grouped dwelling housing types.

SPP 4.2 proposes a residential density target of more than 40 dwelling per gross hectare within an 800m walkable catchment.

As part of a holistic local planning scheme review process the City is undertaking the preparation of a Local Housing Strategy. The Local Housing Strategy will be responsible for investigating the appropriate residential density coding for the area surrounding Belmont Town Centre. Ultimately the results of the investigation should be incorporated through the development and finalisation of the Belmont Town Centre Precinct Structure Plan.

### Action 1.9

Investigate the appropriate residential density coding for the area surrounding Belmont Town Centre through the preparation of a Local Housing Strategy and Precinct Structure Plan.

### Action 1.10

Ensure that a minimum density target of 40 dwellings per gross urban hectare is achieved within an 800m walkable catchment.



## 2. Movement

Belmont Town Centre provides goods and services for both the local and broader community. Belmont Town Centre is accessible by all modes of transport except rail, however due to the Centre's broad catchment area, people utilise motor vehicles as the primary mode of transport. Despite the private vehicle dominance, the Centre is well serviced by public transport, with a number of bus routes stopping within the Town Centre. The Town Centre is also accessible via walking and cycling for the local community through the surrounding grid pattern of streets and designated crossing points.

State Planning Policy 4.2 - Activity Centres outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to Belmont Town Centre and look at ways that access can be improved.



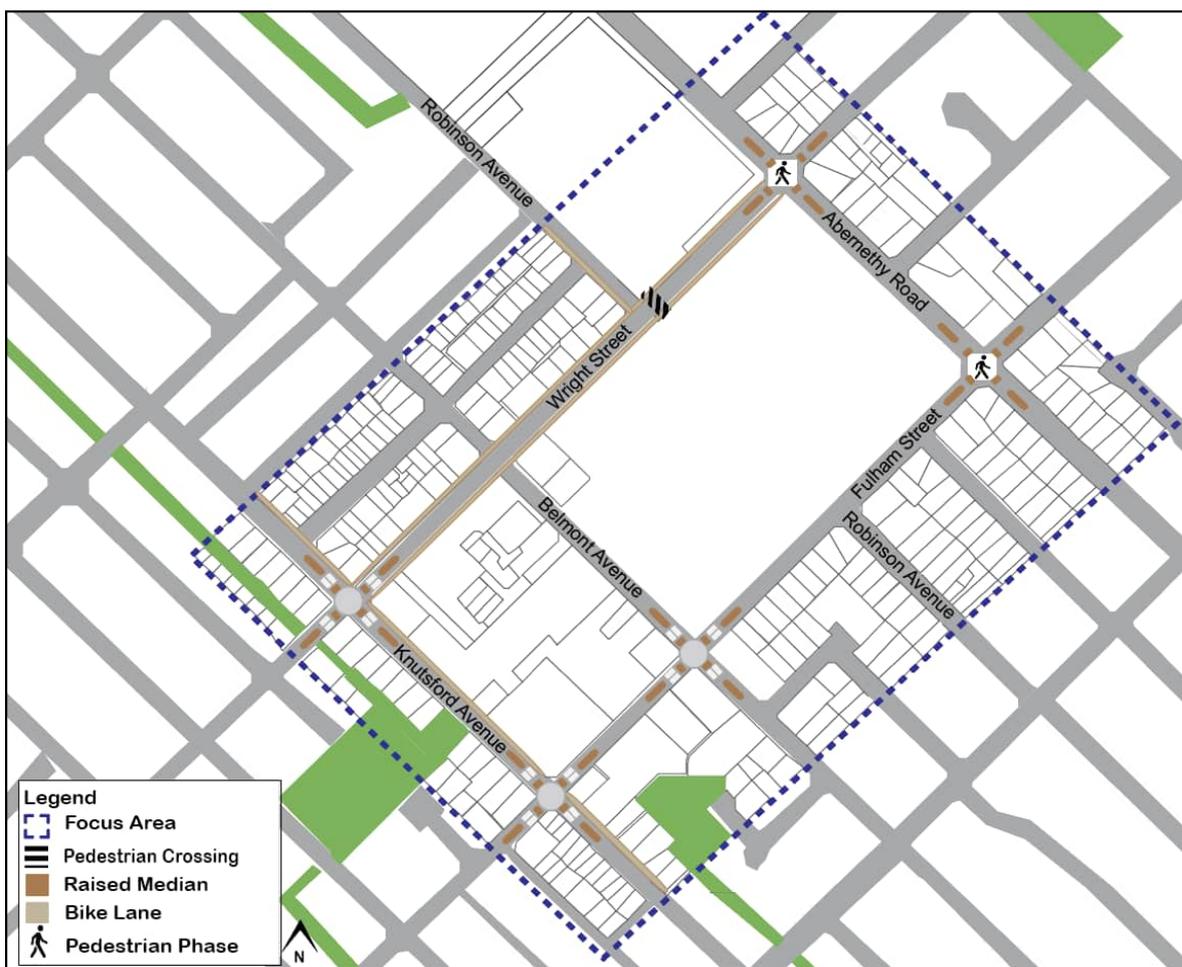
## Pedestrian and Cycling Connections and Priority

Pedestrian and cyclist infrastructure leading to the Belmont Town Centre primarily consists of a range of footpaths. Wright Street in between Abernethy Road and Belmont Avenue provides a more pedestrian and cycling friendly environment with dedicated crossing points, refuge islands, and slower vehicle movements (posted speed limit of 40km/h). There is however a lack of on-street cycle lanes to separate cyclists from motorists within and surrounding the Centre.

Within the Belmont Town Centre, a mixture of raised crossing points and zebra crossings provide a level of pedestrian priority within car parking and maneuvering areas.

The City’s Belmont on the Move strategy recommends a number of changes to pedestrian and cyclist infrastructure within and surrounding Belmont Town Centre, including:

- Increasing the level of pedestrian priority at all roundabouts within and surrounding the Belmont Town Centre through the provision of zebra crossings.
- Developing a Bicycle Boulevard treatment for Knutsford Avenue, supporting north-south movement.
- Dedicated on-street cycling lanes on Wright Street between Knutsford Avenue and Abernethy Road.
- Seeking pedestrian prioritised stop lights at intersections within the Belmont Town Centre as a matter of priority.



**Figure 6: Pedestrian and Cyclist Infrastructure**



In addition, the City should investigate further measures to prioritise pedestrian and cyclist movement including:

- The development of raised platforms along Wright Street adjacent to Belmont Hub, Faulkner Civic Precinct and bus stops.
- Maintain the level of pedestrian priority along Belmont Avenue between Fulham Street and Wright Street.
- Increasing pedestrian and cyclist priority and safety at the crossing points along Abernethy Road.
- Introduce a pedestrian and cyclist connection between Belmont Town Centre and Wicca Reserve.

Both the Belmont on the Move and additional pedestrian and cyclist infrastructure identified can be seen in Figure 6.

**Action 2.1**

Investigate and implement the recommendations made by 'Belmont on the Move', in relation to the Belmont Town Centre.

**Action 2.2**

Investigate improvements to pedestrian and cycling priority within and surrounding the Belmont Town Centre.

**Wayfinding**

Wayfinding measures provide directional assistance for pedestrians and cyclists in locating points of interest, in this case Belmont Town Centre. Residents who live within walking (commonly 400m) and cycling (commonly 1.5km) distance are unlikely to have clear lines of sight or an understanding of intuitive routes to Belmont Town Centre. Wayfinding maps and signage are able to clearly define these walking and cycling routes making it a more pedestrian friendly environment.

'Belmont on the Move' proposes the development of a wayfinding strategy for Belmont Town Centre which will enable a holistic approach to the strategies/methods implemented.

It is recommended that wayfinding measures within 1.5km of the Belmont Town Centre be identified through the preparation of the Activity Centre Structure Plan.

City of Belmont

**Action 2.3**

Investigate wayfinding measures at select locations within 1.5km of the Belmont Town Centre.

**Public Transport**

High frequency bus routes 935, 998 and 999 service the Belmont Town Centre from Wright Street and Abernethy Road. Bus routes 38, 39, 280, 284, 286, 287, 288, 293, 298, and 380 also service the Centre from Abernethy Road, Wright Street, Fulham Street, and Belmont Avenue. These bus routes provide connections to Perth Airport, Perth CBD, rail corridors, and many of the surrounding suburbs.

The level of service and connectivity to the Belmont Town Centre provided by the various routes makes travel by bus a relatively convenient and attractive mode of transport.

The uptake of public transport can further be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle. Users may also look to combine trips. For example, a trip to work in the CBD could be combined with a shopping trip to Belmont Town Centre.

**Action 2.4**

Implement travel behavior programs to encourage the use of alternative modes of transport to and from Belmont Town Centre.



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## Private Vehicles and Road Network

Belmont Town Centre is bound by Abernethy Road, Fulham Street, Knutsford Avenue and Wright Street. While contemporary planning seeks to prioritise the use of alternative transport modes, the regional relevance of Belmont Town Centre will ultimately rely on some level of private vehicle movement.

The road network surrounding Belmont Town Centre should seek to facilitate an increase in the use of alternative transport modes, as detailed by SPP4.2.

'Belmont On the Move' details potential modifications to the road network surrounding Belmont Town Centre, including:

- The implementation of a 40km/h speed limit on all roads surrounding the Belmont Town Centre.
- Altering road treatments with the intention of providing priority to pedestrians and cyclists between the Belmont Town Centre and surrounding residential areas.
- Undertaking an audit of street trees and implement a planting program to establish shade canopies to key pedestrian and cyclist routes.

Road layout and treatment modifications should be investigated through the development of the Activity Centre Structure Plan.

### Action 2.5

Review the recommendations of 'Belmont on the Move' and investigate the implementation of the appropriate road network modifications.

## Car Parking

There is currently both public and private car parking within and surrounding Belmont Town Centre, including:

- Embayed parallel parking on Fulham Street.
- Angled car parking bays within the verge of Fulham Street and Knutsford Avenue.
- Private car parking surrounding the shopping centre and commercial land uses.

The Centre is dominated by private parking through the provision of expansive open air car parking areas. Unlike other activity centres, car parking bays within the Belmont Town Centre are not specifically allocated to a certain business or tenancy, rather car parking bays are shared.

Private car parking is generally required to be provided in accordance with the rates specified for particular land uses within the City's Local Planning Scheme. However, the Joint Development Assessment Panel accepted as part of a redevelopment in 2018, that an appropriate parking standard for development within the Centre would be 4.2 bays per 100m<sup>2</sup> NLA as recommended by the Department of Transport.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.



Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of the Precinct Structure Plan, an appropriate car parking standard for land uses within the Belmont Town Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement and provision of on-street public parking. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

Public car parking surrounding Belmont Town Centre is currently unrestricted. 'Belmont on the Move' recommends that parking restrictions be implemented for car parking along Fulham Street and Knutsford Avenue. The introduction of parking restrictions is intended to increase turnover of vehicles within close proximity to activity centres, therefore increasing the availability of parking for consumers. In addition, with the numerous bus routes servicing the centre, it is reasonable for the City to look to deter long term commuter parking within the Centre. Public car parking provision and timed restrictions should be audited and investigated during the preparation of the Precinct Structure Plan.

**Action 2.6**

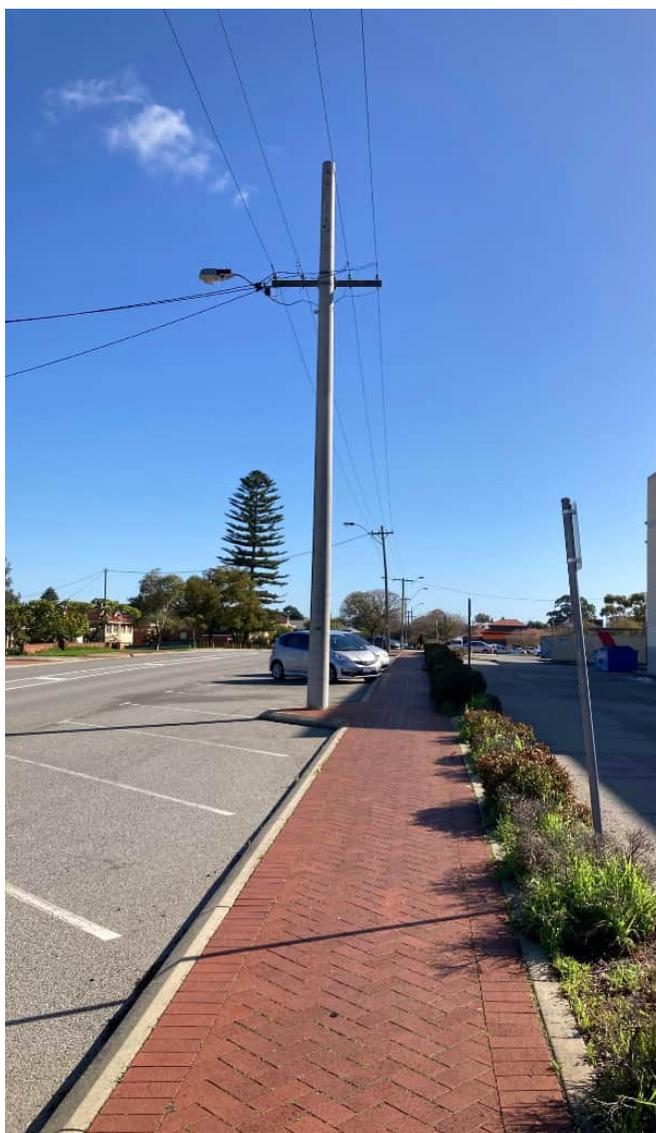
Investigate implementing a contemporary car parking standard for the Belmont Town Centre through the preparation of the Precinct Structure Plan.

**Action 2.7**

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belmont Town Centre.

**Action 2.8**

Investigate the implementation of timed public parking restrictions within Belmont Town Centre.





### 3. Place

Belmont Town Centre is the City’s largest activity centre and acts as the central focal point for the local and wider community. As the central focal point, the Belmont Town Centre will benefit from providing a wide range of goods and services, as well as social meeting places. The regional significance, along with the predicted population increase has identified the need for additional retail commercial floorspace to be developed in the future.

The Centre is characterised by a diverse range of land uses serving both a local and regional catchment area. The mix of land uses within the Town Centre allows visitors to access a range of businesses and services in a single visit.

There are opportunities to further enhance the Belmont Town Centre public realm environment, create new social meeting places and connect existing activity generators. This section of the Strategy will discuss the opportunities identified.



## Land Use Permissibility

Belmont Town Centre is dominated by Belmont Forum, which functions as a major shopping centre. Belmont Forum is characterised by a range of land uses including supermarkets, department stores, specialty shops, restaurants/cafes and a small number of personal service businesses. Outside of Belmont Forum a range of land uses exist including entertainment, restaurant/cafe, office and small specialty shops.

LPS 15 currently details a limited number of permissible 'P' land uses for 'Town Centre' zoned land. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses listed in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table. The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability.

Consistent with the intent of the recent amendments and as a result of the centre being internalised, it may be appropriate to allow for some of the 'D' uses to be converted to 'P' uses through the preparation of the new local planning scheme. Such uses would include those which in the opinion of the City are appropriate for the 'Centre' zone and generate activity (e.g. 'shop', 'restaurant', 'cafe' etc). For those land uses listed in Table 1 that are not converted to 'P', it may be appropriate to retain a 'D' use class permissibility.

### Action 3.1

Investigate increasing the number of Permitted 'P' land uses within the 'Centre' zone through the preparation of a new local planning scheme.

### Action 3.2

Investigate the appropriateness of maintaining the Discretionary 'D' use class permissibility for land uses listed within Clause 61 of the Regulations.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> <li>Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Within metropolitan region</li> <li>NLA no more than 300sqm</li> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>

Table 1

## Street Activation

Belmont Town Centre consists of several individual buildings each housing multiple tenancies. The major attractor to the Town Centre is Belmont Forum, being a regionally important shopping centre.

The majority of activity generated is internalised within Belmont Forum, shops, offices, restaurants and reading cinema. Large expanses of open air car parking dominate street frontages, including Abernethy Road, Belmont Avenue, Fulham Street, Knutsford Avenue and Wright Street.

Contemporary activity centre planning detailed within both Liveable Neighbourhoods and SPP4.2 explains that town centres should see active street frontages through predominately main street design mixed use, multi storey development.

Opportunities exist through the preparation of the Belmont Town Centre Precinct Structure Plan to encourage the development of active street frontages. There is a stark contrast between the level of activity on Belmont Avenue when compared to Knutsford Avenue and sections of Fulham Street where buildings provide very limited activity and passive surveillance. Therefore, the City should designate built form provisions prioritising reduced street setbacks, tenancy frontages and clear glazing to the street.

In addition the City should encourage the redevelopment of existing open air car parking areas to facilitate an increase in passive surveillance and street activity.

### Action 3.3

Through the preparation of the Precinct Structure Plan investigate implementing built form controls prioritising an increase in activity at street level.

### Action 3.4

Through the preparation of the Precinct Structure Plan encourage sections of existing open air car parking areas to be redeveloped.



## Belmont Avenue

A portion of Belmont Avenue runs through the Belmont Town Centre, between Fulham Street and Wright Street. This section of Belmont Avenue is used as a thoroughfare for private vehicles, access to car parking and pedestrian access to major shopping facilities.

The public realm differs from the north and south of Belmont Avenue. The northern side consists of the Belmont Forum 'Eat Street' development and displays a high quality pedestrian environment aimed at creating the possibility for social interaction. The southern side of Belmont Avenue consists largely of open air car parking and limited opportunity for shelter or social interaction.

Opportunities exist for Belmont Avenue to create a central place of social interaction, while prioritising pedestrian and cyclist movement. Landscaping, pavement treatments and public seating adjacent to Belmont Forum's 'Eat Street' development should be extended to the southern side of Belmont Avenue.

The preparation of the Precinct Structure Plan should investigate the implementation of a consistent public realm environment. In addition, the Precinct Structure Plan should investigate enabling the redevelopment of land to the south fronting Belmont Avenue from open air car parking to a mixture of residential and commercial land uses. These measures will encourage people to spend extended periods of time within the Centre.

### Action 3.5

Investigate opportunities to improve the public realm along Belmont Avenue.



## Wright Street

Wright Street between Abernethy Road and Belmont Avenue plays a vital role in the connection of Belmont Forum, Belmont Hub and Faulkner Civic Precinct. The services offered on either side of Wright Street produce a large amount of activity, which generates frequent pedestrian movements. High frequency bus stop facilities are also located within this section of Wright Street.

Opportunities exist to create a consistent public realm environment through footpath and road treatments, landscaping and public furniture. A consistent public realm environment will encourage better connection across Wright Street between Belmont Forum, Belmont Hub and Faulkner Civic Precinct, as well as incentivise the redevelopment of open air car parking currently fronting Wright Street.

Wright Street between Belmont Avenue and Knutsford Avenue, is fronted by open air car parking, residential dwellings and the Belmont Tavern. This section of Wright Street has seen very little public realm improvement in the past. With the predicted increase in the number of residential dwellings within the area and the desire for increased pedestrian connectivity to Belmont Town Centre, opportunities exist to provide public realm improvements.

The public realm along this section of Wright Street would benefit from an increase in landscaping, consistent footpath and road treatments and traffic calming measures. The public realm should maintain consistent elements with that of the section of Wright Street between Abernethy Road and Belmont Avenue. This will be further investigated through the preparation of the Precinct Structure Plan.

There is also the potential to include additional traffic calming measures along Wright Street to achieve a safer pedestrian environment. This could include the painting of the road surface in front of the Belmont Hub and bus station (see concept overleaf). This opportunity will be further investigated by the City of Belmont.

### Action 3.6

Investigate opportunities to improve the public realm along Wright Street.

City of Belmont

## Knutsford Avenue

Knutsford Avenue acts as the south west border of the Centre and provides a connection to the nearby residential areas. The public realm of Knutsford Avenue consists of footpaths on both sides of the road and parallel parking bays for the full extent of the street between Fulham Street and Wright Street. For the most part, the central median isn't curbed or paved, and only a small number of refuge islands are provided. The visual amenity of the streetscape is rather unattractive being dominated by parking and blank walls of the commercial buildings (see image below). Overall, the current width and treatment of the streetscape emphasises Knutsford Avenue as a car dominated space.

The City should explore strategies to soften the appearance of the large expanses of parking and the blank walls of the commercial buildings. Strategies could include the planting of additional street trees in the verge and median strip, and encouraging public art to be incorporated into the facades of buildings. In addition, increased priority should be given to pedestrians, by extending the curbed median, providing additional crossing points, and utilising traffic calming measures such as paint on the road to achieve a safer pedestrian environment (see concept overleaf).

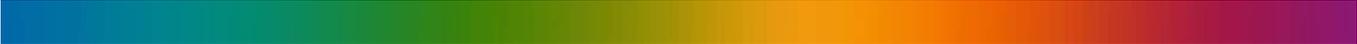
Improvements to address the interface between the Centre and Knutsford Avenue should also be explored through the preparation of the Precinct Structure Plan.

### Action 3.7

Investigate opportunities to improve the public realm along Knutsford Avenue.



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## Fulham Street

Fulham Street borders the Centre to the south east and provides a connection to Abernethy Road. The public realm of Fulham Street consists of footpaths on both sides of the road, scattered street tree planting, and public transport infrastructure (bus stops). Generally buildings don't address the street resulting in a lack of activity. This is likely a result of the 'office' type land uses which have established within buildings previously used for residential purposes.

While formal pedestrian crossings are limited, a painted refuge island is provided for the full extent of Fulham Street. As part of any public realm upgrades, the City should explore opportunities to formalise the median strip with curbing, pavement, and landscaping. Frequent breaks in the median should be provided for the safe crossing of pedestrians.

Portions of Fulham Street have very few established street trees. To provide shade for pedestrians and to improve the visual amenity of the streetscape, additional tree planting should be investigated.

The City should encourage any future development fronting Fulham Street to address the street through clear glazing and sleeving parking to the rear. This should be further explored through the preparation of the Precinct Structure Plan.

### Action 3.8

Investigate opportunities to improve the public realm along Fulham Street.

## Abernethy Road

Abernethy Road borders the Centre's north east boundary between Fulham Street and Wright Street. Abernethy Road is a wide traffic corridor with very limited priority given to pedestrians. The public realm consists of footpaths on both sides of the road, a small number of crossing points in the central median, and bus stops.

Limited priority is given to pedestrians particularly at points where the footpaths intersect driveways. To alleviate this concern, footpaths should be clearly delineated from crossovers in order to make motorists aware of pedestrians. A change in surface material could be used to achieve this outcome.

Existing commercial land uses on the north east side of Abernethy Road are complimentary to land use located within the Town Centre. Despite this, an attractive pedestrian link between the two areas is not provided. Therefore, there is scope to improve the safety, efficiency, and overall attractiveness of crossing points.

Landscaping immediately adjacent to the Centre is well established and provides shade to the footpath. Landscaping on the opposite side of the road is lacking with no shade provided to the footpath. Therefore, there is an opportunity to install additional shade trees to improve the desirability of walking to the Centre. In addition, landscaping in the median should be explored to improve the visu-

### Action 3.9

Investigate opportunities to improve the public realm along Abernethy Road.

## Urban Open Space

Belmont Town Centre currently does not contain public open space within its boundary. Wicca Reserve is located immediately to the south of the Town Centre and Faulkner Civic Precinct contains a number of park lands and open spaces.

Opportunities exist to create a link between Belmont Town Centre, Faulkner Civic Precinct and Wicca Reserve through the development of an urban open space. In addition to creating a link, an urban open space within the Town Centre boundary will provide for a place of social interaction and gathering as promoted by State Planning Policy 7.2 - Precinct Design.

Various locations have been identified for the development of the urban open space, including:

- Within the area of road reserve, currently owned by the City, on the corner of Belmont Avenue and Wright Street.
- Alongside the Belmont Forum 'Eat Street' in the area currently being utilised as open air car parking to the north of Belmont Avenue. This would however require development of land currently within private ownership.
- Within the verge area of Wright Street and/ or land adjacent to Belmont Hub.

While each of these locations are suitable for the development of an urban open space it is recommended that the City investigate its development within either the City owned road reserve or within the private property on the northern side of Belmont Avenue.

Of the two options listed above, the City should first prioritise the investigation of the urban open space being developed on the northern side of Belmont Avenue. The proximity to the 'Eat Street' development and established pedestrian priority afforded to Belmont Avenue will ensure that the urban open space is well utilised as a gathering place for social interaction.

The development of an urban open space within the Belmont Town Centre boundary should be investigated through the preparation of the Precinct Structure

### Action 3.10

Investigate the development of an urban open space within the Belmont Town Centre through the preparation of the Precinct Structure Plan.



## Arts and Culture

Public art within the Belmont Town Centre currently exists in multiple locations. Following the redevelopment of Belmont Forum two murals were painted on water tanks and the entrance to the loading bay fronting Wright Street.

Outside of the Belmont Town Centre boundary, public art has been included adjacent to Belmont Hub and within the Faulkner Civic Precinct.

The Belmont Town Centre has the potential to play a significant role in the delivery of a culture and arts hub for the City. Its potential is highlighted by the recent Belmont Hub development which acts as a significant cultural focal point, while incorporating a number of facilities aimed at supporting the arts.

Opportunities exist to expand upon the exposure of arts and cultural activities through the Belmont Hub and Belmont Town Centre.

The City should investigate additional support for arts and cultural activities, while focusing on the Belmont Town Centre and broader area being known as an arts and cultural hub. In addition, the City should prepare a public art master-plan to guide future public art provision within and surrounding the Belmont Town Centre.

### Action 3.11

Investigate support for arts and cultural activities within the Belmont Town Centre.

### Action 3.12

Develop a Public Art Masterplan to guide the provision of future public art within Belmont Town Centre.



City of Belmont



**City of Belmont**

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Activity Centre Planning Strategy

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# CITY OF BELMONT

## Belmont Town Centre

### Actions



## Actions & Implementation

### Belmont Town Centre

No.	Action	ACPS Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Review the provisions of Local Planning Policy 1 in light of recent modifications to State Planning Policy 7.3 (Residential Design Codes).	Part 2 Local Planning Policy No. 1 - Town Centre Density Bonus Requirements Page 5	 1.2 1.3 1.4  3.6  5.4 5.7	State Planning Policy 7.3 - Residential Design Codes  Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Investigate whether it is appropriate to modify the current 'Town Centre' zoning to 'Centre' through the preparation of a new Local Planning Scheme.	Part 2 Belmont Town Centre Zoning Page 6	 1.2 1.3  5.7	Planning and Development (Local Planning Schemes) Regulations 2015  State Planning Policy 4.2 - Activity Centres	Short	Planning
1.3	Investigate whether it is appropriate to retain the 'Residential' zoning to land currently identified as being subject to 'Additional Uses' under Local Planning Scheme No. 15.	Part 2 Belmont Town Centre Frame Area Pages 7-8	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015  State Planning Policy 4.2 - Activity Centres	Short	Planning

## Actions & Implementation

### Belmont Town Centre

No.	Action	ACPS Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.4	Investigate the appropriate land use control mechanisms for the Town Centre Frame, through the preparation of a new Local Planning Scheme.	Part 2 Belmont Town Centre Frame Area Pages 7-8	 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.5	As part of the preparation of a new Local Planning Scheme, include provisions to ensure that an appropriate interface is achieved between residential development and commercial uses within the Town Centre Frame.	Part 2 Belmont Town Centre Frame Area Pages 7-8	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.6	Liaise with landowners regarding the preparation of a Precinct Structure Plan for Belmont Town Centre and surrounding land.	Part 2 Preparation of Precinct Structure Plan Page 9	 1.2-1.4  2.1 2.4  3.4 3.6  4.1& 4.3  5.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015  State Planning Policy 4.2 - Activity Centres  State Planning Policy 7.2 - Precinct Design	Short	Planning Economic Development
1.7	Investigate whether it is appropriate to introduce a residential density code of R-AC0 over 'Centre' zoned land through the preparation of a new Local Planning Scheme.	Part 2 Residential Density Within the Centre and Town Centre Frame Page 9	 1.2-1.4  3.4  5.4 5.7	State Planning Policy 7.3 - Residential Design Codes  Local Housing Strategy	Short	Planning



## Actions & Implementation

### Belmont Town Centre

No.	Action	ACPS Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.8	Investigate whether it is appropriate to introduce a residential density code of R160 over the Town Centre Frame Area through the preparation of a new Local Planning Scheme.	Part 2 Residential Density Within the Centre and Town Centre Frame Page 9	 1.2-1.4  3.4  5.4	State Planning Policy 7.3 - Residential Design Codes Local Housing Strategy	Short	Planning
1.9	Investigate the appropriate residential density coding for the area surrounding Belmont Town Centre through the preparation of a Local Housing Strategy and Precinct Structure Plan.	Part 2 Residential Density surrounding Town Centre Page 10	 1.2-1.4  3.4  5.4	State Planning Policy 7.3 - Residential Design Codes Local Housing Strategy	As part of Local Housing Strategy and Precinct Structure Plan	Planning
1.10	Ensure that a minimum density target of 40 dwellings per gross urban hectare is achieved within an 800m walkable catchment.	Part 2 Residential Density surrounding Town Centre Page10	 1.2-1.4  3.4  5.4	State Planning Policy 7.3 - Residential Design Codes Local Housing Strategy	As part of Local Housing Strategy and Precinct Structure Plan	Planning

## Actions & Implementation

### Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate and implement the recommendations made by Belmont on the Move in relation to the Belmont Town Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 12	 1.5  2.1-2.4  5.7	Belmont on the Move State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects
2.2	Investigate improvements to pedestrian and cycling priority within and surrounding the Belmont Town Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 12	 1.5  2.1-2.4  5.7	State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million Streetscape Enhancement Strategy	Long	Infrastructure Services
2.3	Investigate wayfinding measures at select locations within 1.5km of the Belmont Town Centre.	Part 2 Wayfinding Page 13	 1.5  2.3 2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Planning City Projects Infrastructure Services
2.4	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belmont Town Centre.	Part 2 Public Transport Page 13	 2.1-2.4  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short	Infrastructure Services

## Actions & Implementation

### Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.5	Review the recommendations of 'Belmont on the Move' and investigate the implementation of the appropriate road network modifications.	Part 2 Private Vehicles and Road Network Page 14	 2.1-2.4  5.7	Belmont on the Move State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services
2.6	Investigate implementing a contemporary parking standard for the Belmont Town Centre through the preparation of the Precinct Structure Plan.	Part 2 Car Parking Pages 14-15	 2.1  5.7	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015	As part of Precinct Structure Plan	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belmont Town Centre.	Part 2 Car Parking Pages 14-15	 2.1-2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short-Medium	Planning Infrastructure Services
2.8	Investigate the implementation of timed public parking restrictions within Belmont Town Centre.	Part 2 Car Parking Pages 14-15	 2.1  5.7	State Planning Policy 4.2 - Activity Centres	Short-Medium	Planning Infrastructure Services

## Actions & Implementation

### Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate increasing the number of Permitted 'P' land uses within the 'Centre' zone through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 17	 1.2-1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
3.2	Investigate the appropriateness of maintaining the Discretionary 'D' use class permissibility for land uses listed within Clause 61 of the Regulations.	Part 2 Land Use Permissibility Page 17	 1.2-1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
3.3	Through the preparation of the Precinct Structure Plan investigate implementing built form controls prioritising an increase in activity at street level.	Part 2 Street Activation Page 18	 1.2-1.3	State Planning Policy 4.2 - Activity Centres State Planning Policy 7.2 - Precinct Design	As part of Precinct Structure Plan	Planning
3.4	Through the preparation of the Precinct Structure Plan encourage sections of existing open air car parking areas to be redeveloped.	Part 2 Street Activation Page 18	 1.2-1.4  2.2  2.4  4.3  5.7	State Planning Policy 4.2 - Activity Centres State Planning Policy 7.2 - Precinct Design	As part of Precinct Structure Plan	Planning

## Actions & Implementation

### Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.5	Investigate opportunities to improve the public realm along Belmont Avenue.	Part 2 Belmont Avenue Page 18	 1.2-1.4  2.1-2.4  3.1	Canopy Plan State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects
3.6	Investigate opportunities to improve the public realm along Wright Street.	Part 2 Wright Street Page 19	 1.2-1.4  2.1-2.4  3.1  4.1	Canopy Plan State Planning Policy 4.2 - Activity Centres Place Making Strategy	Medium-Long	Planning Infrastructure Services City Projects Culture and Place
3.7	Investigate opportunities to improve the public realm along Knutsford Avenue.	Part 2 Knutsford Avenue Page 19	 1.2-1.4  2.1-2.4  3.1  4.1	Canopy Plan State Planning Policy 4.2 - Activity Centres Place Making Strategy	Medium-Long	Planning Infrastructure Services City Projects Culture and Place
3.8	Investigate opportunities to improve the public realm along Fulham Street.	Part 2 Fulham Street Page 21	 1.2-1.4  2.1-2.4  3.1	Canopy Plan State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects

## Actions & Implementation

### Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.9	Investigate opportunities to improve the public realm along Abernethy Road.	Part 2 Abernethy Road Page 21	 1.2-1.4  2.1-2.4  3.1	Canopy Plan State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects
3.10	Investigate the development of an urban open space within the Belmont Town Centre through the preparation of the Precinct Structure Plan.	Part 2 Urban Open Space Page 22	 1.2-1.4  2.1-2.4  3.4  4.1& 4.3	Canopy Plan State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects Culture and Place
3.11	Investigate support for arts and cultural activities within the Belmont Town Centre.	Part 2 Arts and Culture Page 23	 1.2  2.2  4.1& 4.3	Place Making Strategy Public Art Masterplan State Planning Policy 4.2 - Activity Centres	Ongoing	Culture and Place
3.12	Develop a Public Art Masterplan to guide the provision of future public art within Belmont Town Centre.	Part 2 Arts and Culture Page 23	 1.2  4.1	Public Art Masterplan	Medium	Planning Culture and Place

# **Part 2**

# **Neighbourhood**

# **Centre**

# CITY OF BELMONT Activity Centre Planning Strategy - Belvidere Street



[www.belmont.wa.gov.au](http://www.belmont.wa.gov.au)





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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Belvidere Street

Belvidere Street Neighbourhood Centre is located within the suburb of Belmont, fronting both sides of Belvidere Street between Leake Street and Somers Street (Figure 1). Belvidere Street Neighbourhood Centre has been operating as a commercial centre for over 50 years. The Centre currently contains approximately 2,958 square metres of retail commercial floorspace.

The Centre acts as a focal point for the surrounding community. A range of land uses located within the Centre offer a variety of goods and services including, an anchor supermarket, restaurant/cafes, specialty shops and medical services.

The built form of the Centre has remained largely unchanged since the 1980's, with limited growth in the total commercial floor area. The Centre presents opportunities to act as a vibrant hub for the surrounding residents.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Belvidere Street Neighbourhood Centre, with recommendations on zoning, residential density, movement and place.

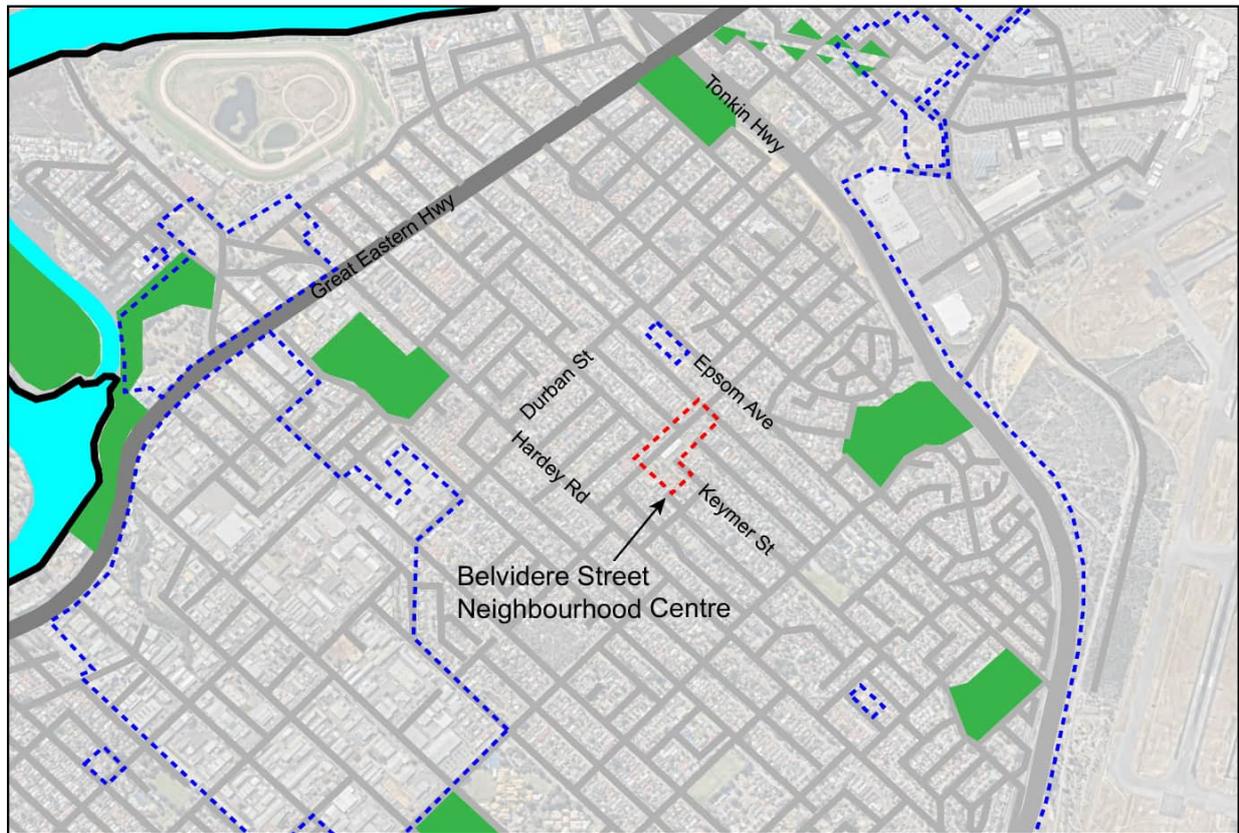


Figure 1: Belvidere Street Locality Map



# I. Centre Context

Land within the Centre is zoned 'Special Development Precinct' under Local Planning Scheme No. 15 (LPS 15), with no associated residential density coding. Surrounding land is zoned 'Residential' with a flexible residential density coding of R20/40.

The Centre presents a main street design, with shops and businesses fronting Belvidere Street. There are also seven houses presently located within the Belvidere Street Neighbourhood Centre. Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of apartment dwellings.

The immediate catchment area for Belvidere Street Neighbourhood Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). However it is likely that the total catchment area for the Centre would extend further than a 200m walkable catchment and include parts of the suburbs of Belmont and Redcliffe.



Figure 2: Belvidere Street Catchment



## Local Planning Policy No. 15 - Belvidere Street Main Street Precinct Design Guidelines

Local Planning Policy No. 15 contains provisions to guide development within the Belvidere Street Neighbourhood Centre. The provisions cover four key elements including:

- Urban context;
- Movement;
- Built form design; and
- Environmental design.

To date there has been no development undertaken within the Centre in accordance with the Design Guidelines.

Opportunities exist for consistent provisions to be established to guide development across all activity centres. These could be applied through an appropriate planning instrument, including:

- Local planning scheme provisions for the 'Centre' zones;
- Designated activity centre precinct planning;
- Detailed local development plan; and/or
- An activity centre local planning policy.

LPP 15 should be reviewed to determine the appropriateness of retaining this individual Local Planning Policy.

### Action 1.1

Review LPP 15 and determine whether it should be retained as an independent policy or whether the Centre could be subject to development provisions which are consistent across all activity centres and are contained within a relevant planning instrument.



## Belvidere Street Neighbourhood Centre Zoning

Belvidere Street Neighbourhood Centre is defined by the area zoned 'Special Development Precinct', as shown in Figure 3. A Retail Needs Assessment (RNA) prepared for this Strategy indicates the need for an additional 600 square metres of retail commercial floor area within the Centre. It is considered that the additional floor area can be accommodated within the existing boundaries of the Centre. As a result, no change is proposed to the current Centre boundary.

The Belvidere Street Neighbourhood Centre is the only neighbourhood centre in the City where land is not zoned 'Commercial' and is instead zoned 'Special Development Precinct'. The 'Special Development Precinct' zone provides for the development of residential precincts. Whilst these precincts can contain retail and commercial uses that are compatible with residential development, this zone is not considered to be the most appropriate zoning for a neighbourhood centre.

'Special Development Precinct' is also not a standard Model Provision zone through the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations).

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, it may be appropriate to zone the centre 'Neighbourhood Centre' through the preparation of a new local planning scheme.

Local Planning Scheme No. 15 specifies that development within the Belvidere Main Street Precinct is to be consistent with Local Planning Policy No. 15 - Belvidere Street Main Street Precinct Design Guidelines. The Policy will need to be reviewed in light of modifications to the planning framework.



**Figure 3: Existing Belvidere Street Neighbourhood Centre Zoning**

### Action 1.2

Investigate whether it is appropriate to modify the 'Special Development Precinct' zone to 'Neighbourhood Centre' for the Belvidere Street Neighbourhood Centre.

### Action 1.3

Investigate whether it is appropriate to modify Local Planning Policy 15 to remove reference to the 'Special Development Precinct' zone.

## Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. Local Planning Policy No. 15 encourages residential development within the Centre, above commercial land uses located on the ground floor. The Policy currently provides for a maximum building height of 5 storeys within the Centre.

Despite the guidance listed in Local Planning Policy No. 15, no residential development has been undertaken in accordance with the Policy. Whilst there is existing low density residential development within the Centre, this was constructed prior to the Policy being introduced for the precinct.

It is appropriate for all land that can provide for residential development to be subject to an associated density coding. Given Local Planning Policy No. 15 sets out appropriate development controls, an R-AC0 density coding may be appropriate. Alternatively, following a review of Local Planning Policy No. 15, an R-AC4 density code could be applied to land within the Centre to be consistent with the density code of other neighbourhood centres. It is recommended that a future density code is explored in more detail through the preparation of a new local planning scheme, having regard to the views of the community.

To ensure that residential development does not occur in a manner that erodes the intent of the Centre in providing convenience services to the community, appropriate controls should be introduced within

the local planning framework. This may include limiting residential development on ground floors and requiring the provision for a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations be investigated through the preparation of a new Local Planning Scheme.

**Action 1.4**  
Investigate whether it is appropriate to introduce a residential density code of R-AC0 or R-AC4 over land within the Belvidere Street Neighbourhood Centre.

**Action 1.5**  
As part of the preparation of a new Local Planning Scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development

**Action 1.6**  
Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.



Figure 4: Proposed Zoning Investigations



## Zoning and Residential Density surrounding the Centre

Land within the Centre is surrounded by 'Residential' zoned land with an associated residential density coding of R20/40. This land is predominately characterised by a mixture of single houses and grouped dwellings, with a small number of multiple dwellings.

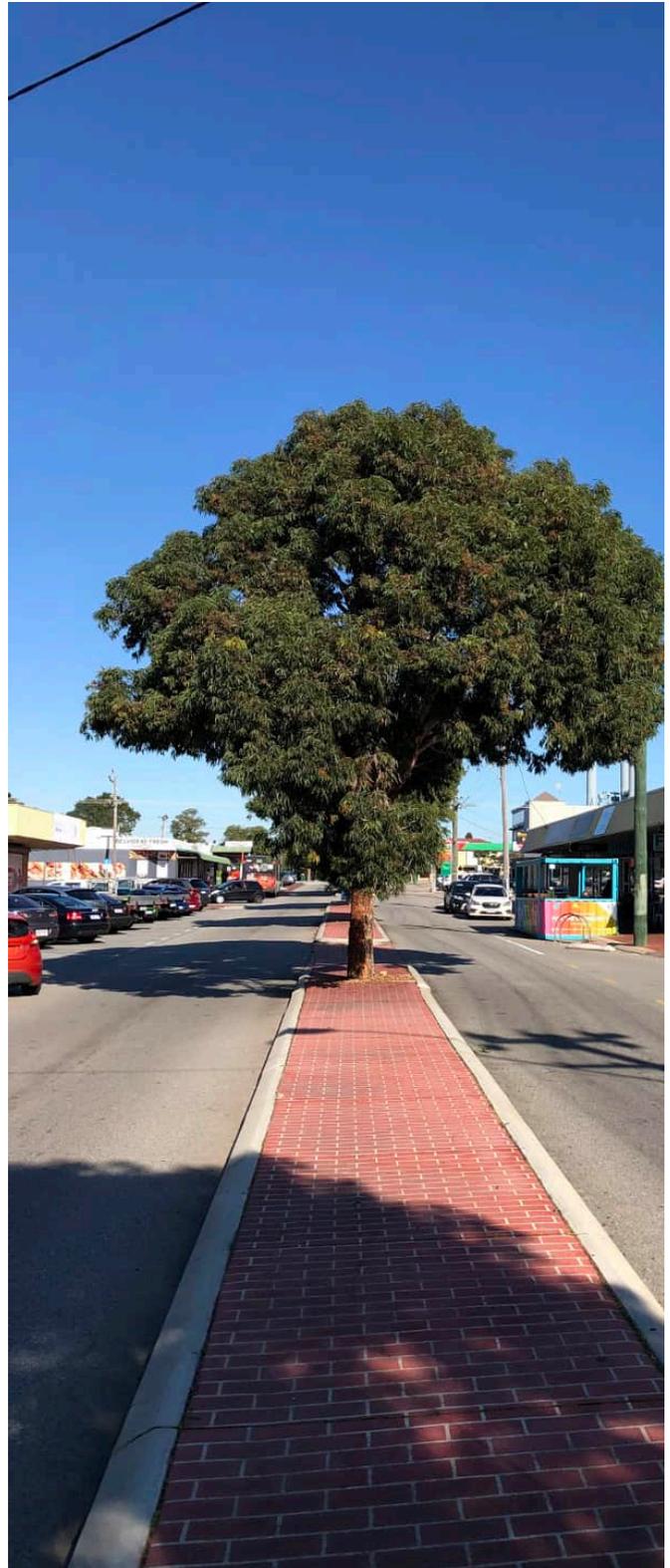
The RNA prepared to inform the Strategy modeled the effect of an increase in residential development within the Centre and an increase in surrounding residential density from R40 to R80. This model aimed to understand the benefit that increased residential development within and surrounding the Centre may have on annual revenue for businesses.

If land surrounding the Centre was vacant and developed in accordance with an R80 density coding and residential development was provided within the Centre, the model predicted an increase of up to 10% in annual revenue for local businesses. Given much of the surrounding land has been redeveloped and land ownership is fragmented, it is unlikely that development to realise the modeled density will occur within the foreseeable future.

Despite the above, a potential increase in the surrounding residential density should be explored in more detail through the preparation of the City's Local Housing Strategy and following further engagement with relevant stakeholders.

### Action 1.7

Investigate increasing the density coding of land surrounding Belvidere Neighbourhood Centre through the preparation of the City's Local Housing Strategy.



## 2. Movement

The Centre has been developed as a main street, with development addressing Belvidere Street on both sides of the road. The Centre is universally accessible by all modes of transport, including a high frequency bus route running along Belvidere Street.

State Planning Policy 4.2 - Activity Centres (SPP4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that access can be improved.



## Pedestrian and Cycling Connections and Priority

The Centre contains a central median area, designated pedestrian crossing points (provided through breaks in raised median sections) and large footpath/verge areas. Despite this and the main street style development pattern, pedestrian and cyclist access and movement is inhibited by the current private vehicle dominance.

Limited priority is given to pedestrians and cyclists through the current road layout, with only one clear pedestrian crossing point which is constructed in alternative materials and colours to the road. There are also limited trees to shade paths within the Centre, however awnings associated with businesses do provide for a level of protection for pedestrians. Pedestrian connections to the surrounding residential areas are provided through the existing footpath network on Belvidere Street, Somers Street, Keymer Street, Gardiner Street, Leake Street, and Epson Avenue.

There are no current cycling lanes or cyclist priority measures within or surrounding the Centre.

SPP4.2 recommends that pedestrians and cyclists be prioritised within activity centres. Several opportunities exist to increase pedestrian and cyclist priority within key areas of the Centre.

The City's Integrated Movement Strategy 'Belmont on the Move' recommends the following in relation to the Centre:

- Modify street treatments to assist pedestrians crossing Belvidere Street.
- Revise the road treatment at the intersection of Belvidere Street and Gardiner Street to improve pedestrian access, including shade trees.
- Investigate the potential for a 'Safe Active Street' to be incorporated along Leake Street, connecting Belmay Primary School to Great Eastern Highway.
- Improve cycle parking in the Centre with the provision of secure cycle parking facilities.
- Introduce pedestrian priority infrastructure in the form of zebra crossings at the roundabout intersecting Belvidere Street and Keymer Street.

- Seek the implementation of a 40km/h speed limit within the Belvidere Street Neighbourhood Centre, along with appropriate entrance treatments, local area traffic management and signage.

In addition, the City should investigate further measures to prioritise pedestrian and cyclist movement including the following as visualised by Figure 5:

- Providing a continuous high quality shared surface main street environment with generous uncluttered footpaths providing sufficient space for alfresco seating and pedestrian movement.
- Ensuring pedestrian safety is a priority for new developments.
- Pedestrian and cyclist friendly road geometry, including tight radii of street corners to slow traffic.
- Street furniture being included within designated locations including cycle racks.
- The continuation and formalisation of the public accessway (currently within the IGA building).
- Providing regular tree planting along the median and footpath to provide pedestrian shade and shelter.

The City of Belmont should also investigate the potential for additional traffic calming measures along Belvidere Street such as the painting of the road surface. This measure will not only create a safer pedestrian environment, but also contribute toward the provision of public art within the centre.

### Action 2.1

Investigate the implementation of recommendations made by 'Belmont on the Move' in relation to the Belvidere Street Neighbourhood Centre.

### Action 2.2

Investigate improvements to pedestrian and cyclist priority within the Belvidere Street Neighbourhood Centre.



Figure 5: Pedestrian and Cyclist Infrastructure

## Wayfinding

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

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

‘Belmont on the Move’ details that there are currently limited wayfinding measures for the Centre in addition to street treatments which could be improved upon. This hinders the public’s knowledge regarding access to the site and where to locate services such as buses.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

### Action 2.3

Investigate and implement wayfinding measures at select locations within 200m of the Belvidere Street Neighbourhood Centre.



## Public Transport

High frequency bus route 935 runs along Belvidere Street and provides a connection to Belmont Town Centre, Perth Airport, Perth CBD and surrounding suburbs.

The level of service and connectivity provided by route 935 makes travel via bus a relatively convenient and attractive mode of transport. The Centre is directly serviced by two bus stops as visualised by Figure 6.

The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Users may also look to combine trips for example a trip to work in the CBD combined with a shopping trip to Belvidere Street Neighbourhood Centre.



### Action 2.4

Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belvidere Street Neighbourhood Centre.

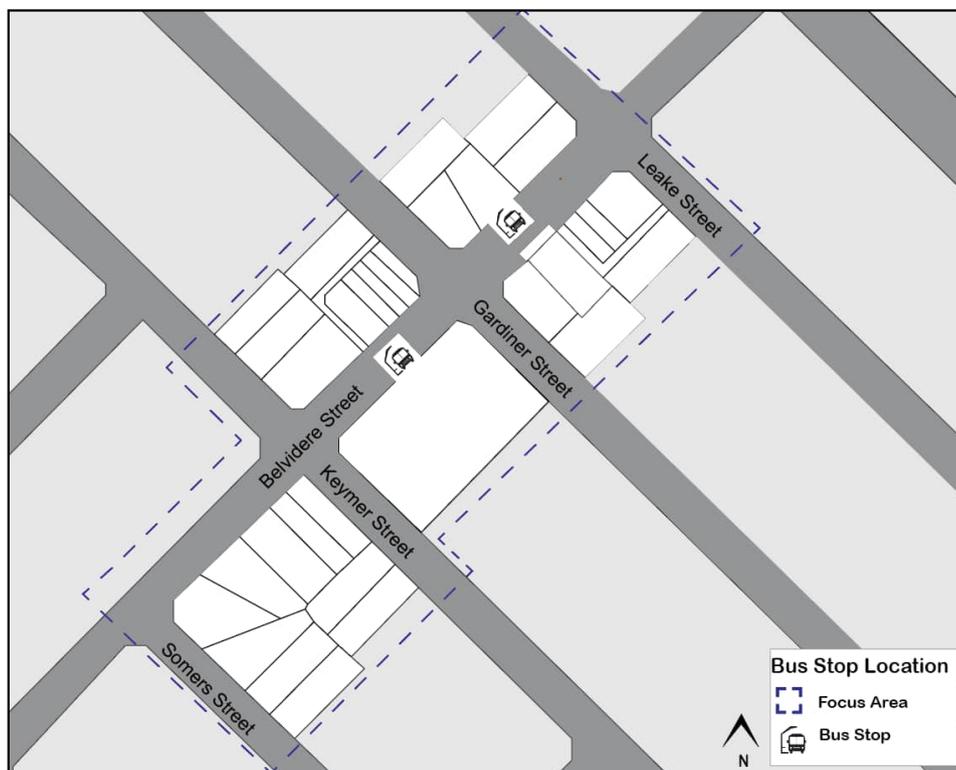


Figure 6: Bus Stop Location

## Private Vehicles and Road Network

The Centre is focussed on Belvidere Street, however a number of roads border and run through the Centre. Somers Street currently forms the southern border, with Gardiner Street running through the centre of Belvidere Street and Leake Street forming the northern border.

While the intent of contemporary activity centre planning (as mentioned in SPP4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres.

The road network and design within the Centre should reflect the intended prioritisation of pedestrian, cycling and public transport modes detailed in SPP4.2.

‘Belmont on the Move’ details potential changes to the road network within the Centre including:

- The implementation of a 40km/h speed limit.
- Appropriate entrance treatments, local area traffic management and signage.
- Modifying the road treatment at the intersection of Belvidere Street and Gardiner Street.

LPP15 also provides guidance on recommended road network modifications, including:

- The redevelopment of Belvidere Street, between Gardiner Street and Keymer Street, as a continuous shared space with a focus on pedestrian priority.
- Narrowing of roads in order to calm traffic within Belvidere Street Neighbourhood Centre.
- Limiting the number of crossovers and parking areas with direct access to Belvidere Street.

The recommendations made and their viability should be investigated as part of a future streetscape enhancement project.

### Action 2.5

Review the recommendations of ‘Belmont on the Move’ and LPP15 and implement the appropriate road network modifications.



## Car Parking

There is currently both public and private car parking within and surrounding Belvidere Street Neighbourhood Centre, including:

- Embayed parallel parking bays on Belvidere Street, Gardiner Street and Keymer Street;
- 90 degree parking bays on the north-western side of Belvidere Street;
- 45 degree angled parking bays along the south-eastern side of Belvidere Street; and
- Private car parking is located to the rear of several lots for visitor and employee use.

‘Belmont on the Move’ recommends that a range of parking restrictions be implemented for car parking within the Centre. The introduction of parking restrictions is intended to increase turnover of vehicles within close proximity to activity centres, therefore increasing the availability of parking for consumers. In addition, with the high frequency 935 bus route running through the Centre, it is reasonable for the City to look to deter long term commuter parking within the Centre.

The Department of Planning, Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses within the Belvidere Street Neighbourhood Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement and provision of on-street public parking. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

**Action 2.6**  
Investigate an appropriate car parking standard for land uses within the Belvidere Neighbourhood Centre.

**Action 2.7**  
Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belvidere Neighbourhood Centre.

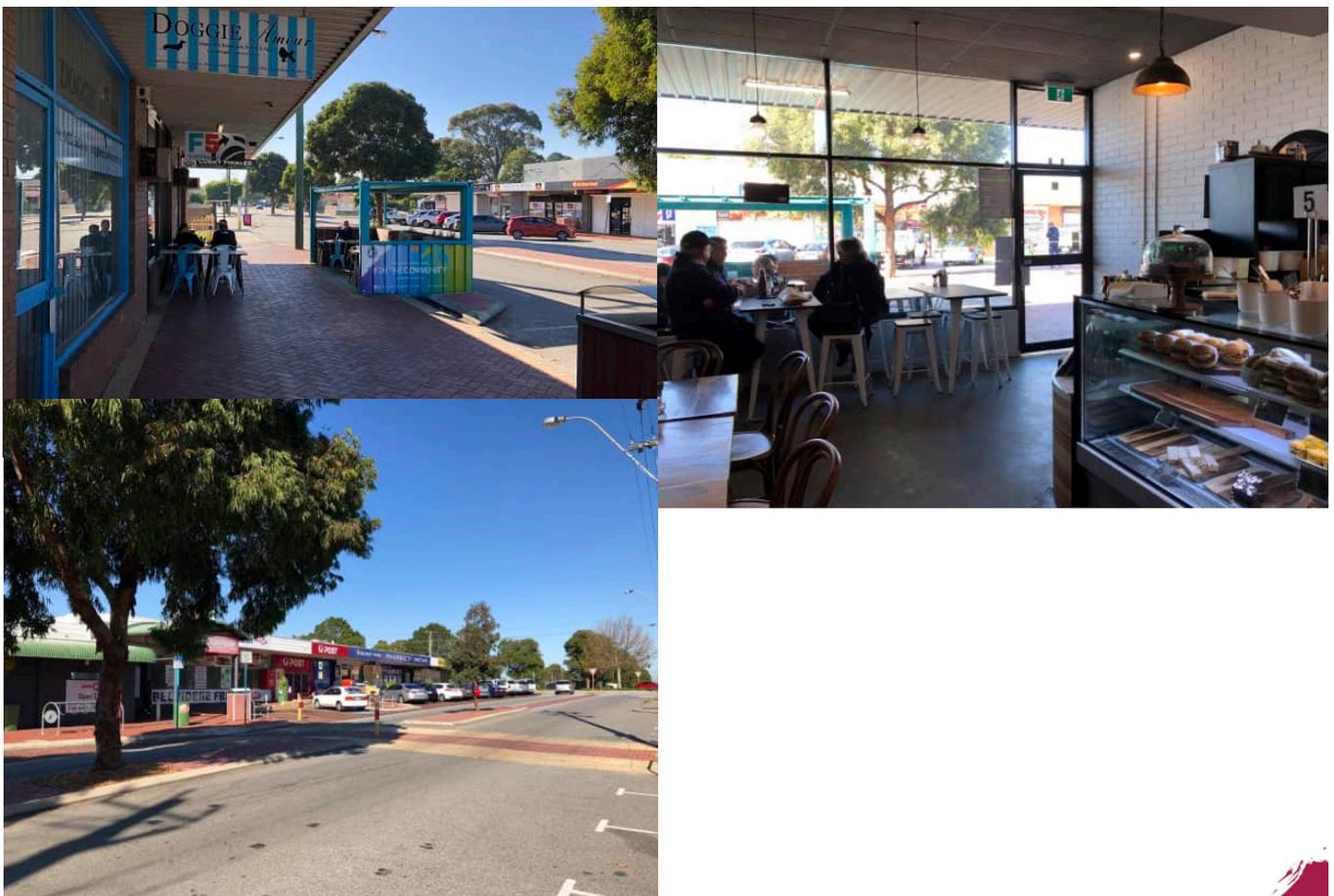


### 3. Place

The Belvidere Street Neighbourhood Centre is characterised by a diverse range of land uses which serve the local catchment area. The mix of land uses allows for patrons to visit a range of businesses within a single trip.

Despite the land use mix and activity generated, there are currently limited meeting places located within the Centre. Increasing the number of meeting places will assist in realising Belvidere Street Neighbourhood Centre as an energetic, attractive, and viable neighbourhood centre as predicted by the RNA.

Public art and an increased sense of place has developed within the centre overtime, however opportunities exist for the sense of place within the Belvidere Street Neighbourhood Centre to be further enhanced. Opportunities include improvements to the public realm and working with the Belvidere Street Interest Group to develop a sense of place through community events and active involvement in shaping the future of the Centre.



## Land Use Permissibility

Belvidere Street Neighbourhood Centre is currently the only activity centre within the City zoned 'Special Development Precinct'. As a result, the land use permissibility detailed in the Zoning Table of LPS 15 differs to that of other activity centres within the City. In addition, Schedule No. 2 - Additional Use No. 20 listed within LPS15 allows a number of land uses to be considered as discretionary 'D' land uses within the Centre.

This ACPS recommends that land within the Belvidere Street Neighbourhood Centre be investigated to be rezoned to 'Neighbourhood Centre'. Land uses listed in LPS 15 should be reviewed to achieve consistency with the Planning and Development (Local Planning Schemes) Regulations 2015 Deemed Provisions for Local Planning Schemes where possible.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It is considered appropriate to retain the 'D' use class permissibility over appropriate land uses within the 'Commercial' zone as this reduces any potential impacts associated with land uses, whilst still providing landowners with a level of flexibility. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with Centre zones, this strategy proposes to investigate zoning land within the centre 'Neighbourhood Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Centre' zones.

### Action 3.1

Review land uses listed in LPS 15 to achieve consistency with the Planning and Development (Local Planning Schemes) Regulations 2015 Deemed Provisions for Local Planning Schemes where possible.

### Action 3.2

Apply a 'D' permissibility for typical activity centre land uses listed in SPP 4.2.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> <li>Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Within metropolitan region</li> <li>NLA no more than 300sqm</li> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>

Table 1

## Street Activation

Belvidere Street Neighbourhood Centre operates as a well-established main street neighbourhood centre, with activity generated by commercial frontages, bus stop facilities, and on-street car parking.

Existing businesses within Belvidere Street Neighbourhood Centre generate consistent and steady activity, with both a day and night time economy. The majority of shop frontages typically contain definable entry points and awnings to the footpath. However, numerous tenancies within the Centre contain signage or rollershutters which cover the windows, thereby limiting surveillance.

A lack of formalised public spaces results in people spending relatively short amounts of time within the Centre. Limited alfresco dining options are currently present within the Centre, with the exception of F5 Coffee Co.

Opportunities exist to improve street activation within the Centre through consistent built form design. As development occurs, it will be assessed against LPP15 or another planning instrument which will require surveillance between buildings and the street and public spaces.

The City should also explore opportunities to improve activity within the Centre through engagement with local businesses and the Belvidere Street Interest Group.

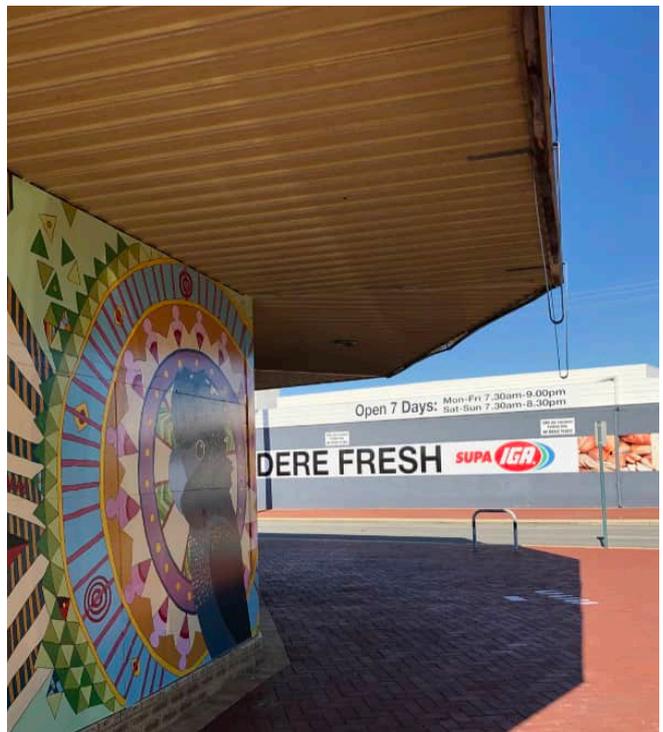


### Action 3.3

Ensure that future development within the Centre provides for surveillance between buildings and public spaces in accordance with the relevant planning instrument.

### Action 3.4

Liaise with landowners and consider the appropriate mechanism to facilitate public spaces as part of any redevelopment.



## Streetscape Enhancement

The Centre contains commercial tenancies fronting both sides of Belvidere Street. The main street design of the Centre provides opportunity for enhancements to the streetscape.

LPP15 details a concept plan for the overall Centre boundary, which includes improvements to Belvidere Street. The concept plan can be seen as Figure 8 overleaf. Streetscape enhancements recommended in LPP15 include:

- A continuous high quality shared surface main street environment.
- Regular tree planting along the median and footpath paving.
- Bus stop shelter and seating located east and west of the main street.
- Street furniture including seating, cycle racks, public art and bins in convenient locations.
- Integrated water sensitive urban design (WSUD).

### Action 3.5

Investigate opportunities to improve the public realm within the Belvidere Neighbourhood Centre.



## Urban Open Space

LPP15 designates the development of a new 'community square' to be located within the existing Belvidere Street IGA site, see number 2 on Figure 8. The proposed community square appears to be located within the extent of a private lot, making the implementation and development of this public space difficult and reliant on external factors. Given this, the City should investigate the establishment of a public space/community square within the large verge area at the intersection of Belvidere Street and Gardiner Street.

A public space at the intersection of Belvidere Street and Gardiner Street will provide a centrally located area which is wholly within the City's land. The City should investigate this area containing public seating, shade trees/landscaping, grassed area for recreation and the ability for local businesses to utilise the area for alfresco dining or sale of goods.

### Action 3.6

Investigate the development of an urban open space at the intersection of Belvidere Street and Gardiner Street.





Figure 8: LPP 15 Concept Plan

## Public Art

There is currently one public art mural within Belvidere Street Neighbourhood Centre. The mural was painted on a previously blank facade of a commercial tenancy located at the intersection of Belvidere Street and Gardiner Street.

Public art is a vital part of the public realm as it assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than \$4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include blank wall surfaces and the road pavement.

Future funding mechanisms for public art within Belvidere Neighbourhood Centre should also be investigated. It is likely that the existing threshold amount of \$4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

### Action 3.7

Investigate opportunities for public art to be located within Belvidere Street Neighbourhood Centre.

### Action 3.8

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.

## Community Groups

Belvidere Street Interest Group is a community group containing community members and business owners.

The City currently liaises when necessary with the group, as well as engaging with the group upon request. The City should continue to support the groups operation and growth and collaborate with them where possible in shaping the future of the Belvidere Street Neighbourhood Centre.

### Action 3.9

Continue to liaise with and involve Belvidere Street Interest Group in matters relating to Belvidere Street Neighbourhood Centre.





City of Belmont

## Community Events

The City has previously been involved in the delivery of community events within Belvidere Street neighbourhood centre, most notably the Belvidere Street Party. Such events assist in creating a sense of place and local community.

As detailed previously, the RNA outlines the potential for Belvidere Street Neighbourhood Centre to become an energised, attractive and viable neighbourhood centre. To assist in realising this potential and developing a strong sense of community, the City of Belmont should investigate and support future events within the Belvidere Street Neighbourhood Centre by working with the Belvidere Street Interest Group.

### Action 3.10

Investigate and support future events within the Belvidere Street Neighbourhood Centre.



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**City of Belmont**

215 Wright Street, Cloverdale WA 6105  
Locked Bag 379, Cloverdale WA 6985  
Open 8:30am - 4:45pm, Monday - Friday

Activity Centre Planning Strategy

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# CITY OF BELMONT

## Belvidere Street Neighbourhood Centre Actions



## Actions & Implementation

### Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Review LPP 15 and determine whether it should be retained as an independent policy or whether the Centre could be subject to development provisions which are consistent across all activity centres and are contained within a relevant planning instrument.	Part 2 Local Planning Policy No. 15 Page 5	 1.2 1.3 1.4  5.7	Local Planning Policy 15.	Short	Planning
1.2	Investigate whether it is appropriate to modify the 'Special Development Precinct' zone to 'Neighbourhood Centre' for the Belvidere Street Neighbourhood Centre.	Part 2 Belvidere Street Neighbourhood Centre Zoning Page 6	 1.2 1.3 1.4	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.3	Investigate whether it is appropriate to modify Local Planning Policy 15 to remove reference to the 'Special Development Precinct' zone.	Part 2 Belvidere Street Neighbourhood Centre Zoning Page 6	 1.2 1.3 1.4	Local Planning Scheme No. 15. Local Planning Policy 15.	Short	Planning
1.4	Investigate whether it is appropriate to introduce a residential density code of R-AC0 or R-AC4 over land within the Belvidere Street Neighbourhood Centre.	Part 2 Residential Density Within the Centre Page 7	 1.3 1.4  5.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	As part of Local Housing Strategy	Planning

## Actions & Implementation

### Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.5	As part of the preparation of a new Local Planning Scheme investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 7	 1.1  5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5	Short	Planning
1.6	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Centre Page 7	 1.2  1.3  1.4  4.1  5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning
1.7	Investigate increasing the density coding of land surrounding Belvidere Street Neighbourhood Centre through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	 1.3  5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	As part of the Local Housing Strategy	Planning

## Actions & Implementation

### Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate the implementation of recommendations made by 'Belmont on the Move' in relation to the Belvidere Street Neighbourhood Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.2 1.5  2.1-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short/Medium	Planning Infrastructure Services
2.2	Investigate improvements to pedestrian and cyclist priority within the Belvidere Street Neighbourhood Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.2 1.5  2.2 2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Medium	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at select locations within 200 metres of Belvidere Street Neighbourhood Centre.	Part 2 Wayfinding Page 11	 2.1-2.3  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Planning Infrastructure Services
2.4	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belvidere Street Neighbourhood Centre.	Part 2 Public Transport Page 12	 2.1& 2.4  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short	Infrastructure Services

## Actions & Implementation

### Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.5	Review the recommendations of 'Belmont on the Move' and LPP15 and implement the appropriate road network modifications.	Part 2 Private Vehicles and Road Network Page 13	 1.2 1.5  2.2-2.4	Belmont on the move Local Planning Policy 15	Medium	Infrastructure Services
2.6	Investigate an appropriate car parking standard for land uses within the Belvidere Neighbourhood Centre.	Part 2 Car Parking Page 14	 1.2 & 1.5  2.2 2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belvidere Neighbourhood Centre.	Part 2 Car Parking Page 14	 1.2 & 1.5  2.2 2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning Infrastructure Services

## Actions & Implementation

### Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Review land uses listed in LPS 15 to achieve consistency with the Planning and Development (Local Planning Schemes) Regulations 2015 Deemed Provisions for Local Planning Schemes where possible.	Part 2 Land Use Permissibility Page 16	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Apply a 'D' permissibility for typical activity centre land uses listed in SPP 4.2.	Part 2 Land Use Permissibility Page 16	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.3	Ensure that future development within the Centre provides for surveillance between buildings and public spaces in accordance with the relevant planning instrument.	Part 2 Street Activation Page 17	 1.2-1.4  2.2	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.4	Liaise with landowners and consider the appropriate mechanism to facilitate public spaces as part of any redevelopment.	Part 2 Street Activation Page 17	 1.2&1.4  3.4  5.7	Place Making Strategy State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Culture and Place
3.5	Investigate opportunities to improve the public realm within the Belvidere Neighbourhood Centre.	Part 2 Streetscape Enhancement Page 19	 1.2-1.4  2.2-2.4  5.7	State Planning Policy 4.2 - Activity Centres Canopy Plan	Medium/Long	Planning Infrastructure Services

## Actions & Implementation

### Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.6	Investigate the development of an urban open space at the intersection of Belvidere Street and Gardiner Street.	Part 2 Urban Open Space Page 19	 1.2  1.3  3.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services Culture and Place
3.7	Investigate opportunities for public art to be located within Belvidere Street Neighbourhood Centre.	Part 2 Public Art Page 21	 1.2  4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium/On-going	Planning Culture and Place
3.8	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 21	 1.2  4.1	Local Planning Policy No. 11 - Public Art	Short	Planning
3.9	Continue to liaise with and involve Belvidere Street Interest Group in matters relating to Belvidere Street Neighbourhood Centre.	Part 2 Community Groups Page 21	 1.2  5.1  5.5	Place Making Strategy	Ongoing	Planning Culture and Place
3.10	Investigate and support future events within the Belvidere Street Neighbourhood Centre.	Part 2 Community Events Page 22	 1.2-1.4  4.1  5.7  5.1  5.5	Place Making Strategy	Short/Ongoing	Culture and Place

# CITY OF BELMONT Activity Centre Planning Strategy - Eastgate



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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Eastgate

Eastgate Neighbourhood Centre is located within the suburb of Rivervale, with frontages to Fitzroy Road, Great Eastern Highway and Kooyong Road (Figure 1). The Centre currently contains 1,718 square metres of retail commercial floorspace.

The Centre sits on a large single lot and offers a variety of goods and services to the community, including a supermarket. The built form is surrounded by parking and primarily addresses Great Eastern Highway with limited visual surveillance afforded to the Kooyong Road and Fitzroy Road streetscapes.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Eastgate Neighbourhood Centre, with recommendations on zoning, residential density, movement and place.

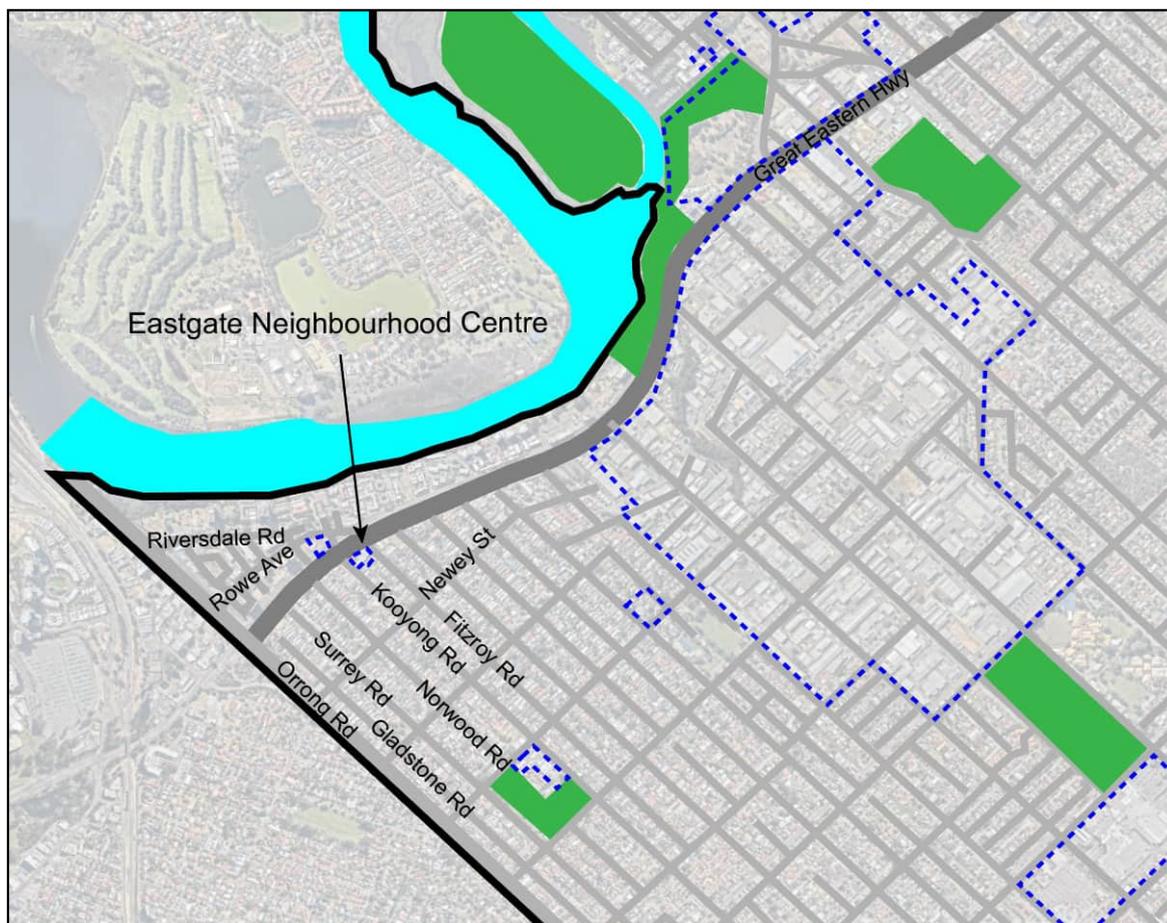
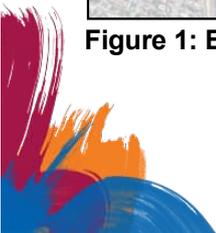


Figure 1: Eastgate Locality Map



# I. Centre Context

Land within the Centre is predominantly zoned 'Commercial' under Local Planning Scheme No. 15 (LPS15). There is no residential density code associated with the 'Commercial' zoning. A small portion of the lot, to the south-east fronting Fitzroy Road, is currently zoned 'Residential' with an associated density coding of R20/40. This section of the lot currently contains car parking associated with the Centre.

Land surrounding the Centre contains a diverse range of residential dwellings and commercial uses. The majority of residential development is located south of the Centre where the dwelling type is predominantly single houses or grouped dwellings. High density residential development in the form of apartments are located to the north of the Centre and Great Eastern Highway within The Springs Development. The 'Mixed Use' zoned land to the east and west of the Centre, fronting Great Eastern Highway, provides for small scale commercial tenancies and short-stay accommodation.

The immediate catchment area for the Centre is primarily defined by dwellings within a 200 metre radius (as depicted in Figure 2). However, it is important to note that the catchment area may extend beyond this radius due to the presence of high density development within The Springs which currently lacks a centre. It is also likely that the Centre attracts visitors from the passing traffic, as it gains exposure and visibility from those traveling along the highway. Therefore, the catchment area likely extends beyond 200m.



**Figure 2 Eastgate Catchment Area**

## Eastgate Centre Boundary and Zoning

The Eastgate Neighbourhood Centre boundary can be defined through the singular lot at 49 Great Eastern Highway, Rivervale. Despite the Centre being located on a singular lot, both a 'Commercial' and 'Residential' zoning currently applies under LPS15, as shown in Figure 3.

A Retail Needs Assessment (RNA) prepared for this Strategy indicates the need for an additional 1,282 square metres of retail commercial floor area within the Centre.



Figure 3: Existing Eastgate Zoning





The need for increased retail floorspace within the Centre is a result of major population growth in the immediate vicinity. Major redevelopment within the Centre and a possible rezoning (further discussed below), could facilitate this increase in retail floorspace.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. It may therefore be appropriate for the Centre to be zoned 'Neighbourhood Centre' through the preparation of a new local planning scheme. To facilitate the need for increased retail floorspace, it may also be appropriate to rezone the portion of Eastgate

Neighbourhood Centre currently zoned 'Residential' to 'Neighbourhood Centre' (Identified by the black dashed line on Figure 4). It is anticipated that this will provide for additional employment and activity to be generated within the Centre.

**Action 1.1**  
Investigate whether it is appropriate to implement the zoning shown in Figure 4, through the preparation of a new Local Planning Scheme.

**Action 1.2**  
Facilitate and encourage increased retail floorspace within the centre.



Figure 4: Proposed Zoning Investigations

## Residential Density within the Centre

Although no residential development has been undertaken within the Centre to date, a density coding of R20/40 is applicable to the portion of the lot currently zoned 'Residential'. 'Commercial' zoned land within the Centre does not currently have an associated residential density code.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor. To achieve this, an overarching residential density coding should be applied to land within the Centre, whilst promoting the economic sustainability of the existing commercial uses.

Eastgate Neighbourhood Centre is located adjacent to Great Eastern Highway and surrounded by a mixture of residential dwellings, including high density development to the north. Perth & Peel @ 3.5 million encourages high-density mixed use developments adjacent to major urban transport corridors. Given this, it may be appropriate for the Centre to be allocated a residential density coding consistent with high density urban centres.

State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (SPP7.3 – Volume 2) designates that an R-AC1 residential density coding is suitable for 'high density urban centres'. An R-AC1 density coding allows for a maximum building height of nine storeys, a nil setback from side and rear boundaries and either a nil or 2m setback from the street boundary.

With the exception of the side and rear boundary setback provisions, the R-AC1 development requirements are considered appropriate for this Centre. However, if an R-AC1 density code is applied to the centre, the rear and side boundary setback provisions should be amended to achieve an appropriate interface between the centre and the adjoining low scale residential development.

Alternatively, it may be appropriate for a site specific planning framework to be prepared to guide future development. This could take the form of a Local Development Plan or Structure Plan. To enable the preparation of a site specific planning framework, an R-ACO density code would need to be applied to the centre.

To ensure that residential development does not occur in a manner that erodes the intent of the Centre in providing services to the community, appropriate controls should be introduced within the local planning framework. This may include limiting residential development on ground floors and requiring the provision for a commercial component in any redevelopment proposal.

Through the preparation of a new local planning scheme, the appropriateness of introducing an R-AC1 or R-ACO density coding should be investigated. A minimum rear setback for the Centre should also be investigated, in addition to the planting of trees and landscaping within this area to assist in screening development from the adjoining residential properties.

### Action 1.3

Investigate whether it is appropriate to introduce a residential density code of R-ACO or R-AC1 over Eastgate Neighbourhood Centre.

### Action 1.4

Liaise with the Department of Planning, Lands and Heritage to augment the R-AC1 minimum rear setback provision contained within SPP7.3 – Volume 2.

### Action 1.5

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.



## Residential Density surrounding the Centre

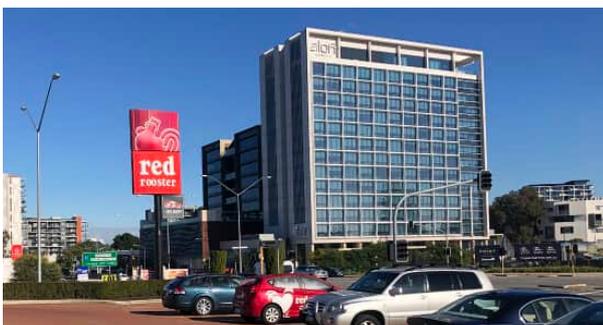
Land to the north of the Centre contains higher density residential development, predominantly in the form of apartments. 'Residential' zoned land south of Great Eastern Highway is assigned a lower density code of either R20 or a flexible density coding of R20/40. This coding has resulted in a predominant housing typology of single and grouped dwellings. A large number of the surrounding grouped dwellings were developed prior to changes in the planning framework which introduced plot ratio for multiple dwellings. Despite a limited uptake to date, the introduction of plot ratio enables a higher yield of multiple dwellings to be developed per site than grouped dwellings.

The RNA prepared to inform the Strategy modeled the effect of an increase in residential density to R80 surrounding the Centre. Whilst the model predicted an increase of up to 13% in annual revenue for local businesses, this was based on the land being vacant. It is also important to note that while much of the housing stock is ageing, ownership of land is fragmented meaning that it is unlikely that development to realise the modelled density will occur within the foreseeable future. In addition, considering the proximity of the Centre to high density development within The Springs, it may not be necessary to increase densities surrounding the Centre.

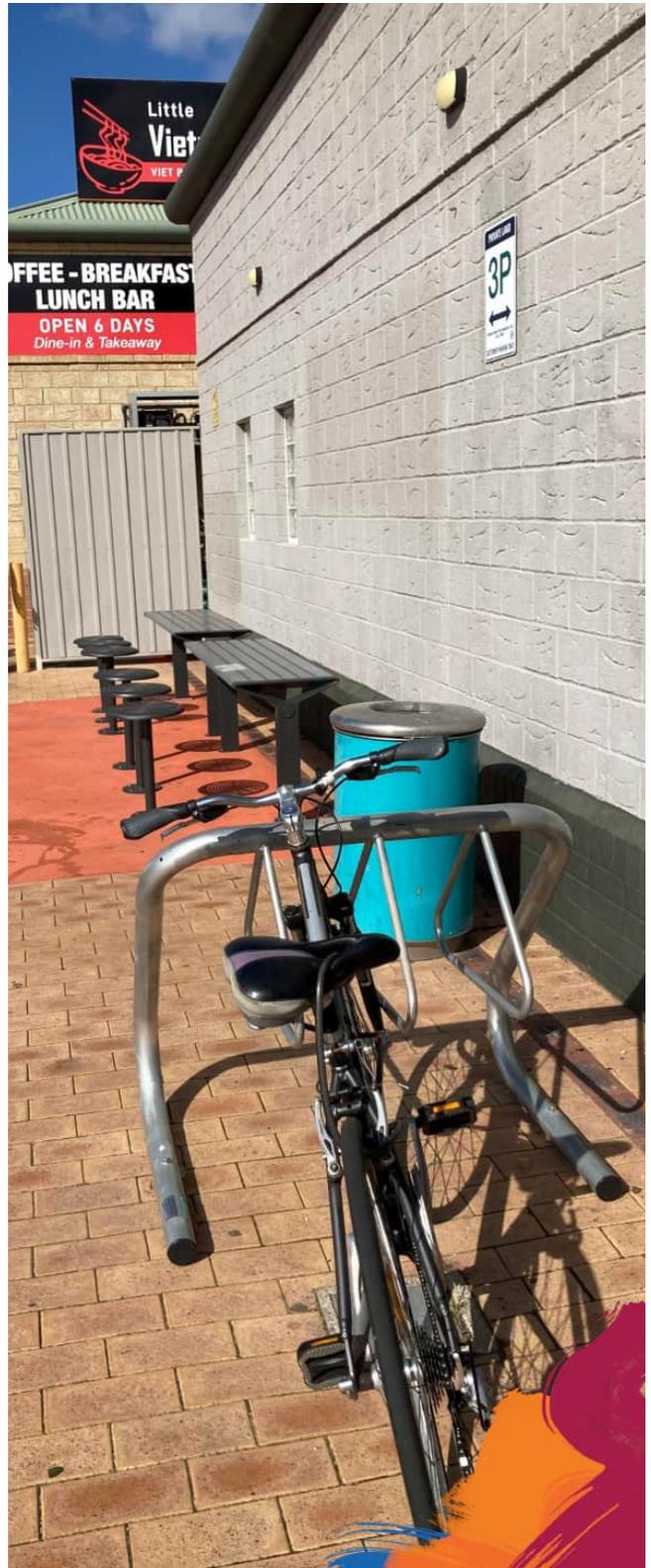
Despite the apparent benefit that an increase in density could provide to the Centre, the City should strive to balance any density increase with community aspirations and additional housing needs. A potential increase in residential density should be explored in more detail through the preparation of the City's Local Housing Strategy.

### Action 1.6

Investigate increasing the density coding of land surrounding Eastgate through the preparation of the City's Local Housing Strategy.



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## 2. Movement

The Eastgate Neighbourhood Centre is located adjacent to the key transport corridors of Great Eastern Highway and Kooyong Road. Therefore, the majority of people (70.8%) who participated in the resident survey, indicated that they access Eastgate Neighbourhood Centre by car. While footpaths from the adjoining residential area lead to Eastgate Neighbourhood Centre, only 25% of survey participants indicate that they walk to the centre.

State Planning Policy 4.2 – Activity Centres outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that access can be improved.



## Pedestrian and Cycling Connections and Priority

Access to the Centre is dominated by vehicle movements, which is evident through the limited priority afforded to pedestrians/cyclists and the dominance of car parking.

Pedestrian and cyclist infrastructure adjacent to the Centre consists of footpaths to Great Eastern Highway, Kooyong Road and Fitzroy Road. Great Eastern Highway also contains on road cycle lanes, however overall there remains limited formalised cyclist connection to the Centre. Within the Centre, there are existing footpaths located under awnings. These footpaths are however quite narrow and could be extended to further facilitate pedestrian movements within the Centre.

Footpaths and pedestrian crossing points do not provide the most convenient or direct route to the Centre, resulting in a loss of pedestrian access. The footpath connecting Kooyong Road to the Centre is located on the western side, with no definable or formalised pedestrian crossing point until the intersection with Great Eastern Highway.

Whilst Great Eastern Highway contains a signalised pedestrian crossing at its intersection with Kooyong Road, due to the traffic volumes using the road it presents as a barrier to accessing the Centre from the north.

Access to the Centre from the north of Great Eastern Highway is however aided by the Surrey Road Underpass, which is located approximately 200 metres to the west of the Centre. Whilst the underpass does not provide the most convenient or legible point of access, it does facilitate pedestrian crossing of Great Eastern Highway to access the Centre.

SPP 4.2 recommends that pedestrians and cyclists be prioritised within activity centres. Several opportunities exist to increase cycling and pedestrian priority within key areas of the Centre.

The City's Integrated Movement Strategy 'Belmont on the Move' doesn't have specific recommendations for Eastgate Neighbourhood Centre but does include the following recommendations broadly applicable to all centres:

- Provision of facilities that provide comfortable and safe cycling infrastructure for all users.
- Improving the design of crossing points at key locations identified as having greater vehicle/pedestrian interaction.

City of Belmont

Opportunities also exist for the City to increase pedestrian and cyclist priority for access to and from the Eastgate Centre. These include the following as visualised by Figure 6 overleaf:

- Investigating a formalised pedestrian crossing point across Kooyong Road from the existing footpath.
- Providing cycle connections with direct access to cycling infrastructure including bike racks and end of trip facilities.
- Providing greater connection to and from the Surrey Road Underpass (see location illustrated by Figure 7 overleaf) for the Centre.
- Planting street trees along the Great Eastern Highway frontage between the Surrey Road Underpass and the Centre.

### Action 2.1

Investigate improvements to pedestrian and cyclist priority to and from Eastgate Neighbourhood Centre.



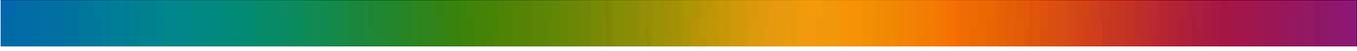


Figure 6: Movement Concept Map



Figure 7: Location of Surrey Road Underpass



## Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists in locating points of interest, in this case Eastgate Neighbourhood Centre. Whilst the Centre is highly exposed to vehicle movement due to its proximity to Great Eastern Highway, opportunities exist to facilitate an increase in pedestrian and cyclist access through wayfinding signage and maps.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of Eastgate Neighbourhood Centre.

This could include wayfinding measures which provide directional details to the Surrey Road Underpass to facilitate convenient and safe access to the Centre.

### Action 2.2

Investigate and implement wayfinding measures at select locations within 200 metres of Eastgate Neighbourhood Centre.

## Public Transport

The Eastgate Neighbourhood Centre is well serviced by public transport, with high frequency bus services running along Great Eastern Highway and Kooyong Road.

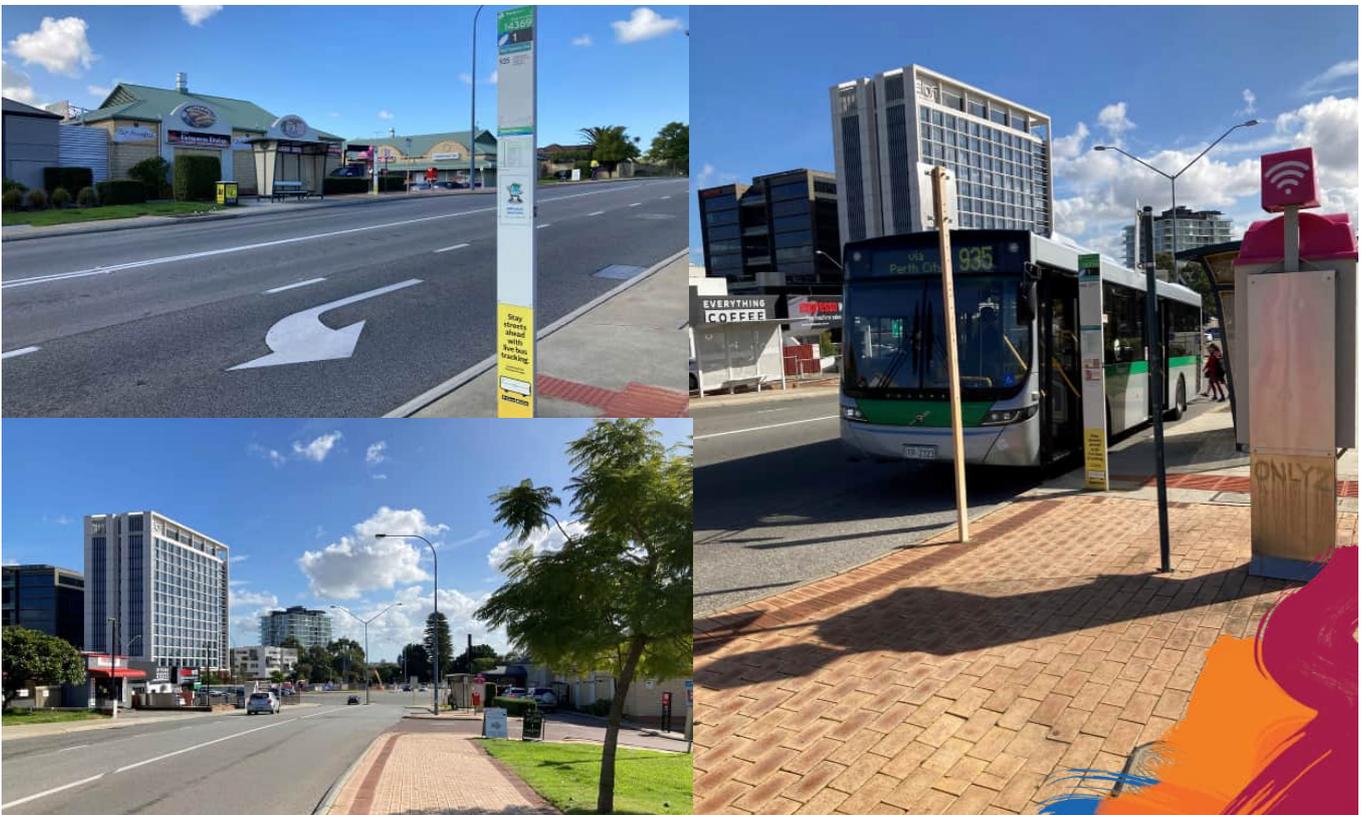
There are bus stops on either side of Kooyong Road directly adjacent to the Centre. Bus stops associated with services running along Great Eastern Highway are located within 50 metres of the Centre.

The level of service and location of stops makes travel via bus a viable mode of transport for access to the Centre.

The City should continue to promote public transport usage through its Travel Smart program, as well as liaising with land and business owners to maximise public transport usage.

### Action 2.3

Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Eastgate Neighbourhood Centre.



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## Car Parking

Car parking within Eastgate Neighbourhood Centre is predominantly located within the private lot boundaries. Car parking wraps the building facades and is visible from Kooyong Road, Great Eastern Highway, and Fitzroy Road. Limited public on street parking is available, however informal parallel parking does occur along Fitzroy Road.

As a result of the road network surrounding the Centre, future car parking will need to continue to be provided on-site. The City’s current LPS15 requires a minimum parking requirement dependent on the land use proposed. The Eastgate Neighbourhood Centre site is constrained and continual change in land uses on the site may result in an increased requirement for parking, which is unable to be accommodated on site or within the immediate vicinity. This is unless the configuration of the Centre is altered through redevelopment.

The Department of Planning, Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses within the Eastgate Neighbourhood Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre. While there are limited opportunities for additional parking to be provided within the road reserves, parking in lieu payments could be used to promote active modes of transport or to establish appropriate parking management measures.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

### Action 2.4

Investigate an appropriate car parking standard for land uses within the Eastgate Neighbourhood Centre.

### Action 2.5

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Eastgate Neighbourhood Centre.



### 3. Place

The Eastgate Neighbourhood Centre contains a diverse range of businesses, along with specialised medical services. This mix of land uses services the local community and facilitates activity within the Centre.

Although the Centre contains a diverse range of businesses and services, there is a lack of meeting places and incentive for patrons to stay and utilise the Centre to its full potential. There is an opportunity for residential development to be incorporated into the Centre to facilitate in its activation and ongoing sustainability.



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## Land Use Permissibility

The Eastgate Neighbourhood Centre provides a range of goods and services for the surrounding local community. The Eastgate IGA acts as the anchor tenant, with a number of take away food outlets, medical land uses, shops, showrooms and gyms also operating.

The variety of uses provide for a day and night time economy, with Eastgate IGA being open from 7:00am to 9:00pm, medical land uses being open between day trading hours and a number of the takeaway food outlets being open until 9:00pm.

Eastgate Neighbourhood is currently zoned 'Commercial' under LPS15. The 'Commercial' section of the Zoning Table of LPS15 demonstrates only one retail commercial or entertainment land use as being a permissible 'P' land use, being a 'Video Store'. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Neighbourhood Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

### Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> <li>Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Within metropolitan region</li> <li>NLA no more than 300sqm</li> <li>No more than 60% of ground floor glazing obscured</li> </ul>

Table 1

## Street Activation and Public Spaces

Eastgate Neighbourhood Centre benefits from exposure to Great Eastern Highway but is currently orientated inwards with limited surveillance afforded to Kooyong Road and Fitzroy Road. Commercial tenancies front car parking and provide awnings for weather protection over the adjacent footpaths.

A lack of formalised public spaces or meeting places results in people spending short periods of time within the Centre. There are also narrow footpaths to the front of tenancies, resulting in limited opportunity for alfresco dining or trading within the footpath. Furthermore, an existing fast food outlet located within the Centre contains a drive through component, resulting in a large amount of activity traversing through the Centre without visiting multiple tenancies.

Opportunities exist to liaise with the owner of the Centre to incorporate public open spaces as part of any redevelopment. The public spaces should provide for social interaction within the Centre and include areas of seating and appropriate landscaping.

If the Centre was to be redeveloped, it should be designed to address all public streets, with car parking sleeved from view. Clear glazing fronting streets, passive surveillance, and active frontages should also be encouraged.

There may be opportunities to co-design such improvements with the landowner.

To facilitate improvements, the City should investigate including built form provisions in the appropriate planning framework.

**Action 3.2**  
Liaise with the owner of the Eastgate Neighbourhood Centre to encourage the provision of a public space within the Centre.

**Action 3.3**  
Investigate implementing built form controls to ensure redevelopment of the Centre fronts the street and provides active facades.

## Great Eastern Highway

Great Eastern Highway forms the primary street frontage of the Centre. Currently the frontage within the lot boundary of the Centre is dominated by car parking. The Great Eastern Highway road reservation extends further than the current carriageway width. The area outside of the current carriageway contains a footpath, landscaping and a grassed verge area.

Opportunities exist to improve this road reserve area, including:

- Realignment of the existing footpath to be set-back from the Great Eastern Highway carriageway.
- Street tree plantings adjacent to the realigned footpath location to provide shade.
- Improved and additional access points to the Centre suitable for cyclists and pedestrians, compliant with the relevant disabled access requirements.

Investigation of the above points will assist in creating a greater connection and amenity for patrons visiting the Centre.

**Action 3.4**  
Investigate implementing streetscape improvements along the Great Eastern Highway frontage of Eastgate Neighbourhood Centre.



## Kooyong Road

Kooyong Road currently contains footpaths and bus stops on either side of the road. Despite bus stops being located on either side of the road, there is no, safe direct crossing point between these and the Centre. The City should investigate a direct crossing point to the Centre adjacent to the bus stops.

While space is limited within the road reserve, the City should also explore opportunities for the planting of additional trees within the verge fronting Eastgate Neighbourhood Centre, to improve its visual appearance.

These public realm improvements will create a more attractive and functional public realm along the portion of Kooyong Road fronting Eastgate Neighbourhood Centre.

**Action 3.5**  
Investigate implementing streetscape improvements along the Kooyong Road frontage of Eastgate Neighbourhood Centre.

## Fitzroy Road

The public realm of Fitzroy Road consists of a footpath fronting the Eastgate Neighbourhood Centre and landscaped verges. Given there is only one street tree fronting the neighbourhood centre, the City should investigate opportunities to increase the number of street trees on both sides of the road.

One crossing point via a central median is provided at the intersection of Great Eastern Highway. The City should investigate providing additional crossing points for pedestrians accessing the Centre from the residential land to the north east.

These public realm improvements will assist in creating an attractive streetscape for pedestrians.

**Action 3.6**  
Investigate implementing streetscape improvements along the Fitzroy Road frontage of Eastgate Neighbourhood Centre.



City of Belmont



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## Public Art

Eastgate Neighbourhood Centre currently contains no public art within its boundary. Public art is vital as it assists in developing a strong sense of place with the local community and increases the overall attractiveness of a centre to customers.

The City requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than \$4.5 million. While Eastgate Neighbourhood Centre is located within the policy area, the public art threshold has not benefited the Centre as there has been no major redevelopment since the adoption of Local Planning Policy No.11 – Public Art Contribution.

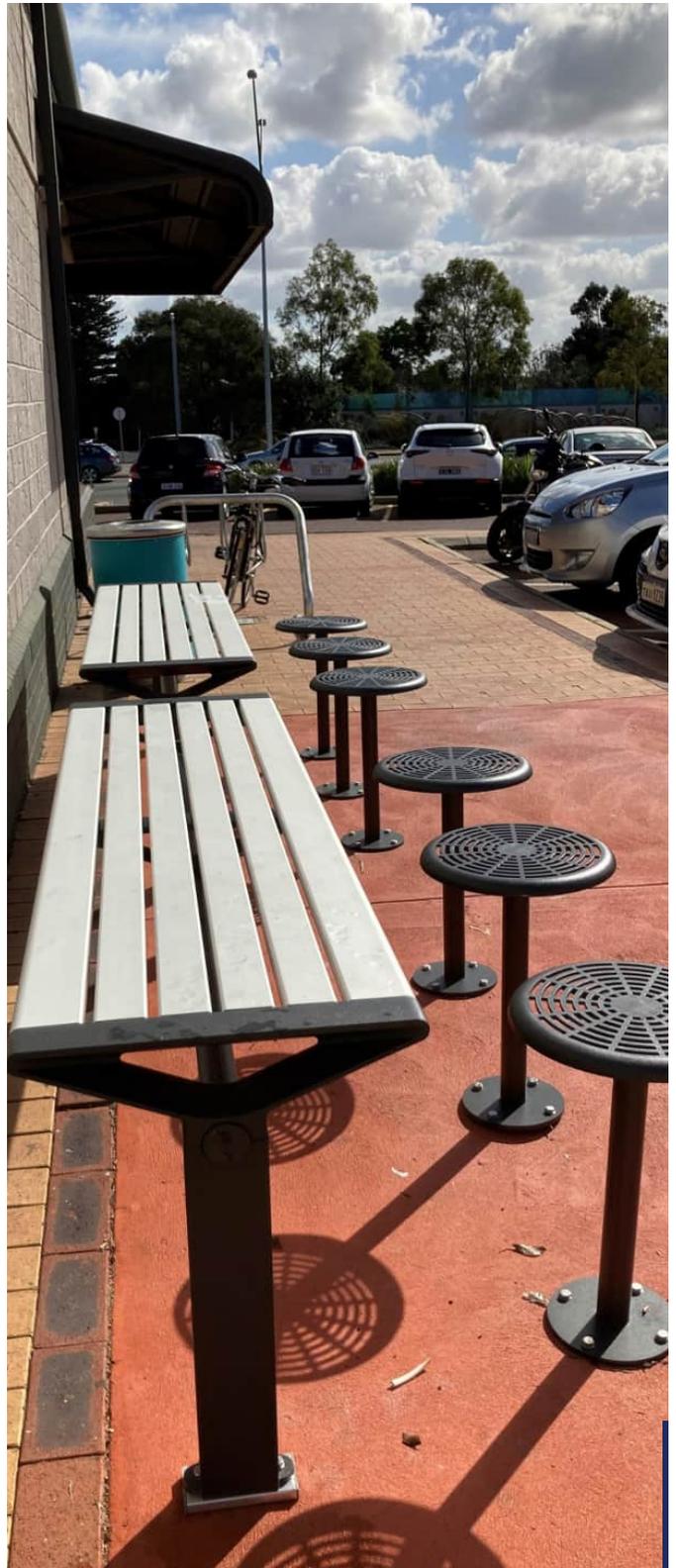
Opportunities exist to incorporate public art within the Centre, particularly given its accessibility and prominent location. Public art provision should be investigated through any future redevelopment of the Centre, in accordance Local Planning Policy No.11.

### Action 3.7

Investigate opportunities for public art to be located within the Centre.



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**City of Belmont**

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# CITY OF BELMONT

## Eastgate Neighbourhood Centre Actions



## Actions & Implementation

### Eastgate

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate whether it is appropriate to implement the zoning shown in Figure 4, through the preparation of a new Local Planning Scheme.	Part 2 Eastgate Centre Boundary and Zoning Pages 5-7	 1.2 1.3 1.4	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2	Short	Planning
1.2	Facilitate and encourage increased retail floorspace within the centre.	Part 2 Eastgate Centre Boundary and Zoning Pages 5-7	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.3	Investigate whether it is appropriate to introduce a residential density code of R-ACO or R-AC1 over Eastgate Neighbourhood Centre.	Part 2 Residential Density Within the Centre Page 8	 1.3 1.4  5.4 5.7	State Planning Policy 7.3 - Residential Design Codes: Volume 2 - Apartments State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning
1.4	Liaise with the Department of Planning, Lands and Heritage to augment the R-AC1 minimum rear setback provision contained within SPP7.3 – Volume 2.	Part 2 Residential Density Within the Centre Page 8	 1.2 1.3  5.1 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning
1.5	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density Surrounding the Centre Page 9	 1.3 1.4  5.4	State Planning Policy 4.2 - Activity Centres Local Housing Strategy	As part of the Local Housing Strategy	Planning

## Actions & Implementation

### Eastgate

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.5	Investigate increasing the density coding of land surrounding Eastgate through the preparation of the City's Local Housing Strategy.	Part 2 Residential Density Surrounding the Centre Page 9	 1.3  1.4  5.4	State Planning Policy 4.2 - Activity Centres Local Housing Strategy	As part of the Local Housing Strategy	Planning

## Actions & Implementation

### Eastgate

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate improvements to pedestrian and cyclist priority to and from Eastgate Neighbourhood Centre.	Part 2 Pedestrian and Cycling Connections and Priority Pages 11-12	 1.2  1.5  2.2  2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Medium	Planning Infrastructure Services
2.2	Investigate and implement wayfinding measures at select locations within 200 metres of Eastgate Neighbourhood Centre.	Part 2 Wayfinding Page 13	 2.1-2.3  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Planning Infrastructure Services
2.3	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Eastgate Neighbourhood Centre.	Part 2 Public Transport Page 13	 2.1&2.4  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Infrastructure Services
2.4	Investigate an appropriate car parking standard for land uses within the Eastgate Neighbourhood Centre.	Part 2 Car Parking Page 14	 1.2&1.5  2.2&2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning
2.5	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Eastgate Neighbourhood Centre.	Part 2 Car Parking Page 14	 1.2&1.5  2.2&2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning Infrastructure Services

## Actions & Implementation

### Eastgate

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 16	 1.2-1.4  4.1	Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.2	Liaise with the owner of the Eastgate Neighbourhood Centre to encourage the provision of a public space within the Centre.	Part 2 Street Activation and Public Spaces Page 17	 1.2&1.4  3.4  5.7	State Planning Policy 4.2 - Activity Centres Place Making Strategy	Medium	Planning Infrastructure Services Place Making
3.3	Investigate implementing built form controls to ensure redevelopment of the Centre fronts the street and provides active facades.	Part 2 Street Activation and Public Spaces Page 17	 1.2-1.4  2.2	State Planning Policy 4.2 Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.4	Investigate implementing streetscape improvements along the Great Eastern Highway frontage of Eastgate Neighbourhood Centre.	Part 2 Great Eastern Highway Page 17	 1.2-1.4  2.2-2.4  5.7	State Planning Policy 4.2.	Medium/Long	Planning Infrastructure Services Main Roads Western Australia
3.5	Investigate implementing streetscape improvements along the Kooyong Road frontage of Eastgate Neighbourhood Centre.	Part 2 Kooyong Road Page 18	 1.2-1.4  2.2-2.4  5.7	State Planning Policy 4.2	Medium/Long	Planning Infrastructure Services

## Actions & Implementation

### Eastgate

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.6	Investigate implementing streetscape improvements along the Fitzroy Road frontage of Eastgate Neighbourhood Centre.	Part 2 Fitzroy Road Page 18	 1.2-1.4  2.2-2.4  5.7	State Planning Policy 4.2	Medium/Long	Planning Infrastructure Services
3.7	Investigate opportunities for public art to be located within the Centre.	Part 2 Public Art Page 19	 1.2  4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium	Planning Culture and Place



Activity Centre Planning Strategy

# CITY OF BELMONT Activity Centre Planning Strategy - Kooyong Village



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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Kooyong Village

Kooyong Village is located centrally within the suburb of Rivervale, bounded by Francisco Street, Gerring Court, Kooyong Road and Wilson Park (Figure 1). Kooyong Village has been operating as a commercial centre for 70 years, steadily growing over time. The Centre currently contains 2,267 square metres of retail commercial floorspace.

The Centre currently reflects a traditional main street design, with shops fronting Kooyong Road. A range of land uses presently located within the Centre offer a variety of goods and services to the community, including an anchor supermarket.

Kooyong Village has retained its traditional form with minimal change to the original facades of commercial tenancies. The Centre presents opportunities to act as a vibrant hub for surrounding residents while maintaining its sense of character and street appeal.

This section of the Activity Centre Planning Strategy outlines the opportunities for Kooyong Village, with recommendations on zoning, residential density, movement and place.

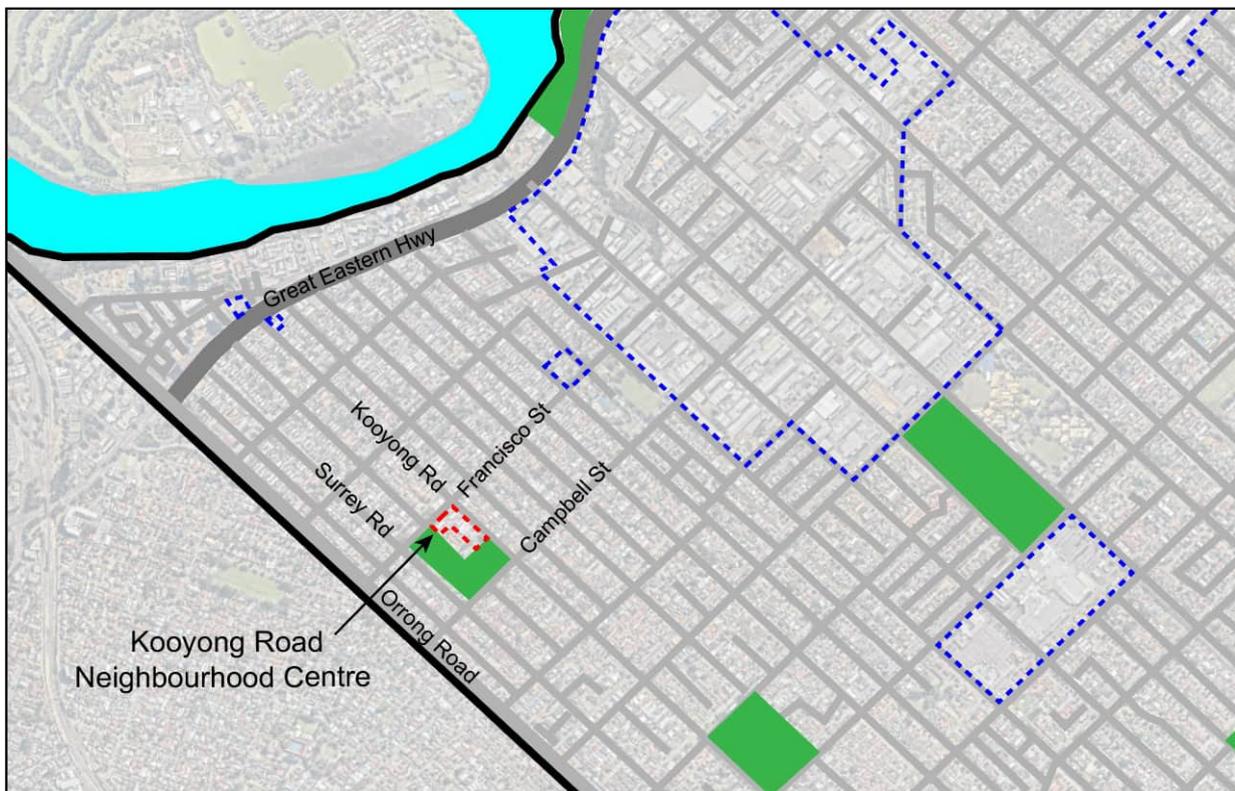


Figure 1: Kooyong Village Locality Map



# I. Centre Context

The Centre is a destination within Rivervale which attracts activity through the provision of a diverse range of services. The Centre also benefits from its location adjacent to Wilson Park.

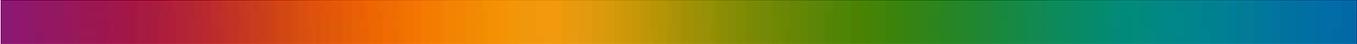
Land within the Centre is zoned 'Commercial' under Local Planning Scheme No. 15 (LPS 15), with no associated residential density coding. Surrounding land is zoned 'Residential' with a flexible residential density code of R20/40.

Whilst the majority of land surrounding the Centre contains either single houses or grouped dwellings, there has been an increase in the number of apartment dwellings developed in recent years. Apartments however remain relatively sparse and have yet to play a major role in the increase of the catchment population surrounding the Centre. There are three vacant land parcels located within and opposite the centre.

The immediate catchment area for Kooyong Village can be defined broadly by dwellings within a 200 metre radius from the centres (as shown in in Figure 2). It is however likely that the total catchment area of Kooyong Village could extend further than a 200 metre walkable catchment and include parts of the suburbs of Cloverdale and Kewdale.



Figure 2: Kooyong Village Catchment Area



## Kooyong Village Zoning

The Centre boundary is defined by the area zoned 'Commercial' as shown in Figure 3. A Retail Needs Assessment (RNA) prepared for this Strategy indicates the need for an additional 224 square metres of retail commercial floor area within the Centre. It is considered that this increase in retail commercial floor area is able to be accommodated within the Kooyong Neighbourhood Centre which will improve the annual turnover per square metre performance of the Centre over time. Therefore, at this stage it is considered appropriate to retain the Centre boundary as per Figure 3.

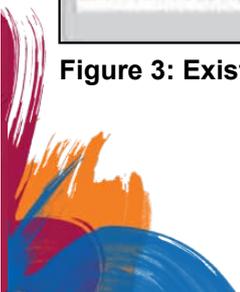
The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. It is therefore recommended that a possible rezoning to 'Neighbourhood Centre' be investigated through the preparation of a new local planning scheme.

### Action 1.1

Investigate the appropriateness of maintaining the centre boundary and applying a 'Neighbourhood Centre' zoning through the preparation of a new Local Planning Scheme.



Figure 3: Existing Kooyong Village Zoning



## Kooyong Village Transitional Area

There are two vacant residential land parcels located opposite the Centre on Fransisco Street. It is recognised that these lots provide an opportunity to create a centre transition area (Figure 4).

While the RNA indicates a minimal need for additional retail floorspace within the Centre, the creation of a 'centre transition area' could facilitate a mix of land uses which are both compatible with residential development and complement the commercial function of the Centre.

The following 'Additional Uses' may be appropriate within the 'centre transition area' subject to further investigation:

- Consulting Rooms
- Office
- Art Gallery

These land uses may provide for additional employment and activity to be generated within close proximity to the Centre, which are compatible with residential development. Typically, these land uses operate during standard business hours and remain of a relatively low scale. The establishment of these uses within the 'centre transition area' could contribute to the future economic sustainability of Kooyong Village.

Consulting rooms can introduce activity to the Centre through specialist services, without detracting from the retail nature of a number of existing businesses. Art galleries can increase the variety of cultural and artistic uses by supporting artists, painters and photographers.

Offices can increase the overall number of employees surrounding the Centre, which has the potential to increase the amount of annual revenue generated by businesses within the Centre.

It is recommended that the appropriateness of additional uses and the 'centre transition area' being zoned 'Residential' (as shown in Figure 4) be investigated through the preparation of a new local planning scheme.

Whilst these uses are considered compatible with residential uses, it is still important to achieve an appropriate interface between the two forms of development. In addition, to support residential development within close proximity to the Centre, it may be appropriate to investigate a requirement for

a minimum residential component to be provided within a development site where an additional use is proposed. It is recommended that provisions to address these considerations be investigated through the preparation of a new Local Planning Scheme.

### Action 1.2

Investigate applying the additional uses of Consulting Rooms, Office and Art Gallery to 97 Norwood Road and 92 Kooyong Road through the preparation of a new Local Planning Scheme.

### Action 1.3

Investigate provisions relating to minimum residential floor space and interface between Commercial and Residential development through the preparation of a new Local Planning Scheme.

## Residential Density within the Centre

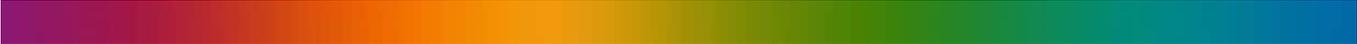
Land within the Centre does not currently have an allocated residential density coding. There is also currently no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail commercial land uses whilst promoting economic sustainability.

In this regard, it may be appropriate for a code of RAC-4 to be applied to land within the Centre (as shown in Figure 4).

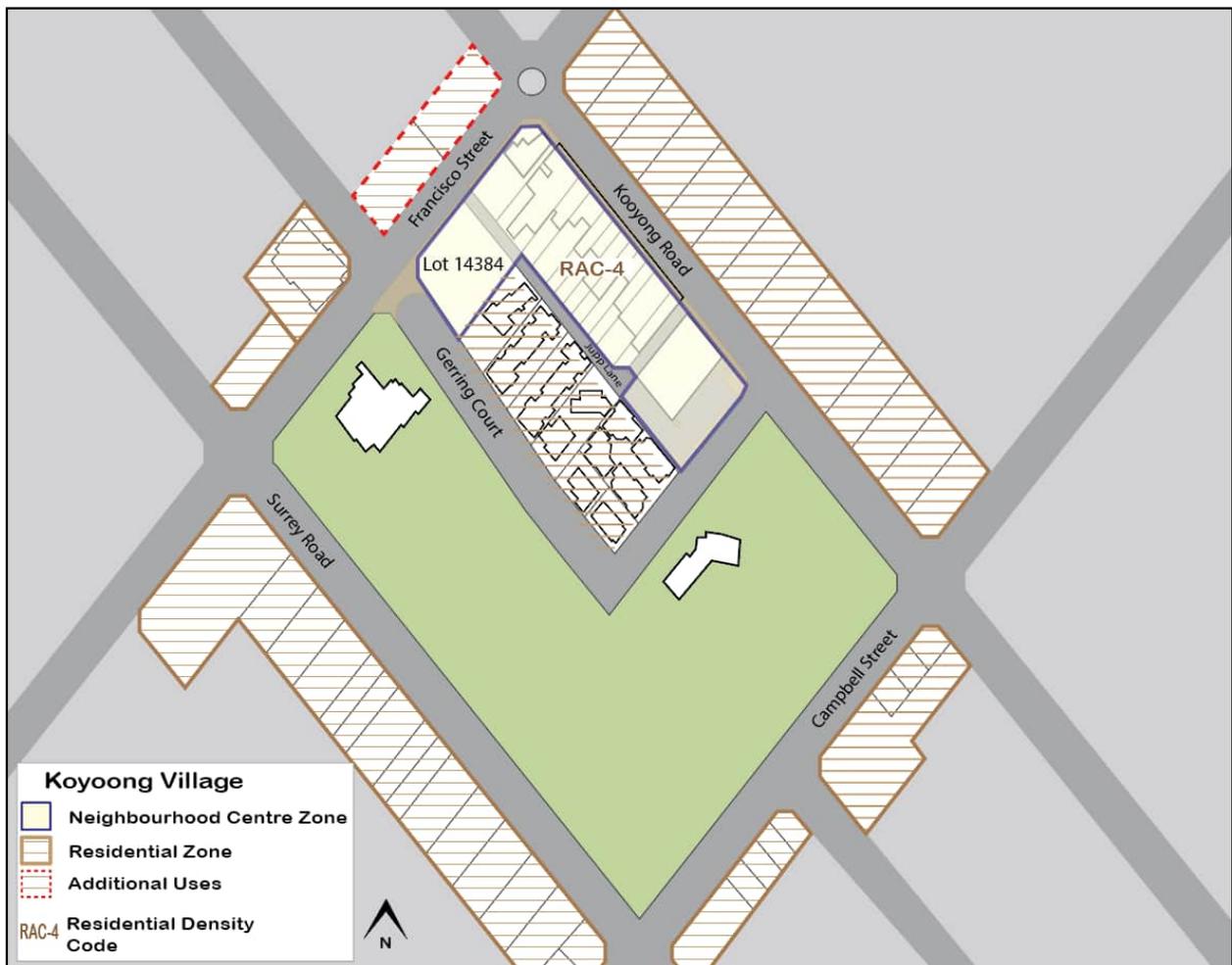
The residential density coding R-AC4, is designated under State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (SPP7.3 - Volume 2) as being appropriate for Neighbourhood Centres. This code allows for a maximum building height of three storeys and nil setbacks to the primary street and side boundaries.



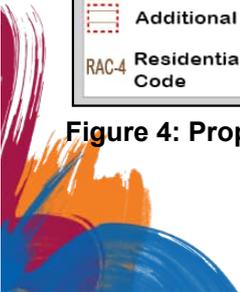
The R-AC4 density coding is considered to facilitate an appropriate scale of development, typical within a neighbourhood activity centre. The provision of residential dwellings above commercial tenancies will generate activity, increase population, contribute to better passive surveillance and has the potential to incentivise redevelopment of existing land within Kooyong Village.

As Lot 14384 Gerring Court (identified by Figure 4) is located adjacent to residential zoned land (with a density code of R20/R40), the City acknowledges that development of this property will require consideration of the amenity of existing residents.

**Action 1.4**  
Investigate whether it is appropriate to introduce a residential density code of R-AC4 in accordance with Figure 4.



**Figure 4: Proposed Zoning Investigations**



## Residential Density surrounding the Centre

'Residential' zoned land surrounding the Centre is assigned a flexible density coding of R20/40. This coding has resulted in a predominately single and grouped dwelling housing typology.

A large number of the surrounding grouped dwellings were developed prior to changes in the planning framework which introduced plot ratio for multiple dwellings. Despite a limited uptake to date, the introduction of plot ratio enables a higher yield of multiple dwellings to be developed per site than grouped dwellings.

The RNA prepared to inform this strategy, studied the impact of increasing residential densities from R40 to R80 around the Centre. The goal was to assess how this change might positively affect the annual revenue of businesses. According to the model's predictions, if the vacant land around the Centre were developed with an R80 density, there could be a potential increase of up to 13% in annual revenue for local businesses. However, due to the relatively recent redevelopment of the surrounding land and fragmented ownership, it is unlikely that further redevelopment will occur in the short-term.

There are however opportunities to increase the residential density coding of lots within the transitional area illustrated in Figure 4. Increasing the density of these lots has the potential to facilitate a higher level of passive surveillance and activity adjacent to the Centre.

This potential increase in residential density should be explored in more detail through the preparation of the City's Local Housing Strategy.

### Action 1.5

Investigate increasing the density coding of land within the transition area, adjacent to Kooyong Village, through the preparation of the City's Local Housing Strategy.



## 2. Movement

The suburb of Rivervale follows a traditional grid style road layout, which makes cycling and walking intuitive, legible and accessible for trips from the surrounding residential area to Kooyong Village. Whilst Kooyong Village is also serviced by a high frequency bus route, community surveys undertaken in 2020 indicated that the main mode of transport to the Centre remains via private vehicle (67% of trips).

State Planning Policy 4.2 - Activity Centres outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that access can be improved.



## Pedestrian and Cycling Connections and Priority

Pedestrian and cyclist infrastructure within the Centre consists of footpaths along Francisco Street, Gerring Court and on both sides of Kooyong Road. Crossing Francisco Street or Kooyong Road is aided by areas of line marking and raised medians within the centre of the road, allowing pedestrians and cyclists to seek refuge from traffic. Pedestrians are further aided by the presence of shopfront awnings providing weather protection to one side of Kooyong Road.

A network of footpaths connect surrounding 'Residential' zoned land to the Centre. The footpath network is supported by street tree plantings which provide a level of shade. Cyclists are also provided with a safe and convenient connection to the Centre through the Surrey Road 'Safe Active Street'.

The road network within the Centre is currently dominated by vehicle movement, with unimpeded traffic flow and limited priority afforded to pedestrians/cyclists.

SPP 4.2 recommends that pedestrians and cyclists be prioritised within activity centres. Several opportunities exist to increase cycling and pedestrian priority within key areas of the Centre and the adjacent Wilson Park.

The City's Integrated Movement Strategy 'Belmont on the Move' recommends the following in relation to the Centre:

- The development of a shared space to aid in pedestrian and cyclist movement between Kooyong Village and Wilson Park, in the area shown within Figure 5.
- Increasing the level of pedestrian priority at the roundabout located at the intersection of Francisco Street and Kooyong Road through the provision of zebra crossings.

In addition, the City should investigate further measures to prioritise pedestrian and cyclist movement including:

- An upgraded connection from Surrey Road through Wilson Park to the intersection of Gerring Court and Kooyong Road.

- Modifying road surface treatments to increase driver awareness to the presence of pedestrians and cyclists.
- Raised median areas at designated crossing points.
- Applying a consistent streetscape along Francisco Street, Gerring Court and Kooyong Road to encourage an attractive cycling and pedestrian environment.
- Increasing street tree planting within the Centre and on surrounding streets to provide greater shade protection and enhance the walking/cycling environment.

### Action 2.1

Investigate the implementation of recommendations made by 'Belmont on the Move', in relation to the Kooyong Village Neighbourhood Centre.

### Action 2.2

Investigate improvements to pedestrian and cyclist priority within Kooyong Village and Wilson Park.





Figure 5: Movement Concept Map

## Wayfinding

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

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

‘Belmont on the Move’ details that there are currently limited wayfinding measures for the Centre, which hinders the public’s knowledge regarding access to the site.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of Kooyong Village.

### Action 2.3

Investigate and implement wayfinding measures at select locations within 200 metres of Kooyong Village.

## Public Transport

High frequency bus route 935 runs along Kooyong Road, with a bus stop on both the north and south side of Kooyong Road, located near the intersection of Gerring Court and Kooyong Road. Route 935 provides Kooyong Village with a connection to Perth CBD, Belmont Forum, Belvidere Street and Perth Airport.

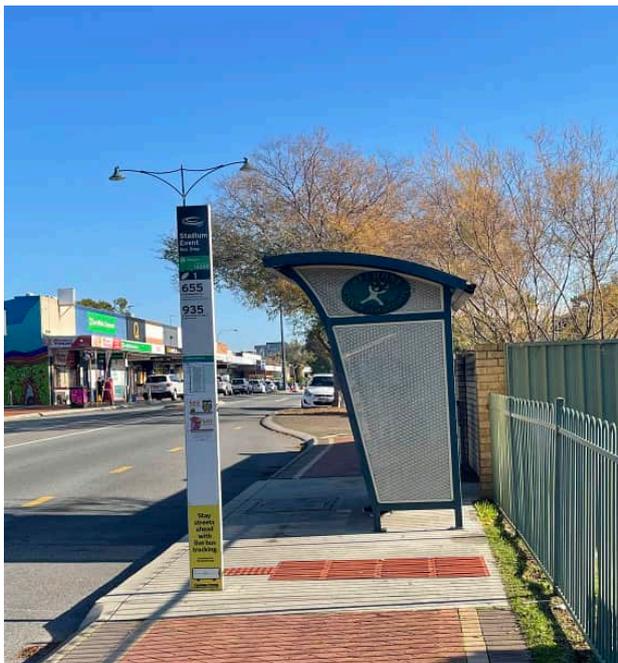
The level of service and connectivity provided by route 935 makes travel via bus a relatively convenient and attractive mode of transport. Bus usage is also supported through the provision of conveniently located and sheltered bus stop facilities.

The uptake of public transport can be supported by travel behaviour programs which are designed to inform the general public about their transport options, including public transport. A greater level of education may result in centre users combining walking, cycling and public transport usage as an alternative to use of a private vehicle.

Users may also look to combine trips for example a trip to work in the CBD combined with a shopping trip to Kooyong Village.

### Action 2.4

Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Kooyong Village.



Activity Centre Planning Strategy



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City of Belmont

## Private Vehicles and Road Network

Kooyong Village is bound by Kooyong Road, Francisco Street and Gerring Court. While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres.

The road network surrounding Kooyong Village should reflect the intended prioritisation of pedestrian, cycling and public transport modes detailed in SPP4.2.

'Belmont on the Move' details potential changes to the road network within Kooyong Village including:

- The implementation of a 40km/h speed limit.
- A raised platform at the intersection of Gerring Court and Kooyong Road.
- Altering the pedestrian crossing points at the roundabout located at the intersection of Francisco Street and Kooyong Road.

Additional modifications to the road treatments within Kooyong Village should also be investigated including:

- The provision of trees within existing on street parking areas and the central median area.
- Re-design of the road layout to calm traffic, through slow points, pedestrian permeability and road surface treatments.

### Action 2.5

Investigate improvements to the road network, in accordance with 'Belmont on the Move' and the draft Wilson Park Masterplan as outlined in Figure 5.

## Car Parking

There is currently both public and private car parking within and surrounding Kooyong Village, including:

- On street parallel parking on Kooyong Road subject to either 30 minute or 2 hour car parking restrictions;
- Unrestricted on street parallel parking on Francisco Street;
- Unrestricted 90 degree public parking bays located within the road reserve of Gerring Court;
- Unrestricted angled parking bays within the road reserve of both Campbell Street and Surrey Road.
- A mixture of angled and 90 degree parking bays within private land adjacent to the supermarket; and
- Informal tenant parking to the rear of tenancies accessed via Jupp Lane.

‘Belmont on the Move’ recommends that the existing parking restrictions be maintained for public car parking along Kooyong Road and either two or three hour time restrictions be implemented for car parking bays within Gerring Court. The introduction of parking restrictions is intended to increase turnover of vehicles within close proximity to activity centres, therefore increasing the availability of parking for consumers.

In terms of private car parking, Local Planning Scheme No. 15 provides for variations to car parking requirements where it is determined that:

- approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- the non-compliance will not have an adverse effect on the locality.

The Department of Planning, Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses within the Kooyong Village Neighbourhood Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement and provision of on-street public parking. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

### Action 2.6

Investigate an appropriate car parking standard for land uses within the Kooyong Village Neighbourhood Centre.

### Action 2.7

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Kooyong Village Neighbourhood Centre.

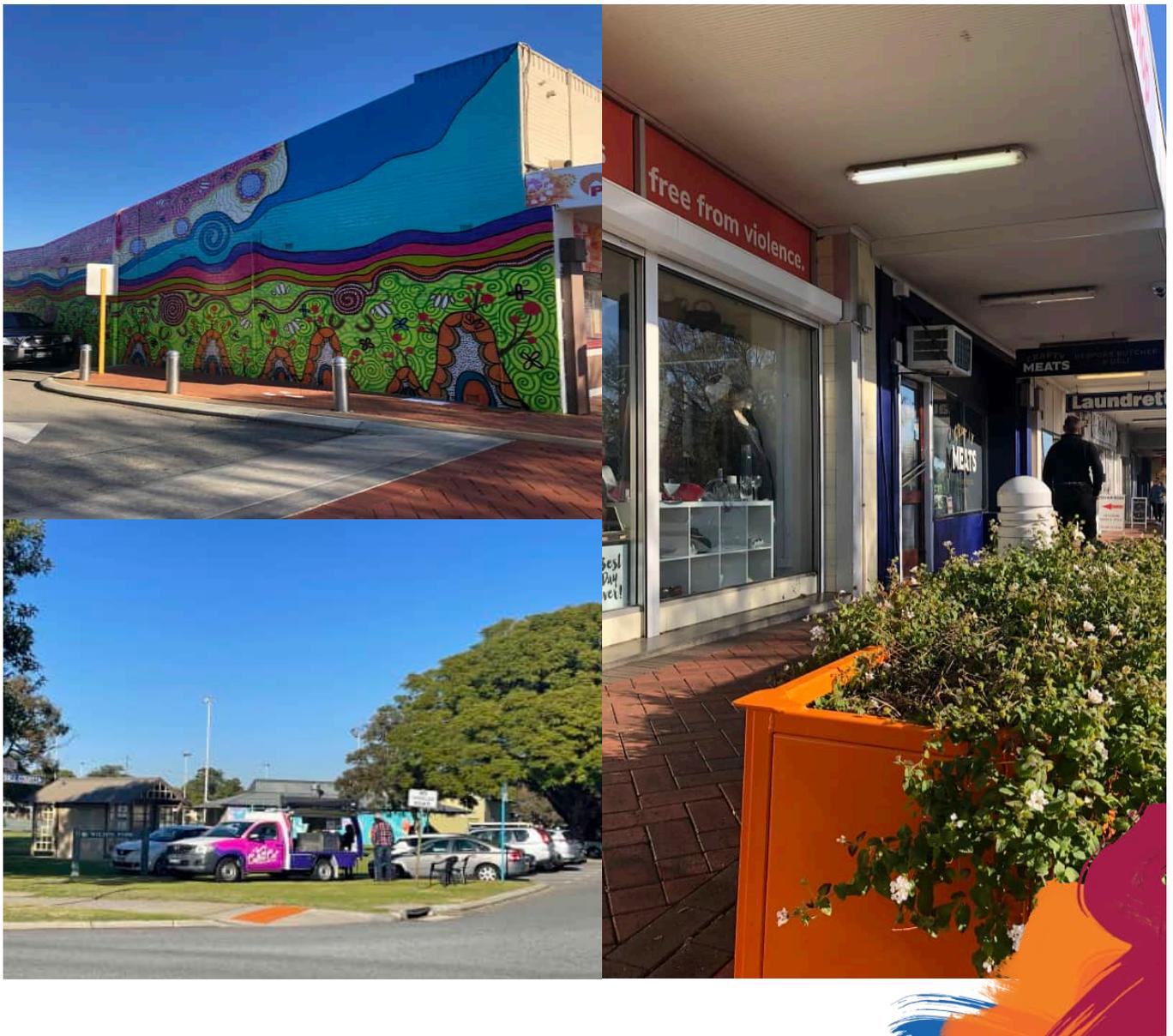


### 3. Place

A range of people visit Kooyong Village due to the diverse range of businesses and services that are located within the Centre. This mix of land uses facilitates activity within the Centre and allows for patrons to visit a range of businesses within a single trip.

Despite the land use mix and activity generated there are currently limited meeting places located within Kooyong Village. The RNA outlines the benefits of Kooyong Village becoming a significant community focal point which provides a range of conveniently accessible goods and services and social meeting places.

Opportunities exist for the sense of place within Kooyong Village to be enhanced through improvements



City of Belmont

## Land Use Permissibility

Kooyong Village is anchored by a supermarket and benefits from a mix of established businesses all of which provide for residents daily and weekly shopping needs.

LPS 15 currently details only one permissible 'P' land use (Video Store) for 'Commercial' zoned land, which includes Kooyong Village. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Neighbourhood Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

### Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> <li>Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Within metropolitan region</li> <li>NLA no more than 300sqm</li> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>

Table 1

## Street Activation

Kooyong Village operates as a well-established main street neighbourhood centre with activity to the street generated through existing commercial frontages, bus stop facilities and on-street car parking.

Existing businesses within Kooyong Village generate consistent and steady activity, with both a day and night time economy. In addition, the majority of shop frontages typically contain clear glazing, definable entry points and awnings to the footpath.

A lack of formalised public spaces or meeting places results in people spending short amounts of time within the Centre. Limited alfresco dining options are currently present within the Centre.

Opportunities exist to improve street activation within the Centre through consistent built form design. The City can implement built form provisions into the appropriate planning framework.

The City should also explore opportunities to improve activity within the Centre through engagement with local businesses.

### Action 3.2

Investigate implementing built form controls aimed at increasing activity at street level.

### Action 3.3

Engage with local businesses to facilitate an increase in street activity within the Centre.



## Kooyong Road

Kooyong Road forms the main frontage for commercial tenancies located within Kooyong Village and as a result plays the role of a 'main street'.

Currently Kooyong Road comprises two lanes of vehicle movement with a central median, parallel parking on both sides and footpaths within the verge. The central median also contains several raised portions along with street lighting and street tree planting within the northern verge area.

The public realm should be designed to enhance the visual appearance, social interaction and accessibility of Kooyong Village.

Modifications to the public realm should be investigated including:

- Providing tree plantings within the central median area and along the southern side of Kooyong Road.
- Alternate road and footpath surface treatments aimed at increasing private vehicle awareness of the presence of pedestrian and cyclists.

### Action 3.4

Investigate opportunities to improve the public realm along Kooyong Road.

## Kooyong Road and Gerring Court Intersection

The intersection of Kooyong Road and Gerring Court plays a significant role within Kooyong Village. This intersection forms the southern entry point to the Centre, and is in close proximity to Wilson Park and bus stop facilities.

As outlined previously, to facilitate better connectivity between the Centre, Wilson Park and bus stop facilities, 'Belmont on the Move' recommends the investigation of a raised platform at the intersection of Gerring Court and Kooyong Road. The proposed raised platform will provide an important link and a shared space for pedestrians and cyclists.

In addition to this, the City should explore the potential for pairing the proposed raised platform within the road space intersection, with the creation of a public space within Wilson Park, adjoining the intersection of Gerring Court and Kooyong Road.

Creating a formalised public meeting space in this location has the potential to facilitate social interaction whilst also attracting additional patrons to the Centre.

### Action 3.5

Investigate the creation of a public meeting space within Wilson Park adjoining the intersection of Gerring Court and Kooyong Road, in accordance with 'Belmont on the Move' and the draft Wilson Park Masterplan.



## Francisco Street

The public realm of Francisco Street consists of footpaths on both sides of the road, a small number of parallel parking bays, verge areas and a central line marked median.

The City should explore the planting of additional trees within the verge and car parking areas along Francisco Street to improve its visual appearance. In addition the City should investigate altering the road and/or footpath surfaces to prioritise the movement of pedestrians.

These public realm improvements in addition to the proposed 'additional uses' over the vacant lots fronting Francisco Street, opposite the Centre, may act as a catalyst for future development.

### Action 3.6

Investigate potential public realm improvements to the section of Francisco Street between Norwood Road and Kooyong Road.

## Jupp Lane

Jupp Lane is located between Kooyong Road and Gerring Court, within Kooyong Village. Currently Jupp Lane is primarily used for access to the rear of existing commercial tenancies fronting Kooyong Road, as well as some low scale pedestrian movement from residential properties on Gerring Court.

Opportunities exist for the City to repurpose a small section of Jupp Lane as a shared or public space.

The City should investigate the transformation of Jupp Lane into a shared zone, encompassing lighting, street furniture and public art, with the potential for local businesses to activate the laneway.

The creation of a shared zone will provide a valuable public space that can be utilised for community events, as well as day to day activation of the Centre.

### Action 3.7

Investigate the implementation of a shared or public space within Jupp Lane.



City of Belmont

## Public Art

There is currently one public art mural located along the western wall of Jupp Lane within the Kooyong Village. Public art is a vital part of the public realm as it assists in developing a strong sense of place with the local community and increases the overall attractiveness of a centre to customers.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than \$4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces or the road surface.

Future funding mechanisms for public art within Kooyong Village should also be investigated. It is likely that the existing threshold amount of \$4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

### Action 3.8

Investigate opportunities for public art to be located within Kooyong Village.

### Action 3.9

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.





**City of Belmont**

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# CITY OF BELMONT

## Kooyong Village Neighbourhood Centre

### Actions



## Actions & Implementation

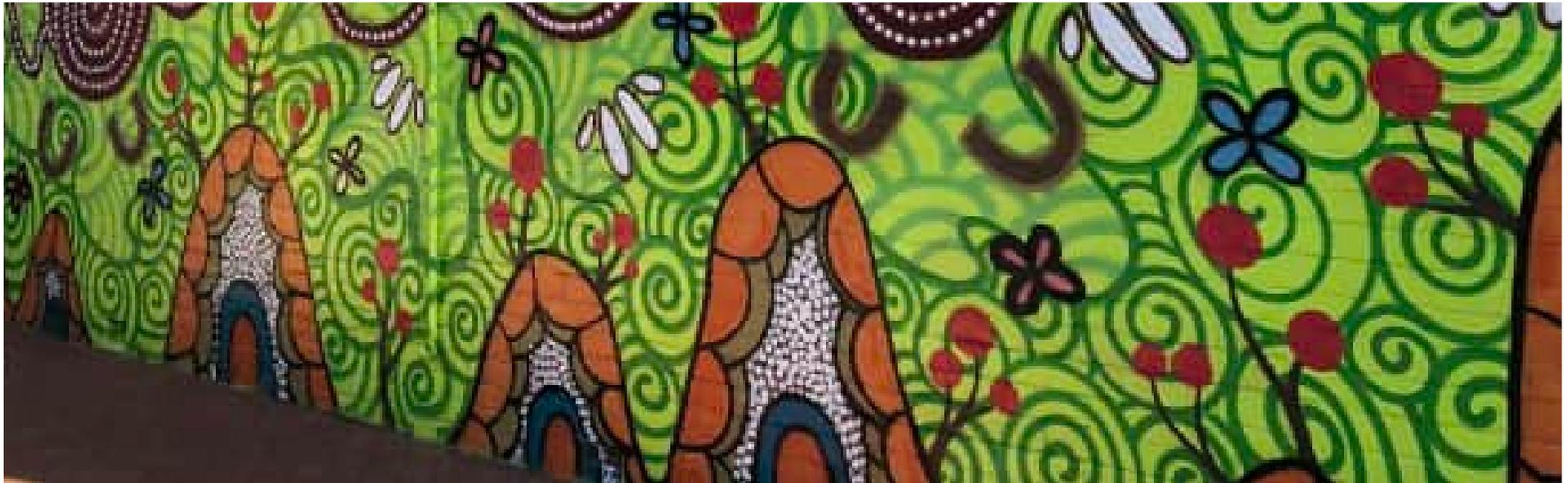
### Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate the appropriateness of maintaining the centre boundary and applying a 'Neighbourhood Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Kooyong Village Zoning Page 5	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Investigate applying the additional uses of Consulting Rooms, Office and Art Gallery to 97 Norwood Road and 92 Kooyong Road through the preparation of a new Local Planning Scheme.	Part 2 Kooyong Village Transitional Area Page 6	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015  State Planning Policy 4.2 - Activity Centres	Short	Planning
1.3	Investigate provisions relating to minimum residential floor space and interface between commercial and residential development through the preparation of a new Local Planning Scheme	Part 2 Kooyong Village Transitional Area Page 6	 1.2 1.3 1.4  5.7	State Planning Policy 7.3 - Residential Design Codes: Volume 2 - Apartments  State Planning Policy 4.2 - Activity Centres	Short	Planning
1.4	Investigate whether it is appropriate to introduce a residential density code of R-AC4 in accordance with Figure 4.	Part 2 Residential Density within the Centre Page 7	 1.2 1.3  5.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning

## Actions & Implementation

### Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.5	Investigate increasing the density coding of land within the transition area, adjacent to Kooyong Village, through the preparation of the City's Local Housing Strategy.	Part 2 Residential Density surrounding the Centre Page 8	 5.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	As part of the Local Housing Strategy	Planning



## Actions & Implementation

### Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate the implementation of recommendations made by 'Belmont on the Move', in relation to the Kooyong Village Neighbourhood Centre.	Part 2 Connections and Priority Page 10	 1.5  2.1-2.4  5.7	'Belmont on the Move' State Planning Policy 4.2 - Activity Centres	Short/Medium	Planning Infrastructure Services
2.2	Investigate improvements to pedestrian and cyclist priority within Kooyong Village and Wilson Park.	Part 2 Connections and Priority Page 10	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Medium	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at select locations within 200 metres of Kooyong Village.	Part 2 Wayfinding Page 11	 1.5  2.2 2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Planning Infrastructure Services
2.4	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Kooyong Village.	Part 2 Public Transport Page 12	 1.5  2.2 2.4  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short	Infrastructure Services
2.5	Investigate improvements to the road network, in accordance with 'Belmont on the Move' and the draft Wilson Park Masterplan as outlined in Figure 5.	Part 2 Private Vehicles and Network Page 13	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move Draft Wilson Park Masterplan	Medium/Long	Infrastructure Services

## Actions & Implementation

### Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.6	Investigate an appropriate car parking standard for land uses within the Kooyong Village Neighbourhood Centre.	Part 2 Car Parking Page 14	 2.1  5.7	Belmont on the Move Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning Infrastructure Services
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Kooyong Village Neighbourhood Centre.	Part 2 Car Parking Page 14	 2.1 - 2.3  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning Infrastructure Services

## Actions & Implementation

### Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land use Permissibility Page 16	 1.2-1.4  5.7	Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.2	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 17	 1.2-1.4  3.6  4.3	Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.3	Engage with local businesses to facilitate an increase in street activity within the Centre.	Part 2 Street Activation Page 17	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres	Ongoing	Place Making
3.4	Investigate opportunities to improve the public realm along Kooyong Road.	Part 2 Kooyong Road Page 18	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Canopy Plan 2019 - 2024	Medium/Long	Planning Infrastructure Services

## Actions & Implementation

### Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.5	Investigate the creation of a public meeting space within Wilson Park adjoining the intersection of Gerring Court and Kooyong Road, in accordance with 'Belmont on the Move' and the draft Wilson Park Masterplan.	Part 2 Kooyong Road and Gerring Court Intersection Page 18	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres	Long	Planning City Projects Place Making
3.6	Investigate potential public realm improvements to the section of Francisco Street between Norwood Road and Kooyong Road.	Part 2 Francisco Street Page 19	 1.2 1.3  3.4  5.3	State Planning Policy 4.2 - Activity Centres Canopy Plan 2019-2024	Medium	Planning Infrastructure Services City Projects Parks & Environment
3.7	Investigate the implementation of a shared or public space within Jupp Lane.	Part 2 Jupp Lane Page 19	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Place Making Strategy	Long	Planning Infrastructure services City Projects
3.8	Investigate opportunities for public art to be located within Kooyong Village.	Part 2 Public Art Page 20	 1.2  4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium	Planning Place Making

## Actions & Implementation

### Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.9	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 20	 3.4  5.3  1.2  4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Short	Planning Place Making

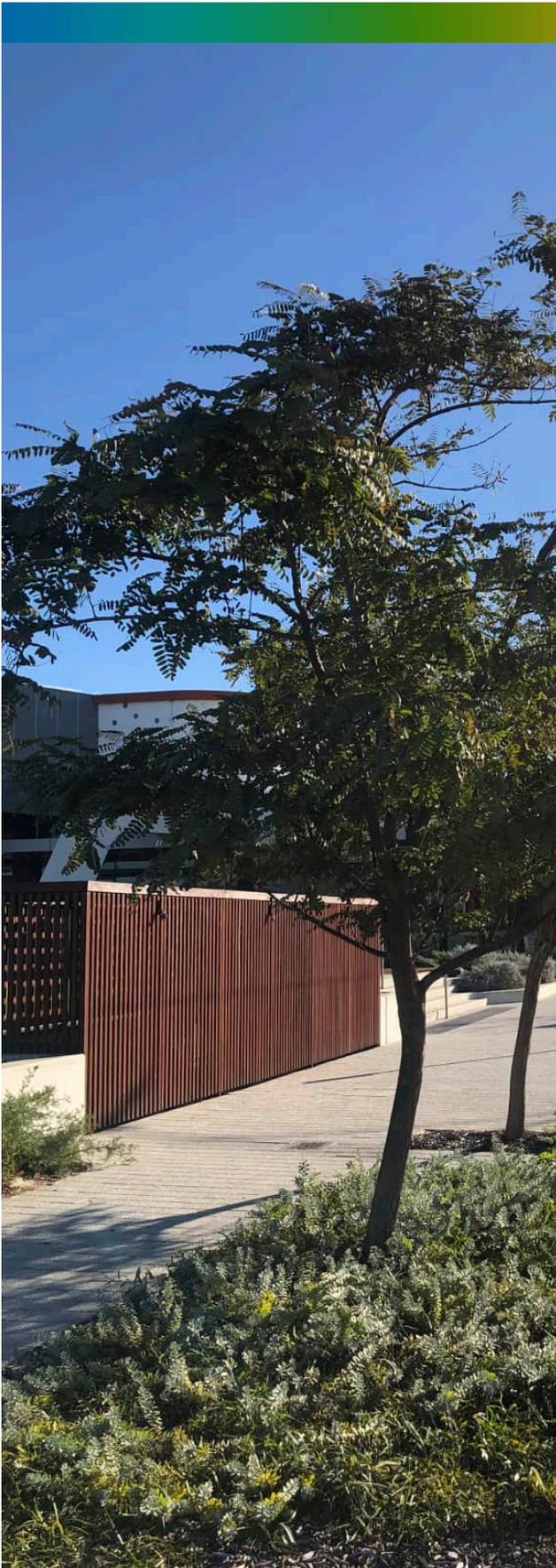


# CITY OF BELMONT Activity Centre Planning Strategy - Redcliffe Station Neighbourhood Centre



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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Redcliffe Station Neighbourhood Centre

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

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

This retail floorspace will be accommodated within a new neighbourhood centre immediately adjacent to Redcliffe Station, and partly within the Perth Airport Estate. The portion of the centre within the Perth Airport Estate currently accommodates a supermarket. It is anticipated that a range of smaller commercial tenancies and restaurant/cafes will establish surrounding the train station.

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

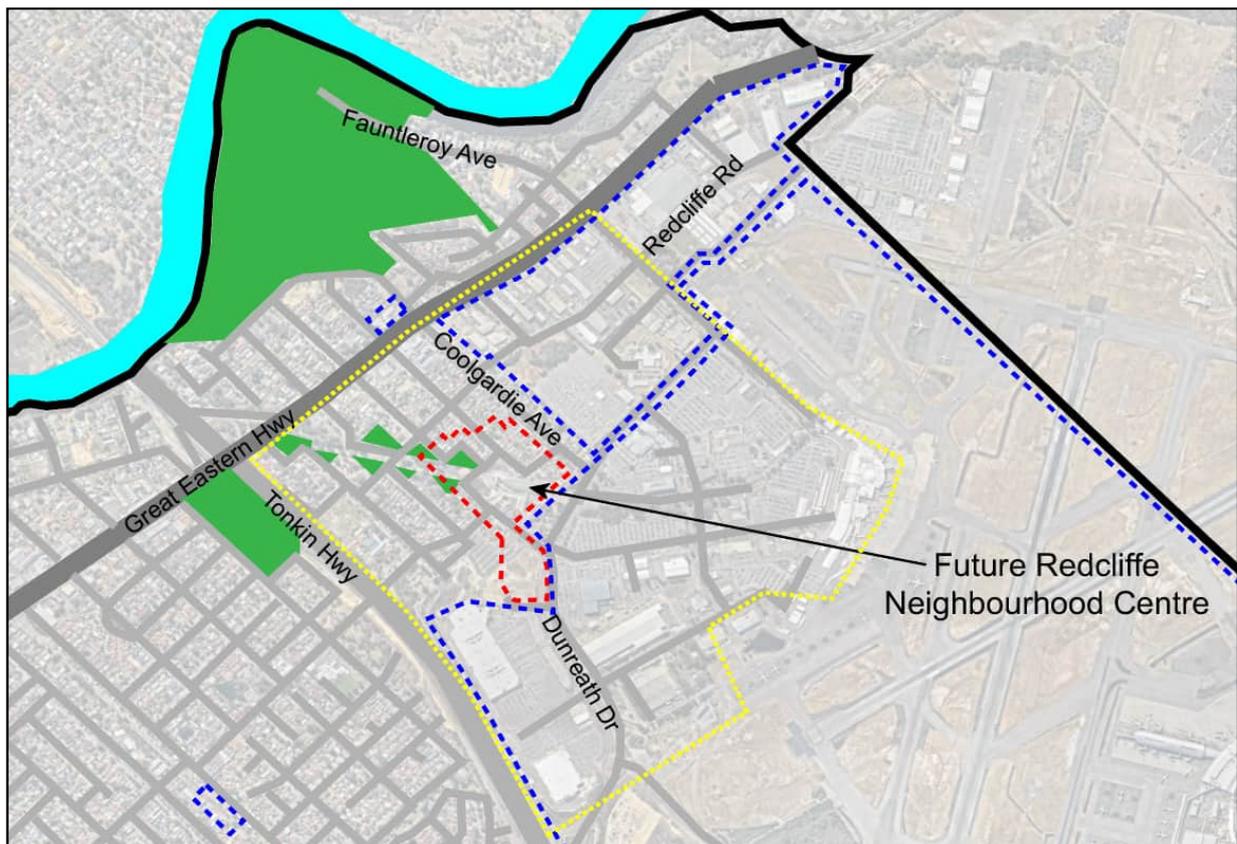
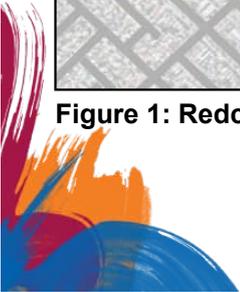


Figure 1: Redcliffe Station Neighbourhood Centre Locality Map



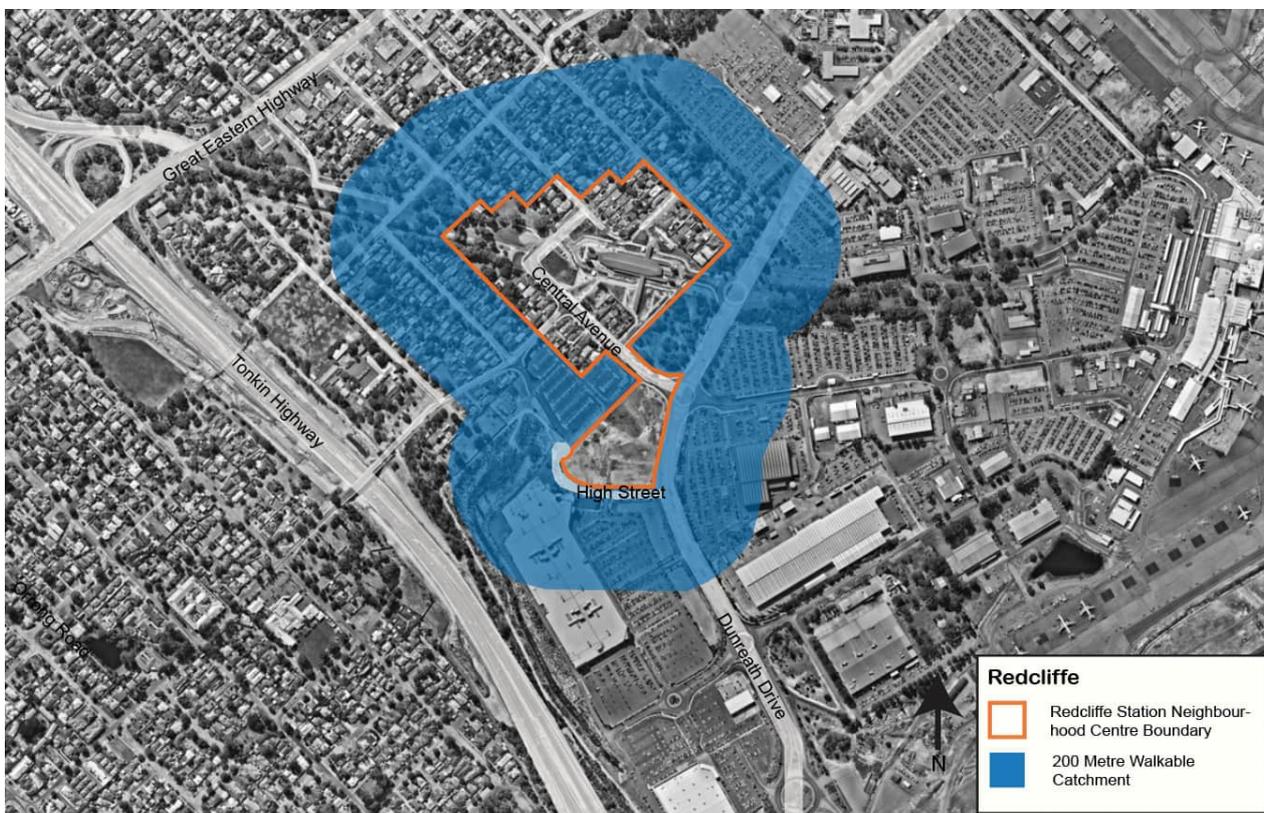
# I. Centre Context

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

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

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

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



**Figure 2: Redcliffe Station Neighbourhood Centre Catchment Area**  
City of Belmont

## Redcliffe Station Neighbourhood Centre - Zoning/Reservation

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

The Retail Needs Assessment (RNA) prepared to inform this Strategy suggests that by 2036, a total of 3,000m<sup>2</sup> of shop/retail floorspace and 500m<sup>2</sup> of other retail floorspace will be required.

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

The 'Mixed Use' zone was also intended to provide for residential development surrounding the train station at an R-AC0 density code. The

provision of residential dwellings above commercial tenancies was envisaged to generate activity within the neighbourhood centre.

It is recognised that the major retail component of the Neighbourhood Centre, which includes an anchor supermarket, is located within the Perth Airport Estate. This portion of the neighbourhood centre will remain reserved as 'Public Purpose' under the Metropolitan Region Scheme and in the control of Perth Airport. While the City of Belmont will not be the determining authority for future applications over this portion of the neighbourhood centre, the City will liaise with Perth Airport to achieve high quality development outcomes for this land.

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

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

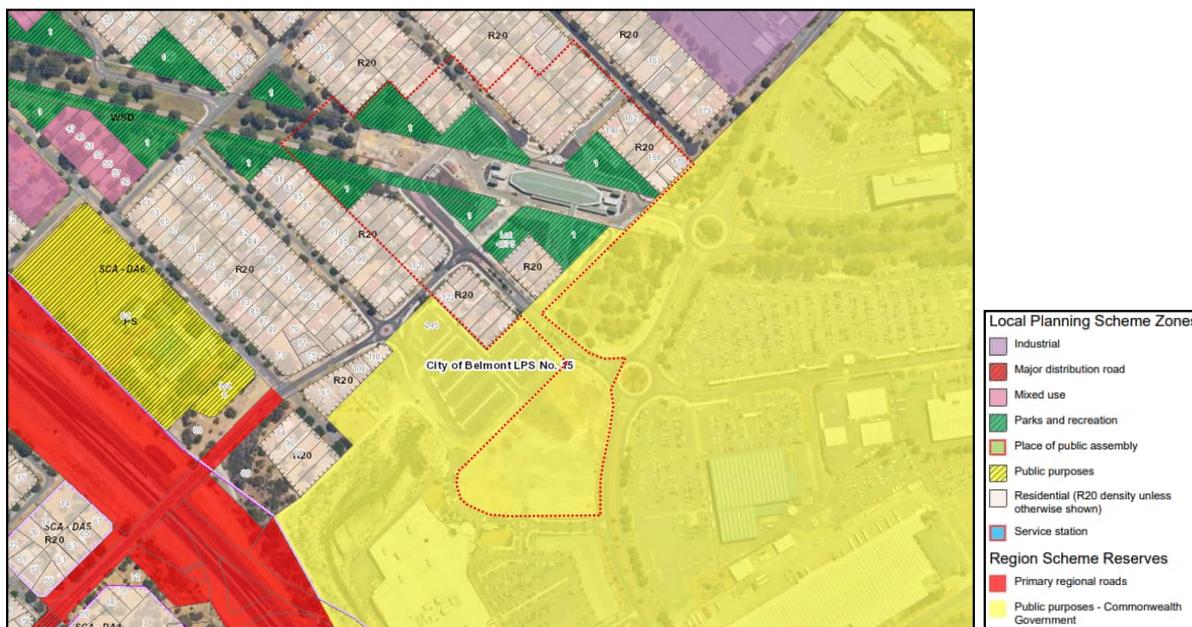


Figure 3: Existing Zoning

## Zoning/Reservation Surrounding the Centre

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

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

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

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

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

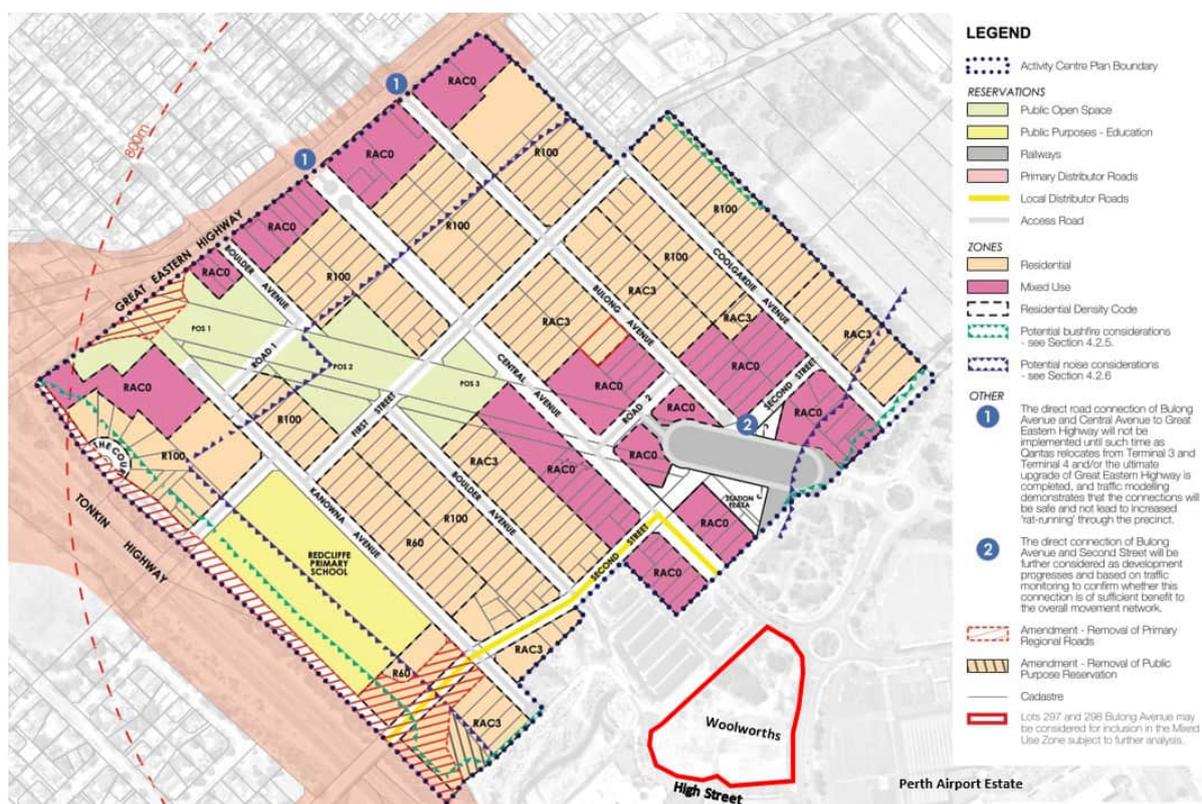


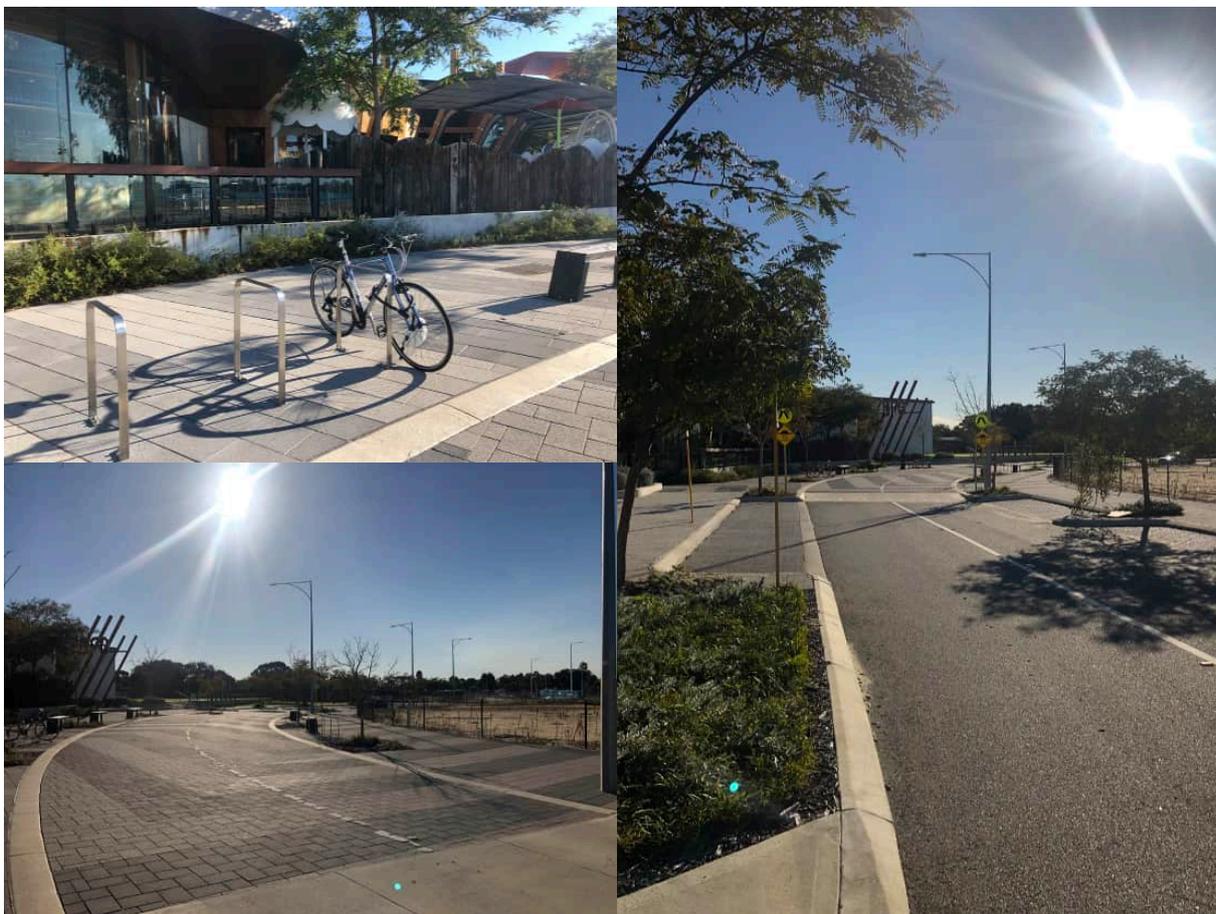
Figure 4: Redcliffe Station Zoning and Reservation Plan

## 2. Movement

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

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

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





## Pedestrian and Cycling Connections and Priority

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

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

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

### Action 2.1

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

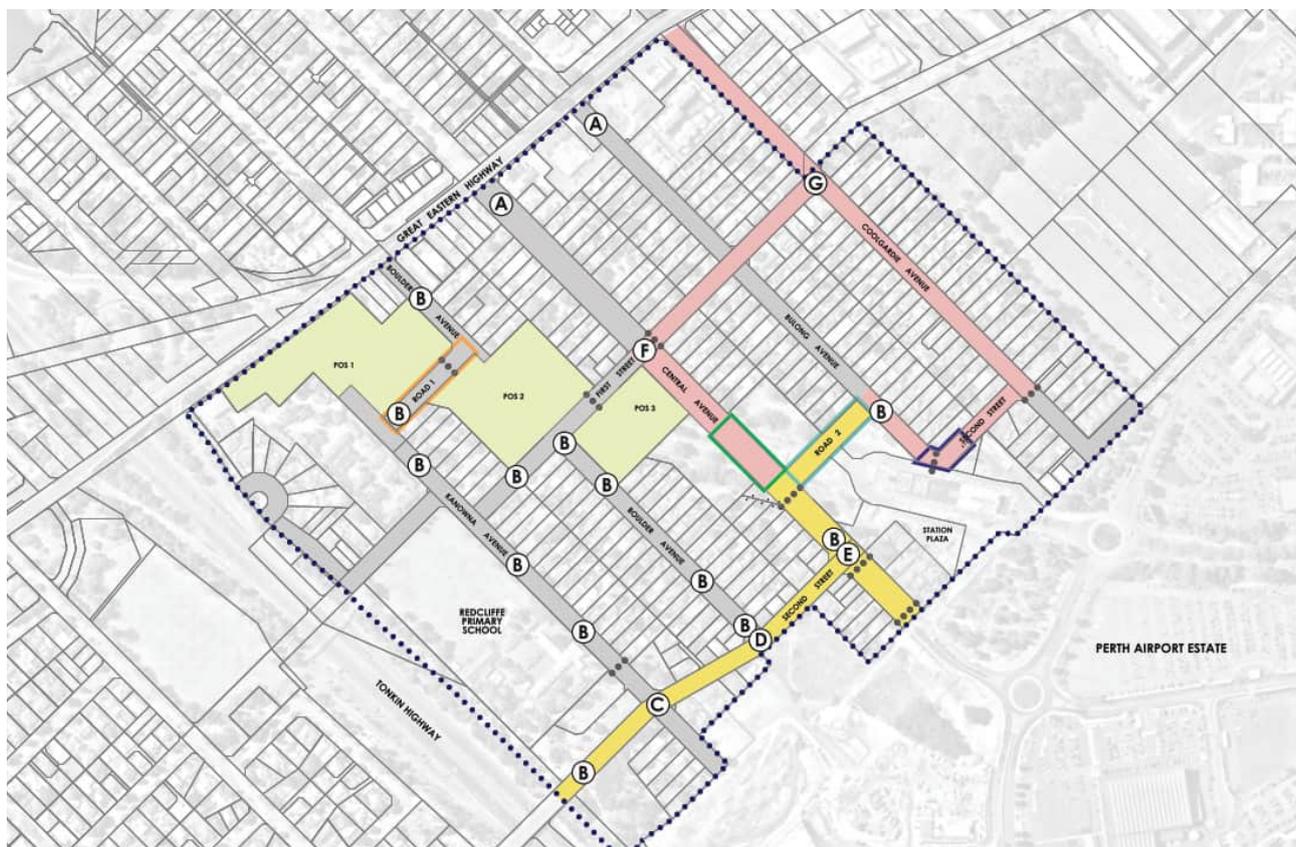


Figure 5: Potential Pedestrian and Cyclist Upgrades (Legend overleaf)

**LEGEND**

-  Activity Centre Plan Boundary
-  Public Open Space
-  **Street Character Type A**  
Street Character Type 1 streets are intended to facilitate movement of vehicles between the station precinct and the signalised intersection of Coolgardie Avenue and Great Eastern Highway.  
These streets will generally be designed with:
  - A standard road carriageway to accommodate the movement of cars with limited conflict;
  - On street parking to assist in slowing traffic and providing visitor parking for residents and businesses; and
  - High quality pedestrian infrastructure including footpaths to both sides of the street and street trees to provide shade/shelter and ensure a high-quality amenity and ease of use of the network; and
-  **Street Character Type B**  
Street Character Type 2 streets represent the key streets proposed to accommodate the movement of the bus network, connecting this to the new Redcliffe Station as the primary public transport node.  
These streets will generally be designed with:
  - A widened road carriageway to accommodate the movement of buses and cars without conflict and minimise delays to the movement of the buses;
  - High quality pedestrian infrastructure including footpaths to both sides of the street and street trees to provide shade/shelter and ensure a high-quality amenity and ease of use of the network; and
  - Clear directional signage and locational markers to assist in legibility of the public transport network.
-  **Street Character Type C**  
Street Character Type 3 streets represent all other residential streets within the precinct where priority is to be given to pedestrians and cyclists over motorised vehicles.  
These streets will generally be designed with:
  - A narrowed road carriageway designed to slow the speed of vehicles through deviations in its alignment, traffic calming devices and paving treatments;
  - On street parking to assist in slowing traffic and providing visitor parking for residents;
  - High quality pedestrian infrastructure including footpaths to both sides of the street and street trees to provide shade/shelter and ensure a high-quality amenity and ease of use of the network; and
  - Clear signage identifying that these are local roads not intended to be used as thoroughfares.
-  **Road 1 (Kanowna Avenue to Boulder Avenue)**  
Road 1 is proposed as a new 20m wide road reserve linking Kanowna Avenue to Boulder Avenue, and allowing the removal of the temporary connection of Boulder Avenue to First Street via the former Brearley Avenue reservation.
-  **Road 2 (Central Avenue to Bulong Avenue)**  
Road 2 is proposed as a new 20m wide road reserve linking Central Avenue to Bulong Avenue to the north of the train station, and allowing connection for buses into the bus-about within the station precinct;
-  **Road 3 (Bulong Avenue to Second Street)**  
Road 3 is proposed as the connection of Bulong Avenue to Second Street to complete the loop network surrounding the station, rather than retaining two abutting cul-de-sacs.

-  **Central Avenue Connection**  
The Central Avenue connection is proposed to extend the redesigned Central Avenue to connect across the former Brearley Avenue reservation. The road is designed as a median separated boulevard within the existing 30m wide reservation, inclusive of a dedicated cycle lane, footpaths on both sides and the potential for embayed car parking as development proceeds and crossovers are consolidated.
-  **Key Pedestrian Crossing Point (Indicative Location)**  
Key pedestrian crossing points have been identified based on key desire lines throughout the precinct associated with the Redcliffe Train Station, Park and Ride, open space network and Redcliffe Primary School. These locations and the design of the crossing points are subject to detailed design to ensure that they align with the footpath and shared path network and effectively slow traffic and prioritise pedestrian movements.
-  **A Connections to Great Eastern Highway**  
The direct road connection of Bulong Avenue and Central Avenue to Great Eastern Highway will not be implemented until such time as Qantas relocates from Terminal 3 and Terminal 4 and/or the ultimate upgrade of Great Eastern Highway is completed, and traffic modelling demonstrates that the connections will be safe and not lead to increased 'rat-running' through the precinct.
-  **B Traffic Calming Device (Indicative Location)**  
These devices may include raised platforms, paving treatments, one-way treatments, wombat crossings or speed humps and will be subject to detailed design to ensure effectiveness in slowing traffic and minimising impacts on adjacent residents and pedestrian/cyclist movements.
-  **C Traffic Calming Device (Stanton Road)**  
The intersection of Stanton Road and Kanowna is anticipated to require treatment to slow vehicles entering the precinct via the Stanton Road bridge and ensure safe movement of vehicles exiting and entering Kanowna Avenue.
-  **D Roundabout (Second Street and Boulder Avenue)**  
The intersection of Second Street and Boulder Avenue is proposed to be modified to a roundabout to facilitate vehicle movements by residents from Boulder Avenue and Second Street and station patrons seeking to access the station precinct or the Park and Ride facility.
-  **E Intersection (Central Avenue and Second Street)**  
The intersection of Second Street and Central Avenue is currently constructed as a full movement intersection. It is anticipated that this intersection will require an upgrade in the short to medium term to a signalised intersection as a result of traffic volumes generated by the commercial development(s) in the airport estate and by the operation of the Redcliffe Train Station. Traffic will continue to be monitored to ensure the operation of this intersection remains high, and further modifications may be required should traffic volumes exceed that acceptable for unsignalised intersection.
-  **F Intersection (Central Avenue and First Street)**  
Intersection modification required at time of extension of Central Avenue to make Central the priority movement and make First Street approach a Give Way.
-  **G Intersection (Coolgardie Avenue and First Street)**  
Maintain current intersection design to prioritise movement from Coolgardie (north) into First Street, with Coolgardie (south) approach a give way.

**Figure 5: Potential Pedestrian and Cyclist Upgrades**

## Wayfinding

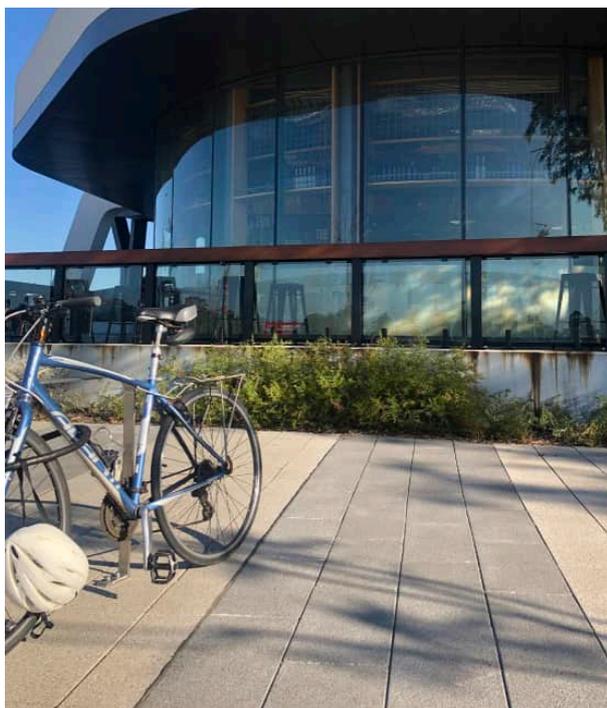
Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case Redcliffe Station Neighbourhood Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest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

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

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

### Action 2.2

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



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## Public Transport

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

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

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

### Action 2.3

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

## Private Vehicles and Road Network

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

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

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

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

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

### Action 2.4

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

### Action 2.5

Investigate and implement appropriate road network modifications to prioritise active modes of transport, and brief Perth Airport accordingly.

## Car Parking

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

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

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

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

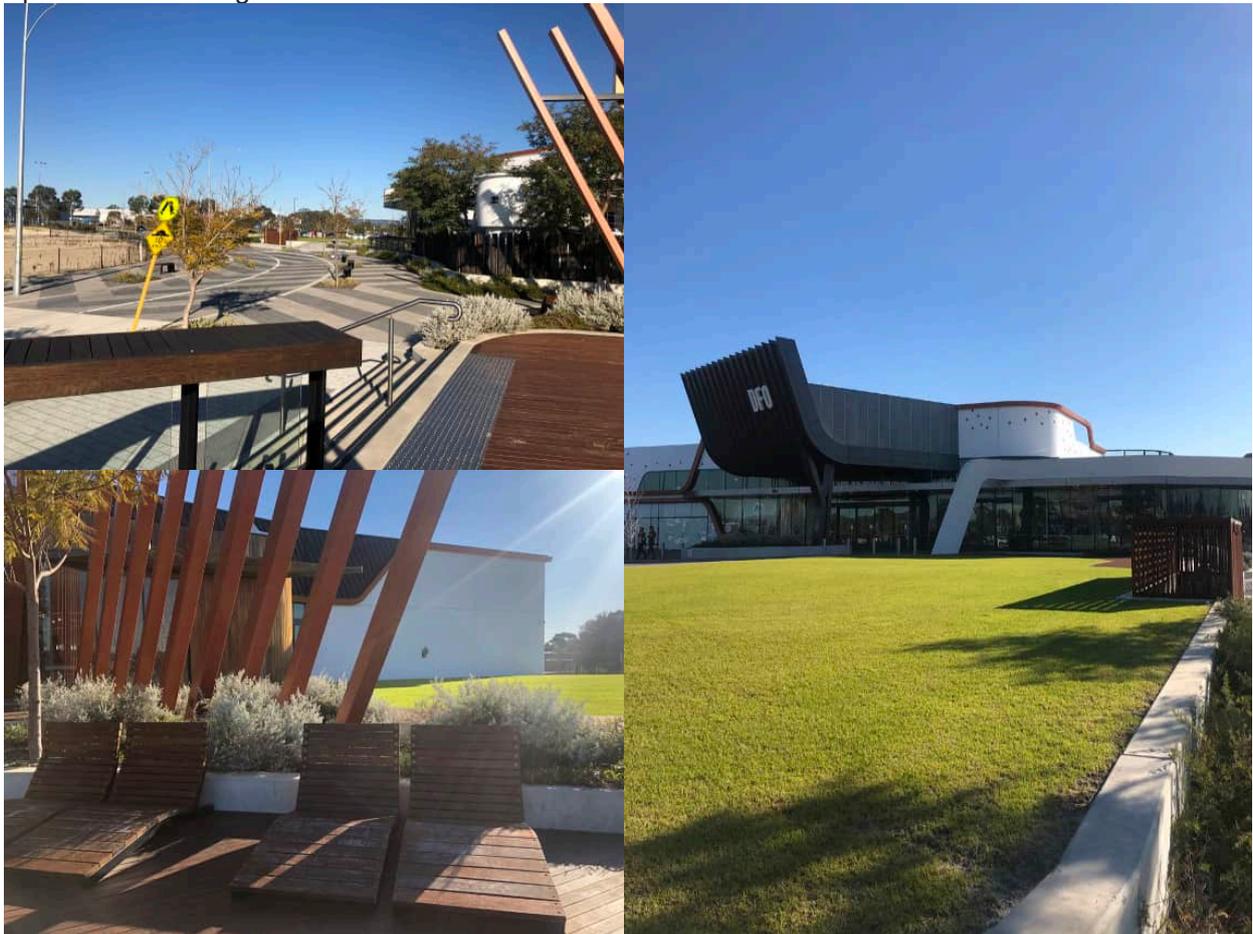
### Action 2.6

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

### 3. Place

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

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



## Land Use Mix

The draft Activity Centre Plan proposed to include commercial, small scale retail, and residential land uses in the 'Mixed Use' zone surrounding the Redcliffe Train Station. In addition, an anchor supermarket was proposed to be located within the Perth Airport Estate (now constructed and operational). Land use permissibility for the 'Mixed Use' zone was proposed to be in accordance with Table 2 of the draft Redcliffe Station Precinct Activity Centre Plan. The mix of land uses capable of approval surrounding the Redcliffe Station was envisaged to generate activity and meet the needs of the growing population. It is expected that the Improvement Scheme prepared by DPLH will also promote this mix of land uses.

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

### Action 3.1

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

## Street Activation

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

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

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

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

### Action 3.2

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



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## Public Art

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

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

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

### Action 3.3

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

### Action 3.4

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

## Centre Identity and Sense of Place

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

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

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

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

### Action 3.5

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

### Action 3.6

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





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# CITY OF BELMONT

## Redcliffe Station Neighbourhood Centre Actions



## Actions & Implementation

### Future Redcliffe Station (Airport West)

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

## Actions & Implementation

### Future Redcliffe Station (Airport West)

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

## Actions & Implementation

### Future Redcliffe Station (Airport West)

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

## Actions & Implementation

### Future Redcliffe Station (Airport West)

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

## Actions & Implementation

### Future Redcliffe Station (Airport West)

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



# **Part 2**

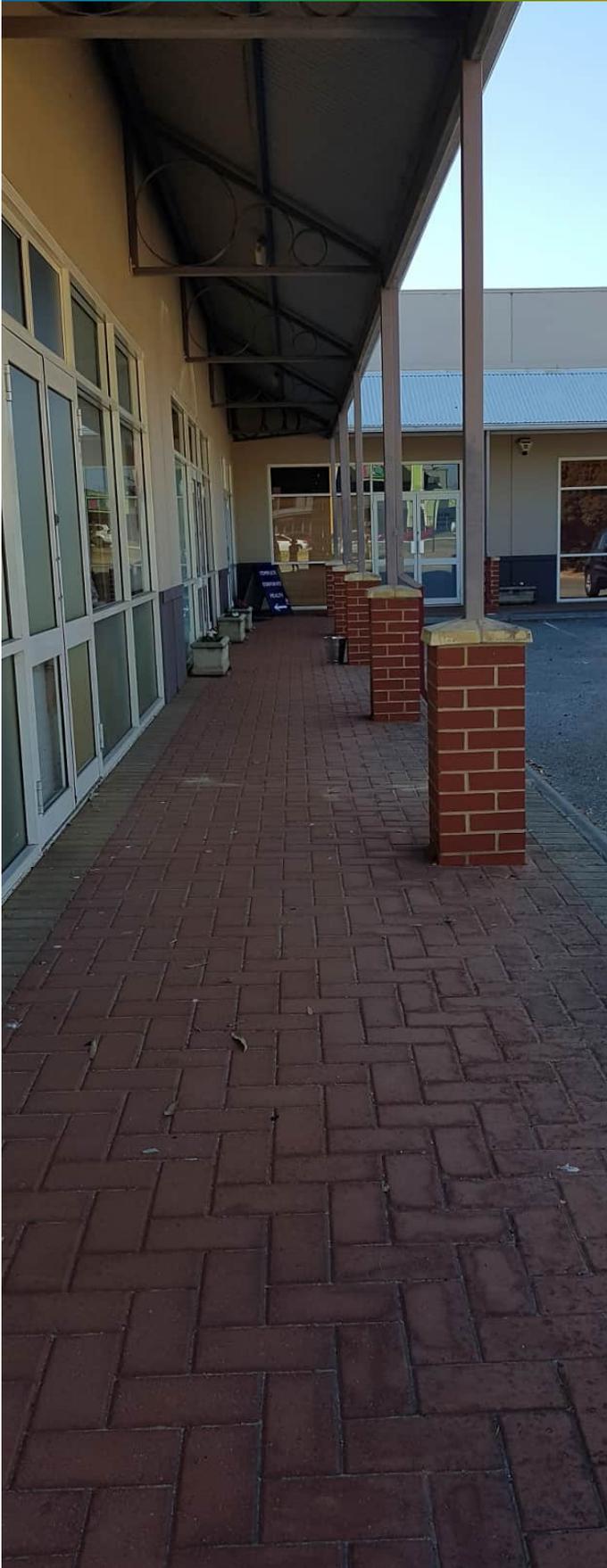
# **Local Centre**

# CITY OF BELMONT Activity Centre Planning Strategy - Ascot



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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Ascot

The Ascot Local Centre is bound by Bulong Avenue, Coolgardie Avenue, Residential zoned land, and Great Eastern Highway, with the latter serving as the predominant/primary street frontage. The Centre comprises 16 lots in the ownership of eight different parties and contains two Medical Centres, Offices, a shop (chemist) and Consulting Rooms.

Buildings within the Local Centre are currently setback significantly from the adjacent road reserves with car parking dominating the street frontages. The built form addresses the large car parking areas with awnings providing a level of shelter.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Ascot Local Centre, with recommendations on zoning, residential density, movement and place.

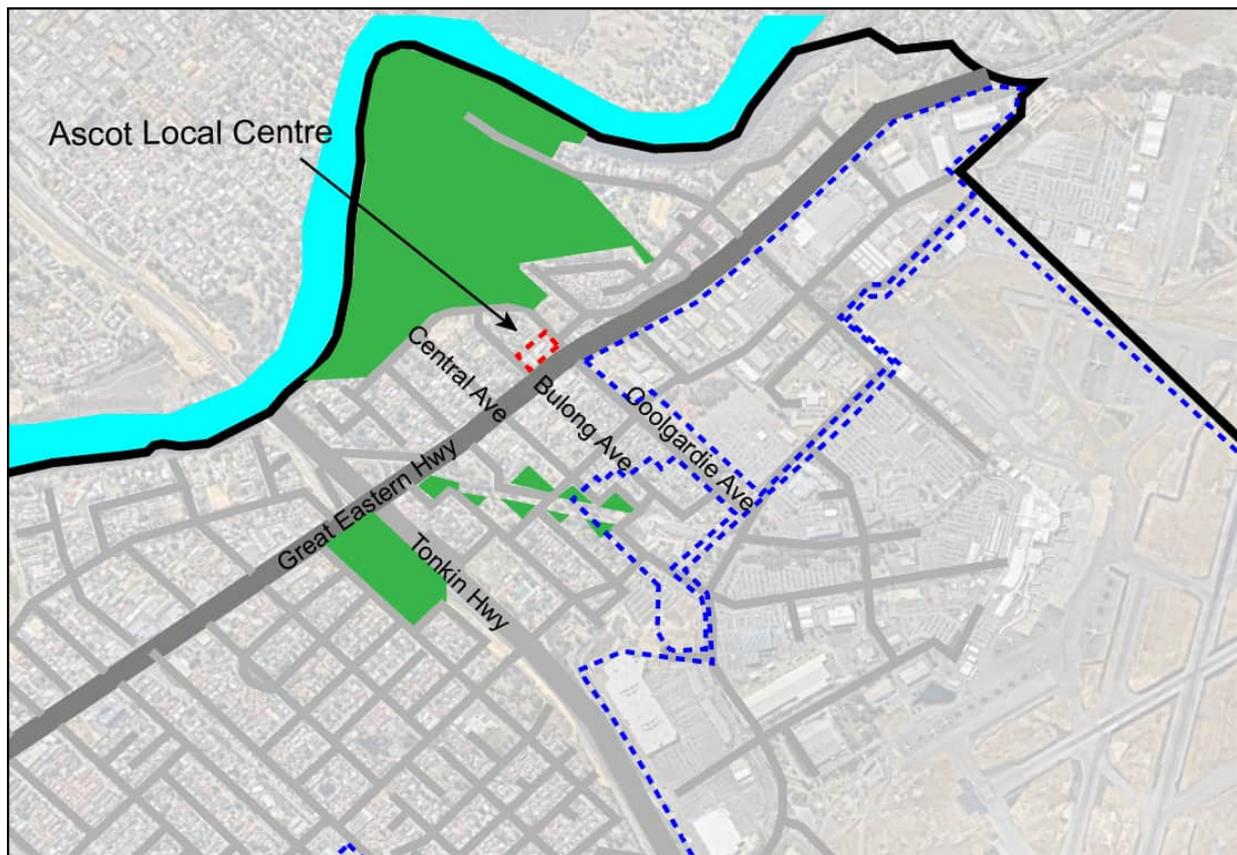


Figure 1: Ascot Local Centre Locality Map



# I. Centre Context

Land within the Centre is zoned 'Mixed Use' under Local Planning Scheme No. 15 (LPS 15). While the centre has been developed for commercial land uses, no residential development has been undertaken.

Land immediately surrounding the Centre on the northern side of Great Eastern Highway is zoned 'Residential' with a density coding of R20 and predominantly contains single houses. Land to the south-east of the Centre is zoned 'Industrial' and land to the south-west of the Centre is zoned 'Mixed Use'. The population to the south of the Centre is forecast to significantly increase, largely due to the future development of the Redcliffe Station Precinct located approximately 500m to the south east.

The immediate catchment area for Ascot Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). The catchment is likely to extend beyond this however, due to the specific services offered on-site.



Figure 2: Ascot Local Centre Catchment



## Ascot Local Centre Boundary and Zoning

The Ascot Local Centre is defined by the extent of the 'Mixed Use' zone between Bulong Avenue and Coolgardie Avenue as shown in Figure 3. The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Ascot Local Centre and land fronting Great Eastern Highway, between Coolgardie Avenue and the former Brearley Avenue, accommodated approximately 525m<sup>2</sup> of shop/retail floorspace. The Retail Needs Assessment (RNA) prepared to inform this Strategy suggests that retail floorspace within the Ascot Local Centre and immediate surrounds should be maintained at its current size. This suggestion however doesn't account for the specialised nature of the existing land uses within the centre and that they don't provide day to day convenience services to the local community. Therefore, it is considered appropriate to allow for the development of additional retail floorspace within the Centre.

The Ascot Local Centre is currently zoned 'Mixed Use' under LPS 15, which is generally consistent with the zoning of other landholdings adjacent to

Great Eastern Highway. As a 'Shop' land use is an 'X' not permitted land use within the 'Mixed Use' zone, LPS 15 provides for an additional 'Shop' land use, up to a maximum floor area of 300m<sup>2</sup>, to be considered across units 1-15/398 Great Eastern Highway.

The 'Mixed Use' zone allows for a number of land uses which are not compatible with the intent of a local centre. These include light industrial uses, larger showrooms and car sales yards. In order to ensure consistency and better align with the intent of a local centre, the City should investigate whether it is appropriate to modify the zoning of Ascot Local Centre from 'Mixed Use' to 'Local Centre' through the preparation of a new local planning scheme. Should the centre be rezoned to 'Local Centre' 'additional use 9' may be deleted.

**Action 1.1**  
Investigate whether it is appropriate to rezone land within the Ascot Local Centre from 'Mixed Use' to 'Local Centre' through the preparation of a new local planning scheme.



**Figure 3: Existing Ascot Local Centre Zoning**

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## Residential Density within the Centre

While the current zoning allows for residential development, it does not have an allocated residential density coding. There is also no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor. To achieve this, an overarching residential density coding should be applied to land within the Centre, whilst promoting the economic sustainability of the existing commercial uses.

Ascot Local Centre is located adjacent to Great Eastern Highway. Perth & Peel @ 3.5 million encourages high-density mixed use developments adjacent to major urban transport corridors. Given this, it may be appropriate for the Centre to be allocated a residential density coding consistent with high density urban centres.

State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (SPP 7.3 - Volume 2) designates that an R-AC1 residential density coding is suitable for 'high density urban centres'. An R-AC1 density coding allows for a maximum building height of nine storeys, a nil setback from side and rear boundaries and either a nil or 2m setback from the street boundary. This scale is generally consistent with the draft Great Eastern Highway Urban Corridor Strategy which identifies the site as being appropriate for medium scale development up to 12 storeys in height.

With the exception of the side and rear boundary setback provisions, the R-AC1 development requirements are considered appropriate for this Centre. However, if an R-AC1 density code is applied to the centre, the rear and side boundary setback provisions should be amended to achieve an appropriate interface between the centre and the adjoining low scale residential development.

Alternatively, it may be appropriate for a site specific planning framework to be prepared to guide future development. This could take the form of a Local Development Plan or Structure Plan. To enable the preparation of a site specific planning framework, an R-ACO density code would need to be applied to the centre.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, attribute to better passive surveillance and has the potential to incentivise redevelopment of the Ascot Local Centre. To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the community, appropriate controls should be introduced within the local planning framework. This may include limiting residential development on ground floors and requiring provision for a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations be investigated through the preparation of a new Local Planning Scheme.

### Action 1.2

Investigate whether it is appropriate to introduce a residential density code of R-ACO or R-AC1 over land within the Ascot Local Centre.

### Action 1.3

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

### Action 1.4

Liaise with the Department of Planning Lands and Heritage to augment the R-AC1 minimum rear setback provisions contained within SPP 7.3 - Volume 2.

### Action 1.5

Investigate the appropriate land use control mechanisms to ensure that residential development does not impact on the ability for convenience services to establish within the centre.

### Action 1.6

Review the draft Great Eastern Highway Urban Corridor Strategy in light of SPP7.3 - Volume 1 and the recommendations and actions contained within this Strategy.



Figure 4: Proposed Zoning Investigations

## Zoning and Residential Density Surrounding the Centre

Land surrounding the Centre to the north of Great Eastern Highway is predominantly zoned 'Residential' with a density code of R20. As part of the preparation of the Local Housing Strategy, the existing zoning and density codes surrounding the Centre will be reviewed.

The site on the opposite side of Coolgardie Avenue has been developed for a child care centre. Given this use is capable of approval in the 'Residential' zone, it is considered appropriate to retain the 'Residential' zoning.

128 Tibbradden Circle has an additional use over it (A12) which provides for a density bonus up to R40 subject to the development addressing noise attenuation requirements and providing a high standard of design. Through the preparation of the City's Local Housing Strategy, the City will investigate whether it is appropriate for this land to be coded R40.

### Action 1.7

Review the zoning and density coding of land surrounding Ascot Local Centre through the preparation of the City's Local Housing Strategy.

## 2. Movement

The Ascot Local Centre is accessible by all modes of transport apart from train. Access to and from the Centre is supported by a legible road network and adequate parking facilities, making travel by private vehicle highly attractive. Walking and cycling is also available for surrounding residents, however Great Eastern Highway acts as a potential barrier. While existing uses within the Centre may not currently attract local residents by active modes of transport, this may in the future change. Therefore, it is important to ensure that high quality pedestrian and cyclist connections are provided.

State Planning Policy 4.2 - Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and ways it can be improved.



## Pedestrian and Cycling Connections and Priority

Ascot Local Centre currently contains medical centres, offices, a shop, and consulting rooms. These tenancies don't provide a high level of convenience or services that would attract people to walk or cycle to the Centre and spend time within it.

While Ascot Local Centre's proximity to Great Eastern Highway provides excellent business exposure and convenient access for private vehicle users, it creates a barrier to walking and cycling for residents to the south of Great Eastern Highway. A signalised pedestrian crossing point is provided at the intersection of Great Eastern Highway and Coolgardie Avenue, however the lack of shelter and exposure to a high number of vehicle movements, creates a relatively unattractive environment for pedestrians and cyclists.

The current walking and cycling environment surrounding Ascot Local Centre is considered to be unattractive and unlikely to encourage walking and/or cycling as a viable mode of transport. The footpath adjacent to Great Eastern Highway is located immediately abutting the road carriageway resulting in an undesirable pedestrian environment. In addition, there are limited tree plantings providing cover from weather events (heat or rain) and no footpath is provided along the northern side of Bulong Avenue.

With regard to cycling infrastructure, there are currently no bicycle racks within the Centre or cycle lanes leading to the Centre.

The City's draft Great Eastern Highway Urban Corridor Strategy identifies a 'Landscape Zone' either side of Great Eastern Highway. These 'Landscape Zones' are intended to provide for safer and more comfortable pedestrian and cyclist infrastructure, including through the planting of trees, off street cycle lanes and safer footpaths protected by a landscape buffer from the carriageway. It is considered that components of the 'Landscape Zone', such as the planting of trees, could be implemented in the immediate future. This should be further investigated by the City.

The City should also investigate measures to prioritise pedestrian and cyclist movements including the following as visualised by Figure 5:

- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Investigate a 40km/h speed limit on Bulong Avenue and Coolgardie Avenue to create a safer pedestrian orientated centre.
- For footpaths along Great Eastern Highway, the City should further investigate the 'Landscape Zone' recommendations of the draft Great Eastern Highway Urban Corridor Strategy.
- Investigate the construction of a footpath along Bulong Avenue.

### Action 2.1

Investigate improvements to pedestrian and cycling priority within the Ascot Local Centre and advocate for increased priority for pedestrians and cyclists crossing Great Eastern Highway.

### Action 2.2

Further investigate the recommendations of the draft Great Eastern Highway Urban Corridor Strategy for the 'Landscape Zone'.



Figure 5: Pedestrian and Cyclist Infrastructure

## Wayfinding

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

Wayfinding signage and maps are able to clearly define these walking and cycling routes. This makes walking/cycling a more viable mode of transport.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

### Action 2.3

Investigate the implementation of wayfinding measures at select locations within 200m of the Ascot Local Centre.



## Public Transport

Ascot Local Centre is currently serviced by bus route 940 which connects the Centre to Redcliffe Station and Elizabeth Quay via Great Eastern Highway. A stop is located immediately across from the Local Centre on Great Eastern Highway for westbound bus services while the eastbound stop is located 150m to the north east. Therefore, the City should liaise with the Public Transport Authority to obtain support for an eastbound bus stop to be located within the Great Eastern Highway road reserve in front of the Centre.

The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in Centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

### Action 2.4

Investigate the potential for an eastbound bus stop to be located within the Great Eastern Highway road reserve adjacent to the Ascot Local Centre.

### Action 2.5

Implement travel behavior programs to encourage the use of alternative modes of transport to and from Ascot Local Centre.

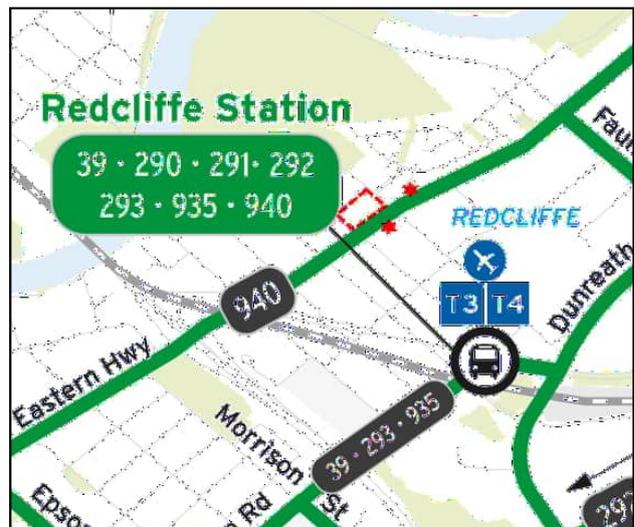


Figure 6: PTA Network Map (Bus Stops Identified by Red Star)

## Private Vehicles and Road Network

The road network servicing the Ascot Local Centre provides a high level of exposure. While vehicle movements are predominantly focused along Great Eastern Highway, no vehicle access is available directly from this road reserve. Rather, the site is accessed via crossovers from Bulong Avenue and Coolgardie Avenue.

While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access.

Potential changes to the road network include investigating a 40km/h speed limit on Coolgardie Avenue and Bulong Avenue, planting additional trees within the road reserves, investigating additional pedestrian and cyclist crossing points particularly for Great Eastern Highway, and the construction of a footpath along Bulong Avenue. These measures will provide for the Centre to be accessed by private vehicles while also promoting the prioritisation of alternative modes of transport.

### Action 2.6

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

## Car Parking

The Ascot Local Centre is currently well supplied by off street car parking, which is located at the front of the Centre, adjacent to Great Eastern Highway. The overall parking supply appears to exceed the demand generated by the current land uses on site.

Local Planning Scheme No. 15 provides standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied. Given an adequate number of bays is provided on site, it is considered that a payment in lieu of parking plan is not required for the Ascot Local Centre.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Ascot Local Centre should be explored.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement.

### Action 2.7

Investigate an appropriate car parking standard for land uses within the Ascot Local Centre.

### 3. Place

The Ascot Local Centre currently contains a range of specialised and to a degree, complimentary land uses including Medical Centres, Offices, a shop (chemist) and Consulting Rooms. As a result of the Centre containing these specialised land uses, it does not provide convenience goods required to meet the day to day needs of the local community.

Buildings within the Ascot Local Centre are currently setback significantly from the surrounding road network. In addition, there is limited landscaping, footpath connectivity, public spaces for patrons to socialise, and the facade is dominated by vehicle parking.

The draft Great Eastern Highway Urban Corridor Strategy recommends that building setbacks be minimised to provide for active street frontages and the development of a public plaza within the Centre.



## Land Use Permissibility

The Ascot Local Centre is currently zoned 'Mixed Use' under LPS 15 and is subject to the land use permissibility's contained within the Zoning Table. The majority of land uses that can be considered within the 'Mixed Use' zone are listed as 'D' Discretionary land uses, and currently require a development application to be considered by the City.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 2, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table, are within the 'Commercial', 'Centre', or 'Mixed Use' zone, and meet the conditions listed in Table 1. The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability.

It may be appropriate for the City's future local planning scheme to maintain a Discretionary 'D' use class permissibility for typical activity centre land uses listed in SPP 4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone, the centre may be rezoned to 'Local Centre'. It is likely that the exemptions detailed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

### Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP4.2 through the preparation of a new local planning scheme.



Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> <li>Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Within metropolitan region</li> <li>NLA no more than 300sqm</li> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>

Table 1

## Street Activation

Buildings within the Local Centre are currently set-back substantially from surrounding roads, with car parking dominating the street frontages. An area of road reserve currently exists between the car parking area and the Great Eastern Highway carriage-way.

In light of the above and due to the current land uses located within the Centre, there are very limited opportunities for street activation. The majority of tenancies within the Ascot Local Centre provide limited passive surveillance or street presence with services being internalised and glazing being obscured.

Future development within the Centre should be encouraged to have a minor setback to Great Eastern Highway, Bulong Avenue and Coolgardie Avenue and make provision for infrastructure (seating, drink fountains, bike racks, awnings) within the setback area as suggested by the draft Great Eastern Highway Urban Corridor Strategy. This will provide for consolidated vehicle access and car parking to be sleeved to the rear of the development.

In addition, the City should develop built form controls for local centres that require clear glazing, weather protection, clearly definable entry points and active street frontages. These built form provisions will allow for a high level of street activation to be achieved through future development.

### Action 3.2

Ensure that future and existing development within the Centre provides for surveillance between buildings and public spaces.

### Action 3.3

Ensure that future developments address all street frontages and makes provision for public realm improvements.

### Action 3.4

Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.



City of Belmont

## Public Art

Public art assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. Despite this, there is currently no public art located within the Ascot Local Centre.

As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include blank wall surfaces.

Future funding mechanisms for public art within Ascot Local Centre should also be investigated. It is likely that the existing threshold amount of \$4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

### Action 3.5

Investigate opportunities for public art to be located within Ascot Local Centre.

### Action 3.6

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.





**City of Belmont**

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# CITY OF BELMONT

## Ascot Local Centre Actions



## Actions & Implementation

### Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate whether it is appropriate to rezone land within the Ascot Local Centre from 'Mixed Use' to 'Local Centre' through the preparation of a new local planning scheme.	Part 2 Ascot Local Centre Boundary and Zoning Page 5	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Investigate whether it is appropriate to introduce a residential density code of R-ACO or R-AC1 over land within the Ascot Local Centre.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3  5.4 5.7	State Planning Policy 7.3 - Residential Design Codes: Volume 2 - Apartments  State Planning Policy 4.2 - Activity Centres  Perth and Peel@3.5 Million	Short	Planning
1.3	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3  5.4 5.7	State Planning Policy 4.2 - Activity Centres  Perth and Peel@3.5 Million	Short	Planning
1.4	Liaise with the Department of Planning, Lands and Heritage to augment the R-AC1 minimum rear setback provisions contained within SPP 7.3 - Volume 2.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3  5.4 5.7	Local Housing Strategy	As part of Local Housing Strategy	Planning
1.5	Investigate the appropriate land use control mechanisms to ensure that residential development does not impact on the ability for convenience services to establish within the centre.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3 1.4  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning

## Actions & Implementation

### Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.6	Review the draft Great Eastern Highway Urban Corridor Strategy in light of SPP 7.3 - Volume 1 and the recommendations and actions contained within this Strategy.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3  5.4 5.7	State Planning Policy 7.3 - Residential Design Codes: Volume 2 - Apartments  State Planning Policy 4.2 - Activity Centres  Perth and Peel@3.5 Million	Short	Planning
1.7	Review the zoning and density coding of land surrounding the Ascot Local Centre through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 7	 1.3 1.4  5.4	State Planning Policy 4.2 - Activity Centres	As part of Local Housing Strategy	Planning

## Actions & Implementation

### Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate improvements to pedestrian and cyclist priority with the Ascot Local Centre and advocate for increased priority for pedestrians and cyclists crossing Great Eastern Highway.	Part 2 Pedestrian and Cycling Connections and Priority Page 9	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Great Eastern Highway Urban Corridor Strategy Streetscape Enhancement Strategy	Medium	Infrastructure Services Planning
2.2	Further investigate the recommendations of the draft Great Eastern Highway Urban Corridor Strategy for the 'Landscape Zone'.	Part 2 Pedestrian and Cycling Connections and Priority Page 9	 1.2  2.2  3.1	Great Eastern Highway Urban Corridor Strategy	Medium	Planning Infrastructure Services
2.3	Investigate the implementation of wayfinding measures at select locations within 200m of the Ascot Local Centre.	Part 2 Wayfinding Page 11	 2.2 2.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services
2.4	Investigate the potential for an eastbound bus stop to be located within the Great Eastern Highway road reserve adjacent to the Ascot Local Centre.	Part 2 Public Transport Page 11	 2.2-2.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services Public Transport Authority

## Actions & Implementation

### Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.5	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Ascot Local Centre.	Part 2 Public Transport Page 11	 2.1  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Infrastructure Services
2.6	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	 1.2  1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres	Medium-Long	Infrastructure Services City Projects Planning
2.7	Investigate an appropriate car parking standard for land uses within the Ascot Local Centre.	Part 2 Car Parking Pge 12	 1.2  1.5  2.2  2.4  5.7	Planning and Development (Local Planning Scheme) Regulations 2015	Medium	Planning

## Actions & Implementation

### Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 14	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.2	Ensure that future and existing development within the Centre provides for surveillance between buildings and public spaces.	Part 2 Street Activation Page 15	 1.2-1.4  2.2	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Scheme) Regulations 2015	Ongoing	Planning
3.3	Ensure that future developments address all street frontages and makes provision for public realm improvements.	Part 2 Street Activation Page 15	 1.2-1.4  2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.4	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.	Part 2 Street Activation Page 15	 1.2-1.4  2.2  5.7	State Planning Policy 4.2 - Activity Centres Canopy Plan	Medium/Long	Planning Infrastructure Services

## Actions & Implementation

### Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.5	Investigate opportunities for public art to be located within Ascot Local Centre.	Part 2 Public Art Page 16	 1.2  4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium/On-going	Planning Culture and Place
3.6	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 16	 1.2  4.1	Local Planning Policy No. 11 - Public Art	Short	Planning

# CITY OF BELMONT Activity Centre Planning Strategy - Future Ascot Waters Local Centre



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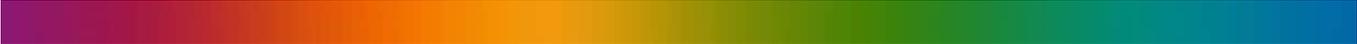
Activity Centre Planning Strategy

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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Ascot Waters

The Ascot Waters Precinct which is generally bound by Grandstand Road, Stoneham Street, Great Eastern Highway, and the Swan River, has the potential to accommodate a Local Centre. The potential Centre's location is 10 Marina Drive which currently contains a mix of commercial and residential land uses and is zoned 'Special Development Precinct' under Local Planning Scheme No. 15.

The site is also subject to the provisions of Local Planning Policy No. 6 and the Local Planning Scheme allows the City to approve consulting rooms, fast food/takeaway, medical centre, studio, tavern, video store, shop, office, and restaurant as additional uses on the site. The 2008 Commercial Strategy acknowledged that the City had approved a small cafe and shop on a portion of 10 Marina Drive, Ascot. While there is currently no shop or cafe in this location, a small local centre would be supported on this site.

This section of the Strategy outlines the opportunities for the future Ascot Waters Local Centre, with recommendations on zoning, residential density, movement and place.



Figure 1: Future Ascot Waters Local Centre Locality Map

# I. Centre Context

The local centre site is currently zoned 'Special Development Precinct' under Local Planning Scheme No. 15 (LPS 15) and is subject to the provisions of Local Planning Policy No. 6 - Ascot Waters Special Development Precinct (LPP 6). Surrounding land is predominantly characterised by residential properties being a combination of single houses, grouped dwellings and multiple dwellings ranging in density from R20 to R100. Generally residential densities are relatively high for lots immediately surrounding the site (R100) and between R20 and R40 for lots further away.

The immediate catchment area of the future Ascot Waters Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). It is likely however that the catchment would extend beyond 200m to all land within the Ascot Waters estate.

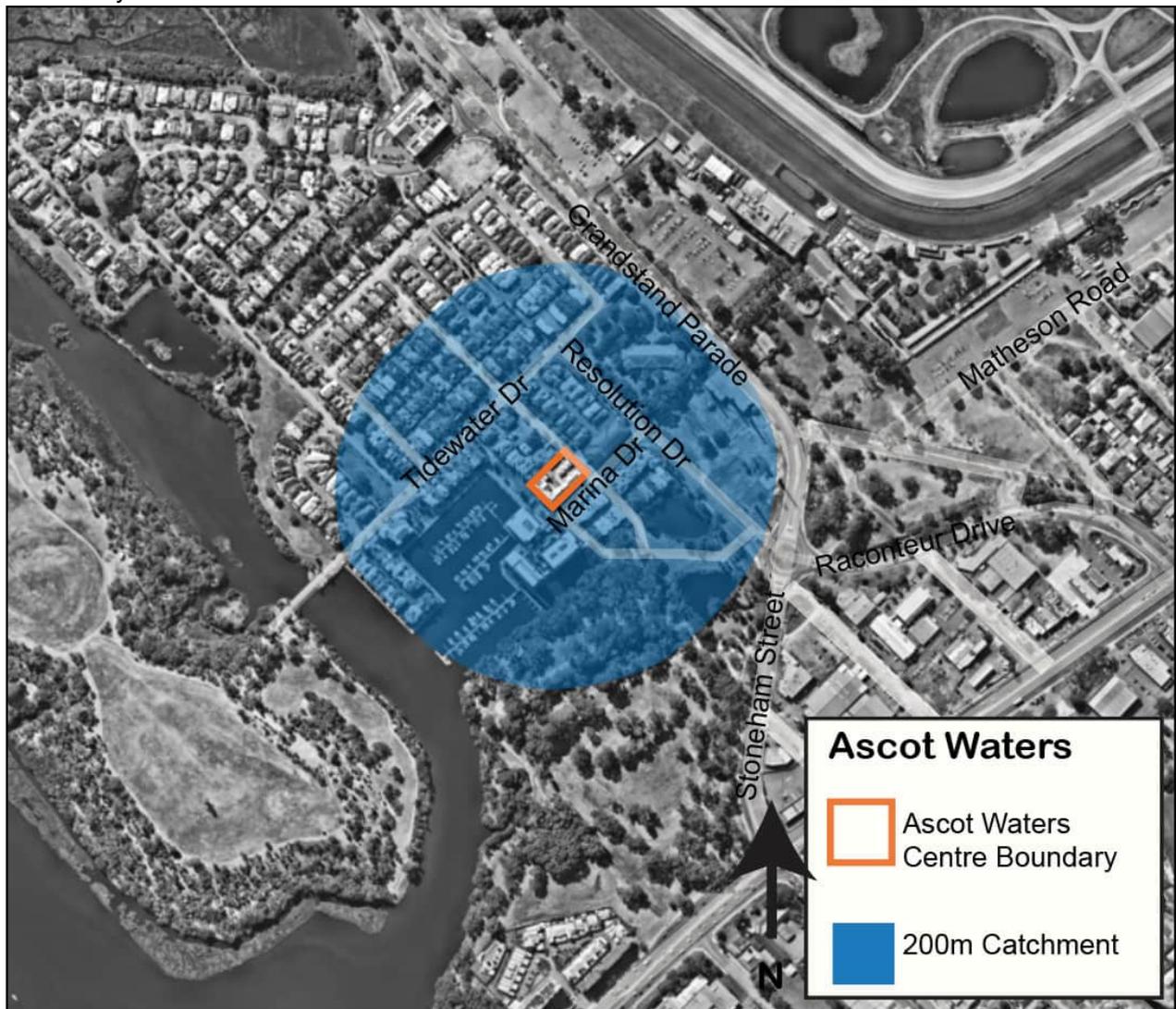


Figure 2: Future Ascot Waters Local Centre Catchment





## Ascot Waters Local Centre Boundary and Zoning

A Retail Needs Assessment (RNA) prepared to inform this Strategy indicates that there is no local centre in Ascot Waters at present. There is however a few street fronting tenancies at 10 Marina Drive that could potentially be put to active use to form a local centre comprising of 500m<sup>2</sup> of shop/retail floor area. Currently these tenancies don't serve the function of a local centre as they don't provide any convenience services to the local community.

The site of the future local centre at 10 Marina Drive, Ascot is currently zoned 'Special Development Precinct' under LPS 15 (see Figure 4). This zoning was applied to provide for the development of the Ascot Waters estate. As a 'Special Development Precinct' zoning is inconsistent with the zoning of other local centres, it may be appropriate to modify the zoning from 'Special Development Precinct' to 'Local Centre' through the

preparation of a new local planning scheme.

Ascot Waters Local Centre is also subject to an Additional Use area (A2) under Local Planning Scheme No.15. The land uses provided for by the additional use area would be capable of approval in the 'Local Centre' zone. Given this, it may be appropriate for the City to investigate deleting Additional Use 2.

### Action 1.2

Investigate whether it is appropriate to introduce a 'Local Centre' zone over the site of the future Ascot Waters Local Centre.

### Action 1.3

Investigate whether it is appropriate to retain Additional Use 2 through the preparation of a new local planning scheme.



Figure 4: Existing Zoning of the Future Ascot Waters Local Centre Site

## Residential Density within the Centre

LPP 6 allocates a residential density between R20 and R100 for lots within Ascot Waters. While 10 Marina Drive is not listed as having a residential density, residential development has been undertaken at the R100 code. Figure 21 (Outline Development Plan) designates the site for a combination of residential, retail, and office land uses. The subject land has been developed for office and residential land uses and has the potential to accommodate retail uses.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground

floor. This built form has already been established at 10 Marina Drive albeit that the commercial tenancies are underutilised/vacant. Consistent with this built form, it may be appropriate to apply a residential density code of R100 to the subject site.

The provision of residential dwellings above commercial tenancies presents an opportunity for the future Ascot Waters Local Centre to be an activity generator that supports the local population through the provision of convenience services.

### Action 1.4

Investigate whether it is appropriate to introduce a residential density code of R100 over land forming part of the future Ascot Waters Local Centre.



Figure 5: Proposed Zoning Investigations

## Zoning and Residential Density Surrounding the Centre

Land surrounding 10 Marina Drive is predominantly surrounded by residential uses. There is also a small amount of commercial development at 16 and 2 Marina Drive. As with 10 Marina Drive, the surrounding land is zoned 'Special Development Precinct' under Local Planning Scheme No. 15.

Through the preparation of the City's Local Housing Strategy, appropriate zones and residential density codes will be investigated for the surrounding residential land.

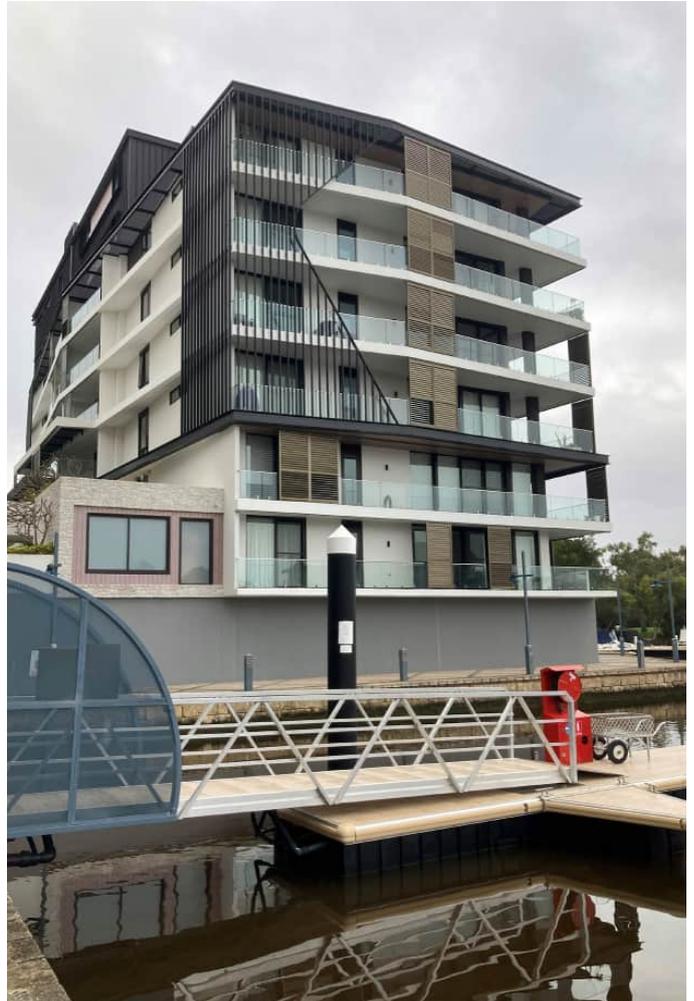
The City will also investigate appropriate zonings for 16 Marina Drive and 2 Marina Drive. Both these properties contain a combination of commercial and residential land uses. Therefore, it may be appropriate to apply a 'mixed use' zoning through the preparation of a new local planning scheme. This matter will further be investigated through the preparation of the City's Local Housing Strategy.

### Action 1.5

Investigate rezoning residential properties within the Ascot Waters Special Development Precinct and applying a residential density code through the preparation of the City's Local Housing Strategy.

### Action 1.6

Investigate an appropriate zone for 16 Marina Drive and 2 Marina Drive through the preparation of the City's Local Housing Strategy.



Activity Centre Planning Strategy



## 2. Movement

The site of the future Ascot Waters Local Centre is accessible by all modes of transport apart from train. Vehicle access is supported by a legible road network and on-street parking.

Footpaths connecting the surrounding residential area to 10 Marina Drive facilitate walking as an option. Cycling is not specifically encouraged through on-street cycle lanes, however the existing road environment within the Ascot Waters estate is relatively safe for on-street cycling.

With regard to public transport, the closest bus stop is located approximately 200m to the north along Grandstand Road. Bus stops either side of the road provide access to bus service 998 and 999.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Local Centre site and look at ways this can be improved.



## Pedestrian and Cycling Connections and Priority

While it is expected that due to the lack of convenience services offered within the existing commercial tenancies only a very small number of people would currently utilise active modes of transport, alternative transport opportunities should still be encouraged and facilitated for the benefit of commercial uses that may establish within the future Local Centre.

With regard to pedestrian activity, the current road network presents as a relatively safe pedestrian environment. Vehicles travel relatively slow as a result of the paved road surface and presence of on-street parking. There is however a lack of shelter provided in the road reserves surrounding 10 Marina Drive through landscaping including shade trees.

With regard to cycling, while there are no dedicated on-street cycle lanes, the road network is relatively safe for on-street cycling. It is noted however that there is a lack of bicycle parking facilities located within close proximity to 10 Marina Drive.

SPP 4.2 recommends that pedestrians and cyclists

be prioritised within activity centres. Two key opportunities exist to promote increased pedestrian and cyclist activity as detailed below and visualised by Figure 6:

- Undertake a review of street trees within 400m of 10 Marina Drive and program planting for species that establish shade canopies.
- Investigate the inclusion of additional bike parking facilities surrounding 10 Marina Drive.

It is anticipated that the above measures will facilitate increased pedestrian and cyclist activity. It is also expected that use of these modes of transport will increase should convenience services establish within the centre.

**Action 2.1**  
Investigate improvements to pedestrian and cyclist priority within and surrounding the future Ascot Waters Local Centre once commercial uses offering convenience goods establish.



**Figure 6: Pedestrian and Cyclist Infrastructure**

## Wayfinding

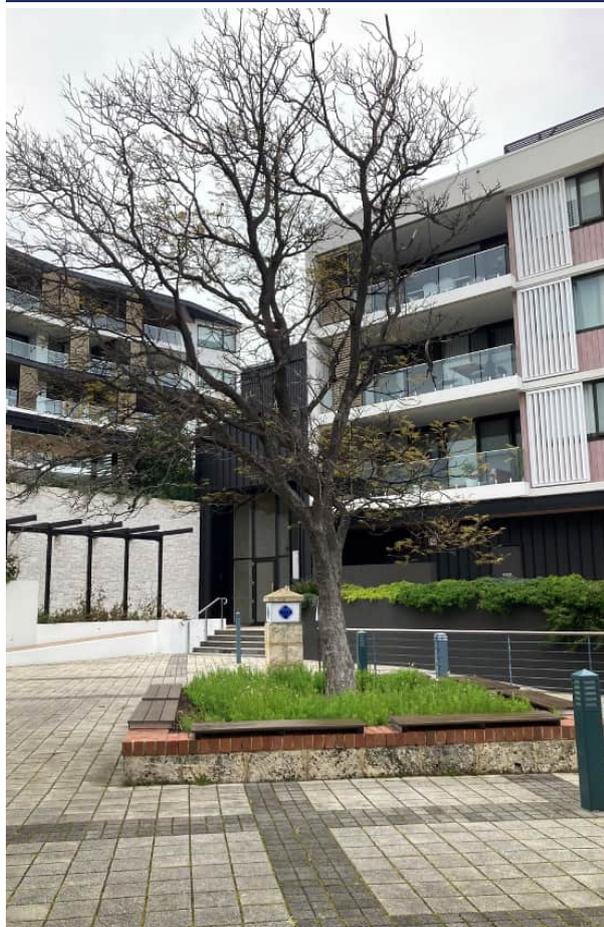
Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case the future Ascot Waters Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest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

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

It is recommended that once a local centre is established, detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200m walkable catchment.

### Action 2.2

Once a local centre is established, investigate the implementation of wayfinding measures at select locations within 200m of the site.



City of Belmont

## Public Transport

Unlike other local centres in the City of Belmont, the site of the future Ascot Waters Local Centre isn't directly serviced by a bus route. The nearest bus stop is located approximately 400m to the north along Grandstand Road.

While the current commercial land use (office) is unlikely to generate the need for a bus stop, future land uses may benefit from good accessibility to public transport. Existing residential land uses within and surrounding the future Ascot Waters Local Centre would also benefit from better public transport connections. Therefore, when a local centre/convenience uses establish, the City should engage with the Public Transport Authority to obtain support for a bus stop to be located in closer proximity to 10 Marina Drive.

The uptake of public transport can be supported by travel behaviour programs which are designed to inform the general public about their transport options. A greater level of education may result in the future centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

### Action 2.3

When a local centre/convenience uses establish, liaise with the Public Transport Authority to obtain support for a bus stop to be located within closer proximity to 10 Marina Drive.

### Action 2.4

When a local centre/convenience uses establish, implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.



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## Private Vehicles and Road Network

Access to the future Local Centre by private vehicles is available from Marina Drive and The Boardwalk. Rear access for the residential land uses is available via Sabot Close.

While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be maintained to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access. It is considered that this balance is already quite well achieved. A potential improvement could include planting additional trees within the road reserves to provide shelter for pedestrians.

### Action 2.5

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

## Car Parking

Car parking within and surrounding 10 Marina consists of on-street parking along the Marina Drive and The Boardwalk road reserve, and private parking accessible from Sabot Close.

Local Planning Scheme No. 15 provides parking standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations also make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied. Given there are limited opportunities for additional parking to be provided, the City should review the adequacy of the existing parking arrangements. If it is found that parking provision isn't adequate, the City should investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre. Money collected from the parking in lieu payments could be used to promote active modes of transport or to establish appropriate parking management measures.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in the future Ascot Waters Local Centre should also be explored.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing on-site and on-street parking, and contemporary planning principles contained within SPP 4.2 which seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

### Action 2.6

Investigate an appropriate car parking standard for land uses within the future Ascot Waters Local Centre.

### Action 2.7

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the future Ascot Waters Local Centre.

### 3. Place

Local centres have an important role to play in the overall social fabric of the community. While the current commercial land use (office) doesn't provide any convenience services to the local community, the built form is relatively attractive and provides opportunities for active land uses to establish within the future Centre. In addition, the design of the road network is conducive to street activation. Overall, there is an opportunity to establish a Local Centre that serves the local community of the Ascot Waters Estate. Further opportunities will be discussed in the following sections of this Strategy.



City of Belmont

## Land Use Permissibility

The Future Ascot Waters Local Centre is currently zoned 'Special Development Precinct' under Local Planning Scheme No. 15. Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table and located within the 'Commercial, Centre or Mixed Use' zones.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

### Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> <li>Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Within metropolitan region</li> <li>NLA no more than 300sqm</li> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>

Table 1

## Street Activation

There is currently a lack of activity surrounding 10 Marina Drive resulting from the absence of convenience services. Existing land uses don't rely on passing trade and don't encourage people to spend time within the locality.

While the built form doesn't directly address The Boardwalk road reserve, it is expected that this road reserve will see increased activity should 10 Marina Drive function as a Local Centre. To encourage activation on Marina Drive the City should encourage trade within public places which may benefit and encourage a future cafe/restaurant establishing within the Centre.

The public realm surrounding the future Ascot Waters Local Centre is relatively underutilised. This area is dominated by paved surfaces and limited landscaping. Therefore, the City should investigate opportunities to include additional tree planting and landscaping within the public realm. It is also considered that the attractiveness of the public realm will be improved should a restaurant/café with al-fresco dining establish within the centre.

Local Planning Policy No. 6 currently contains built form controls to guide development. As discussed in previous sections of this Strategy, an opportunity exists for consistent provisions to be established to guide development across all activity centres. Therefore, the City should investigate implementing built form controls aimed at increasing activity at street level. As part of this, the provisions of LPP 6 should be reviewed to determine the appropriateness of retaining this individual Policy.

### Action 3.2

Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.

### Action 3.3

Investigate implementing built form controls aimed at increasing activity at street level.



City of Belmont

## Public Art

Public art is a vital part of the public realm as it assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers.

The City requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No.11 – Public Art Contribution, and has a development cost greater than four and a half million dollars.

10 Marina Drive is currently recognised as being within the Local Planning Policy No. 11 policy area. While this is the case, it is not expected that any major redevelopment triggering the provision of public art would occur at 10 Marina Drive in the short term. Despite this, the City should consider further opportunities for public art to be installed surrounding the future Centre. This may include the installation of a statement piece of public art and/or the painting of blank facades/walls. The City should also engage with local businesses to facilitate and promote the provision of public art.

### Action 3.4

Investigate opportunities for public art to be located within and surrounding the future Ascot Waters Local Centre.



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**City of Belmont**

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Activity Centre Planning Strategy



# CITY OF BELMONT

## Ascot Waters

### Actions



## Actions & Implementation

### Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Review LPP 6 and determine whether it should be retained as an independent Policy or whether the Centre could be subject to development provisions which are consistent across all activity centres and are contained within a relevant planning instrument.	Part 2 Local Planning Policy No. 6 Page 5	 1.2-1.4  5.7	Local Planning Policy No. 6	Short	Planning
1.2	Investigate whether it is appropriate to introduce a 'Local Centre' zone over the site of the future Ascot Waters Local Centre.	Part 2 Ascot Waters Local Centre Boundary and Zoning Page 6	 1.2-1.4	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
1.3	Investigate whether it is appropriate to retain Additional Use 2 through the preparation of a new local planning scheme.	Part 2 Ascot Waters Local Centre Boundary and Zoning Page 6	 1.2 1.3 1.4  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.4	Investigate whether it is appropriate to introduce a residential density code of R100 over land forming part of the future Ascot Waters Local Centre.	Part 2 Residential Density within the Centre Page 7	 1.3 1.4  5.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning

## Actions & Implementation

### Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.5	Investigate rezoning residential properties within the Ascot Waters Special Development Precinct and applying a residential density code through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	 5.7	Local Housing Strategy  Local Planning Policy No. 6	As part of Local Housing Strategy.	Planning
1.6	Investigate an appropriate zone for 16 Marina Drive and 2 Marina Drive through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	 5.7	Local Housing Strategy  Local Planning Policy No. 6	As part of Local Housing Strategy.	Planning

## Actions & Implementation

### Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate improvements to pedestrian and cyclist priority within and surrounding the future Ascot Waters Local Centre once commercial uses offering convenience goods establish.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.2 1.5  2.1-2.4	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services
2.2	Once a local centre is established, investigate the implementation of wayfinding measures at select locations within 200m of the site.	Part 2 Wayfinding Page 11	 2.1-2.3  5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services
2.3	When a local centre/convenience uses establish, liaise with the Public Transport Authority to obtain support for a bus stop to be located within closer proximity to 10 Marina Drive.	Part 2 Public Transport Page 11	 2.2-2.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services Public Transport Authority
2.4	When a local centre/convenience uses establish, implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.	Part 2 Public Transport Page 11	 2.1  5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Infrastructure Services
2.5	Investigate and implement appropriate road network modifications to further prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services City Projects

## Actions & Implementation

### Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.6	Investigate an appropriate car parking standard for land uses within the future Ascot Waters Local Centre.	Part 2 Car Parking Page 12	 2.1  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the future Ascot Waters Local Centre.	Part 2 Car Parking Page 12	 2.1-2.3  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning Infrastructure Services

## Actions & Implementation

### Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 14	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre	Part 2 Street Activation Page 15	 1.2-1.4  2.2  5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services
3.3	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 15	 1.2-1.4  2.2  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
3.4	Investigate opportunities for public art to be located within and surrounding the future Ascot Waters Local Centre.	Part 2 Public Art Page 15	 1.2  4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium/On-going	Planning Culture and Place

# CITY OF BELMONT Activity Centre Planning Strategy - Belgravia Street



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Activity Centre Planning Strategy

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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Belgravia Street

The Belgravia Street Local Centre is situated at the corner of Belgravia Street and Gabriel Street in the suburb of Cloverdale. It is located approximately 670m north-east of the Belmont Town Centre.

The Centre presents a main street design, with shops and businesses fronting Belgravia Street and Gabriel Street. These include restaurants/cafes, shops, medical facilities, and consulting rooms. The built form is characterised by relatively old single storey commercial buildings with parking predominantly in the road reserves. Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of multiple dwellings.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Belgravia Street Local Centre, with recommendations on zoning, residential density, movement and place.

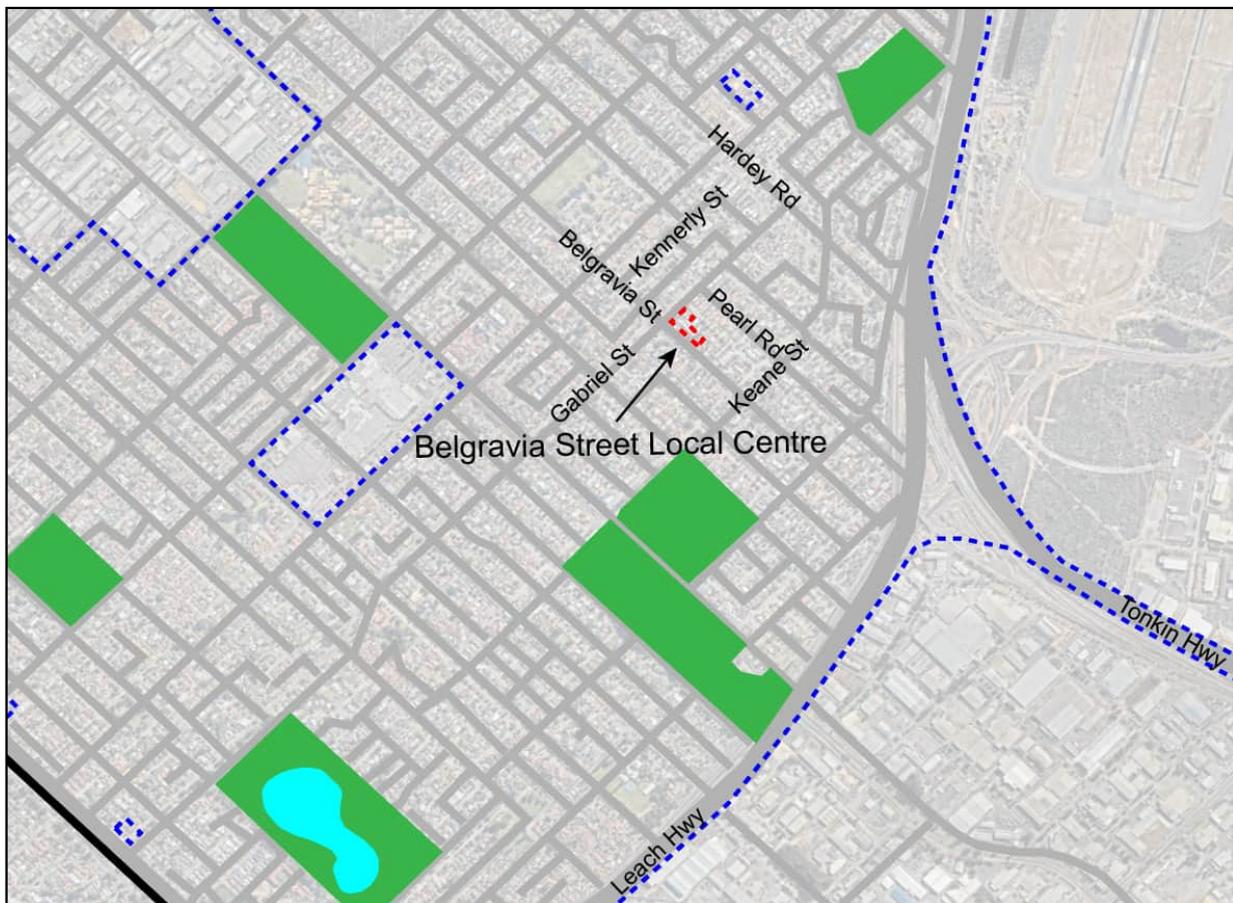


Figure 1: Belgravia Street Locality Map



# I. Centre Context

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No.15 (LPS 15), with no associated residential density coding. No residential development has been undertaken within the Centre to date.

Surrounding land is zoned 'Residential' with a flexible residential density code of R20/40. Single houses represent the predominant housing typology surrounding the Centre, with some grouped dwelling developments and a small number of multiple dwellings.

The immediate catchment area for Belgravia Street Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). It is likely however that due to the services provided within the Centre, that the catchment area extends further than 200m.

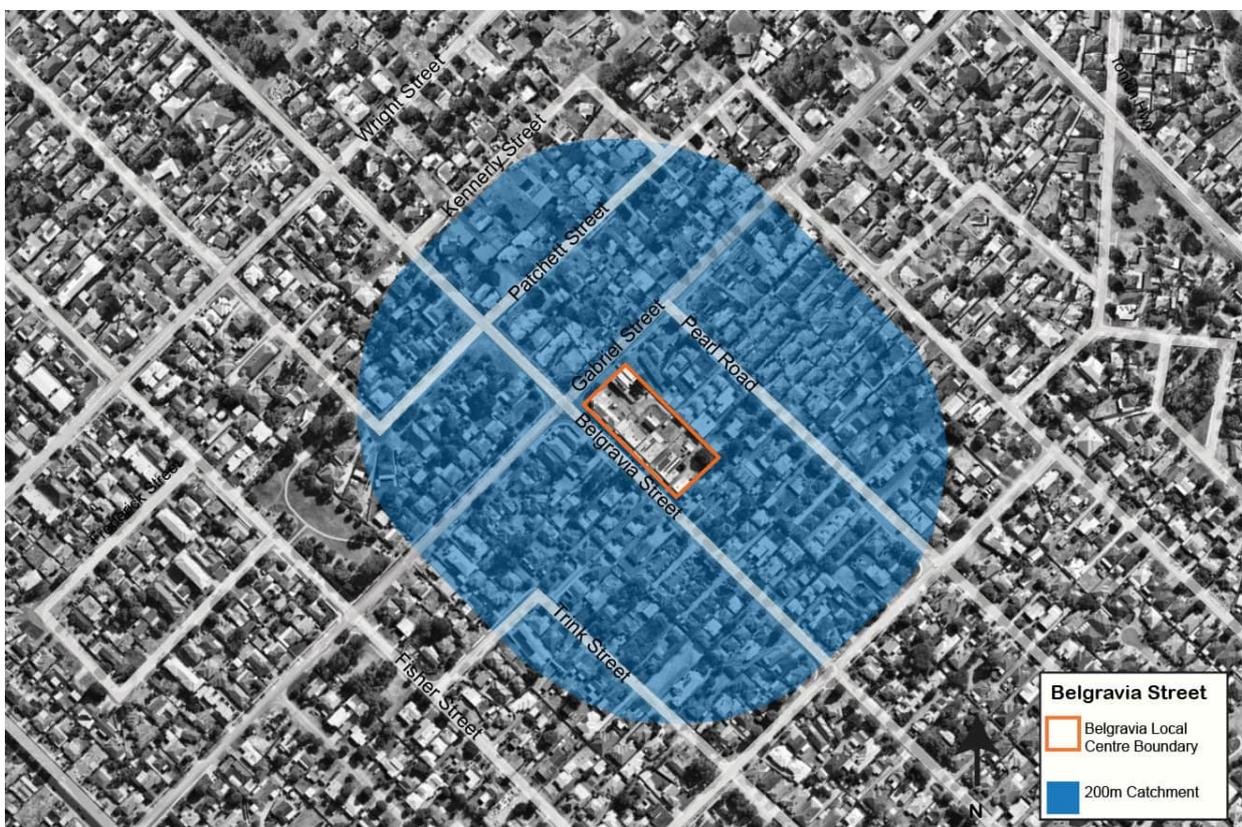


Figure 2: Belgravia Street Catchment



## Belgravia Street Local Centre Boundary and Zoning

The Belgravia Street Local Centre is currently defined by the extent of the 'Commercial' zone, with frontages to both Belgravia Street and Gabriel Street as shown in Figure 3. A portion of the parking area and footpath is located within the property boundaries of 277, 279 and 381 Belgravia Street. This effectively results in the private ownership of a portion of the "public realm". Therefore, the City should engage with the landowners to investigate whether the lot boundaries and zoning can be normalised to be consistent with 371, 373, and 375 Belgravia Street (see Figure 4).

A recent Retail Needs Assessment (RNA) prepared to inform this Strategy indicates that while the Centre provides useful functions, it appears to be under performing commercially. This is evident in that Shop/Retail floorspace in 2016 totaled just 942m<sup>2</sup>, down from 1,387m<sup>2</sup> in 2008. Therefore, there are opportunities to improve the commercial performance of the Centre as discussed in subsequent sections of this Strategy.

The RNA recommends the retail floor area be increased to 1,000m<sup>2</sup>, it is considered that this expansion is able to occur within the existing centre

boundary. Therefore, it may be appropriate for the centre boundary to remain as it is (minor changes may result after investigating the normalisation of the 277, 279 and 381 Belgravia Street front lot boundaries).

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, the City should investigate whether it is appropriate to modify the zoning of Belgravia Local Centre from 'Commercial' to 'Local Centre' through the preparation of a new local planning scheme.

### Action 1.1

Investigate normalising the front property boundary of 277, 279 and 381 Belgravia Street.

### Action 1.2

Investigate whether it is appropriate to maintain the centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.

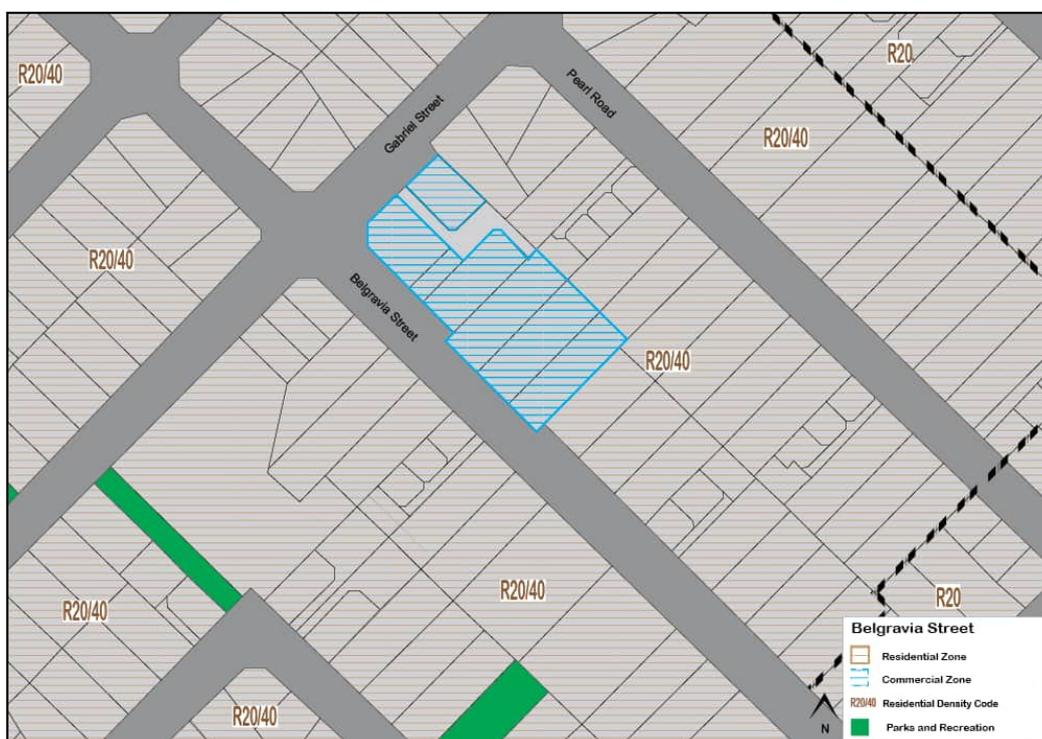


Figure 3: Existing Belgravia Street Local Centre Zoning

## Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail/commercial land uses, whilst promoting economic sustainability. In this regard, it may be appropriate to apply a residential density code of R60 to land within the Centre (as shown in Figure 4). The appropriateness of an R60 density code will be further explored through the preparation of a new local planning scheme.

The residential density coding of R60 is considered appropriate to deliver good quality apartment style development within the Centre at a suitable scale for the locality. Development would be limited to a maximum of three storeys, a front setback of 2m, and side and rear setbacks of 3m. This scale is considered to integrate well with the surrounding land which can develop to a maximum height of two storeys under an R40 density code.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, attribute to better passive surveillance and has the potential to incentivise redevelopment of the Belgravia Street Local Centre.

To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the community, the City should investigate introducing appropriate controls within the local planning framework. This may include limiting residential development on ground floors and requiring provision for a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended

that provisions to address such considerations be investigated through the preparation of a new Local Planning Scheme.

### Action 1.3

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belgravia Street Local Centre through the preparation of a new Local Planning Scheme.

### Action 1.4

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

### Action 1.5

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.

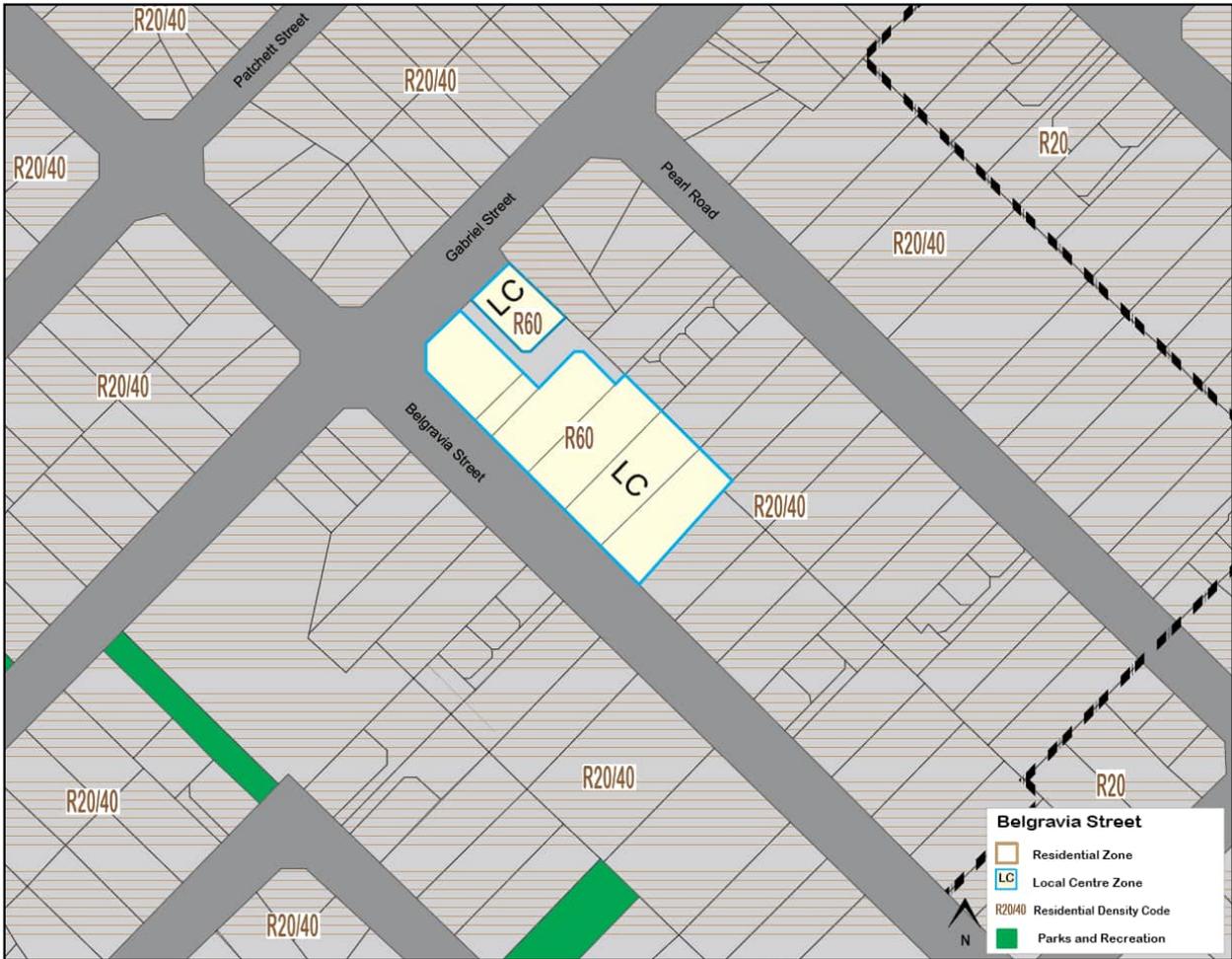
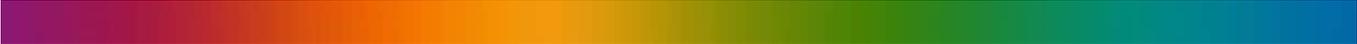


Figure 4: Proposed Zoning Investigations

## Zoning and Residential Density Surrounding the Centre

The Centre is surrounded by 'Residential' zoned land with an associated residential density coding of R20/40. This land is predominantly characterised by a mixture of single houses and grouped dwellings, with a small number of multiple dwellings. Adjacent to this land and further from the Centre land is coded R20.

The RNA prepared to inform this Strategy modeled the effect of an increase in residential development within the Centre and an increase in surrounding residential density from R40 to R80. This model aimed to understand the benefit that increased residential development within and surrounding the Centre may have on annual revenue for businesses.

If land surrounding the Centre was vacant and developed in accordance with an R80 density coding and residential development was provided within the Centre, the model predicted an increase of up to 8.3% in annual revenue for local businesses.

Given much of the surrounding land has been re-developed and land ownership is fragmented, it is unlikely that development to realise the modelled density will occur within the foreseeable future. In addition, a portion of land within 200m of the Centre is located within the ANEF contour associated with Perth Airport. State Planning Policy 5.1 generally seeks to limit density codes above R20 on land subject to ANEF noise contours except where:

- Land is identified as appropriate for more intensive development through strategic planning instruments such as a regional or sub-regional structure plan;
- a higher density coding is desirable to facilitate redevelopment or infill development of an existing residential area; and
- it can be demonstrated that the public benefits of higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise.

A potential increase in the surrounding residential density should be explored in more detail through the preparation of the City's Local Housing Strategy.

### Action 1.6

Investigate increasing the density coding of land surrounding Belgravia Street Local Centre through the preparation of the City's Local Housing Strategy.



## 2. Movement

The Belgravia Street Local Centre is accessible by all modes of transport apart from train; however the most convenient remains the private vehicle. This is evident in that 64.3% of survey respondents indicated that they access the Centre by private vehicle, while 30% access the Centre by walking or cycling.

Access to and from the Local Centre is supported by a legible local road network and an adequate supply of public on-street car parking, making travel by private vehicle highly attractive. Footpaths connecting the surrounding residential areas to the Centre facilitate walking as an option. Although Gabriel Street and Belgravia Street are characterised by a relatively low number of vehicle movements, cycling is not encouraged through on-street cycle lanes. The Centre is also serviced by two bus routes, with bus stop facilities located on both Belgravia Street and Gabriel Street.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that access can be improved.



City of Belmont

## Pedestrian and Cycling Connections and Priority

The Belgravia Local Centre plays a role in providing services and employment opportunities to the local community. The local catchment for this Centre is predominantly located within a 200m walkable area. Generally footpaths connect the Centre to the surrounding residential land. Pedestrian and cyclist access to and from Belgravia Street Local Centre is possible through the relatively legible grid road network, which is for the most part accompanied by footpaths on at least one side of the street.

The Local Centre itself supports walking and cycling with awnings providing weather protection. Bicycle locking points, public seating, and rubbish bins are also provided and encourage movement across the front of tenancies within the Centre.

The City should investigate further measures to prioritise pedestrian and cyclist movements including the following as visualised by Figure 5:

- Provide dedicated pedestrian crossing points along Gabriel Street and within a new raised central median along Belgravia Street.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Implement a 40km/h speed limit on Belgravia Street and Gabriel Street to create a safer pedestrian orientated centre.
- Modifying road surface treatments to increase driver awareness to the presence of pedestrians and cyclists.

### Action 2.1

Investigate improvements to pedestrian and cyclist priority within the Belgravia Street Local Centre.



Figure 5: Pedestrian and Cyclist Infrastructure

## Wayfinding

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

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

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

### Action 2.2

Investigate and implement wayfinding measures at select locations within 200m of the Belgravia Street Local Centre.



City of Belmont

## Public Transport

Bus routes 38 and 39 run along Belgravia Street and Gabriel Street. These routes provide connections to Elizabeth Quay, Belmont Forum, and the surrounding residential land. Stops for these routes are provided in close proximity to the Centre as shown in Figure 6.

The level of service and connectivity provided by the bus routes make travel via bus a relatively convenient and attractive mode of transport.

The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Users may also look to combine trips for example a trip to work in the CBD combined with a shopping trip to Belgravia Street Local Centre before catching a bus home or walking/cycling.

### Action 2.3

Implement travel behavior programs to encourage the use of alternative modes of transport to and from Belgravia Street Local Centre.

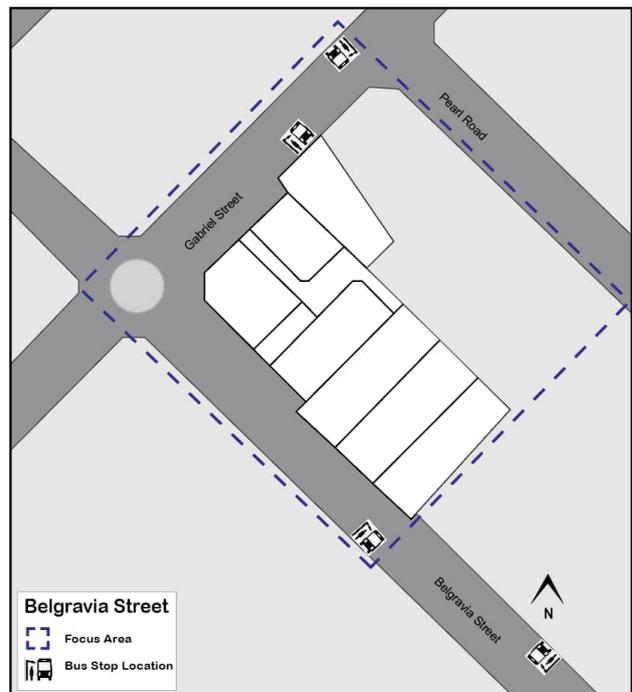


Figure 6: Location of Bus Stops

## Private Vehicles and Road Network

Access to Belgravia Street Local Centre via private vehicle is attractive due to the design of the road network, as well as the availability of unrestricted public on-street car parking. The surrounding road network is predominately a grid network with clear legibility and very limited traffic calming measures. Furthermore, the main intersection within the Local Centre, being Belgravia Street and Gabriel Street, is controlled by a roundabout facilitating free flowing vehicle movements.

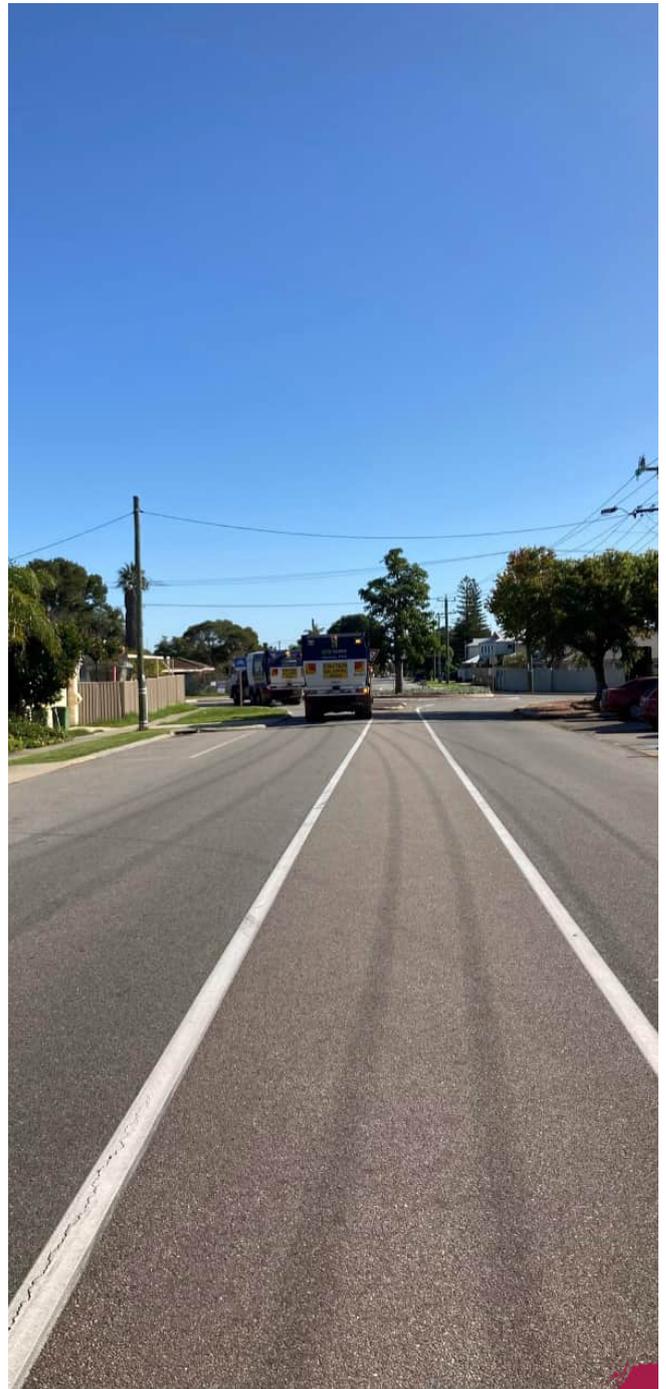
While private vehicle movement is recognised as being important to both the Centre and through traffic accessing the surrounding residential areas, an effort should be made to encourage access via other modes of transport.

The City should investigate the potential for the sections of Belgravia Street and Gabriel Street, that fall within the boundary of the Local Centre, to be modified to balance the movement of private vehicles with walking and cycling.

The City should investigate implementing a 40km/h speed limit through the Local Centre to encourage pedestrian and cyclist permeability and informal crossing. In addition, the City should investigate the appropriate measure to formalise pedestrian and cyclist crossing of both Belgravia Street and Gabriel Street through the provision of raised platforms, road treatments or any other appropriate measure.

### Action 2.4

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



## Rear Laneway Access

A number of tenancies currently located within the Belgravia Street Local Centre have access for service vehicles and staff members via a rear laneway (Figure 7). The majority of the laneway is designated as 'road reserve' and provides direct access to the rear of 176, 174 and 172 Gabriel Street and 375, 373, and 371 Belgravia Street. The remaining three properties at 377, 379, and 381 Belgravia Street have varying rear access arrangements. 377 Belgravia Street currently contains an easement to the rear of the property to ensure access is maintained from the laneway. Both 379 and 381 Belgravia Street provide rear access from Belgravia Street through separate driveways and crossovers.

Access to the rear of all properties for off-street public parking and service vehicles should be rationalised to a rear laneway arrangement. In order to achieve this, an easement needs to be created at the rear of 379 and 381 Belgravia Street. The City will also be required to investigate the viability of allowing two-way access through the laneway and as a result may require additional land to be vested through an easement for all properties within the Belgravia Street Local Centre. Should an easement be successfully created to the rear of all properties providing permanent access, all crossovers fronting Belgravia Street could be removed. The removal of these crossovers would allow for continuous footpaths and awnings to be constructed, thereby increasing pedestrian and cyclist movements within the Centre.

### Action 2.5

Investigate the extension of the laneway across 379 and 381 Belgravia Street and the closure of the exiting crossovers to Belgravia Street.



City of Belmont

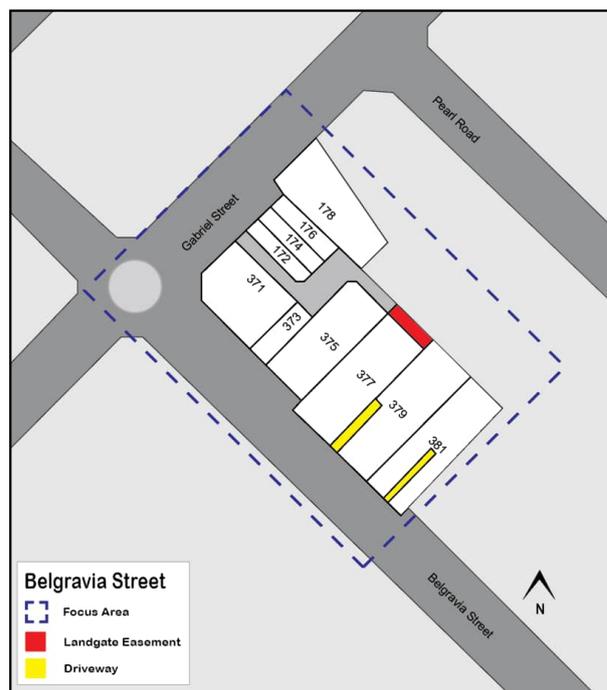


Figure 7: Existing rear access arrangements

## Car Parking

Car parking within Belgravia Street Local Centre consists of the following:

- 90 degree parking bays along Belgravia Street and Gabriel Street.
- Parallel bays along Belgravia Street.
- Private car parking behind the tenancies.

For various centres in the City of Belmont, the 'Belmont on the Move' Strategy recommends that a range of parking restrictions be implemented to increase turnover of vehicles and the availability of parking for consumers. Given parking facilities and shared between tenancies, parking restrictions could be applied to the Belgravia Street Local Centre to ensure that all tenancies have bays available for their customers.

Local Planning Scheme No. 15 provides standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and

- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Belgravia Street Local Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement and provision of on-street public parking. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

**Action 2.6**

Investigate an appropriate car parking standard for land uses within the Belgravia Street Local Centre.

**Action 2.7**

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belgravia Street Local Centre.

**Action 2.8**

Investigate introducing car parking restrictions in appropriate locations within the Belgravia Street Local Centre.





### 3. Place

The Belgravia Street Local Centre provides a wide range of goods and services for the surrounding local community, including restaurants, shops, a liquor store, a news agency, office, and specialist consulting rooms. These uses facilitate activity within the Centre both during the day and at night.

Landscaping and signage on the corner of Belgravia Street and Gabriel Street acts as an entry statement while the adequate footpaths and weather protection could facilitate street activity. The frontages of the commercial tenancies are however dominated by expanses of advertising, roller shutters, or blank sections of walls. This and the lack of community infrastructure (e.g. public seating areas) results in a relatively low level of activity within the public realm. Therefore, there is scope for improvement to activate the Belgravia Street Local Centre which will be outlined in the following sections of this Strategy.



City of Belmont

## Land Use Permissibility

Belgravia Street Local Centre is currently zoned 'Commercial' under LPS15. The 'Commercial' section of the Zoning Table of LPS15 demonstrates only one retail commercial or entertainment land use as being a permissible 'P' land use, which is 'Video Store'. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 2, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain a 'D' use class permissibility for typical activity centre land uses listed in SPP4.2 as this reduces any potential impacts associated with land uses, whilst still providing landowners with a level of flexibility. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, the centre may be rezoned to 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Centre' zones.

### Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.



Activity Centre Planning Strategy

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> <li>Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Within metropolitan region</li> <li>NLA no more than 300sqm</li> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>

Table 1

## Street Activation

Belgravia Street Local Centre is characterised by a range of commercial tenancies with frontages that are dominated by expanses of impermeable advertising, roller shutters, or blank sections of wall. This results in a low level of street activation.

The Centre benefits from an established built form where tenancies front Belgravia Street and Gabriel Street, and include awnings for weather protection. Given this, there is potential for the current businesses to present a more active frontage to the streets through the removal of non-permeable advertising, reducing the amount of time the businesses roller shutters are down, and where possible, increasing the aesthetic appeal of the frontage. Windows should also be encouraged facing the laneway to activate this space and provide passive surveillance. An opportunity also exists for local businesses to utilise the space available in front of tenancies and the public realm for activities such as alfresco dining. These measures will improve street activity and as a result, passive surveillance.

The City could also facilitate an increase in street activity through upgrades to the public realm, as well as the promotion of trading in public places (inclusive of alfresco dining). To improve the overall aesthetic appeal of Belgravia Street's public realm area, additional landscaping (including shade trees) should be installed within the verge immediately adjoining car parking areas. Public seating and landscaping improvements could be focused at the intersection of Belgravia Street and Gabriel Street to allow for a passive public space to be created. The City should also look to improve existing seating and introduce additional seating areas complementing new landscaping to encourage patrons to spend additional time within the Centre.

Opportunities also exist to improve street activation and a sense of place through place activation measures, and engagement with local businesses and the broader community. The laneway could serve as a good space for community events.

### Action 3.2

Ensure that future and existing development within the Centre provides for surveillance between buildings and public spaces.

### Action 3.3

Investigate implementing built form controls aimed at increasing activity at street level.

### Action 3.4

Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.

### Action 3.5

Investigate the use of the laneway as a shared space for community events.



## Public Art

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than \$4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces on both street frontages and within the laneway, or on the road surface itself.

Future funding mechanisms for public art within Belgravia Street Local Centre should also be investigated. It is likely that the existing threshold amount of \$4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

### Action 3.6

Investigate opportunities for public art to be located within Belgravia Street Local Centre.

### Action 3.7

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.





**City of Belmont**

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CITY OF BELMONT  
**Belgravia Street  
Local Centre  
Actions**



## Actions & Implementation

### Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate normalising the front property boundary or 277, 279 and 381 Belgravia Street.	Part 2 Belgravia Street Local Centre Boundary and Zoning Page 5	 5.1		Medium-Long	Planning Economic Development
1.2	Investigate whether it is appropriate to maintain the centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Belgravia Street Local Centre Boundary and Zoning Page 5	 1.2  1.3  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.3	Investigate whether it is appropriate to Introduce a residential density code of R60 over land within the Belgravia Street Local Centre through the preparation of a new Local Planning Scheme.	Part 2 Residential Density within the Centre Page 6	 1.2  1.3  5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning

## Actions & Implementation

### Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.4	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3  5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.5	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3 1.4  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.6	Investigate increasing the density coding of land surrounding the Belgravia Street Local Centre through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	 1.3 1.4  5.4	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	As part of the Local Housing Strategy	Planning

## Actions & Implementation

### Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate improvements to pedestrian and cyclist priority with the Belgravia Street Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.2 1.5  2.2-2.4  3.1	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Long	Infrastructure Services Planning
2.2	Investigate and implement wayfinding measures at select locations within 200m of the Belgravia Street Local Centre.	Part 2 Wayfinding Page 11	 1.5  2.2 2.4  5.7	Belmont on the Move	Medium	Infrastructure Services Planning
2.3	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belgravia Street Local Centre.	Part 2 Public Transport Page 11	 2.1 2.4  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Long	Infrastructure Services
2.4	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	 2.1  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Long	Planning Infrastructure Services

## Actions & Implementation

### Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.5	Investigate the extension of the laneway across 379 and 381 Belgravia Street and the closure of the existing crossovers to Belgravia Street.	Part 2 Rear Laneway Access Page 13	 1.2  2.3  5.1		Long	Planning
2.6	Investigate an appropriate car parking standard for land uses within the Belgravia Street Local Centre.	Part 2 Car Parking Page 14	 1.2&1.5  2.2 2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belgravia Street Local Centre.	Part 2 Car Parking Page 14	 1.2&1.5  2.2 2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning Infrastructure Services
2.8	Investigate introducing car parking restrictions in appropriate locations within the Belgravia Street Local Centre.	Part 2 Car Parking Page 14	 2.4  5.7	Belmont on the Move	Medium	Infrastructure Services Ranger Services

## Actions & Implementation

### Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 16	 1.2-1.4  4.1	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Ensure that future and existing development within the Centre provides for surveillance between buildings and public spaces.	Part 2 Street Activation Page 17	 1.2-1.4  2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 17	 1.2-1.4	State Planning Policy 4.2 - Activity Centres	Medium	Planning
3.4	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.	Part 2 Street Activation Page 17	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres Place Making Strategy	Long	Infrastructure Services City Projects Planning

## Actions & Implementation

### Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.5	Investigate the use of the laneway as a shared space for community events.	Part 2 Street Activation Page 17	 1.2 1.4  4.1 4.3	Place Making Strategy	Medium/On-going	Culture and Place
3.6	Investigate opportunities for public art to be located within Belgravia Street Local Centre.	Part 2 Public Art Page 18	 4.1	Place Making Strategy	Medium/On-going	Planning Culture and Place
3.7	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 18	 1.2-1.4  4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Short	Planning Culture and Place

# CITY OF BELMONT Activity Centre Planning Strategy - Belmay



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Activity Centre Planning Strategy

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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Belmay Local Centre

The Belmay Local Centre is located at the corner of Sydenham Street and Epsom Avenue in the suburb of Belmont. The Centre is located opposite the Belmay Primary School and approximately 150m south west of Redcliffe Park (see Figure 1 below).

The Centre presents a main street design, with businesses fronting both Sydenham Street and Epsom Avenue. The Local Centre currently provides a limited range of goods and services, with the sole retail tenancy being a liquor store. Other land uses within the Centre include a single house, offices, a medical centre, and place of worship.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Belmay Local Centre, with recommendations on zoning, residential density, movement and place.

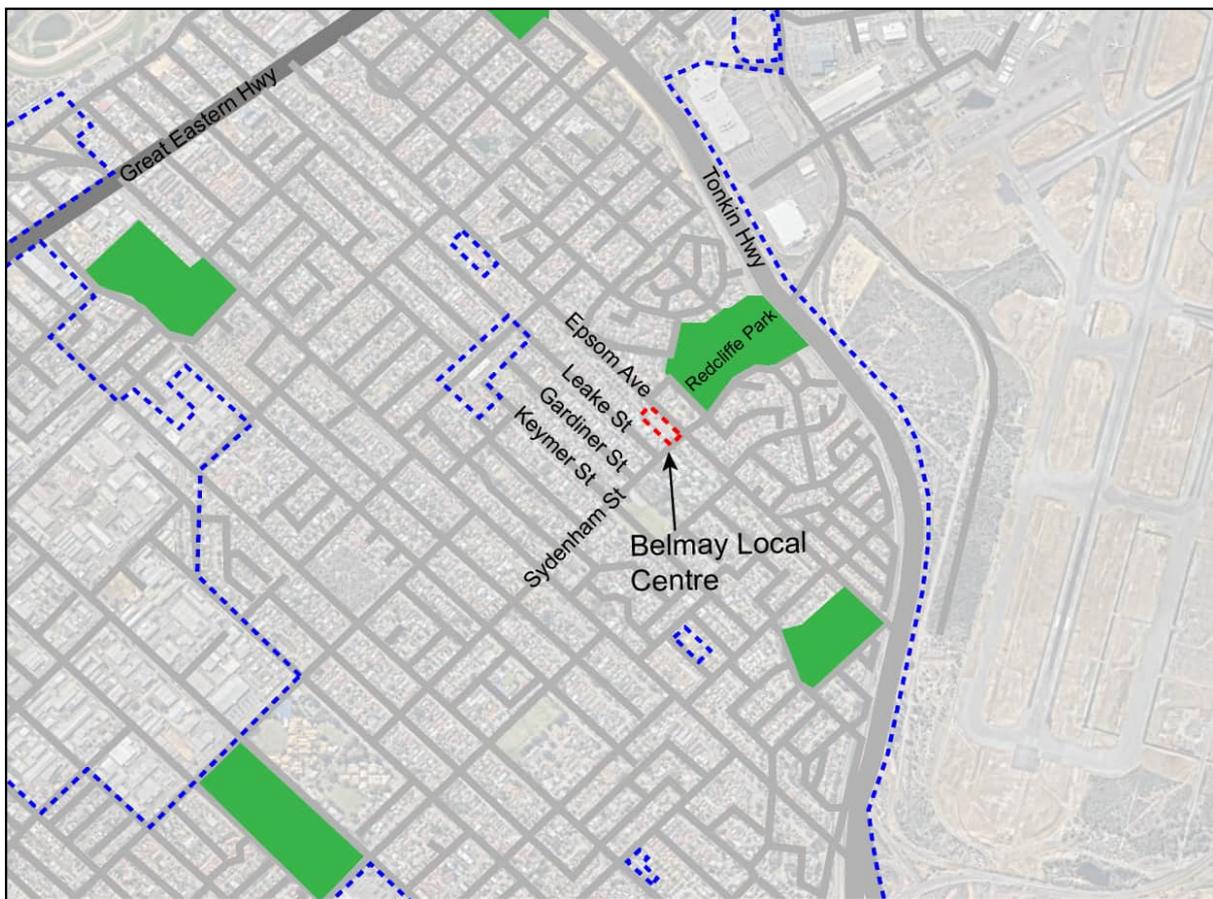


Figure 1: Belmay Local Centre Locality Map



# I. Centre Context

The majority of the Belmay Local Centre is zoned 'Commercial' under Local Planning Scheme No. 15 (LPS 15) with no associated residential density coding. The place of worship at 240 Epsom Avenue is zoned 'Place of Public Assembly' and 236 Epsom Avenue is subject to an Additional Use of 'Place of Worship'.

Surrounding land is zoned 'Residential' with density codes of R20 and R12.5, resulting in varying housing arrangements and lot sizes. Single houses represent the predominant housing typology surrounding the Centre, with some grouped dwelling developments. Belmay Primary School on the opposite side of Sydenham Street is zoned 'Public Purposes'.

The immediate catchment area of Belmay Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). However, due to the services offered within the Centre, it is likely to extend beyond 200m.

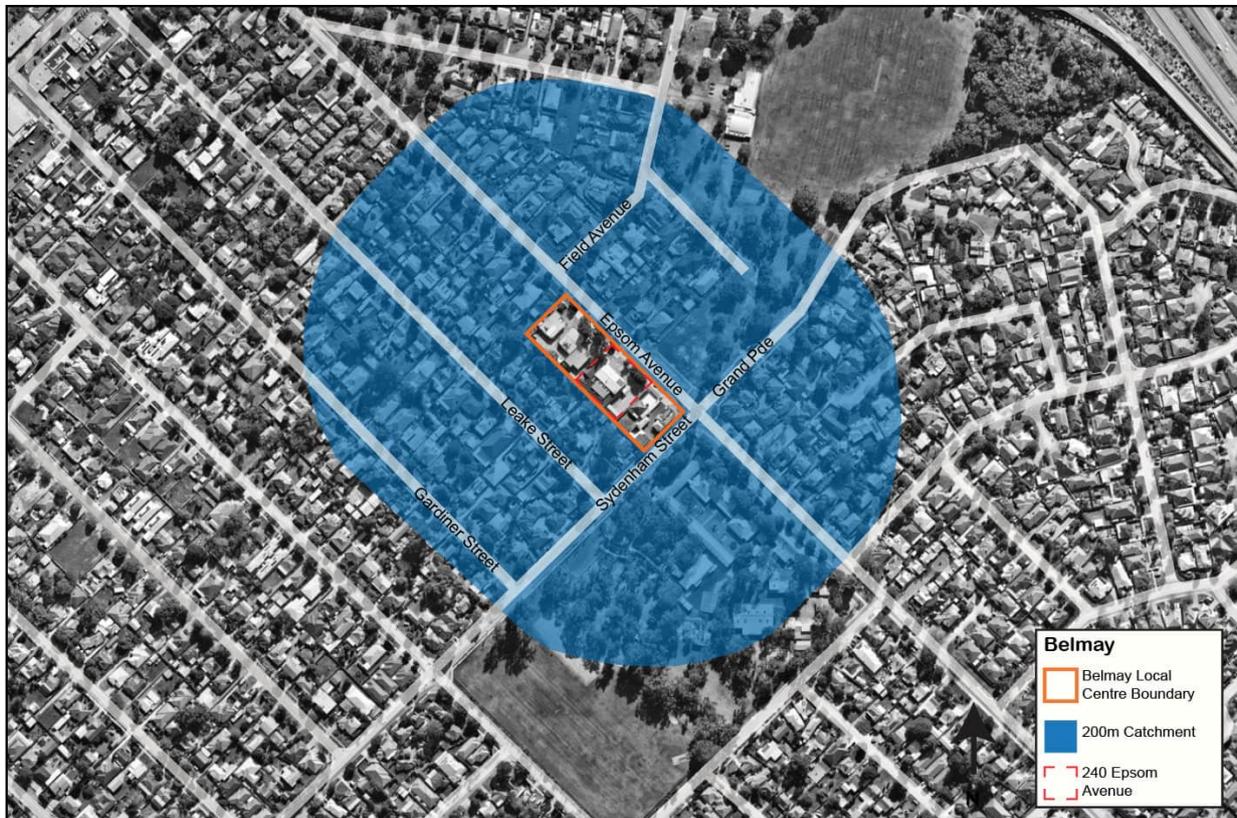


Figure 2: Belmay Local Centre Catchment



## Belmay Local Centre Boundary and Zoning

The majority of land within the Belmay Local Centre is zoned 'Commercial' under LPS 15, with the exception of 240 Epsom Avenue which is zoned 'Place of Public Assembly'. The property at 236 Epsom Avenue is also subject to an Additional Use of 'Place of Worship' under Schedule 2 of LPS 15.

The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Belmay Local Centre accommodated a relatively small amount of shop/retail floorspace at approximately 180m<sup>2</sup>. The Retail Needs Assessment (RNA) prepared to inform this Strategy did not anticipate any additional retail floorspace within the Centre. Given there are opportunities for additional retail floorspace to be provided within the existing Centre boundary, there may be no need to change it.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, the City should investigate whether it is appropriate to modify the zoning of Belmay Local Centre from 'Commercial' to 'Local Centre' through the preparation of a new local planning scheme.

240 Epsom Avenue is currently zoned 'Place of

Public Assembly' which is not consistent with the zoning of other properties. While the place of worship located at this property acts as an activity generator on days services are held, the current zoning fragments the Centre and limits its future land use options. Given the intent of a local centre is to provide convenience services to the community within walkable catchments, it may be appropriate to zone this land 'local centre' as part of the preparation of a new Local Planning Scheme. For this reason it may also be appropriate to remove the Additional Use over 236 Epsom Avenue as further discussed in the Land Use Permissibility section of this Strategy.

### Action 1.1

Investigate whether it is appropriate to maintain the centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.

### Action 1.2

Investigate the removal of the Additional Use from 236 Epsom Avenue and the rezoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' through the preparation of a new Local Planning Scheme.



Figure 3: Existing Belmay Local Centre Zoning

City of Belmont

## Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail/commercial land uses, whilst promoting economic diversity. In this regard, it may be appropriate to apply a residential density code of R60 to land within the Centre.

The residential density coding of R60 is considered appropriate to deliver apartment style development within the Centre at a suitable scale for the locality. Development would be limited to a maximum of three storey's, a front setback of 2m, and side and rear setbacks of 3m. These setbacks will provide an appropriate separation to land abutting the Centre and present opportunities for landscaping. The potential scale of development is considered to integrate well with the surrounding residential density codes which facilitate development to a height of two storey's.

It is noted that the Belmay Local Centre is subject to ANEF noise contour 20. *State Planning Policy 5.1 - Land Use Planning in the Vicinity of Perth Airport* generally aims to limit residential development within this contour to a maximum density coding of R20. However a higher density coding can be considered to facilitate redevelopment or infill development, and where the public benefits of a higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise.

In that respect, the provision of residential dwellings above commercial tenancies will generate activity, contribute to better passive surveillance, and has the potential to incentivise redevelopment of the Belmay Local Centre. It is also noted that future dwellings within the Centre could incorporate noise insulation. Therefore, the residential density coding of R60 may be appropriate for the Belmay Local Centre.

Whilst commercial and residential land uses may be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations also be investigated through the preparation of a new local planning scheme.

To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the community, appropriate controls should be investigated through the preparation of a new local planning scheme. This may include limiting residential development on ground floors and requiring provision for a commercial component in any redevelopment proposal.

### Action 1.3

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belmay Local Centre through the preparation of a new Local Planning Scheme.

### Action 1.4

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

### Action 1.5

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.



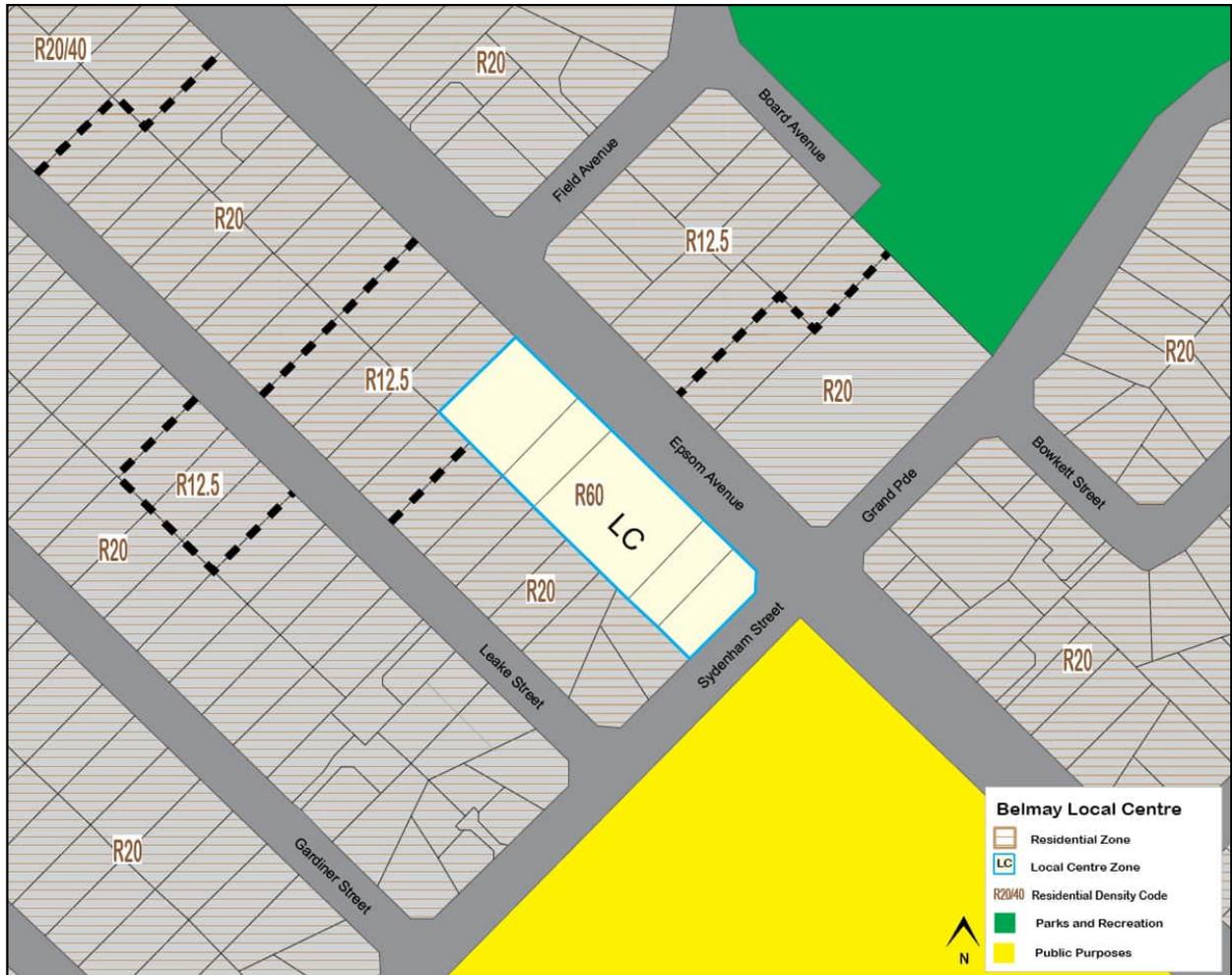


Figure 4: Proposed Zoning Investigations

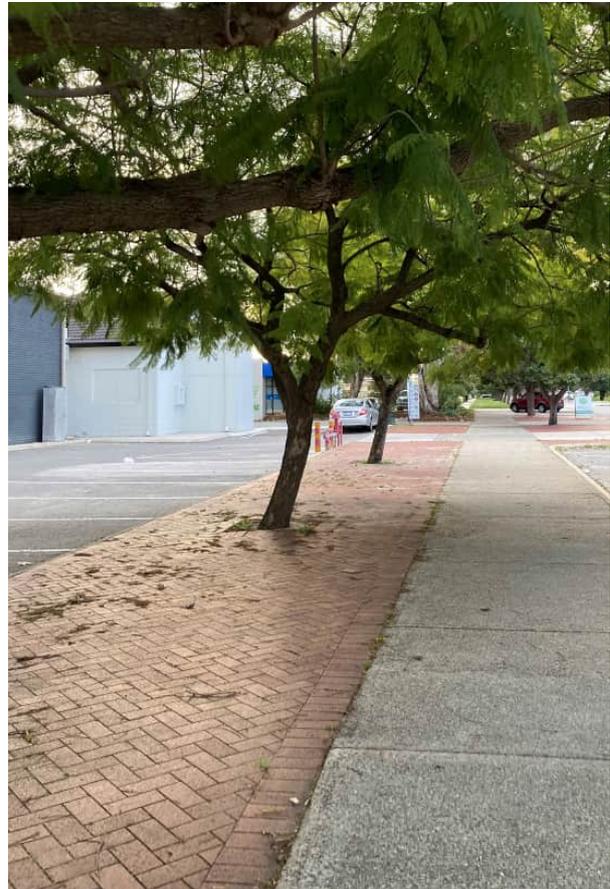
## Zoning and Residential Density Surrounding the Centre

The residential density coding surrounding the Belmay Local Centre is predominantly R20, with some areas also being subject to an R12.5 coding. The Belmay Local Centre is unique in its proximity to Perth Airport and subsequently its relation to aircraft noise. The Local Centre and its surrounds are located within the flight path of Perth Airport's cross runway and the Australian Noise Exposure (ANEF) 20-25 contour. State Planning Policy 5.1 stipulates that where residential land falls within the 20-25 ANEF, a density coding of R20 should not be exceeded. However, a higher density coding can be considered to facilitate redevelopment or infill development, and where the public benefits of a higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise.

The surrounding residential land that is subject to an R12.5 coding was formerly located within the higher impact 25-30 ANEF contour. In accordance with SPP 5.1, an R12.5 coding was appropriately applied to this land, however in light of changes to the contour, consideration should now be given to increasing the residential density to R20 to align with the surrounding area. A potential increase in the residential density should be explored in more detail through the preparation of the City's Local Housing Strategy.

### Action 1.6

Investigate increasing the R12.5 density surrounding the Belmay Local Centre through the preparation of the Local Housing Strategy.



## 2. Movement

The Belmay Local Centre is accessible by all modes of transport apart from train; however the most convenient remains the private vehicle. Access to and from the Local Centre is supported by a legible road network and public on-street car parking, making travel by private vehicles highly attractive.

Footpaths connecting the surrounding residential areas to the Local Centre facilitate walking as an option. Cycling to and from the Centre is not specifically promoted through on-street cycle lanes or bicycle parking facilities. With regard to public transport, a bus route does not currently service the Centre. The nearest bus stop is located approximately 270m away along Copeland Drive.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that this can be improved.



## Pedestrian and Cycling Connections and Priority

Besides the liquor store, the Belmay Local Centre doesn't provide convenience goods to the local community within a walkable catchment. The Centre is more focused at offering services to the broader community through the medical centre, offices, and place of worship. While footpaths are located along the roads connecting to the Centre, very limited priority is given to pedestrians and cyclists.

Of those that participated in the Local Planning Scheme Review Survey, 37.5% indicated that they access Belmay Local Centre by walking while 62.5% access the Centre by car. Whilst this figure is encouraging and higher than other activity centres in the City of Belmont, it is considered that there is scope to improve the desirability of accessing the Centre by active modes of transport as detailed below and visualised by Figure 5:

- Improve provision for secure cycle parking facilities.

- Investigate the provision of dedicated pedestrian crossing points along Sydenham Street and Epsom Avenue in the form of zebra crossings.
- Investigate extending the footpath on the north east side of Epsom Avenue.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Include street furniture within designated locations.
- Investigate applying a 40km/h speed limit to roads within the Centre.
- Install entry signage/statements at either end of Belmay Local Centre.

### Action 2.1

Investigate improvements to pedestrian and cyclist priority within and surrounding the Belmay Local Centre.



Figure 5: Pedestrian and Cyclist Infrastructure

## Wayfinding

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

Wayfinding signage and maps are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

### Action 2.2

Investigate and implement wayfinding measures at select locations within 200m of the Belmay Local Centre.



City of Belmont

## Public Transport

Bus route number 39 currently completes a loop to the east as visualised by Figure 6 but does not intersect the Belmay Local Centre. The nearest bus stop is located on Copeland Drive, approximately 270m walk from the Belmay Local Centre (marked red on Figure 6).

The City should investigate the potential to request an extension to bus route 39 so that it intersects the Centre. A bus stop should also be located within the Centre for ease of access. The City should also continue to monitor patronage of bus route 39 and if suitable advocate for an increase in the frequency of services to encourage greater public transport usage.

### Action 2.3

Liaise with the Public Transport Authority to obtain support for a bus stop within the Belmay Local Centre.

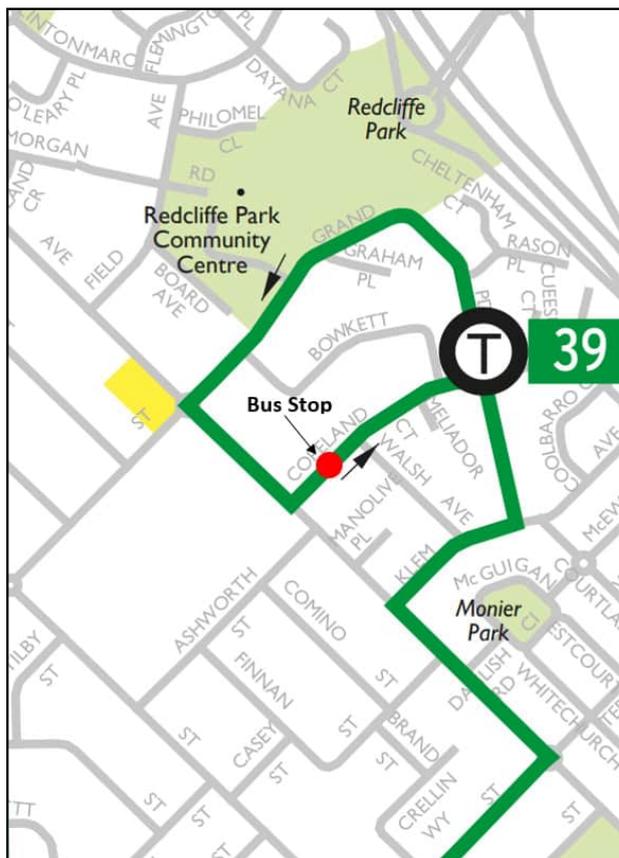


Figure 6: Public Transport Authority Network Map

## Private Vehicles and Road Network

The Centre is primarily focused on Epsom Avenue between Sydenham Street and Field Avenue. A small secondary frontage also exists to Sydenham Street. Access to Belmay Local Centre via private vehicle is attractive due to the design of the road network, as well as the availability of public on-street car parking.

While private vehicle movement is recognised as being important to both the Local Centre and through traffic accessing the surrounding residential areas, an effort should be made to encourage access via other modes of transport. Therefore, the City should investigate the potential for the portions of Epsom Avenue and Sydenham Street that fall within the boundary of the Local Centre, to be modified to balance the movement of private vehicles with walking and cycling.

In this regard, the City should investigate implementing a 40km/h speed limit within the Centre at all hours instead of only between the hours of 7:30am – 9:00am and 2:30pm – 4:00pm on school days. This measure will encourage pedestrian and cyclist movements and facilitate safe crossing. In addition, the City should investigate the installation of additional pedestrian and cyclists crossing points within the Centre through the provision of raised platforms. It is considered that these changes will better balance private vehicle access to the Centre with pedestrian and cyclist movements.

### Action 2.4

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

## Car Parking

Belmay Local Centre currently contains highly accessible on-street public and off-street private car parking. Unrestricted on-street parking bays are provided as 45 degree angled bays on either side of Epsom Avenue and parallel bays on either side of Sydenham Street. Off-street car parking is located for the majority of businesses within the front setback area.

Local Planning Scheme No. 15 provides parking standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations also make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Belmay Local Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of park

ing plan for the Centre. The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

**Action 2.5**

Investigate an appropriate car parking standard for land uses within the Belmay Local Centre.

**Action 2.6**

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belmay Local Centre.



City of Belmont

### 3. Place

The Belmay Local Centre currently consists of a mixture of land uses, including a liquor store, a place of worship, a medical centre, and offices.

As a result of the large street setbacks and parking being located in front of the buildings, the frontages of the commercial tenancies generally don't address the street resulting in very limited street activation. The public realm contains additional parking, scattered landscaping and tree planting.

There is scope for improvement to activate the Belmay Local Centre which will be outlined in the following sections of this Strategy.



## Land Use Permissibility

Belmay Local Centre is proposed to be zoned 'Local Centre' through the preparation of a new local planning scheme. At present, the 'Commercial' section of the Zoning Table of LPS15 demonstrates only one retail commercial or entertainment land use as being a permissible 'P' land use, which is 'Video Store'. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It is considered appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2 as this reduces any potential impacts associated with land uses, whilst still providing landowners with a level of flexibility. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, this strategy proposes to investigate zoning land within the centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Centre' zones.

A 'Place of Worship' is currently designated as an 'X' use in the 'Commercial' zone under LPS 15, meaning that it is not permitted. This has led to the application of a 'Place of Public Assembly' zoning and Additional Uses being applied to two properties within this Centre so as to enable 'Place of Worship' land uses. It is considered these land uses may not be appropriate within activity centres due to their relatively inactive nature. Therefore, the City should investigate the appropriateness of applying an 'X' permissibility for 'Place of Worship' within the 'Local Centre' zone, the removal of the Additional Use from 236 Epsom Avenue, and the rezoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' through the preparation of a new Local Planning Scheme. Under this situation the existing place of worship will have a non conforming use right and be able to continue operating within the Centre on this basis.

City of Belmont

### Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed in SPP 4.2 through the preparation of a new local planning scheme.

### Action 3.2

Investigate the appropriateness of applying an 'X' permissibility for 'Place of Worship' within the 'Local Centre' zone, the removal of the Additional Use from 236 Epsom Avenue, and the rezoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' through the preparation of a new Local Planning Scheme.





Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> <li>Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Within metropolitan region</li> <li>NLA no more than 300sqm</li> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>



Table 1

## Street Activation

Belmay Local Centre consists of areas of brick paving, footpaths, scattered landscaping and street tree planting, street parking, and buildings which apart from the liquor store on the corner of Epsom Avenue, are separated from the street by large setbacks containing parking. As a whole, the Belmay Local Centre results in very little activation on the street frontages. Therefore, any future development within the Belmay Local Centre should be focused on activating the street with car parking sleeved to the rear of buildings, minimal to nil street setbacks, continuous weather protection, and clear glazing. These design elements will provide for an attractive local centre and should be encouraged by the City through the preparation and application of a set of built form guidelines/development provisions for the Centre.

The City could also facilitate an increase in street activity through upgrades to the public realm and by promoting trade in public places (inclusive of alfresco dining should a café or restaurant establish within the Centre). In addition, the potential for increased landscaping (inclusive of shade trees) should be investigated to create an attractive streetscape that offers shelter. To enhance a sense of place within the Centre and to assist in wayfinding, opportunities for the installation of entrance statements should also be explored.

The activation of Belmay Local Centre is dependent on the success of small businesses. Therefore, the City should actively connect and form relationships with local business owners and continue to provide them with support through appropriate marketing and business incentives/rewards.

### Action 3.3

Facilitate existing and future development within the Centre to provide for surveillance between buildings and public spaces.

### Action 3.4

Investigate implementing built form controls aimed at increasing activity at street level.

### Action 3.5

Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.

### Action 3.6

Continue to support small business and facilitate the growth in local community support for local small businesses.



## Public Art

The Belmay Local Centre currently lacks a sense of place and identity, with little to no identifiable landmarks, entrance statements or community fabric. The Local Centre is characterised by areas of blank walls, facades covered by advertising, non-visually permeable windows, and large setbacks from the street.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than \$4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces or the road surface.

Future funding mechanisms for public art within Belmay Local Centre should also be investigated. It is likely that the existing threshold amount of \$4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

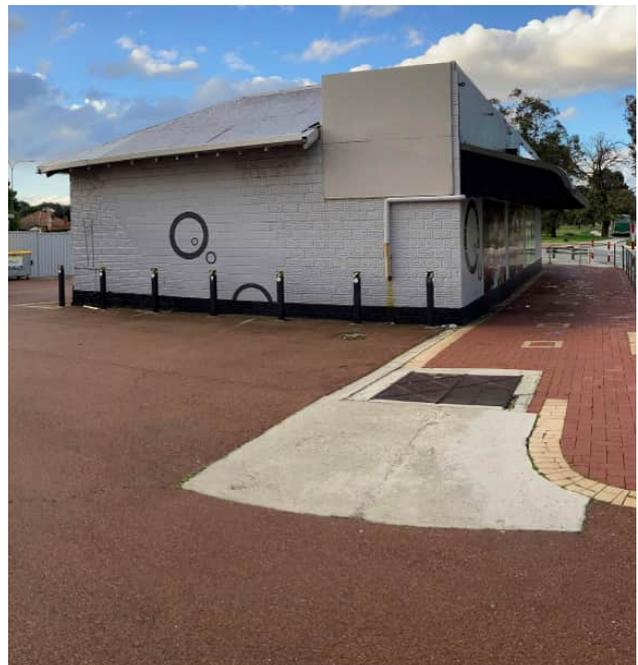
Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

### Action 3.7

Investigate opportunities for public art to be located within the Belmay Local Centre.

### Action 3.8

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.





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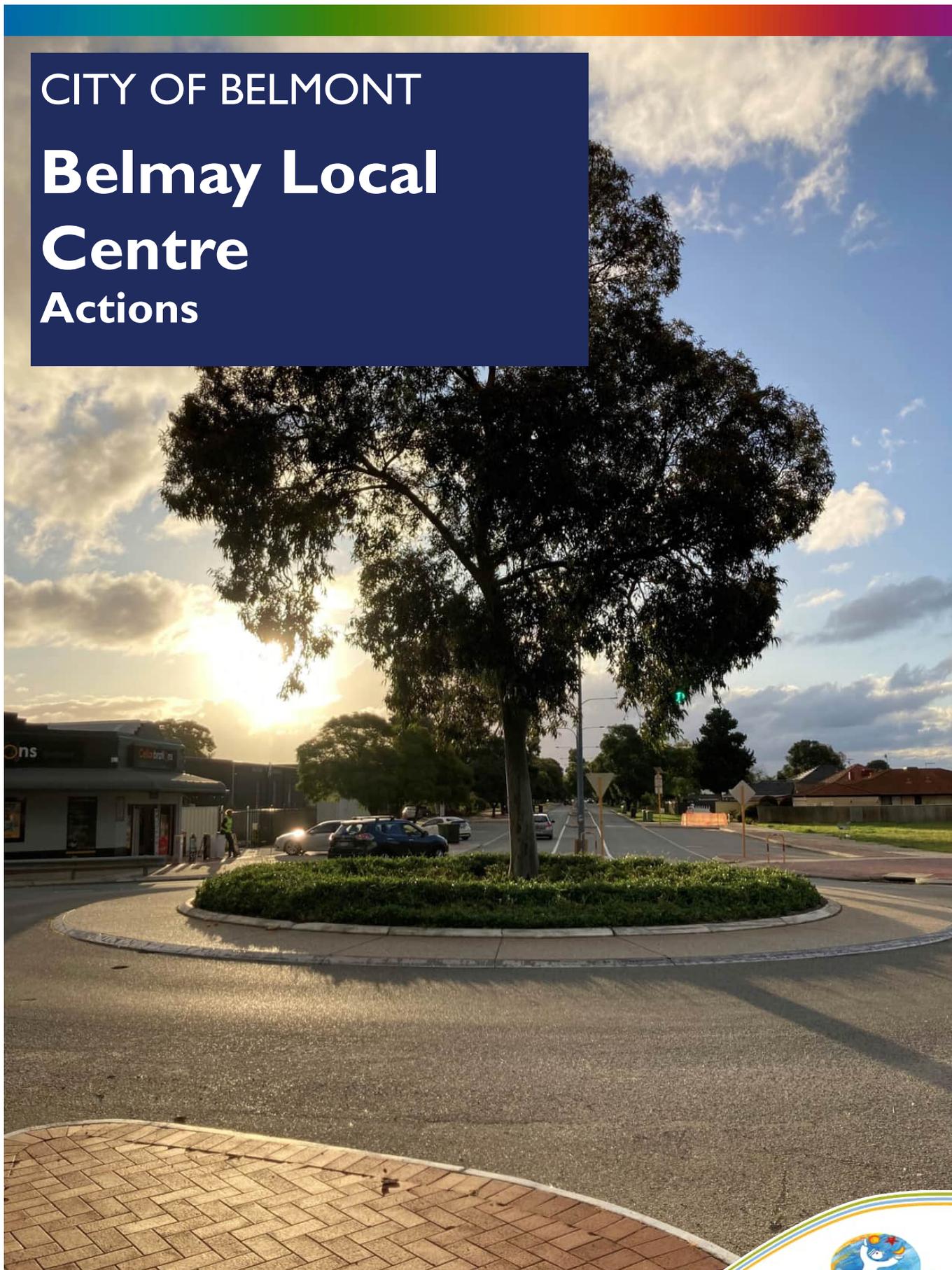
City of Belmont

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# CITY OF BELMONT

## Belmay Local Centre Actions



## Actions & Implementation

### Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate whether it is appropriate to maintain the centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Belmay Local Centre Boundary and Zoning Page 5	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015  State Planning Policy 4.2 - Activity Centres	Short	Planning
1.2	Investigate the removal of the Additional Use from 236 Epsom Avenue and the re-zoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' through the preparation of a new Local Planning Scheme.	Part 2 Belmay Local Centre Boundary and Zoning Page 5	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.3	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belmay Local Centre through the preparation of a new Local Planning Scheme.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3  5.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.4	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3  5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning

## Actions & Implementation

### Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.5	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3 1.4  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.6	Investigate increasing the R12.5 density surrounding the Belmay Local Centre through the preparation of the Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	 5.7	State Planning Policy 5.1 - Perth Airport	Short	Planning

## Actions & Implementation

### Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate improvements to pedestrian and cyclist priority within the Belmay Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.5  2.2 2.4  3.1	State Planning Policy 4.2 - Activity Centers Belmont on the Move Streetscape Enhancement Strategy	Long	Planning Infrastructure Services
2.2	Investigate and implement wayfinding measures at select locations within 200m of the Belmay Local Centre.	Part 2 Wayfinding Page 11	 1.2 1.5  2.2-2.4	Belmont on the Move	Medium	Planning Infrastructure Services
2.3	Liaise with Public Transport Authority to obtain support for a bus stop within the Belmay Local Centre.	Part 2 Public Transport Page 11	 1.2  2.3&2.4	Belmont on the Move	Medium	Infrastructure Services
2.4	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	 1.2&1.5  2.2-2.4	Belmont on the Move	Long	Planning Infrastructure Services

## Actions & Implementation

### Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.5	Investigate an appropriate car parking standard for land uses within the Belmay Local Centre.	Part 2 Car Parking Page 12-13	 1.2  2.2-2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
2.6	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belmay Local Centre.	Part 2 Car Parking Page 12-13	 1.2  2.2-2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning

## Actions & Implementation

### Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed in SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 15	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services City Projects
3.2	Investigate the appropriateness of applying an 'X' permissibility for 'Place of Worship' within the 'Local Centre' zone, the removal of the Additional Use from 236 Epsom Avenue, and the rezoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' through the preparation of a new Local Planning Scheme.	Part 2 Land Use Permissibility Page 15	 5.7	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services City Projects
3.3	Facilitate existing and future development within the Centre to provide for surveillance between building and public spaces.	Part 2 Street Activation Page 16	 1.2-1.4  2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.4	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 16	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres Place Making Strategy	Medium	Planning

## Actions & Implementation

### Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.5	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.	Part 2 Street Activation Page 16	 1.2-1.4  4.1  3.1	State Planning Policy 4.2 - Activity Centres Streetscape Enhancement Strategy	Long	Infrastructure Services City Projects
3.6	Continue to support small business and facilitate the growth in local community support for local small businesses.	Part 2 Street Activation Page 16	 1.2-1.4  5.1	Place Making Strategy	Ongoing	Culture and Place Economic Development
3.7	Investigate opportunities for public art to be located within the Belmay Local Centre.	Part 2 Public Art Page 17	 4.1	Place Making Strategy	Medium/Ongoing	Culture and Place
3.8	Amend Local Planning Policy No. 11, relating to public art, to include land within the Centre.	Part 2 Public Art Page 17	 1.2-1.4  4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Short	Planning Culture and Place

# CITY OF BELMONT Activity Centre Planning Strategy - Belmont Square



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Activity Centre Planning Strategy

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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# I. Centre Context

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No.15 (LPS 15), with no associated residential density coding.

Surrounding land is zoned 'Residential' with density codes ranging from R20 up to R20/60, resulting in varying housing arrangements and lot sizes. Single houses and grouped dwellings represent the predominant housing typology surrounding the Centre, with a few apartment style developments also occurring. 351 and 347 Orrong Road and 2 Oats Street adjacent to Belmont Square, on the opposite side of Oats Street, are subject to 'Additional Uses' under LPS 15 that allow for non-residential development, including consulting rooms, medical centre, office, and showroom. These uses can only be considered where a high level of compliance is achieved and where showrooms do not exceed 2000m<sup>2</sup> NLA. The land has not been developed with any of these uses to date. It is also noted that 347 Orrong Road is currently owned by the Western Australian Planning Commission and is located within Planning Control Area 142 associated with the future upgrades to Orrong Road. 329 Orrong Road accommodates a 'Place of Worship' and is currently zoned 'Residential' with an 'Additional Use' which provides for this land use to continue to operate from the property.

The immediate catchment area of Belmont Square Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). The catchment is likely to extend beyond this however, due to the specific services offered on-site.



Figure 2: Belmont Square Catchment

## Belmont Square Local Centre Boundary and Zoning

The Belmont Square Local Centre is defined by the area zoned 'Commercial' as shown in Figure 3. The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Belmont Square Local Centre accommodated approximately 580m<sup>2</sup> of shop/retail floorspace. The Retail Needs Assessment (RNA) prepared to inform this Strategy suggests that retail floorspace within the Belmont Square Local Centre should be maintained at its current size.

However, this does not account for the specialised nature of the existing land uses within the Centre, which do not support the daily needs of residents. The City will liaise with the landowners of the Centre to encourage land uses which support the daily needs of residents to establish within the Centre. If these uses are proposed, it may be appropriate to support additional retail floorspace within the Centre. It is considered that this could be accommodated within the existing Centre boundary.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. It is therefore recommended that the City investigate rezoning the centre to 'Local Centre' through the preparation of a new local planning scheme.

### Action 1.1

Investigate the appropriateness of maintaining the centre boundary and applying a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.

### Action 1.2

Liaise with the owners of the Centre regarding future land use and development.



Figure 3: Existing Belmont Square Local Centre Zoning

## Zoning and Residential Density Surrounding the Centre

The Centre is surrounded by 'Residential' zoned land with an associated density coding of either R20, R20/40, R20/60, and R30 on the opposite side of Orrong Road within the Town of Victoria Park.

The flexible coded lots allow for subdivision and development at the upper density code where certain provisions of LPS 15 and Local Planning Policy 2 are met. As part of the preparation of the Local Housing Strategy, the City should review the success of the existing density codes in facilitating infill development.

Located adjacent to Belmont Square, on the opposite side of Oats Street, three lots (351 Orrong Road, 347 Orrong Road, and 2 Oats Street) are currently zoned 'Residential' and assigned 'Additional Uses' under LPS 15. This land is also subject to a residential density coding of R20/60 and the requirements of Local Planning Policy No.2 - Orrong Road (LPP 2). The LPS 15 Additional Uses and LPP 2 seek to facilitate mixed use development on these lots, allowing for limited non-residential land uses including consulting rooms, medical centre, office, serviced apartments, showroom (not greater than 200m<sup>2</sup>) and studio. It is noted however that 347 Orrong Road is currently owned by the Western Australian Planning Commission and is located within Planning Control Area 142. This Planning Control Area is associated with the future upgrades to Orrong Road and is intended to ensure that no development occurs on this land.

As part of the preparation of a new local planning scheme, the City should investigate the appropriateness of retaining the additional uses over the three lots.

### Action 1.3

Review the success of the existing density codes in facilitating infill development through the preparation of the Local Housing Strategy.

### Action 1.4

Investigate the appropriateness of retaining the additional uses over 347 and 351 Orrong Road and 2 Oats Street through the preparation of a new local planning scheme.



Figure 4

## Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail/commercial land uses whilst promoting economic sustainability. In this regard, it may be appropriate for a residential density code of R60 to be applied to land within the Centre (as shown in Figure 5). The residential density coding of R60 is consistent with the maximum density coding already applied to land along Orrong Road.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, contribute to better passive surveillance, and has the potential to incentivise redevelopment of the Belmont Square Local Centre.

To ensure that residential development does not impact on the ability for retail uses to establish within the Centre, the City should investigate introducing appropriate controls within the local planning framework. This may include limiting residential development on ground floors and requiring provision for a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations also be investigated through the preparation of a new local planning scheme.

### Action 1.5

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belmont Square Local Centre through the preparation of a new local planning scheme.

### Action 1.6

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

### Action 1.7

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.



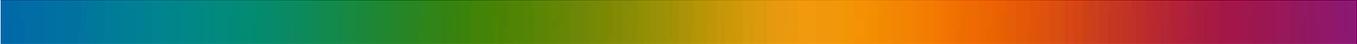
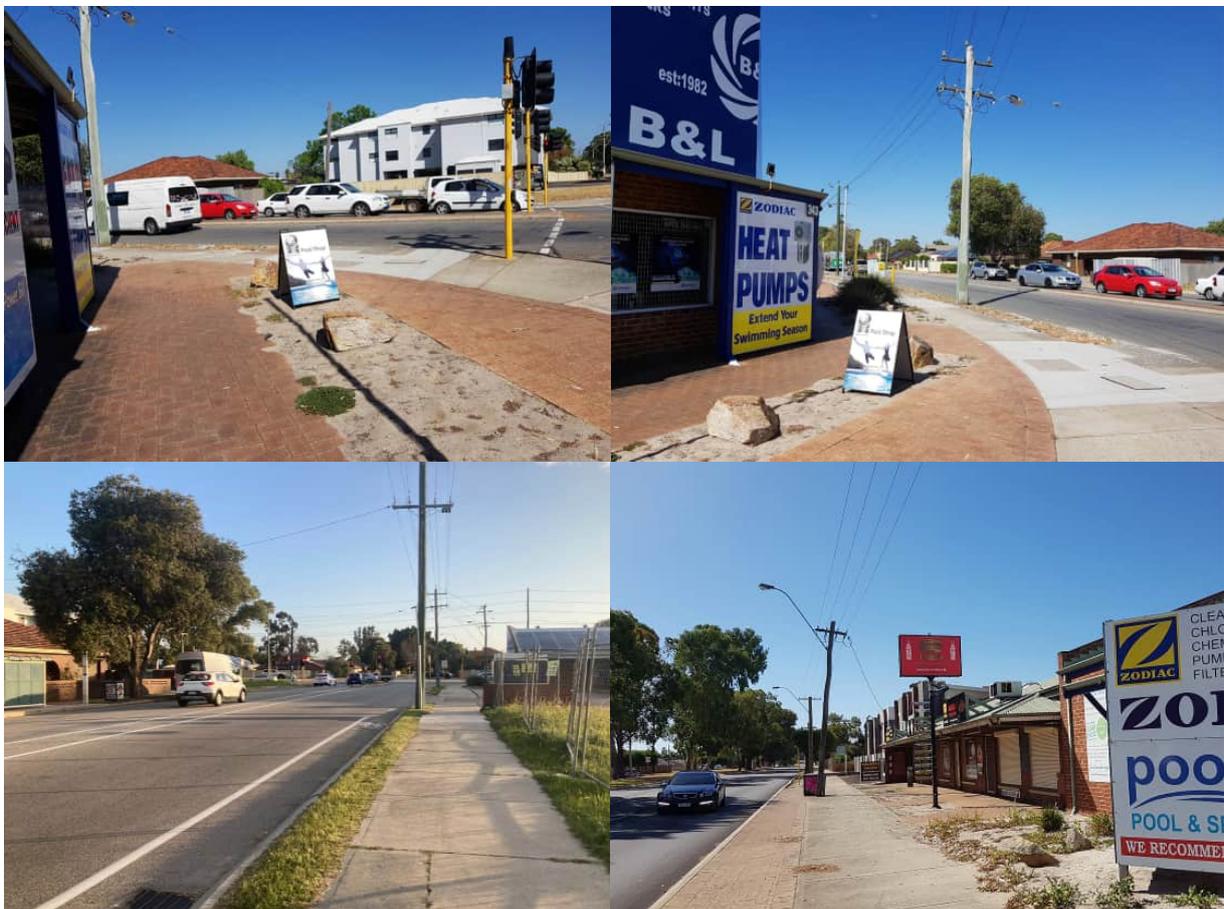


Figure 5: Proposed Zoning Investigations

## 2. Movement

The Belmont Square Local Centre is accessible by all modes of transport apart from train; however the most convenient remains the private vehicle. Access to and from the Centre is supported by a legible road network and adequate parking facilities, making travel by private vehicle highly attractive. Walking and cycling is also available for surrounding residents, however Orrong Road acts a potential barrier for residents to the south-west. While existing uses within the Centre may not currently attract local residents by active modes of transport, this may change in the future. To facilitate this, it is important to ensure that high quality pedestrian and cyclist connections are provided.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that this can be improved.



## Pedestrian and Cycling Connections and Priority

Of those that participated in the Local Planning Scheme Review survey, only 15.4% indicated that they access Belmont Square Local Centre by walking while 84.6% access the Centre by car. A range of factors play a role in this as discussed further below.

Belmont Square currently contains a baseball equipment shop, takeaway food outlet, and a pool shop. These tenancies don't provide a high level of convenience or services that would attract people to walk or cycle to the Centre and spend time within it.

While Belmont Square's proximity to Orrong Road provides excellent business exposure and convenient access for private vehicle users, it creates a barrier to walking and cycling for residents to the south-west. Signalised pedestrian and cyclist crossing points are provided at the intersection of Oats Street and Orrong Road, however the lack of shelter and exposure to a high number of vehicle movements, creates a relatively unattractive environment for pedestrians and cyclists.

It is noted that Main Roads WA are currently undertaking detailed planning works for the future of Orrong Road. The City should continue to monitor and review the progress of proposals put forward by Main Roads WA to ensure that pedestrian and cyclist movements are considered and appropriately factored into future road network designs. At this stage the designs released for public comment do not provide detailed information on the proposed cycling and walking networks.

The current walking and cycling environment surrounding Belmont Square is unattractive and is unlikely to encourage walking and/or cycling as a viable mode of transport. Footpaths surrounding Belmont Square do not provide any weather protection through tree canopies. Therefore, the City should look to increase tree planting surrounding the Belmont Square Local Centre.

A line marked on-street cycle lane is present on Oats Street and may provide an incentive for cyclists however it stops short of Belmont Square Local Centre. Therefore, the City should review the overall attractiveness of the cycle lane, determine whether any additional separation or safety measures are required, and consider extending the cycle lane for the full extent of the Centre along Oats Street.

In addition, the City should investigate further measures to prioritise appropriate pedestrian and cyclist movements including the following as visualised by Figure 6:

- Provide dedicated pedestrian crossing points along a new raised median on Oats Street.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Investigate implementing a 40km/h speed limit on Oats Street adjacent to the centre to create a safer pedestrian orientated centre.
- Install formalised cycling infrastructure, including bicycle racks.
- Extend the existing on street cycling lane on Oats Street for the length of the Centre.

### Action 2.1

Investigate improvements to pedestrian and cyclist priority within the Belmont Square Local Centre and advocate for increased priority for pedestrians and cyclists crossing Orrong Road.

### Action 2.2

Continue to liaise with Main Roads WA regarding future Orrong Road upgrades/works.

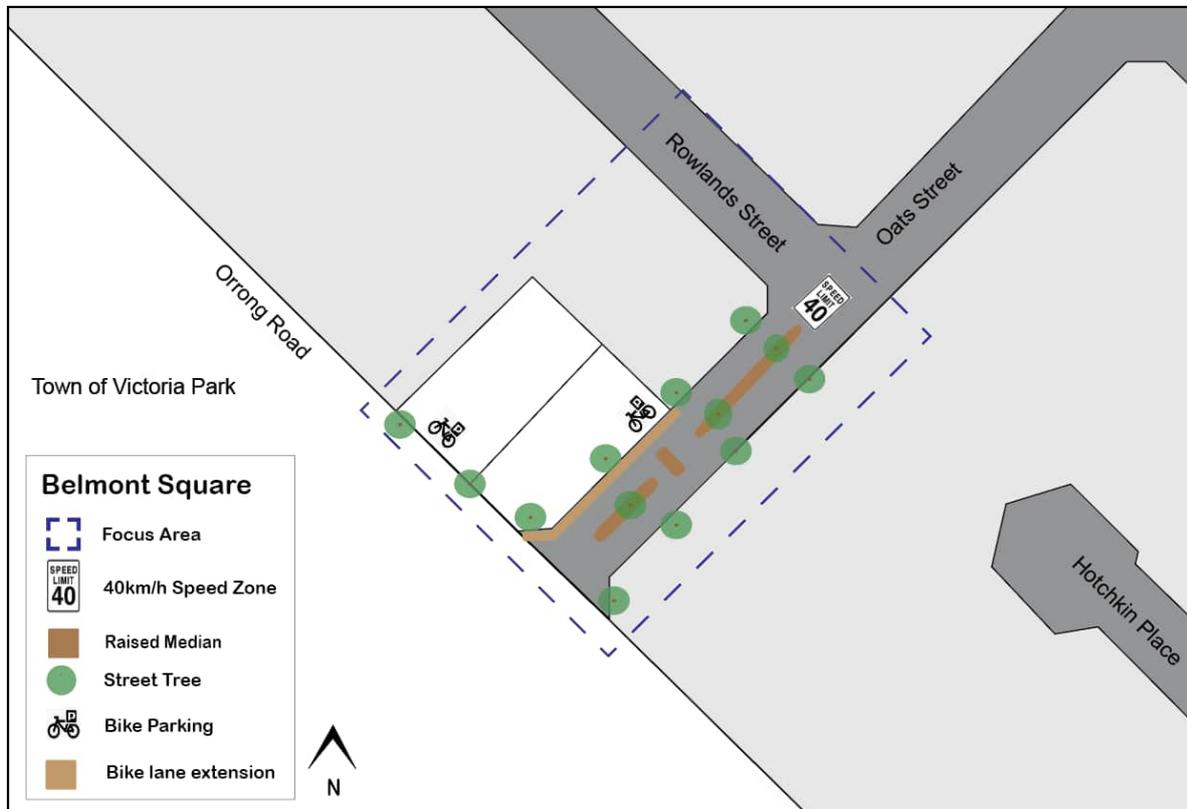


Figure 6: Pedestrian and Cyclist Infrastructure



## Wayfinding

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

Wayfinding signage and maps are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

### Action 2.3

Investigate and implement wayfinding measures at select locations within 200m of the Belmont Square Local Centre.



Activity Centre Planning Strategy

## Public Transport

Belmont Square Local Centre is serviced by bus route 39 which connects the Centre to Belmont Forum and Elizabeth Quay. The bus stop for this service is located on the opposite side of Oats Street. A safe pedestrian crossing point should be provided to this bus stop.

Bus routes 998, 999, and 285 also provide access to the Centre with stops being located on Orrong Road 200m to the south east and north west. To provide better access to these services, the City of Belmont should advocate for an additional stop to be located along Orrong Road adjacent to the Centre.

The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in Centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

### Action 2.4

Liaise with the Public Transport Authority to obtain support for an additional bus stop to be located along Orrong Road adjacent to the Centre.

### Action 2.5

Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belmont Square Local Centre.



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## Private Vehicles and Road Network

Belmont Square Local Centre adjoins Oats Street and Orrong Road. Overall, the road network is vehicle dominant with very limited priority given to alternative modes of transport.

While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access. In this regard, potential changes to the road network include providing dedicated pedestrian crossing points on Oats Street within a new raised median, extending the cycle lane for the full length of the Centre on Oats Street, and the planting of additional trees.

With regard to landscaping, the current built form and streetscape is dominated by hard infrastructure with very little shade/shelter. The planting of additional trees will assist in providing this shade/shelter and will create a more attractive space for pedestrians and cyclists.

Currently the speed limit along Oats Street is 50km/h. To improve safety for pedestrians and cyclists, the City should investigate implementing a 40km/h speed limit for the length of the Centre.

The above measures will allow the centre to continue to be accessed by private vehicles while also promoting the prioritisation of alternative modes of transport.

### Action 2.6

Investigate and implement appropriate road network modifications to better balance pedestrian and cyclist movements.



City of Belmont

## Car Parking

Car parking within Belmont Square Local Centre consists of a private car parking area accessible from Oats Street. Bays adjacent to Oats Street service the pool shop while bays to the rear service the baseball shop and takeaway food outlet.

Local Planning Scheme No. 15 provides parking standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

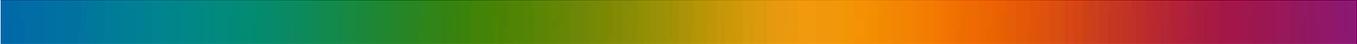
The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations also make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied. Given adequate parking is provided on-site with no bays being located within the road reserve, the City considers that the preparation of a payment-in-lieu of parking plan is not considered appropriate for Belmont Square Local Centre.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Belmont Square Local Centre should be explored.



The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

**Action 2.7**  
Investigate an appropriate car parking standard for land uses within the Belmont Square Local Centre.





### 3. Place

Despite the high level of exposure on Orrong Road and proximity to residential land uses, the Belmont Square Local Centre provides very limited convenience services to the local community, and only consists of a baseball shop, pool shop and take-away food outlet.

The built form doesn't address Orrong Road or Oats Street with the facades being dominated by blank walls, or windows covered in advertising and shutters. When viewed from Oats Street, the centre presents a large expanse of car parking with limited landscaping. Therefore, there is scope for improvement to activate the Belmont Square Local Centre as outlined in the following sections of this Strategy.



## Land Use Permissibility

Belmont Square Local Centre is currently zoned 'Commercial' under LPS15. Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate for the City's future local planning scheme to maintain a 'D' use class permissibility for typical activity centre land uses listed in SPP4.2 as this reduces any potential impacts associated with land uses, whilst still providing landowners with a level of flexibility. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the Centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Centre' zones.

**Action 3.1**  
Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.



Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> <li>Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Within metropolitan region</li> <li>NLA no more than 300sqm</li> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>

Table 1

## Street Activation

Belmont Square benefits from a high level of business exposure, however the proximity to major transport routes also presents challenges for attractive street activation. Belmont Square in its current configuration provides poor street activation.

While the Orrong Road frontage presents the potential for a level of street activation, this space is dominated by advertising and a lack of activity. Businesses don't currently use the access points provided from Orrong Road and instead have covered these with advertising material. To improve this situation and activate the Orrong Road street frontage, there is scope for a better buffer to be provided between the road and the tenancies. This could be achieved through landscaping aimed at creating a more attractive space for pedestrians and cyclist. Therefore, the City should continue to liaise with Main Roads WA regarding upgrades to Orrong Road adjacent to the Centre, and advocate for public realm improvements including the planting of additional street trees.

The limited street activation is also impacted by the relatively inactive uses currently occupying the tenancies within Belmont Square. These uses are not heavily reliant on passing trade and generally provide goods of a specialist nature. Access is to the rear and glazing facing the road reserves is covered by advertising material or shutters.

The Oats Street frontage is dominated by vehicle access and car parking, and only provides a low level of passive surveillance and activity. Future plans for Orrong Road may significantly benefit the potential for street activation. Should redevelopment occur, tenancies within Belmont Square should be encouraged to interact with and provide surveillance to the street. The City should also facilitate street activation through appropriate built form requirements where any redevelopment occurs on the site.

The public realm surrounding Belmont Square is relatively unattractive and underutilised. Both frontages to Oats Street and Orrong Road are dominated by hard infrastructure consisting of cement footpaths. While limited space exists to provide additional infrastructure within the public realm, there is potential for additional street tree planting. The City should also investigate the provision of public seating areas and rubbish bins which could attract people to spend additional time within the Centre. The City anticipates this infrastructure would in particular be used by customers of the take-away food outlet.

**Action 3.2**  
Encourage existing and future development within the Centre to provide for surveillance between buildings and public spaces.

**Action 3.3**  
Investigate implementing built form controls aimed at increasing activity at street level.

**Action 3.4**  
Continue to liaise with Main Roads WA regarding the future Orrong Road upgrades/works and advocate for public realm improvements.



City of Belmont

## Public Art

The Belmont Square Local Centre currently lacks a sense of place and identity, with little to no identifiable landmarks, entrance statements or community fabric. The Local Centre is characterised by areas of blank walls, facades covered by roller shutters or advertising, and a lack of activity. Public art is a vital part of the public realm as it assists in developing a strong sense of place with the local community and increases the overall attractiveness of a centre to customers.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than \$4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces or the road surface.

Future funding mechanisms for public art within Wright Street Local Centre should also be investigated. It is likely that the existing threshold amount of \$4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.



### Action 3.5

Investigate opportunities for public art to be located within the Belmont Square Local Centre.

### Action 3.6

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.



**City of Belmont**

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City of Belmont

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# CITY OF BELMONT

## Belmont Square Local Centre Actions



## Actions & Implementation

### Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate the appropriateness of maintaining the centre boundary and applying a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Belmont Square Local Centre Boundary and Zoning Page 5	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Liaise with the owners of the Centre regarding future land use and development.	Part 2 Belmont Square Local Centre Boundary and Zoning Page 5	 1.3 1.4  5.1	State Planning Policy 4.2 - Activity Centres	Short/Ongoing	Planning Economic Development
1.3	Review the success of the existing density codes in facilitating infill development through the preparation of the Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 6	 1.3 1.4  5.4	Local Housing Strategy	As part of the Local Housing Strategy	Planning

## Actions & Implementation

### Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.4	Investigate the appropriateness of retaining the additional uses over 347 and 351 Orrong Road and 2 Oats Street through the preparation of a new local planning scheme.	Part 2 Zoning and Residential Density Surrounding the Centre Page 6	 1.3 1.4  5.4	State Planning Policy 4.2 - Activity Centres Local Planning Policy No. 2 - Orrong Road	Short	Planning
1.5	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belmont Square Local Centre through the preparation of a new local planning scheme.	Part 2 Residential Density within the Centre Page 7	 1.3 1.4  5.4	State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning
1.6	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 7	 1.2 1.3  5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.7	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Centre Page 7	 1.2 1.3  1.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning

## Actions & Implementation

### Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate improvements to pedestrian and cyclist priority within the Belmont Square Local Centre and advocate for increased priority for pedestrians and cyclists crossing Orrong Road.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.5  2.2&2.4  3.1	State Planning Policy 4.2 - Activity Centres	Long	Planning  Infrastructure Services
2.2	Continue to liaise with Main Roads WA regarding future Orrong Road upgrades/works.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 2.1-2.4	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning  Infrastructure Services
2.3	Investigate and implement wayfinding measures at select locations within 200m of the Belmont Square Local Centre.	Part 2 Wayfinding Page 12	 1.5  2.2&2.4  5.7	Belmont on the Move	Medium	Planning  Infrastructure Services
2.4	Liaise with the Public Transport Authority to obtain support for an additional bus stop to be located along Orrong Road adjacent to the Centre.	Part 2 Public Transport Page 12	 2.3-2.4	State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning  Infrastructure Services

## Actions & Implementation

### Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.5	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belmont Square Local Centre.	Part 2 Public Transport Page 12	 2.1  2.4  5.7	Belmont on the Move	Short	Infrastructure Services
2.6	Investigate and implement appropriate road network modifications to better balance pedestrian and cyclist movements.	Part 2 Private Vehicles and Road Network Page 13	 1.5  2.2&2.4  3.1	State Planning Policy 4.2 - Activity Centres Streetscape Enhancement Strategy	Long	Planning Infrastructure Services
2.7	Investigate an appropriate car parking standard for land uses within the Belmont Square Local Centre.	Part 2 Car Parking Page 14	 1.2  1.5  2.2&2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning

## Actions & Implementation

### Belmont Square

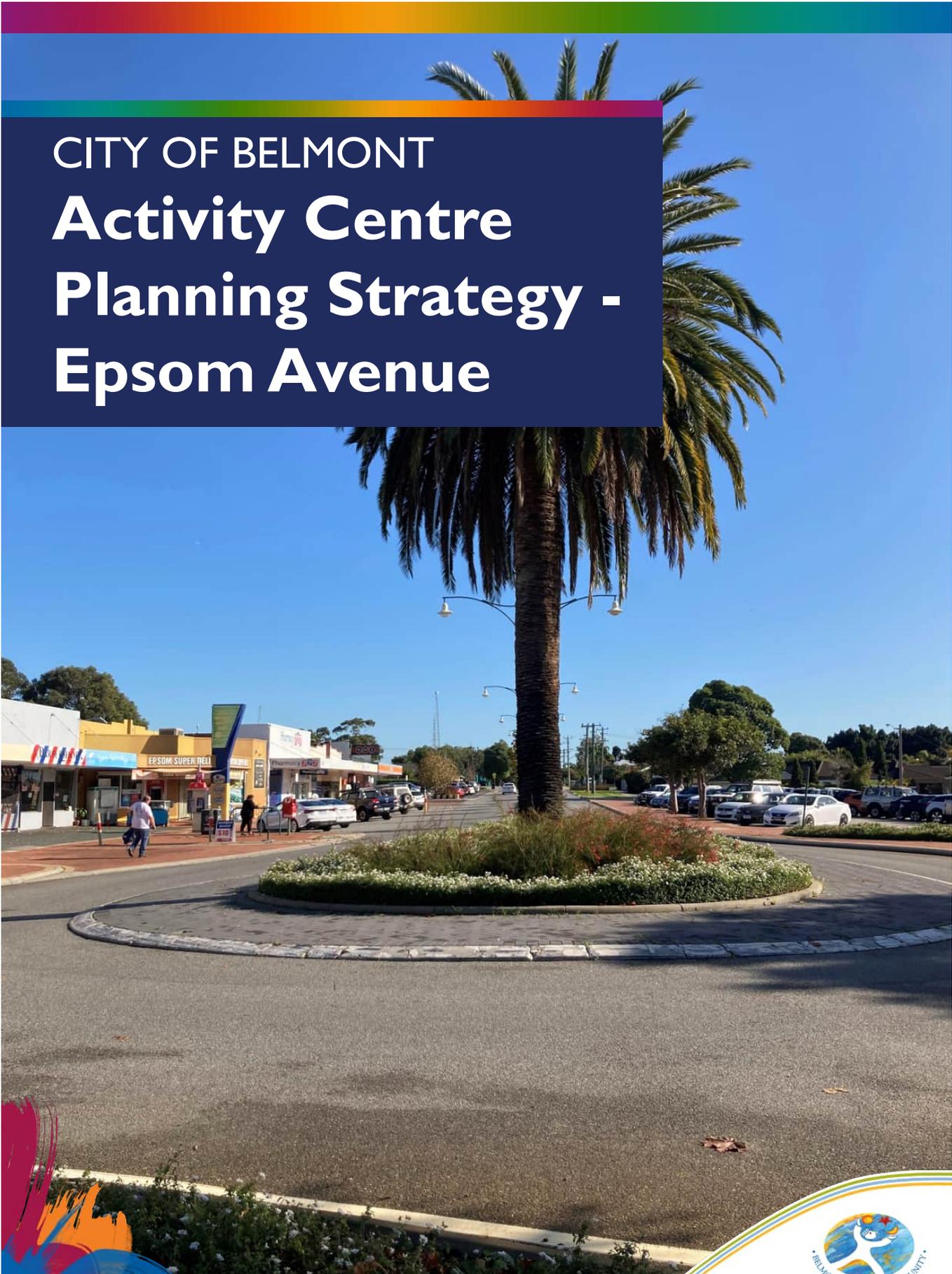
No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 16	 1.2-1.4  4.1	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Encourage existing and future development within the Centre to provide for surveillance between buildings and public spaces.	Part 2 Street Activation Page 17	 1.2 - 1.4  2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 17	 1.2-1.4	State Planning Policy 4.2 - Activity Centres	Short	Planning

## Actions & Implementation

### Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.4	Continue to liaise with Main Roads WA regarding the future Orrong Road upgrades/works and advocate for public realm improvements.	Part 2 Street Activation Page 17	 1.2  1.5  2.2-2.4  5.1	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services
3.5	Investigate opportunities for public art to be located within the Belmont Square Local Centre.	Part 2 Public Art Page 18	 1.2-1.4  4.1	Place Making Strategy	Medium/Ongoing	Planning Culture and Place
3.6	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 18	 1.2-1.4  4.1	Local Planning Policy No. 11 - Public Art  Public Art Masterplan	Short	Planning Culture and Place

# CITY OF BELMONT Activity Centre Planning Strategy - Epsom Avenue



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Activity Centre Planning Strategy

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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Epsom Avenue

The Epsom Avenue Local Centre is located in the suburb of Belmont approximately 1km from Perth Airport and 10km from the Perth CBD (Figure 1). The Centre has been operating since the 1950's and currently contains 1,205m<sup>2</sup> of retail floor space.

The Centre is roughly divided into two segments with one portion containing buildings directly fronting Epsom Avenue, and the second half containing tenancies further setback from Epsom Avenue with car parking located out the front (see aerial image below). Apart from the two-storey Trainwest building, the Centre comprises of single storey development.

There are a range of businesses located within the Centre which offer a variety of goods and services to the community including a deli, pharmacy, fish and chips shop, dentist, medical centre, real estate office, and an educational establishment. The Centre presents opportunities to act as a vibrant hub for surrounding residents through alfresco dining, public art and community spaces.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Epsom Avenue Local Centre, with recommendations on zoning, residential density, movement and place.



Figure 1: Epsom Avenue Locality Map



# I. Centre Context

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No. 15 (LPS 15), with no associated residential density coding. Surrounding land is zoned 'Residential' with a flexible residential density code of R20/40.

Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of apartment dwellings.

The immediate catchment area of Epsom Avenue Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). A number of dwellings within this catchment area are also within the catchment area associated with the Belvidere Street Neighbourhood Centre.



Figure 2: Epsom Avenue Catchment



## Epsom Avenue Local Centre Boundary and Zoning

Epsom Avenue Local Centre is defined by the area zoned 'Commercial' as shown in Figure 3. A Retail Needs Assessment (RNA) prepared to inform this Strategy suggests that retail floorspace within the Epsom Avenue Local Centre should be maintained at its current size being 1,200m<sup>2</sup>. Therefore, no changes are proposed to the Centre boundary.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, it may be appropriate for land within the Centre to be zoned 'Local Centre' through the preparation of a new local planning scheme.

### Action 1.1

Investigate whether it is appropriate to apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.

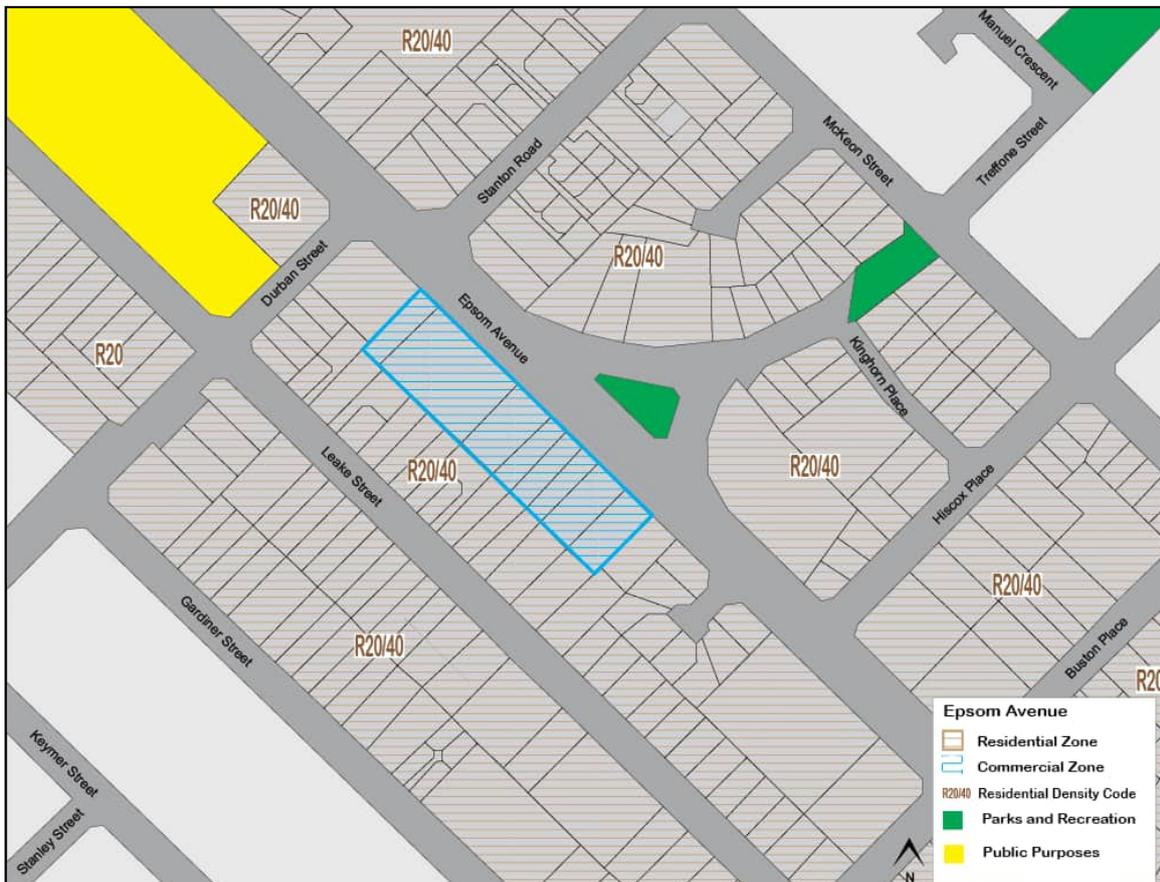


Figure 3: Existing Epsom Avenue Local Centre Zoning

## Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also currently no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail/commercial land uses, whilst promoting economic sustainability.

In this regard, a residential density code of R60 may be appropriate (as shown in Figure 4).

The residential density coding of R60 is considered appropriate to deliver apartment style development within the Centre at a suitable scale for the locality. Development would be limited to a maximum of three storey's, a front setback of 2m, and side and rear setbacks of 3m. This scale is considered to integrate well with the surrounding R20/40 coded land which can develop to a height of 2 storey's.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, attribute to better passive surveillance and has the potential to incentivise redevelopment of the Epsom Avenue Local Centre.

To ensure that residential development does not

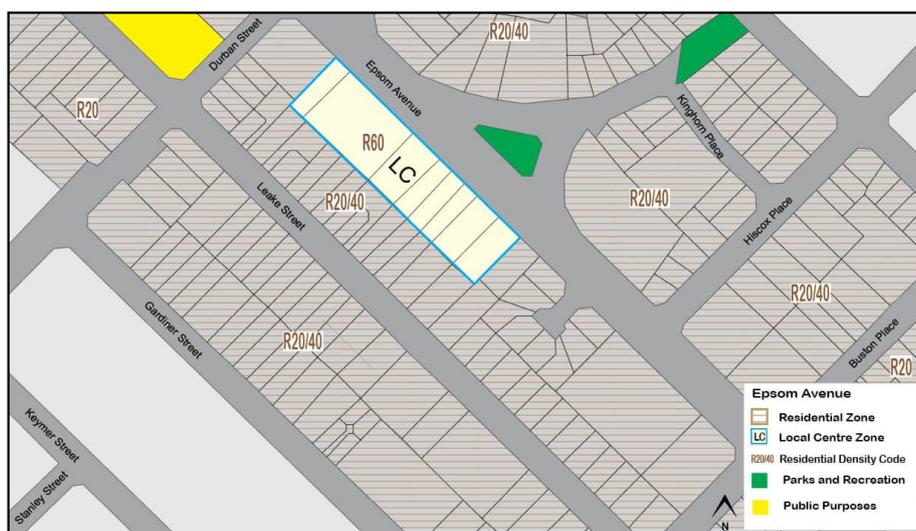
occur in a manner that erodes the intent of the Local Centre in providing convenience services to the community, the City should investigate introducing appropriate controls within the local planning framework. This may include limiting residential development on ground floors and providing a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations be investigated through the preparation of a new Local Planning Scheme.

**Action 1.2**  
Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Epsom Avenue Local Centre.

**Action 1.3**  
As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

**Action 1.4**  
Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.



**Figure 4: Proposed Zoning Investigations**

## Zoning and Residential Density Surrounding the Centre

The Centre is predominantly surrounded by 'Residential' zoned land with an associated density coding of R20/40. This land is predominantly characterised by a mixture of single houses and grouped dwellings, with a small number of multiple dwellings. The Department of Fire and Emergency Services Belmont office is also located in close proximity to the Centre, on a large lot currently reserved for 'Public Purposes'.

The RNA prepared to inform this Strategy modelled the effect of an increase in residential development within the Centre and an increase in surrounding residential density from R40 to R80. This model aimed to understand the benefit that increased residential development within and surrounding the Centre may have on annual revenue for businesses.

If land surrounding the Centre was vacant and developed in accordance with an R80 density coding and residential development was provided within the Centre, the model predicted an increase of up to 12.4% in annual revenue for local businesses. Given much of the surrounding land has been redeveloped and land ownership is fragmented, it is unlikely that development to realise the modelled density will occur within the foreseeable future.

A potential increase in the surrounding residential density should be explored in more detail through the preparation of the City's Local Housing Strategy.

### Action 1.5

Investigate increasing the density coding of land surrounding Epsom Avenue Local Centre through the preparation of the City's Local Housing Strategy.



## 2. Movement

The Epsom Avenue Local Centre is accessible by all modes of transport apart from train and bus; however the most convenient remains the private vehicle. Access to and from the Local Centre is supported by a legible road network and on-site parking, making travel by private vehicles highly attractive.

A continuous footpath network to encourage walking and cycling surrounds the Centre. There are four evenly distributed pedestrian crossing points provided along Epsom Avenue which connect the Centre to surrounding residential properties and car parking. With regard to public transport, a high frequency bus route travels along Epsom Avenue however there are no bus stops located within the Centre.

State Planning Policy 4.2 - Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the strategy will analyse existing access to the Centre and ways that access can be improved.



## Pedestrian and Cycling Connections and Priority

Epsom Avenue Centre provides services and employment opportunities to the local and wider community. Footpaths connect the Centre to the surrounding residential land. However, limited priority is given to cyclists with no cycling lanes currently being provided within or surrounding the Centre.

Of those that participated in the Local Planning Scheme Review Survey, only 9.3% indicated that they access the Epsom Avenue Local Centre by walking, and 3.7% by cycling. It is considered that there is scope to improve the desirability of accessing the Centre by active modes of transport as discussed further below.

While evenly distributed crossing points are provided within the Centre along Epsom Avenue, the pedestrian priority of these is limited.

Trees were recently installed in the central median and footpath area on the south east side of Epsom Avenue. With regard to the opposite side of Epsom Avenue, there is a lack of street trees and shade. Therefore, there is scope to plant additional trees within this area.

Awnings attached to businesses provide a level of protection and shelter for pedestrians. There is however a lack of continuation of the awnings with the southern portion of the Centre having awnings over the public footpath, while the northern section has greater building setbacks and private parking between Epsom Avenue and the building facades. This results in no shelter being provided over the public footpath, and emphasises this section's car dominance.

SPP 4.2 recommends that pedestrians and cyclists be prioritised within activity centres. Several opportunities exist to increase pedestrian and cyclist priority within key areas of the Centre.

The City's Integrated Movement Strategy 'Belmont on the Move' recommends the following in relation to the Centre:

- Provide dedicated pedestrian crossing points within the Centre in the form of zebra crossings and raised median treatments.
- Examine the potential reconfiguration of Epsom Avenue with relocation of the southbound carriageway to develop a linear park adjacent to the Centre.
- Improve provision for secure cycle parking facilities.
- Establish appropriate entrance treatments and signage within the Centre.
- Review existing parking usage of all on-street bays to determine whether any bays could be removed.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.

In addition, the City should investigate further measures to priorities pedestrian and cyclist movement including the following as visualised by Figure 5:

- Provide a continuous high quality shared surface main street environment with generous uncluttered footpaths providing sufficient space for alfresco seating where appropriate, and pedestrian movement.
- Implement a pedestrian and cyclist friendly road geometry to slow traffic.
- Street furniture being included within designated locations.
- Providing regular tree planting particularly on the north east side of Epsom Avenue to provide shade and shelter.

### Action 2.1

Investigate and implement the recommendations made by 'Belmont on the Move' in relation to the Epsom Avenue Local Centre.

### Action 2.2

Investigate improvements to pedestrian and cyclist priority within the Epsom Avenue Local Centre.



Figure 5: Pedestrian and Cyclist Infrastructure

## Wayfinding

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

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

‘Belmont on the Move’ details that there are currently limited wayfinding measures for the Centre. This hinders the public’s knowledge regarding access to the site.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

### Action 2.3

Investigate and implement wayfinding measures at various locations within 200 metres of Epsom Avenue Local Centre.



## Public Transport

Unlike other local centres in the City of Belmont, Epsom Avenue Local Centre isn't directly serviced by a bus route. The nearest bus stop is approximately 200m from the subject land along Johnson Street. Additional bus stops are located along Belvidere Street with the closest being 240m from the subject land.

To increase uptake of public transport, the City should engage with the Public Transport Authority to obtain support for a bus stop to be located within the Epsom Avenue Local Centre. Better pedestrian connections and wayfinding signage to the existing bus stop along Johnson Street should also be investigated.

The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

### Action 2.4

Investigate improving pedestrian connections and wayfinding signage to the bus stop on Johnson Street.

### Action 2.5

Liaise with the Public Transport Authority to obtain support for a bus stop within the Epsom Avenue Local Centre.

### Action 2.6

Implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.

## Private Vehicles and Road Network

The Centre is focussed on Epsom Avenue, between Dray Court and Durban Street. Roads such as Stanton Road, Durban Street, and Johnson Street provide connections to the surrounding residential areas.

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

'Belmont on the Move' recommends that a 40km/h speed limit be implemented along Epsom Avenue adjacent to the Centre and that dedicated pedestrian crossing points be established. These changes will better balance private vehicles access to the Centre with pedestrian and cyclist movements.

### Action 2.7

Review the recommendations of 'Belmont on the Move' and investigate the implementation of the appropriate road network modifications.



## Car Parking

Car parking within Epsom Avenue Local Centre includes a variety of public and private forms including:

- Private parking dedicated to the Train West building.
- 45 degree on-street parking on the south west side of Epsom Avenue. Parking in the southern section of the Centre is limited to two hours.
- 45 degree public parking on the north east side of Epsom Avenue. This parking is unrestricted.
- Private 90 degree bays at 132 Epsom Avenue.
- Informal employee parking to the rear of tenancies.

‘Belmont on the Move’ recommends that a range of parking restrictions be implemented for car parking within the Centre. The City has recently implemented additional restrictions with the intent of increasing the turnover of vehicles within close proximity to the activity centre, therefore increasing the availability of parking for consumers.

In terms of private car parking, Local Planning Scheme No. 15 provides standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have de

tailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses with Epsom Avenue Local Centre should be explored.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement and provision of on-street public parking. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

### Action 2.8

Investigate an appropriate car parking standard for land uses within the Epsom Avenue Local Centre.

### Action 2.9

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Epsom Avenue Local Centre.



### 3. Place

Local centres have an important role to play in the overall social fabric of the community. Epsom Avenue Local Centre provides a range of services including a convenience store, bottle shop, community centre, registered training organisation (Trainwest), pharmacy, take-away food outlets, dentist, medical centre, hairdresser, and a real estate office. These uses facilitate activity within the Centre both during the day and at night.

The frontages of the commercial tenancies are dominated by expanses of advertising, roller shutters, or blank sections of walls. This and the lack of community infrastructure (e.g. public seating areas) results in a relatively low level of activity within the Centre. Therefore, there is scope for improvement to activate the Epsom Avenue Local Centre which will be outlined in the following sections of this Strategy.



City of Belmont

## Land Use Permissibility

Epsom Avenue Local Centre is currently zoned 'Commercial' under LPS15. The 'Commercial' section of the Zoning Table of LPS15 demonstrates only one retail commercial or entertainment land use as being a permissible 'P' land use, being a 'Video Store'. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP 4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, the centre may be rezoned to 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

**Action 3.1**  
Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.



Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> <li>Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Within metropolitan region</li> <li>NLA no more than 300sqm</li> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>

Table 1

## Street Activation

Epsom Avenue operates as a well established main street local centre with a level of activity to the street generated through existing commercial frontages and on-street parking. The majority of shop frontages contain clearly definable entry points and have awnings over footpaths.

Despite the urban form of the Local Centre being generally conducive to street activation, there are limited examples of this occurring. The majority of glazing is currently covered with advertising material, or obscured through window tinting or coverings. Therefore, the City should encourage businesses to maintain a portion of their frontage unobstructed in order to provide clear sightlines to the street. This will assist in improving perceived safety and the likelihood of passing trade.

A lack of formalised public spaces results in people spending relatively short amounts of time within the Centre. There is also no alfresco dining and very limited seating opportunities. Opportunities exist to improve street activation within the Centre through consistent built form design, place activation measures, and engagement with local business and the broader community.

### Action 3.2

Ensure that future and existing developments within the Centre provide for surveillance between buildings and public spaces.

### Action 3.3

Liaise with landowners and consider the appropriate mechanism to facilitate public spaces as part of any redevelopment.

### Action 3.4

Investigate built form improvements and place making activities within the Centre which aim to increase activity at street level.

## Public Art

Public art is a vital part of the public realm as it assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. Despite this, there is currently no public art located within the Epsom Avenue Local Centre.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than \$4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces or the road surface.

Future funding mechanisms for public art within Epsom Avenue Local Centre should also be investigated. It is likely that the existing threshold amount of \$4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

### Action 3.5

Investigate opportunities for public art to be located within Epsom Avenue Local Centre.

### Action 3.6

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.





**City of Belmont**

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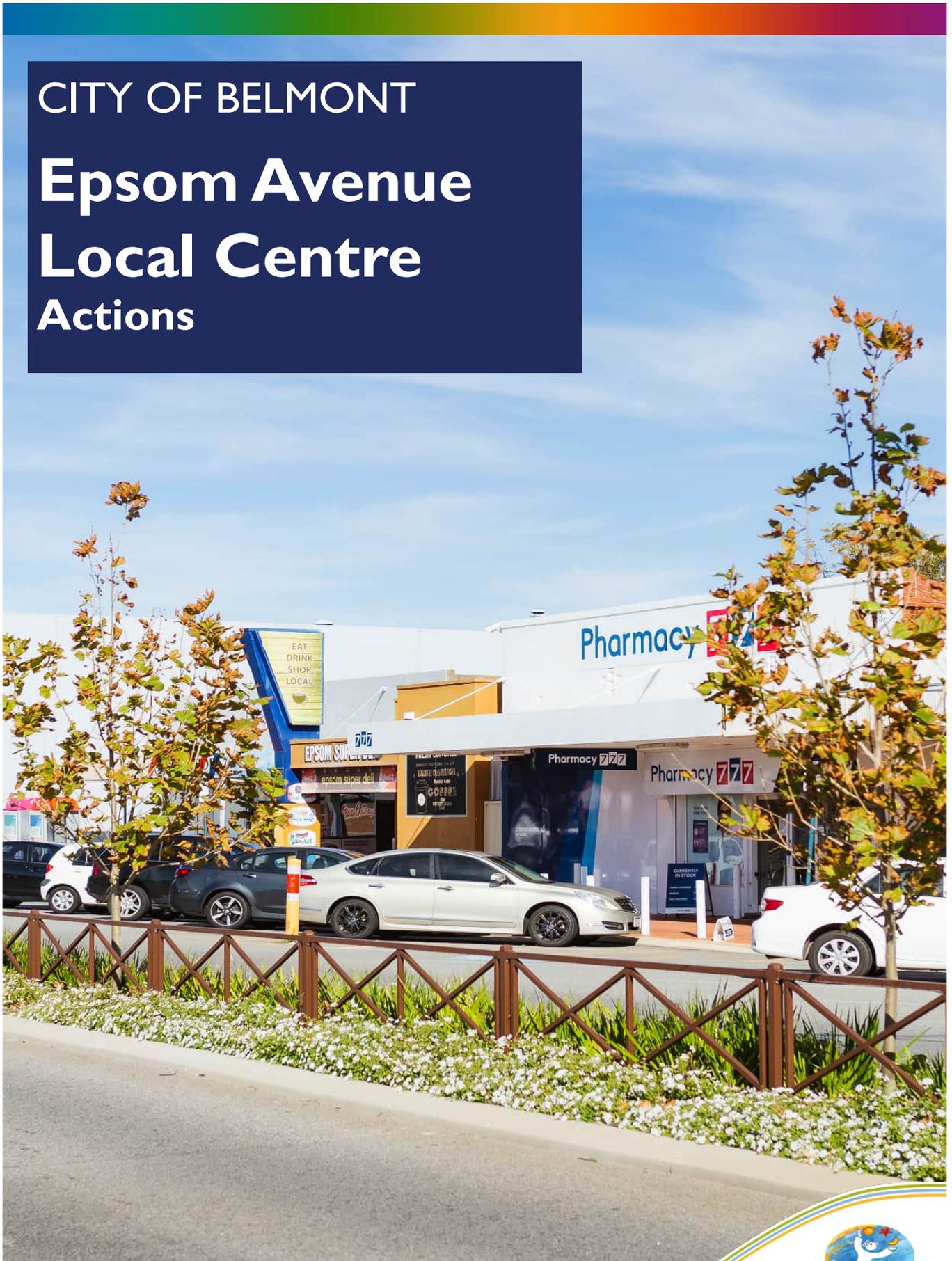
Activity Centre Planning Strategy

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# CITY OF BELMONT

## Epsom Avenue Local Centre Actions



## Actions & Implementation

### Epsom Avenue

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate whether it is appropriate to apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Epsom Avenue Local Centre Boundary and Zoning Page 5	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
1.2	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Epsom Avenue Local Centre.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3  5.4 5.7	State Planning Policy 7.3 - Residential Design Codes State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning
1.3	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3  5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.4	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3 1.4  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning

## Actions & Implementation

### Epsom Avenue

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.5	Investigate increasing the density coding of land surrounding Epsom Avenue Local Centre through the preparation of the City's Local Housing Strategy.	Part 2 Residential Density within the Centre Page 6	 1.3  1.4  5.4	State Planning Policy 4.2 - Activity Centres  Perth and Peel@3.5 Million	As part of Local Housing Strategy	Planning



Activity Centre Planning Strategy

## Actions & Implementation

### Epsom Avenue

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate and implement the recommendations made by 'Belmont on the Move' in relation to the Epsom Avenue Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 9	 1.2  1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centre Belmont on the Move	Long	Planning Infrastructure Services
2.2	Investigate improvements to pedestrian and cycling priority within the Epsom Avenue Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 9	 1.5  2.2  2.4  3.1	State Planning Policy 4.2 - Activity Centre Belmont on the Move Streetscape Enhancement Strategy	Long	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at various locations within 200 metres of Epsom Avenue Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.5  2.2  2.4  5.7	Belmont on the Move	Medium	Planning Infrastructure Services
2.4	Investigate improving pedestrian connections and wayfinding signage to the bus stop on Johnson Street.	Part 2 Public Transport Page 11	 2.1  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services

## Actions & Implementation

### Epsom Avenue

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.5	Liaise with the Public Transport Authority to obtain support for a bus stop within the Epsom Avenue Local Centre.	Part 2 Public Transport Page 11	 1.2-1.4  5.7	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.6	Implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.	Part 2 Public Transport Page 11	 2.1&2.4  5.7	Belmont on the Move	Short	Infrastructure Services
2.7	Review the recommendations of 'Belmont on the Move' and investigate the implementation of the appropriate road network modifications.	Part 2 Private Vehicles and Road Network Page 11	 1.2 1.5  2.2-2.4	Belmont on the Move	Long	Infrastructure Services
2.8	Investigate an appropriate car parking standard for land uses within the Epsom Avenue Local Centre.	Part 2 Car Parking Page 12	 1.2&1.5  2.2 2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
2.9	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Epsom Avenue Local Centre.	Part 2 Car Parking Page 12	 1.2&1.5  2.2 2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning

## Actions & Implementation

### Epsom Avenue

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 14	 1.2-1.4  4.1	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Ensure that future and existing developments within the Centre provide for surveillance between buildings and public spaces.	Part 2 Street Activation Page 15	 1.2-1.4  2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Liaise with landowners and consider the appropriate mechanism to facilitate public spaces as part of any redevelopment.	Part 2 Street Activation Page 15	 1.2-1.4  3.1 3.4	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.4	Investigate built form improvements and place making activities within the Centre which aim to increase activity at street level.	Part 2 Street Activation Page 15	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres Place Making Strategy	Long/Ongoing	Planning
3.5	Investigate opportunities for public art to be located within Epsom Avenue Local Centre.	Part 2 Public Art Page 15	 4.1	Place Making Strategy	Medium/On-going	Planning Culture and Place
3.6	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 15	 1.2-1.4  4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Short	Planning Culture and Place

# CITY OF BELMONT Activity Centre Planning Strategy - Francisco Street



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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Francisco Street

The Francisco Street Local Centre is located on the corner of Francisco Street and Acton Avenue in Rivervale. The Centre is comprised of five lots which vary in size between 210m<sup>2</sup> and 228m<sup>2</sup>. The lots are currently zoned 'Commercial' under the City's Local Planning Scheme No.15 and accommodate a printing shop (previously a corner store).

Francisco Street Local Centre is not currently operating as a desirable or typical local centre, as it does not provide for the day-to-day needs of surrounding residents. Despite this, it is appropriate to maintain the site as a Local Centre and encourage redevelopment and/or land uses that meet the day to day needs of the local community.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Francisco Street Local Centre, with recommendations on zoning, residential density, movement and place.



Figure 1: Francisco Street Locality Map



# I. Centre Context

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No. 15 (LPS 15), with no associated residential density coding. Surrounding land is zoned 'Residential' with a residential density code of R20.

Land surrounding the Centre is predominantly characterised by single houses with a small number of grouped dwellings. Tranby Primary School is also located at 99 Acton Avenue, 130m to the south east.

The immediate catchment area of the Francisco Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). The catchment is likely to extend beyond this however due to the printing service offered on-site.

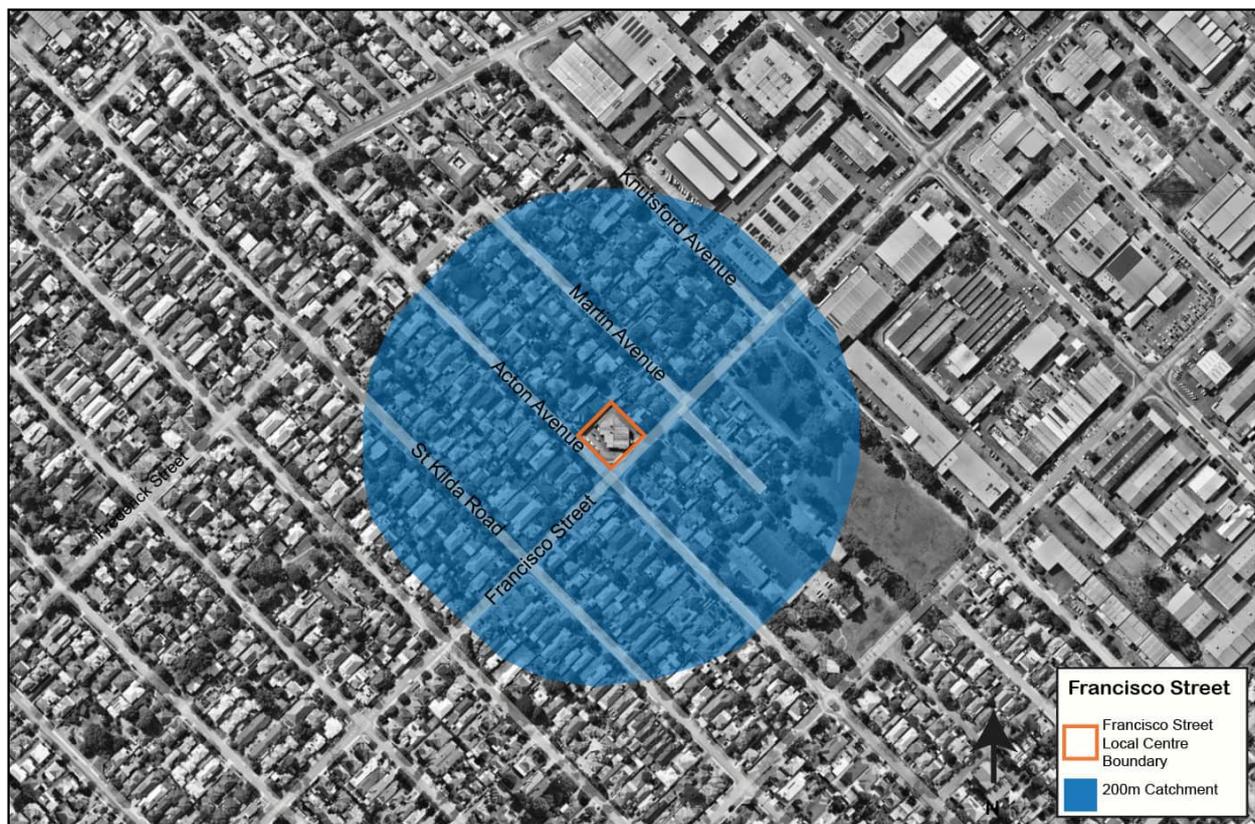


Figure 2: Francisco Street Catchment



## Francisco Street Local Centre Boundary and Zoning

Francisco Street Local Centre is defined by the area zoned 'Commercial' as shown in Figure 3. The WAPC'S Land use and Employment Survey Data indicated that in 2016, the Francisco Street Local Centre accommodated approximately 697m<sup>2</sup> of commercial floor space. The RNA prepared to inform this ACPS suggests that it is unlikely, but possible that retail land uses will establish within this area. Despite this, the City considers that the site could be used for a range of other land uses typical of local centres. To facilitate these uses, it is appropriate to retain the subject land as a Local Centre.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, it may be appropriate for land within the Centre to be zoned 'Local Centre' through the preparation of a new local planning scheme.

### Action 1.1

Investigate whether it is appropriate to apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.

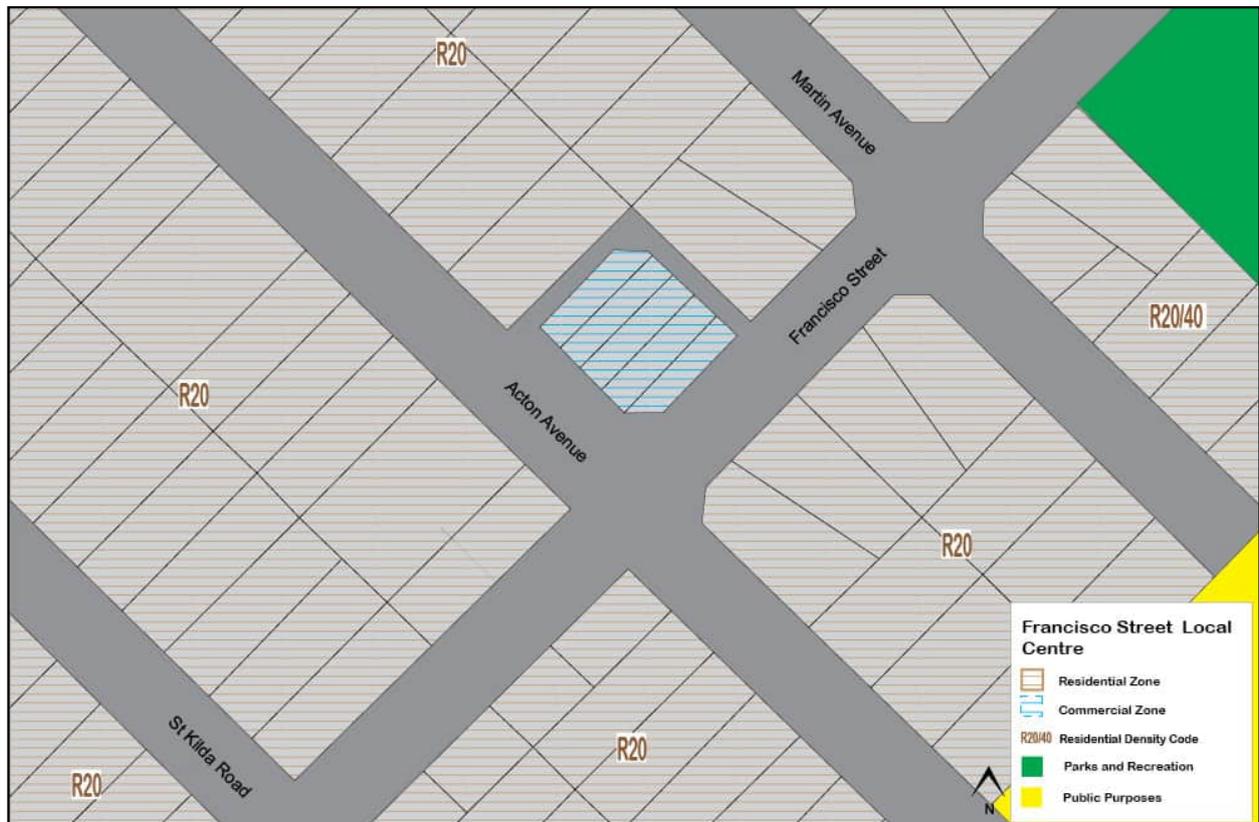


Figure 3: Francisco Street Local Centre Zoning

## Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also currently no residential development within the Centre. During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail/commercial land uses whilst promoting economic sustainability.

In this regard, it may be appropriate that a residential density code of R60 is applied to land within the Centre (as shown in Figure 4).

The residential density coding of R60 is considered appropriate to deliver good quality medium density development within the Centre at an appropriate scale for the locality. Development would be limited to a maximum of three storeys, a front setback of 2m, and side and rear setbacks of 3m.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, contribute to better passive surveillance and has the potential to incentivise redevelopment of the Francisco Street Local Centre.

To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the community, the City should investigate appropriate controls to be introduced within the local planning framework. This may include limiting residential development on ground floors and providing a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended such provisions be investigated through the preparation of a new Local Planning Scheme.

### Action 1.2

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Francisco Street Local Centre through the preparation of a new local planning scheme.

### Action 1.3

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

### Action 1.4

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.

## Zoning and Residential Density Surrounding the Centre

Land surrounding the Centre is zoned 'Residential' with an associated residential density coding of R20. This land is predominantly characterised by 'Single Houses' with a small number of grouped dwellings. To date there has been very limited redevelopment undertaken

As part of the preparation of the Local Housing Strategy, the existing zoning and density coding of land surrounding the Centre will be reviewed.

### Action 1.5

Review the zoning and density coding of land surrounding the Francisco Street Local Centre through the preparation of the City's Local Housing Strategy.



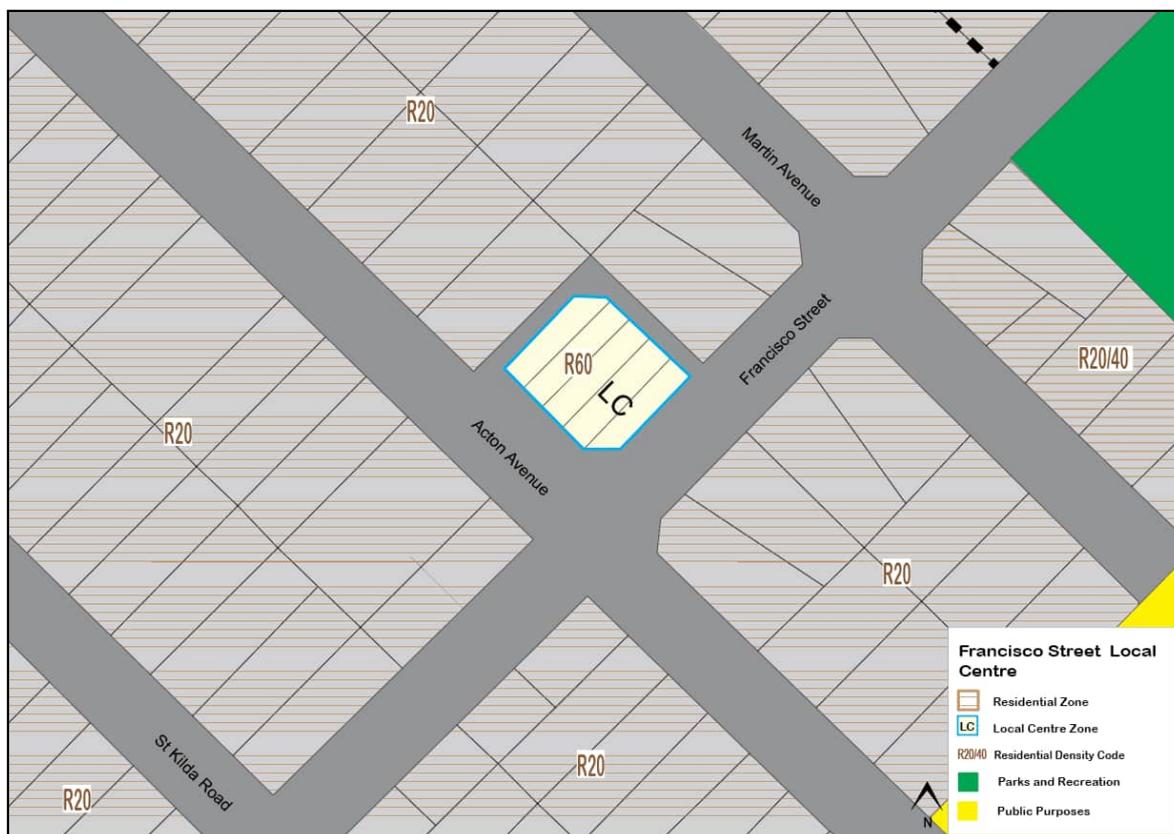


Figure 4: Proposed Zoning Investigations

## Land Tenure

Buildings within the Centre are located on 81, 83, 85, 87 and 89 Acton Avenue. As a result of the wide road reserve which a portion of the parking area is contained within (see Figure 5), the built form is significantly setback from Acton Avenue. As a result, it will be difficult for future development to achieve buildings that address the street. Therefore, the City should investigate options to reconfigure the road reserve to facilitate an improved interface between development and the public realm.

A laneway also exists adjacent to the side lot boundaries. This piece of land is in private ownership however the details of the landowner are unknown (further investigation required).

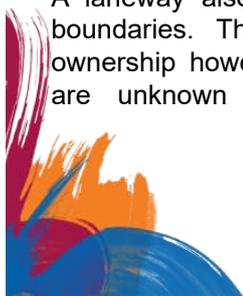
The City should explore the possibility of the laneway being consolidated into 81 - 89 Acton Avenue. This will ensure that any future redevelopment is able to effectively utilise all land within the Centre.

### Action 1.6

Investigate closure and disposal of a portion of the Acton Avenue Road Reserve adjacent to the Francisco Street Local Centre.

### Action 1.7

Investigate current ownership details of the laneway and whether this land can be consolidated into 81-89 Acton Avenue.



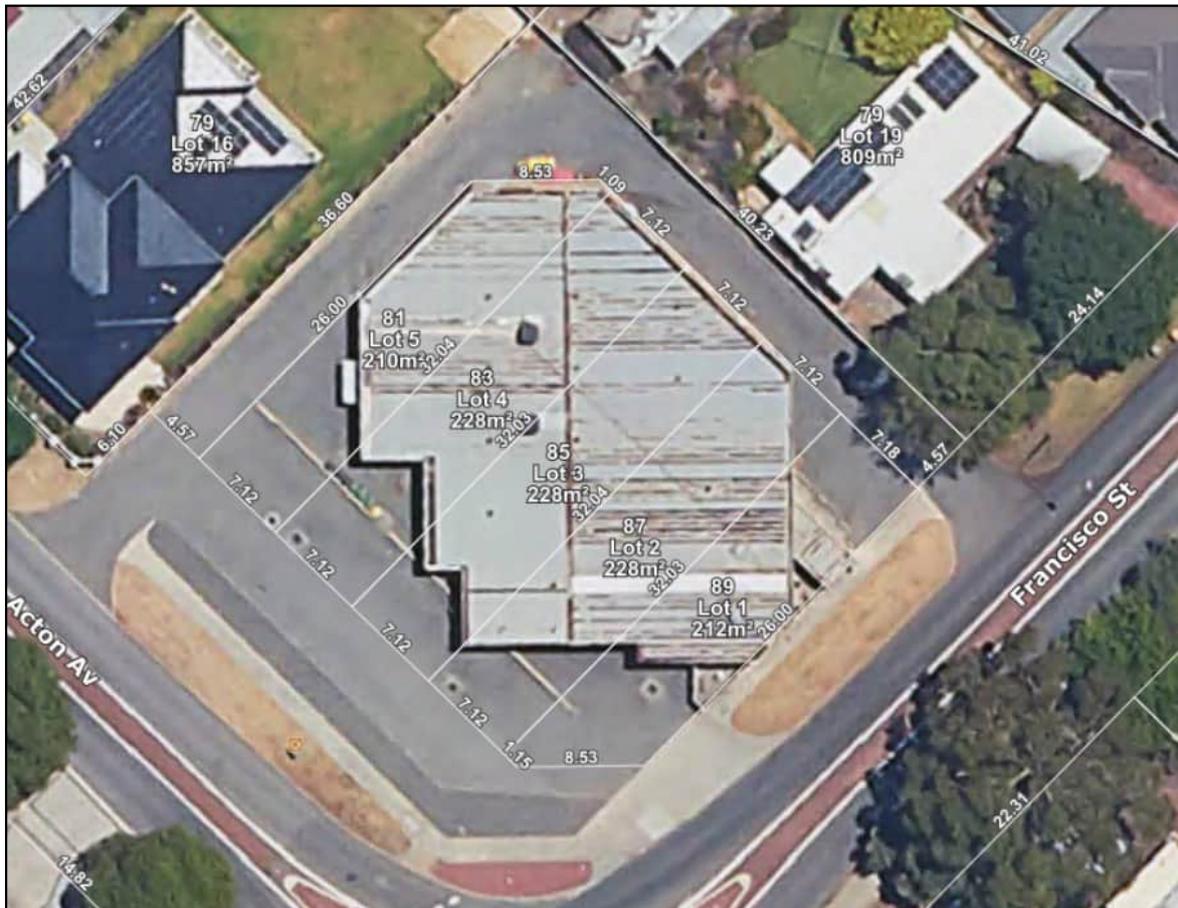


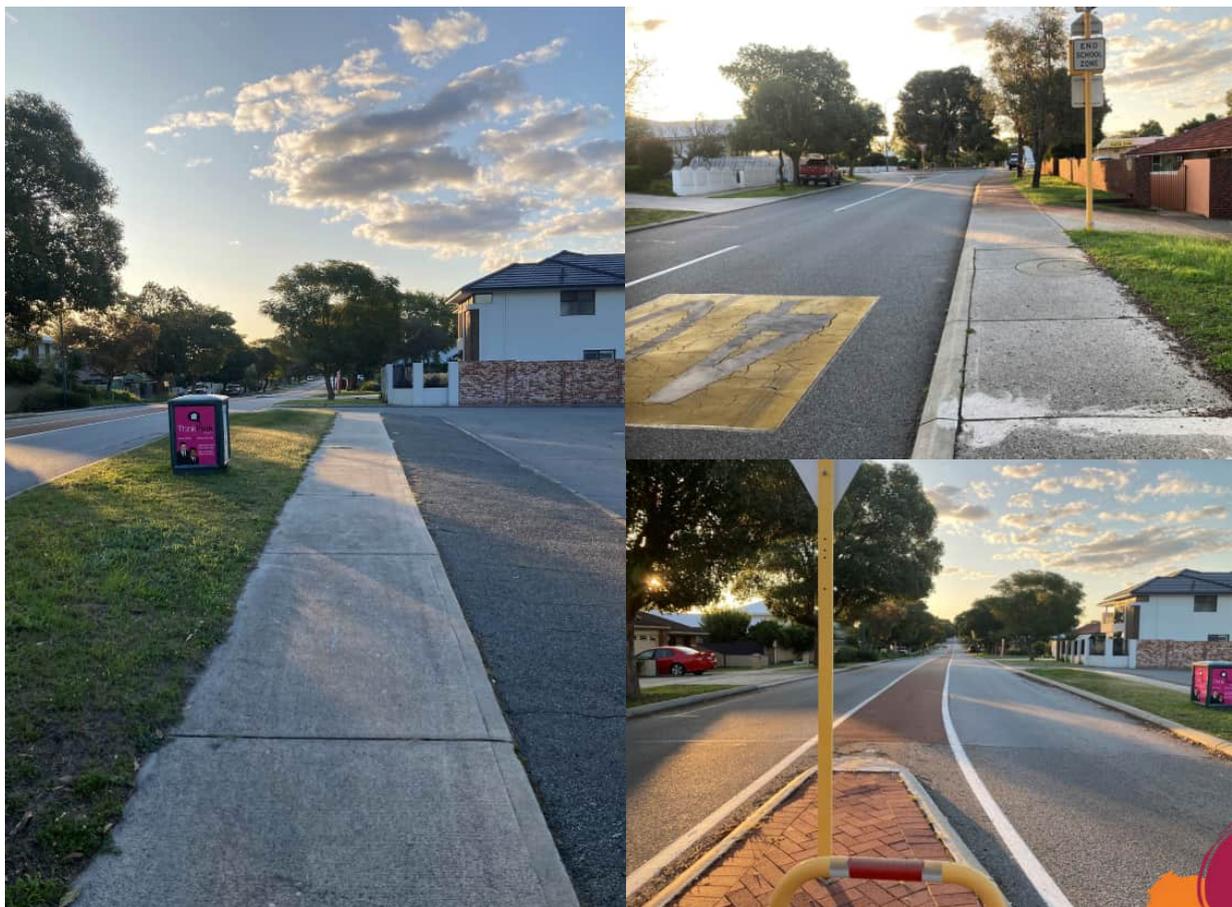
Figure 5: Cadastre Aerial Photograph

## 2. Movement

The Francisco Street Local Centre is accessible by all modes of transport apart from train and bus; however the most convenient remains the private vehicle. Access to and from the Local Centre is supported by a legible road network and abundant of on-site parking, making travel by private vehicles highly attractive.

Footpaths connecting the surrounding residential areas to the Local Centre facilitate walking as an option. Cycling to and from the Centre is not specifically promoted through on-street cycle lanes or bicycle parking facilities. With regard to public transport, the closest bus stop is located approximately 500m to the north east along Belmont Avenue.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways this can be improved. While it is expected that the current land use (printing shop) would only attract a very small number of pedestrians, improving access by active modes of transport would benefit any future commercial or residential land uses within the Local Centre.



## Pedestrian and Cycling Connections and Priority

While footpaths on at least one side of the surrounding streets provide access to the Centre for pedestrians, the current business doesn't provide a high level of convenience or services that would attract people to walk to the Centre or spend time within it. While this is the case, active modes of transport should still be prioritised and promoted within the locality to support future convenience and residential land uses establishing within the Francisco Street Local Centre.

While crossing points are provided at the roundabout of Acton Avenue and Francisco Street, the pedestrian priority of these crossing points is limited. In addition, while a central median exists along both roads, this area isn't raised and provides very little refuge. The lack of shelter and shade along the pedestrian paths also creates a relatively unattractive environment for pedestrians.

Limited priority is also given to cyclists with no current cycling lanes within or surrounding the centre. While this is the case, it is considered that the suggested modifications to the road environment will slow cars and create a safer cycling environment.

SPP 4.2 recommends that pedestrians and cyclists be prioritised within activity centres. Several opportunities exist to increase pedestrian and cyclist

priority within key areas of the Centre including the following as visualised by Figure 6:

- Provide dedicated pedestrian crossing points along new raised medians on Acton Avenue and Francisco Street.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Implement a 40km/h speed limit on Francisco Street and Acton Avenue to create a safer pedestrian orientated centre.
- Investigate whether it is appropriate to extend footpaths either side of Acton Avenue and Francisco Street.

### Action 2.1

Investigate improvements to pedestrian and cyclist priority within the Francisco Street Local Centre.

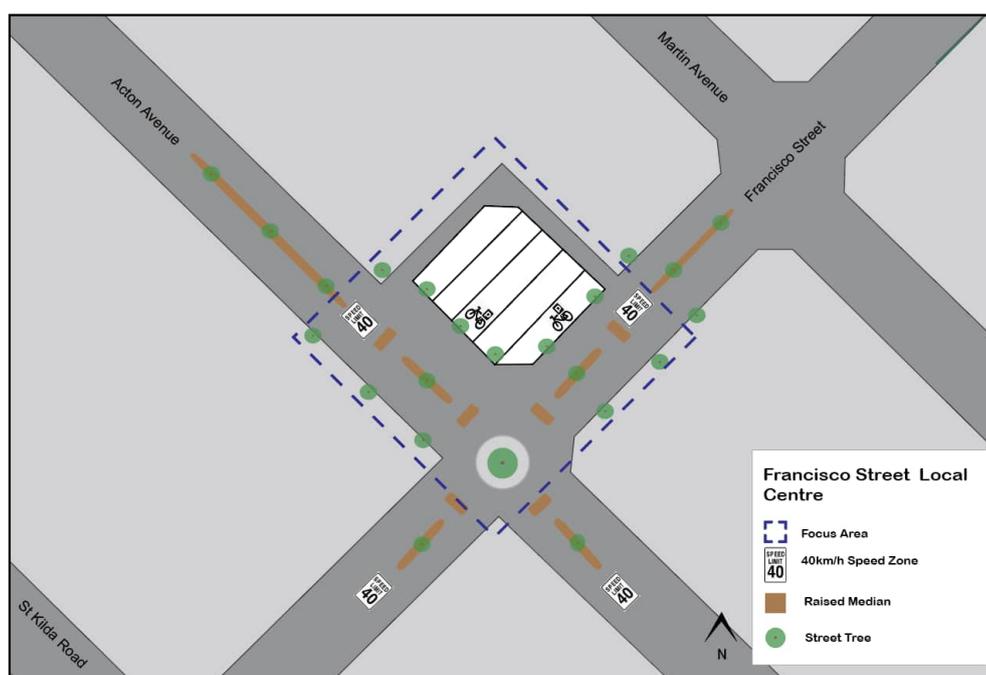
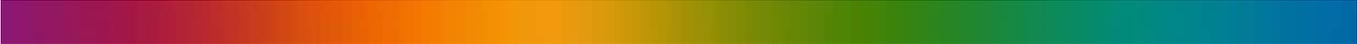


Figure 6: Pedestrian and Cyclist Infrastructure



## Wayfinding

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

Wayfinding signage and maps clearly define these walking and cycling routes. This creates a more viable of transport.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200m walkable catchment of the Centre.

### Action 2.2

Investigate the implementation of wayfinding measures at various locations within 200 metres of Francisco Street Local Centre.



## Public Transport

Unlike other local centres in the City of Belmont, Francisco Street Local Centre is not directly serviced by a bus route. The nearest bus stop is located approximately 500m to the north east along Belmont Avenue.

While the current land use is unlikely to generate the need for a bus stop, future land uses may benefit from access to public transport. Therefore, the City should engage with the Public Transport Authority to obtain support for a bus stop to be located within the Francisco Street Local Centre.

The uptake of public transport can be supported by travel behaviour programs which are designed to inform the general public about their transport options. A greater level of education may result in the future centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

### Action 2.3

Liaise with the Public Transport Authority to obtain support for a bus stop to be located within the Francisco Street Local Centre.

### Action 2.4

Implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.



## Private Vehicles and Road Network

The Francisco Street Local Centre is orientated to address the corner of Francisco Street and Acton Avenue. Vehicular access to the Centre is available via crossovers from either street frontage.

While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centre. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access.

Potential changes to the road network include providing dedicated pedestrian crossing points on Francisco Street and Acton Avenue within a new raised median, planting of additional trees within the road reserve and parking areas, and implementing a 40km/h speed limit within the Centre. These measures will provide for the Centre to be accessed by private vehicles while also promoting the prioritisation of alternative modes of transport.

### Action 2.5

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

## Car Parking

Car parking within Francisco Street Local Centre consists of a private car parking area accessible from both Acton Avenue and Francisco Street.

Local Planning Scheme No. 15 provides parking standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (The Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provi-

sion within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations also make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement.

This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Francisco Street Local Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre. Such a plan could look at providing parking bays within the road reserve should the need for these arise.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing parking arrangement, and contemporary planning principles contained within SPP 4.2 which seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

### Action 2.6

Investigate an appropriate car parking standard for land uses within the Francisco Street Local Centre.

### Action 2.7

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Francisco Street Local Centre.

### 3. Place

Local centres have an important role to play in the overall social fabric of the community. Despite this, the current land use doesn't provide any convenience services to the local community.

The built form is relatively unattractive and results in limited street activation. The street frontage is dominated by a large expanse of car parking, and windows are either covered in advertising or shutters. In addition, there is a lack of landscaping within the local centre and along the road reserves. Therefore, there is scope for improvement to activate the Francisco Street Local Centre as detailed in the following sections of this Strategy.



## Land Use Permissibility

Francisco Street Local Centre is currently zoned 'Commercial' under LPS15. Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

### Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> <li>Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Within metropolitan region</li> <li>NLA no more than 300sqm</li> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>

Table 1

## Street Activation

Both adjoining street frontages suffer from a lack of street activation. The limited activation is impacted by the relatively inactive land use currently operating from the site which doesn't provide convenience goods or services that attract passing trade by pedestrians or cyclists.

In addition, the built form of the centre is dominated by vehicle parking fronting Acton Avenue and large blank facades along both street frontages. Where openings are present, these generally don't provide any outlook onto the street. Therefore, any future development within the Francisco Street Local Centre should be focused on activating the street, with car parking sleeved to the rear of buildings, minimal to nil street setbacks, continuous weather protection, and maximised clear glazing. These design elements will allow for an attractive local centre to be established.

The public realm surrounding Francisco Street Local Centre is relatively unattractive and underutilised. Both frontages to Acton Avenue and Francisco Street are dominated by hard infrastructure, consisting of cement footpaths and limited landscaping. Therefore, the City should investigate public realm improvements for Francisco Street Local Centre. Opportunities include additional street tree planting and landscaping adjacent to the road reserves.

### Action 3.2

Encourage existing and future development within the Centre to provide for surveillance between buildings and public spaces.

### Action 3.3

Investigate public realm improvements including the planting of street trees fronting Acton Avenue and Francisco Street.



City of Belmont

## Public Art

Public art is a vital part of the public realm as it assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. Despite this, there is currently no public art located within the Francisco Street Local Centre.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than \$4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces.

Future funding mechanisms for public art within Francisco Street Local Centre should also be investigated. It is likely that the existing threshold amount of \$4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

### Action 3.4

Investigate opportunities for public art to be located within Francisco Street Local Centre.

### Action 3.5

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.

## Community Events

The large underutilised parking area fronting Acton Avenue provides an excellent opportunity to engage with the local community through periodic events. The opportunity exists for the City to liaise with the landowner to obtain support for community events within the car parking area. Community events would require minimal infrastructure from the City and could include markets, food trucks, or public art galleries. These events could assist in activating the relatively underutilised site and contributing to a sense of place within the local community.

### Action 3.6

Encourage relevant stakeholders to undertake community events within vacant areas of the Francisco Street Local Centre.





**City of Belmont**

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Open 8:30am - 4:45pm, Monday - Friday

City of Belmont

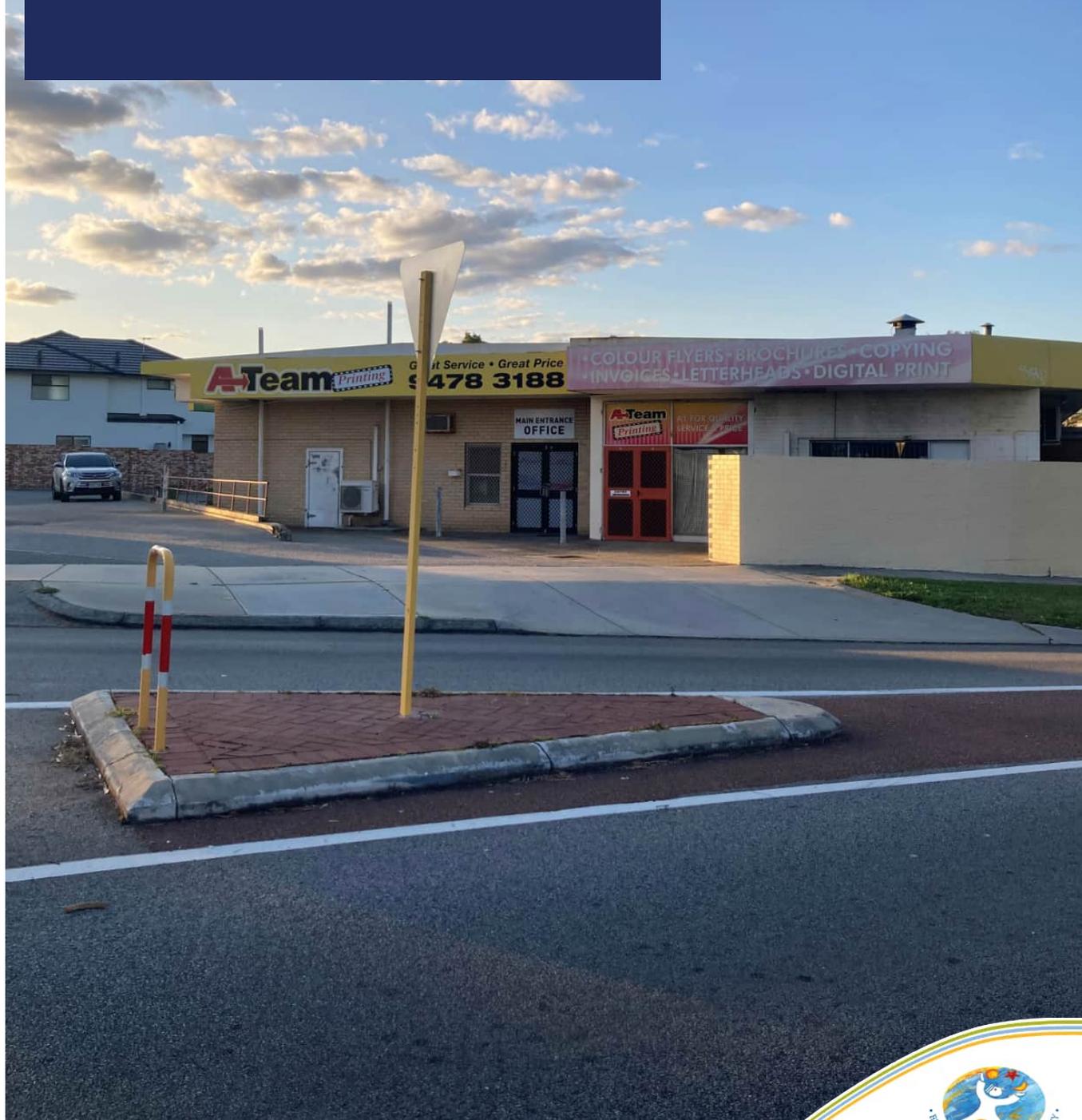
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# CITY OF BELMONT

## Francisco Street

### Actions



## Actions & Implementation

### Francisco Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate whether it is appropriate to apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Francisco Street Local Centre Boundary and Zoning Page 5	 1.2-1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
1.2	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Francisco Street Local Centre through the preparation of a new local planning scheme.	Part 2 Residential Density within the Centre Page 6	 1.2-1.3  5.4 5.7	State Planning Policy 7.3 - Residential Design Codes: Volume 2 - Apartments State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning
1.3	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 6	 1.2-1.3  5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.4	Investigation the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3 1.4  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning

## Actions & Implementation

### Francisco Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.5	Review the zoning and density coding of land surrounding the Francisco Street Local Centre through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 6	 1.3-1.4  5.4	State Planning Policy 4.2 - Activity Centres Perth and Peel@ 3.5 Million	As part of Local Housing Strategy	Planning
1.6	Investigate closure and disposal of a portion of the Acton Avenue Road Reserve adjacent to the Francisco Street Local Centre.	Part 2 Land Tenure Page 7	 1.2  2.2  5.7	State Planning Policy 4.2 - Activity Centres	Medium-Long	City Property Infrastructure Services Planning
1.7	Investigate current ownership details of the laneway and whether this land can be consolidated into 81-89 Acton Avenue.	Part 2 Land Tenure Page 7	 1.2  2.2  5.1 5.7	State Planning Policy 4.2 - Activity Centres	Medium-Long	City Property Infrastructure Services Planning

## Actions & Implementation

### Francisco Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate improvements to pedestrian and cyclist priority within the Francisco Street Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.2 1.5  2.1-2.4	State Planning Policy 4.2 - Activity Centres  Streetscape Enhancement Strategy	Medium/Long	Planning Infrastructure Services
2.2	Investigate the implementation of wayfinding measures at various locations within 200 metres of Francisco Street Local Centre.	Part 2 Wayfinding Page 11	 2.1-2.3  5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services
2.3	Liaise with the Public Transport Authority to obtain support for a bus stop to be located within the Francisco Street Local Centre.	Part 2 Public Transport Page 11	 2.2-2.4  5.1 5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services Public Transport Authority
2.4	Implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.	Part 2 Public Transport Page 11	 2.1  5.7	State Planning Policy 4.2 - Activity Centres  Belmont on the Move	Medium/Long	Infrastructure Services

## Actions & Implementation

### Francisco Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.5	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services City Projects
2.6	Investigate an appropriate car parking standard for land uses within the Francisco Street Local Centre.	Part 2 Car Parking Page 12	 1.2 1.5  2.2-2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning Infrastructure Services
2.7	Investigate the preparation of a payment in lieu of parking plan within and surrounding Francisco Street Local Centre.	Part 2 Car Parking Page 12	 2.1-2.2  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning Infrastructure Services

## Actions & Implementation

### Francisco Street

	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 14	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres  Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Encourage existing and future development within the Centre to provide for surveillance between buildings and public spaces.	Part 2 Street Activation Page 15	 1.2-1.4  2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Investigate public realm improvements including the planting of street trees fronting Acton Avenue and Francisco Street.	Part 2 Street Activation Page 15	 1.2-1.4  2.2  5.7	State Planning Policy 4.2 - Activity Centres  Canopy Plan	Medium/Long	Planning Infrastructure Services
3.4	Investigate opportunities for public art to be located within Francisco Street Local Centre.	Part 2 Street Activation Page 15	 1.2  4.1	Local Planning Policy No. 11 - Public Art	Medium/Ongoing	Planning Culture and Place

## Actions & Implementation

### Francisco Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.5	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 15	 1.2  4.1	Local Planning Policy No. 11 - Public Art  Place Making Strategy	Short	Planning
3.6	Encourage relevant stakeholders to undertake community events within vacant areas of the Francisco Street Local Centre.	Part 2 Community Events Page 16	 1.2  4.1  5.1	Place Making Strategy	Ongoing	Culture and Place

# CITY OF BELMONT Activity Centre Planning Strategy - Golden Gateway



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Activity Centre Planning Strategy

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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Golden Gateway

A new centre is proposed to be established within the Golden Gateway Precinct in Ascot which is bound by Great Eastern Highway, the Swan River, Resolution Drive (north), Grandstand Road (north), the south-eastern boundary of Ascot Racecourse, Carbine Street and Hardey Road.

The provision of a new centre in this location is identified and supported within the draft Golden Gateway Local Structure Plan. Contemporary planning principles support the provision of local convenience retailing and amenities clustered around public transport nodes and within walkable distances to housing. This has the potential to facilitate a reduction in the overall need to travel and promotes public and active modes of transport (walking and cycling).

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for a future centre in the Golden Gateway precinct.

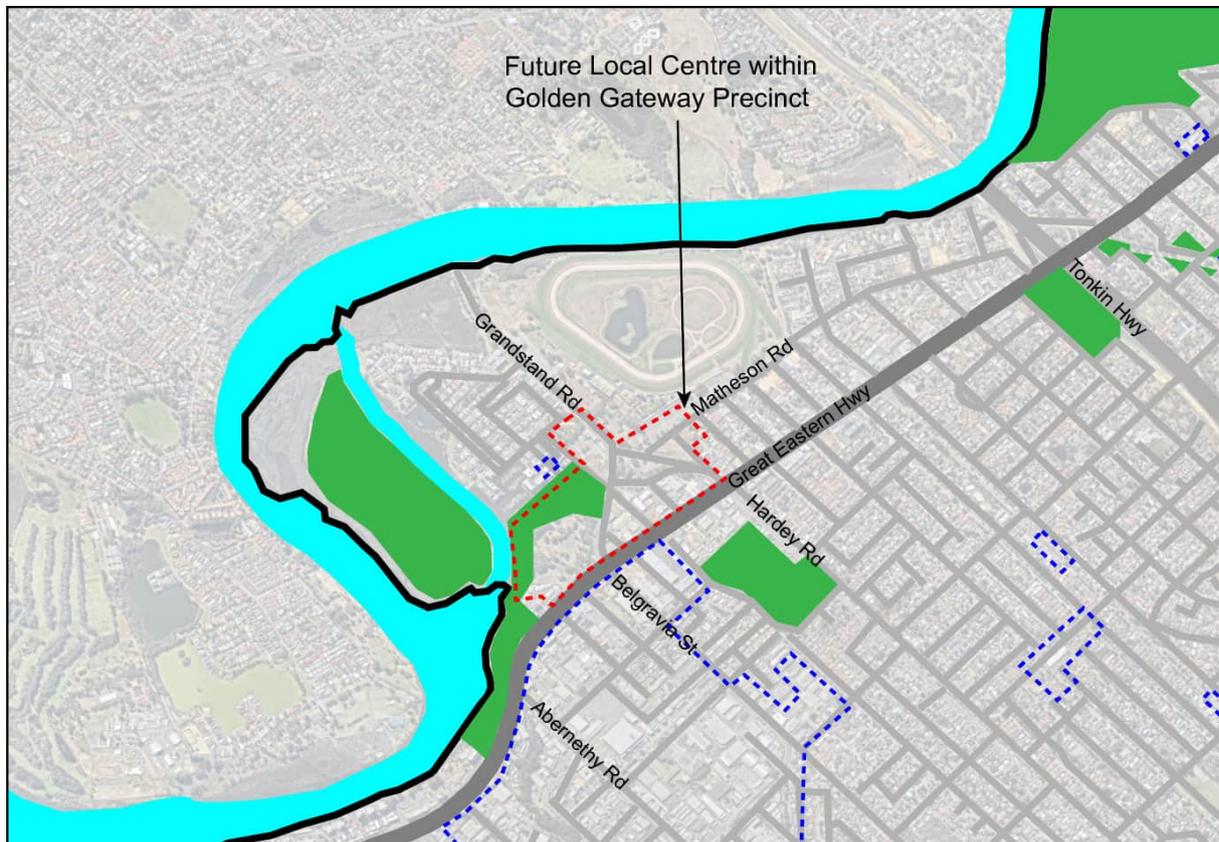


Figure 1: Golden Gateway Precinct Locality Map



# I. Centre Context

The development of a centre within the Golden Gateway precinct is intended to support an expanded residential population proposed within the area. The draft Golden Gateway Local Structure Plan provides zoning and density codings to accommodate mixed use development within the centre of the precinct and low to medium density residential development throughout the remainder of the precinct. It is anticipated that the area will accommodate approximately 3,400 dwellings, with an estimated population of approximately 6,000 people.

The surrounding context is characterised by residential development within Ascot Waters, the Residential and Stables area, and Belgravia Estate, as well as passing motorists on Great Eastern Highway.

While the exact location of the centre has not been confirmed at this stage, the draft Golden Gateway Local Structure Plan states that the primary objective of Precinct 3 - Main Street is to promote the development of a local centre, where retail and other local commercial services dominate the ground level.

The immediate catchment for the centre will be land within a 200m walkable catchment of the centre as shown by Figure 2, which visualises a 200m walkable catchment for the entire Precinct 3 boundary. It is likely however that due to the future services offered on-site, the catchment will extend further than 200m to service adjacent residential areas.

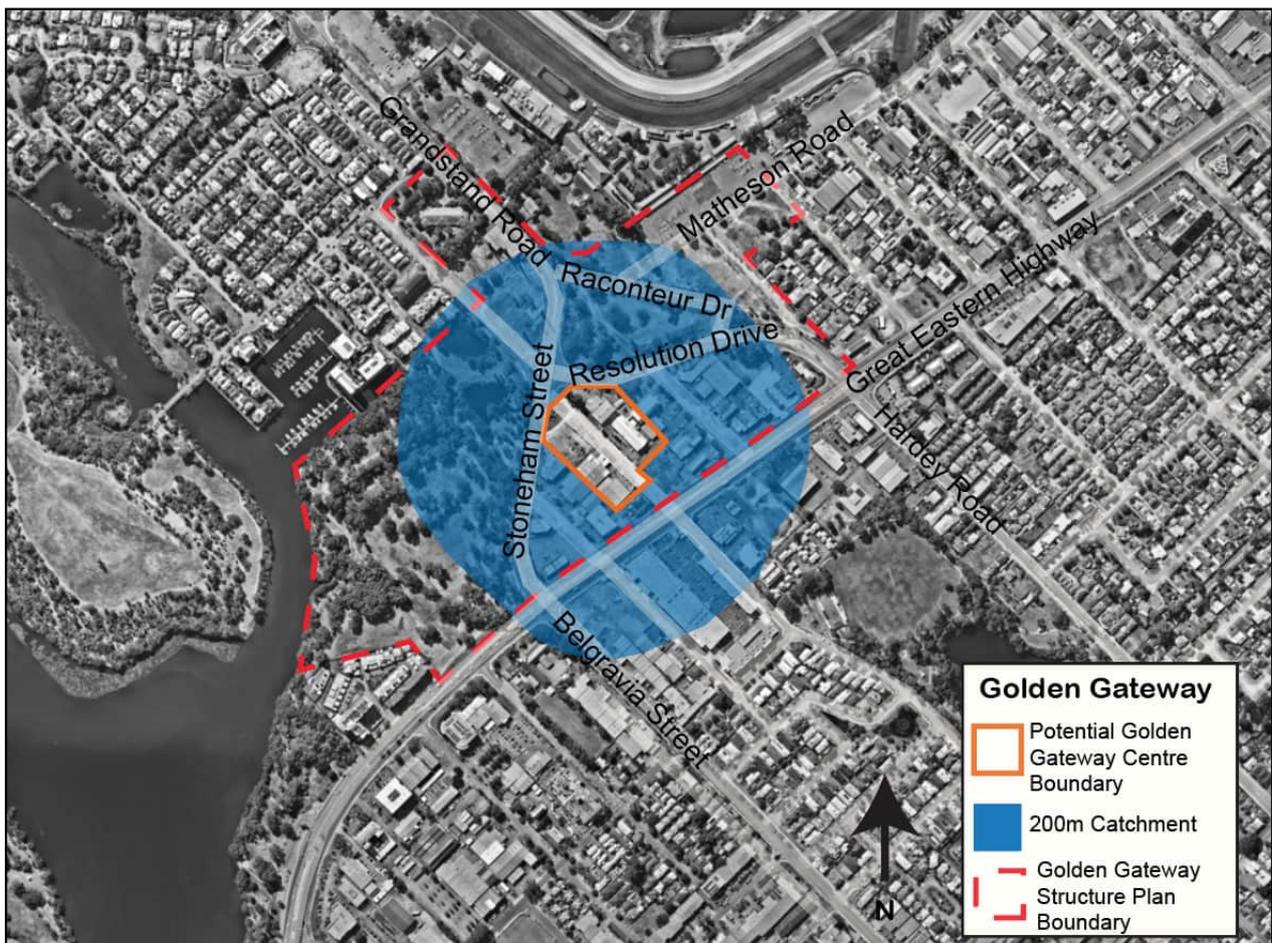


Figure 2: Golden Gateway Catchment

## Golden Gateway Local Centre Boundary and Zoning

While the exact location of the Golden Gateway Centre hasn't been determined, it is encouraged by the Golden Gateway Local Structure Plan to be located within Precinct 3 along Daly Street and take the form of a main street with 1,200sqm of NLA. While land ownership within this precinct is quite fragmented, this may not hinder the development of a local centre given the individual landholdings are quite significant in size.

The WAPC's Land Use and Employment Survey indicate that the Golden Gateway precinct and the southern side of Great Eastern Highway accommodated 4,286sqm of retail floor space in 2016. This is currently comprised of car/highway orientated retail (fast food outlets, service stations, showrooms) rather than serving the daily/weekly needs of the local residential population.

The Retail Needs Assessment prepared to inform this Strategy anticipates a gradual increase in retail floorspace within this area (Golden Gateway precinct and southern side of Great Eastern Highway, between Belgravia Street and Hardey Road) from 4,286 in 2016 and 5,500 in 2031 to approximately 7,000sqm by 2036. This estimate provides for the establishment of a neighbourhood centre to a size of approximately 2,700sqm-3,000sqm within the Golden Gateway precinct.

It is anticipated that redevelopment of the Golden Gateway precinct will occur over an extended period of time. It is also noted that the RNA covered land on the southern side of Great Eastern Highway, outside the Golden Gateway precinct which has capacity to accommodate additional retail floorspace. In light of this, it is considered appropriate for a 1,200sqm local centre to be developed within the Golden Gateway precinct in the first instance, without specific control on floorspace and supporting residential development.

Following further residential development within the Golden Gateway precinct, it may be appropriate for this figure to be reviewed through a Needs Assessment or Net Benefit Test to determine where additional retail floorspace is required. This may also determine whether it is appropriate for the centre to be classified as a neighbourhood centre, using the City's RNA prepared to inform this Strategy as a guide.

As part of the preparation of a new local planning scheme, the City should investigate an appropriate zoning or provisions to facilitate the development of a centre within the Golden Gateway precinct.

### Action 1.1

Investigate an appropriate zone or provisions to facilitate the development of a centre within the Golden Gateway precinct, through the preparation of a new local planning scheme.

### Action 1.2

Support the development of a new Centre within the Golden Gateway precinct, with an anchor supermarket that is supported by complimentary land uses including local specialty shops and restaurants/cafes.

## Ascot Kilns Site

The Ascot Kilns site is within the Golden Gateway Precinct. An RNA was commissioned by the Department of Planning Lands and Heritage in 2016 for this land which predicts the site being able to accommodate a total of 515m<sup>2</sup> of retail floor area by 2026.

In support of any future retail development on the Ascot Kilns site, the City of Belmont would require a more up to date retail needs assessment. Prior to supporting retail development on this site, the City would need to ensure that this would not erode the intent of the Golden Gateway Structure Plan for a main street centre to be established along Daly Street which provides convenience services to the local community.

### Action 1.3

Request an updated retail needs assessment for the Ascot Kilns site in the event a proposal for retail development is progressed.

## Residential Density

Land within the Golden Gateway precinct has been developed for a range of land uses including offices, restaurants, service stations, and light industry. This land does not currently have an allocated residential density code under Local Planning Scheme No. 15.

The draft Golden Gateway Local Structure Plan provides for a variety of housing choices through the designation of predominantly medium to high density R-Codes (R40-R-AC1). A higher density R-AC3 coding (six storeys) is proposed for the potential local centre site.

Land adjacent to Great Eastern Highway is proposed to have an R-AC1 code which will provide for development up to 9 storeys.

Low to medium density is proposed for development on the periphery to ensure an appropriate transition towards the surrounding residential areas.

It is anticipated that development at these codes will generate activity and patronage which would support a future centre.

Through the preparation of a new local planning scheme, the City should implement the zonings and residential density codes designated by the draft Golden Gateway Local Structure Plan.

The draft Golden Gateway Local Structure Plan envisages ground level retail/food and beverage uses and above ground commercial and residential development. To ensure the opportunity for a local centre to establish within the precinct is not jeopardised, the City will investigate appropriate built form provisions to incorporate into the new local planning scheme.

### Action 1.4

Implement the zoning and residential density codings designated by the Golden Gateway Local Structure Plan through the preparation of a new local planning scheme.

### Action 1.5

Investigate the implementation of built form controls to facilitate the establishment of a local centre.



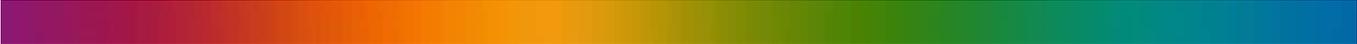


Figure 3: Draft Golden Gateway Local Structure Plan

## 2. Movement

The future Golden Gateway Local Centre site is located adjacent to Great Eastern Highway and is highly visible to and accessible by private motor vehicles. In addition, Great Eastern Highway, adjacent to the Local Centre site, contains dedicated bus and cycle lanes and footpaths either side of the street, making the future centre site highly accessible. Improvements to the road network and character of the streetscapes is proposed by the draft Golden Gateway Local Structure Plan.

State Planning Policy 4.2 - Activity Centres outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the future Local Centre area and look at ways that access can be improved.



## Pedestrian and Cycling Connections and Priority

Local Centres are intended to be highly accessible by walking and cycling, as described by Liveable Neighbourhoods. The proposed increase in population and nearby employment generators may in the future support walking and cycling to be the preferred mode of transport within and surrounding the local centre. This is supported by the Golden Gateway Local Structure Plan which states that all existing shared paths surrounding and through the precinct will be maintained and enhanced by additional shared path connectivity.

The draft Local Structure Plan suggests that all existing shared paths within and surrounding the precinct should be maintained, with many of these connections enhanced by additional shared path connectivity. Paths are proposed to be sheltered by a substantial tree canopy to further encourage pedestrian and cyclist activity through the precinct.

The layout of future development within the precinct should incorporate active frontages, opportunities for surveillance, weather protection, and safe crossing points that prioritise walking and cycling over the movement of private vehicles.

### Action 2.1

Investigate the enhancement and implementation of footpath connections as outlined in the draft Golden Gateway Local Structure Plan.

### Action 2.2

Investigate opportunities for tree planting within the precinct having regard for the draft Golden Gateway Local Structure Plan.



City of Belmont

## Wayfinding

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

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

When a local centre is established, it is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment.

### Action 2.3

When a local centre is established, investigate implementing wayfinding measures at select locations within 200m.



## Public Transport

The Golden Gateway precinct is currently serviced by the following bus routes:

- The Circle Route (998/999) which is a high frequency bus route that travels along Resolution Drive and Grandstand Road.
- Route 293 which operates along Great Eastern Highway between Redcliffe Station and Belmont Forum.
- Route 940 which operates along Great Eastern Highway between Redcliffe and Elizabeth Quay Stations, via the Victoria Park Transfer Station.

Bus stops are located along Great Eastern Highway for routes 293 and 940 and along Hardey Road and Grandstand Road for routes 998 and 999. Once a centre is developed within the precinct, it is considered important that wayfinding measures are implemented at these bus stops to encourage people to access the centre. These measures could include; directional signage, footpath/road treatments and estimated walk times to and from the particular bus stop.

In addition, once development within the precinct commences in accordance with the draft Golden Gateway Local Structure Plan, the City should advocate the PTA to have a bus stop, associated with the Circle Route, located within the Golden Gateway precinct. This is considered important to facilitate and encourage the use of public transport by residents and visitors.

### Action 2.4

Once development in accordance with the draft Golden Gateway Local Structure Plan commences, advocate for a bus stop, associated with the Circle Route (998/999), to be located within the precinct.

### Action 2.5

Once a centre is developed within the Golden Gateway precinct, provide wayfinding from bus stops in close proximity to the precinct to encourage bus patrons to access the centre.



**Figure 5: PTA Network Map**

Activity Centre Planning Strategy

## Private Vehicles and Road

### Network

The road network servicing the Golden Gateway precinct provides and is anticipated to continue to provide a high level of exposure, with vehicle movements predominantly focused along Great Eastern Highway, followed by Resolution Drive and Stoneham Street.

These road connections make the precinct highly accessible by private vehicles and due to this, it is important that appropriate measures are adopted to improve the attractiveness of other modes of transport. This includes providing additional connections to public transport, walking and cycling infrastructure to increase use of alternative transport, as detailed in previous sections of this strategy, as well as limiting car parking and altering the road network.

To facilitate this, the draft Golden Gateway Local Structure Plan encourages innovative approaches to car parking, such as reciprocity and carpooling programs. Furthermore, the Local Structure Plan outlines that the provision of car parking that is in excess of the minimum required for a site will only be approved where it is designed to be adaptable for future conversion into habitable floor space or other usable space.

The draft Golden Gateway Local Structure Plan also suggests that paving detail at junctions should address the need to reduce traffic speed and that raised tables should be used, where appropriate, to provide traffic calming and add texture to streets to reinforce character that promotes pedestrian safety.

#### Action 2.6

Implement the road and street treatments and car parking standards contained within the draft Golden Gateway Local Structure Plan.

### Car Parking

Local Planning Scheme No. 15 provides standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and

- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied. Therefore, the City should investigate the appropriateness of preparing a payment-in-lieu of parking plan for the future centre.

The draft Golden Gateway Structure Plan proposes unique parking requirements for development within the precinct. These requirements aim to ensure that developments are adequately serviced by parking without creating an oversupply. As part of the development of the Local Centre, the City should ensure that car parking is provided in accordance with LPS 15 and the parking standards prescribed by the structure plan.

#### Action 2.7

Ensure appropriate car parking is provided to service the Golden Gateway Local Centre consistent with the Scheme and the draft Golden Gateway Local Structure Plan.

#### Action 2.8

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Golden Gateway Local Centre.

### 3. Place

A centre within the Golden Gateway precinct has not yet been developed and it is important that careful consideration be given to the creation of a 'sense of place' and identity for the centre. This will add interest to the centre, foster community wellbeing and pride and serve as a catalyst for development.

Opportunities exist to implement place making initiatives within the Golden Gateway precinct, including:

- Activating vacant land;
- Hosting community events;
- The installation of public art;
- Supporting temporary 'pop-up' land uses;
- The creation of gathering spaces; and
- The provision of high-quality public realm infrastructure.

Overall, the Golden Gateway Local Centre should contain a mix of varied but compatible land uses that support the daily needs of future residents within the Golden Gateway precinct.



## Land Use Permissibility

The site of the future local centre is currently zoned 'Mixed Use' under Local Planning Scheme No. 15. The draft Golden Gateway Local Structure Plan also designates the site as 'Mixed Use' and states that land use permissibility is to be in accordance with the corresponding zone in the Zoning Table of Local Planning Scheme No. 15. However, having regard for the amenity for future residents, the structure plan states that the following uses are considered to be unacceptable in the structure plan area and should not be approved:

- Auction Mart
- Caretakers Dwelling
- Fast Food Outlet/Lunch Bar
- Home Store
- Garden Centre
- Industry - Light
- Motor Vehicle Repair
- Night Club
- Radio or TV installation
- Restricted Premises
- Service Station
- Single House (with the exception of Precinct 7 & 8)
- Vet Hospital
- Warehouse

Recent amendments to the Planning and Development (Local Planning Schemes) Regulations 2015 have introduced exemptions for the land uses included in Table 2, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on residential land uses.

It may be appropriate to retain the 'D' use class permissibility over appropriate land uses within the 'Mixed Use' zone as this reduces any potential impacts associated with land uses, whilst still providing landowners with a level of flexibility.

**Action 3.1**  
Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>• Located within Metropolitan or Peel Region Scheme</li> <li>• Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>• Within metropolitan region</li> <li>• NLA no more than 300sqm</li> <li>• No more than 60% of ground floor glazing obscured</li> </ul>
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>• NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>• NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>• Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>• No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>• Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>• Located within Metropolitan or Peel Region Scheme</li> </ul>

Table 1

## Street Activation

The future Centre should address the street/public realm with parking sleeved to the rear (except where street parking occurs). Future built form should be reflective of good activity centre design, including clear glazing to tenancy frontages, weather protection, and clearly definable entry points.

Daly Street presents the greatest opportunity to develop the core components of a Centre, inclusive of an anchor supermarket, with appropriate built form and street activity.

The City should support a variety of land uses within the future Centre, including ones which provide a day/night time economy. The draft Golden Gateway Local Structure Plan supports a mixture of land uses including; residential, retail, food and beverage, entertainment and commercial. The opportunity for alfresco dining and seating should be encouraged within the Centre to provide further streetscape activation.

Within the future Centre, there should be a strong presumption against car-dominated land uses and uses with low-employment densities such as service stations and fast food outlets.

To guide development within the Golden Gateway Precinct, the structure plan states that a Local Planning Policy should be prepared and adopted by the City containing design guidelines and development standards. Therefore, when the Golden Gateway Local Structure Plan is finalised, the City should investigate the preparation of a local planning policy.

### Action 3.2

Support a mixture of land uses within the Golden Gateway precinct that facilitate high levels of activity and a day/night economy.

### Action 3.3

Investigate the preparation of a Local Planning Policy that establishes design requirements for future mixed use development within the precinct which promotes active frontages to the public realm and high quality built form.

## Public Art

Public art assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. The City of Belmont Local Planning Policy No.11 (LPP 11) outlines the requirements for the provision of public art by developers. The City requires all development proposals within the Policy Area of a value greater than \$4.5 million to provide public art in accordance with the described method for determining public art contributions. The cost of any public art shall be no less than one percent of the value of the eligible proposal and provided in kind or via a cash-in-lieu payment.

A portion of the subject land falls within Precinct 4 - Great Eastern Highway Precinct of LPP 11 with the balance (excluding Ascot Kilns LDP area) situated within Precinct 8 - Ascot Racecourse and Ascot Waters.

The City should ensure that the entire Golden Gateway Precinct is included as a precinct under LPP 11. The City should also ensure that public art is contributed toward or provided as part any future development within the Golden Gateway Local Structure Plan area.

### Action 3.4

Amend Local Planning Policy No. 11, relating to public art, to include all land within the Golden Gateway precinct.

### Action 3.5

Ensure that public art is contributed toward or provided as part of the development of the Local Centre in accordance with Local Planning Policy No. 11.





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# CITY OF BELMONT

## Golden Gateway

### Actions



## Actions & Implementation

### Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate an appropriate zone or provisions to facilitate the development of a centre within the Golden Gateway precinct, through the preparation of a new local planning scheme.	Part 2 Golden Gateway Local Centre Boundary and Zoning Page 5	 1.2  5.7	Golden Gateway Structure Plan Planning and Development (Local Planning Schemes) Regulations 2015 Golden Gateway Structure Plan	As part of Golden Gateway Structure Plan and new Scheme	Planning
1.2	Support the development of a new centre within the Golden Gateway precinct, with an anchor supermarket that is supported by complimentary land uses including local specialty shops and restaurants/cafes.	Part 2 Golden Gateway Local Centre Boundary and Zoning Page 5	 1.2 1.3 1.4  4.1  5.7	State Planning Policy 7.2 - Precinct Design State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015	As part of Golden Gateway Structure Plan/Ongoing	Planning Economic Development
1.3	Request an updated retail needs assessment for the Ascot Kilns site in the event a proposal for retail development is progressed.	Part 2 Ascot Kilns Page 5	 1.2  5.6 5.7	State Planning Policy 4.2 - Activity Centres Golden Gateway Structure Plan	Ongoing	Planning

## Actions & Implementation

### Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Strategic Alignment	Timing	Responsibility
<b>Context</b>						
1.4	Implement the zoning and residential density codings designated by the Golden Gateway Local Structure Plan through the preparation of a new local planning scheme.	Part 2 Residential Density Page 6	 1.2  1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015  Golden Gateway Structure Plan	Short	Planning
1.5	Investigate the implementation of built form controls to facilitate the establishment of a local centre.	Part 2 Residential Density Page 6	 1.2  2.1  5.7	Planning and Development (Local Planning Schemes) Regulations 2015  Golden Gateway Structure Plan	Short	Planning

## Actions & Implementation

### Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Strategic Alignment	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate the enhancement and implementation of footpath connections as outlined in the draft Golden Gateway Local Structure Plan.	Part 2 Pedestrian and Cycling Connections and Priority Page 9	 1.5  2.1-2.4  5.7	Golden Gateway Structure Plan	Medium-Long	Infrastructure Services City Projects
2.2	Investigate opportunities for tree planting within the precinct	Part 2 Pedestrian and Cycling Connections and Priority Page 9	 2.2  3.1 & 3.4	Canopy Plan	Short-Medium	Infrastructure Services
2.3	When a local centre is established, investigate implementing wayfinding measures at select locations within 200m.	Part 2 Wayfinding Page 9	 2.1-2.3  5.7	State Planning Policy 4.2 - Activity Centres	Depending on establishment of a centre.	Planning Infrastructure Services
2.4	Once development in accordance with the draft Golden Gateway Structure Plan commences, advocate for a bus stop, associated with the Circle Route (998/999), to be located within the precinct.	Part 2 Public Transport Page 10	 2.3 & 2.4  5.7	Golden Gateway Structure Plan	Depending on development uptake within precinct.	Planning Infrastructure Services

## Actions & Implementation

### Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Strategic Alignment	Timing	Responsibility
<b>Movement</b>						
2.5	Once a centre is developed within the Golden Gateway precinct, provide wayfinding from bus stops in close proximity to the precinct to encourage bus patrons to access the centre.	Part 2 Public Transport Page 10	 1.3 1.5  2.3	State Planning Policy 4.2 - Activity Centres	Depending on development of centre	Infrastructure Services
2.6	Implement the road and street treatments and car parking standards contained within the draft Golden Gateway Structure Plan.	Part 2 Private Vehicles and Road Network Page 11	 1.2 1.5  2.2 2.4	State Planning Policy 4.2 - Activity Centres	Medium-Long	Infrastructure Services City Projects
2.7	Ensure appropriate car parking is provided to service the Golden Gateway local centre consistent with the Scheme and draft Golden Gateway Structure Plan.	Part 2 Car Parking Page 11	 1.2 & 1.5  2.2 2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	As part of draft Golden Gateway Structure Plan/new Scheme	Planning
2.8	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Golden Gateway Local Centre.	Part 2 Car Parking Page 11	 1.2 & 1.5  2.2 2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning Infrastructure Services

## Actions & Implementation

### Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 13	 1.2-1.4  4.1	Planning and Development (Local Planning Scheme) Regulations 2015  State Planning Policy 4.2 - Activity Centres	Short	Planning
3.2	Support a mixture of land uses within the Golden Gateway precinct that facilitate high levels of activity and a day/night economy.	Part 2 Street Activation Page 14	 1.2-1.4  4.1	Golden Gateway Structure Plan  Planning and Development (Local Planning Scheme) Regulations 2015  State Planning Policy 4.2 - Activity Centres	Short	Planning
3.3	Investigate the preparation of a Local Planning Policy that establishes design requirements for future mixed use development within the precinct which promotes active frontages to the public realm and high quality built form.	Part 2 Street Activation Page 14	 1.2	Golden Gateway Structure Plan  State Planning Policy 4.2 - Activity Centres	Following adoption of the draft Structure Plan	Planning

## Actions & Implementation

### Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.4	Amend Local Planning Policy No. 11, relating to public art, to include all land within the Golden Gateway precinct.	Part 2 Public Art Page 14	 1.2  4.1	Local Planning Policy No. 11 - Public Art	Short	Planning Culture and Place
3.5	Ensure that public art is contributed toward or provided as part of development of the Local Centre in accordance with Local Planning Policy No. 11.	Part 2 Public Art Page 14	 1.2  4.1	Local Planning Policy No. 11 - Public Art	Ongoing	Planning Culture and Place

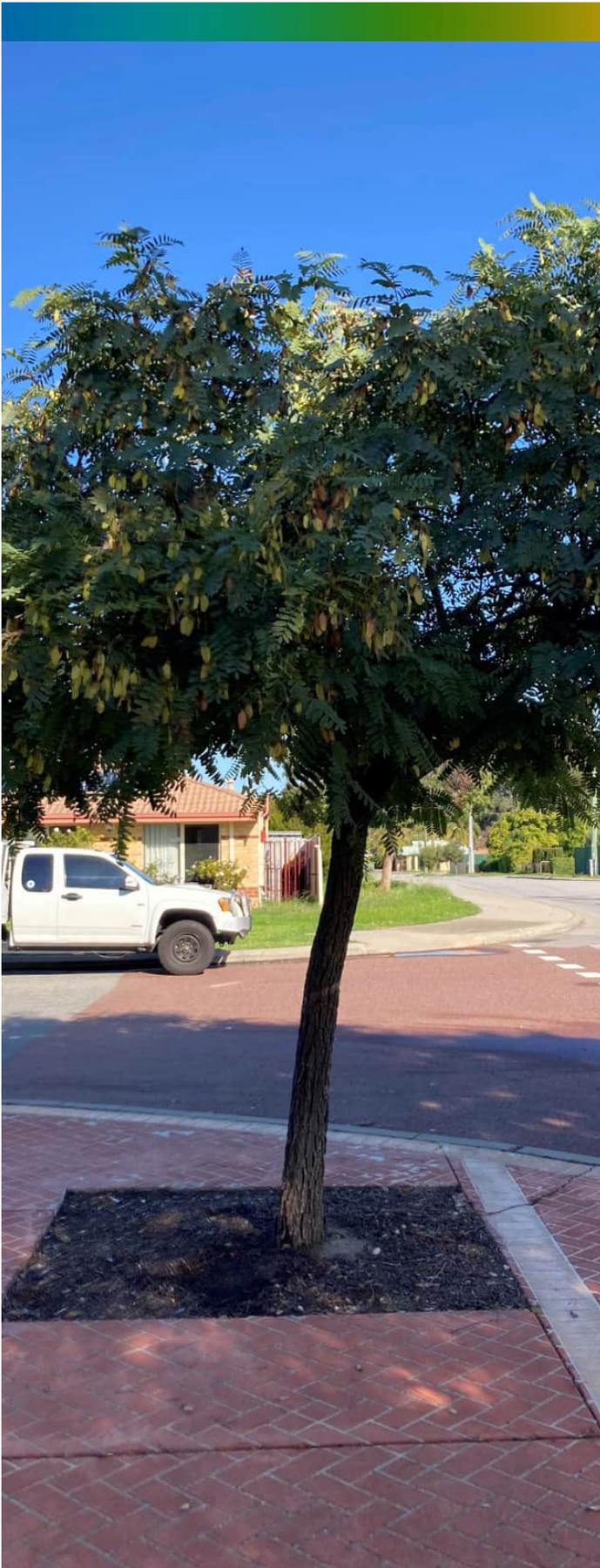


# CITY OF BELMONT Activity Centre Planning Strategy - Love Street



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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Love Street

The Love Street Local Centre is located in Cloverdale on the corner of Love Street and Firby Street (see location plan at Figure 1). The Centre is one of the only centres in Belmont which is not located adjacent to a distributor road. This means it is less likely to benefit from passing trade when compared to other commercial areas.

The Centre presents a main street design, with shops and business fronting Love Street. The built form is characterised by relatively old single storey commercial buildings. Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of multiple dwellings.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Love Street Local Centre, with recommendations on zoning, residential density, movement and place.



Figure 1: Love Street Locality Map



# I. Centre Context

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No.15 (LPS 15), with no associated residential density coding.

Surrounding land is zoned 'Residential' with density codes ranging from R20, R20/40, and up to R50, resulting in varying housing arrangements and lot sizes. Single houses represent the predominant housing typology surrounding the Centre, with some grouped dwelling developments and very few apartment style developments also occurring.

The immediate catchment area of Love Street Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2).

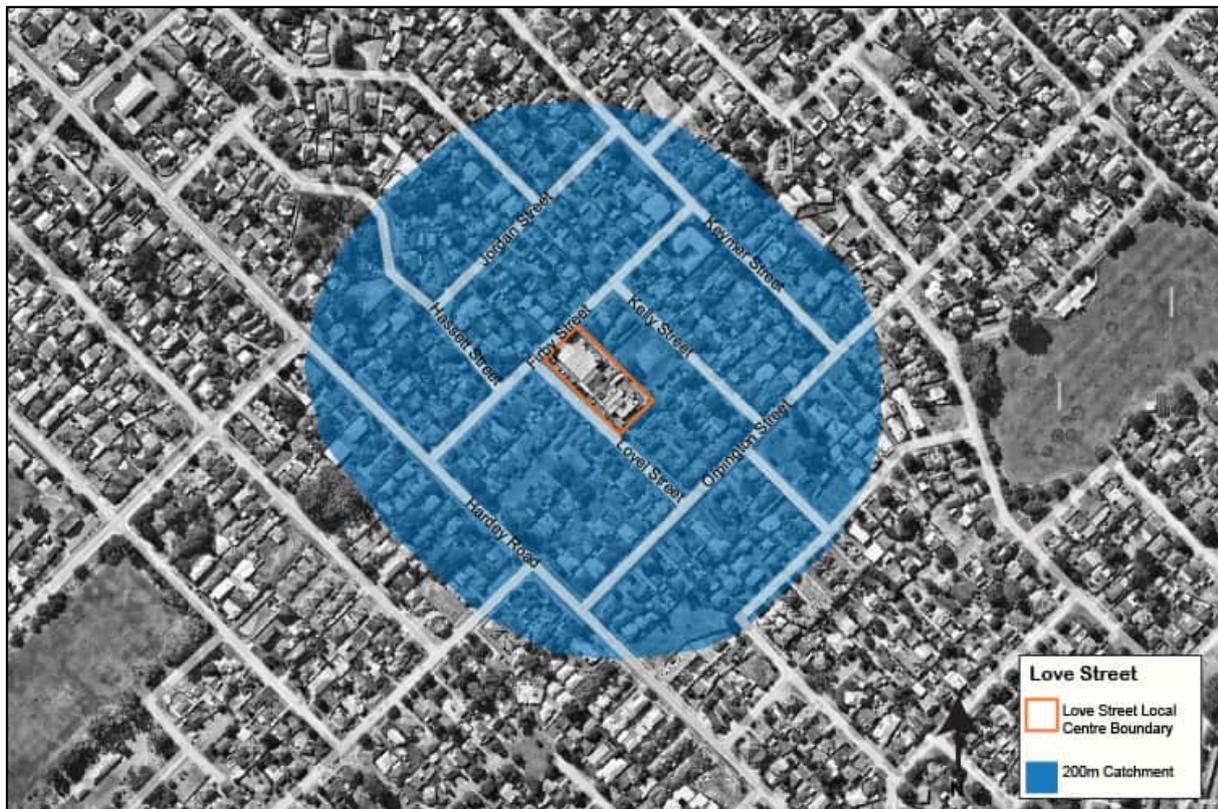


Figure 2: Love Street Catchment



## Love Street Local Centre Boundary and Zoning

The Love Street Local Centre is defined by the area zoned 'Commercial' as shown in Figure 3. The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Love Street Local Centre accommodated approximately 370m<sup>2</sup> of shop/retail floorspace and 799m<sup>2</sup> of other retail floorspace. The Retail Needs Assessment (RNA) prepared to inform this Activity Centre Planning Strategy suggests that retail floorspace within the Love Street Local Centre should be maintained at its current size. This will improve the annual turn-over per square metre performance of the Centre over time. Therefore, it may be appropriate to retain the Centre boundary as per Figure 3.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, it may be appropriate for land within the Centre to be zoned 'Local Centre' through the preparation of a new local planning scheme.

### Action 1.1

Investigate maintaining the centre boundary and applying a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.

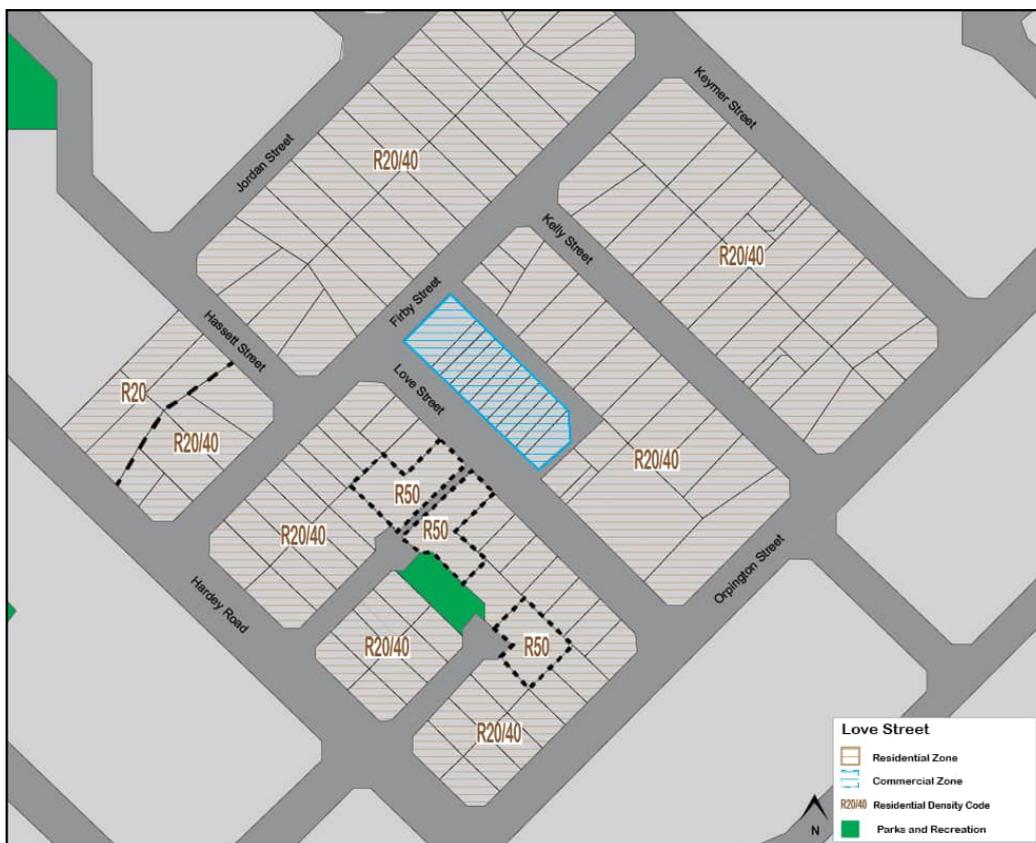


Figure 3: Existing Love Street Local Centre Zoning

## Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail/commercial land uses whilst promoting economic sustainability. In this regard, it may be appropriate to apply a residential density code of R60 to land within the Centre (as shown in Figure 4).

The residential density coding of R60 is considered appropriate to deliver apartment style development within the Centre at a suitable scale for the locality. Development would be limited to a maximum of three storeys, a front setback of 2m, and side and rear setbacks of 3m. This scale is considered to integrate well with the R50 development on the opposite side of Love Street and the surrounding R20/40 coded land which can be developed to a height of 2 storeys.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, contribute to better passive surveillance, and has the potential to incentivise redevelopment of the Love Street Local Centre.

To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the community, appropriate controls should be investigated for inclusion within the local planning framework. This may include limiting residential development on ground floors and requiring provision for a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations also be

investigated through the preparation of a new local planning scheme.

### Action 1.2

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Love Street Local Centre.

### Action 1.3

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

### Action 1.4

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.



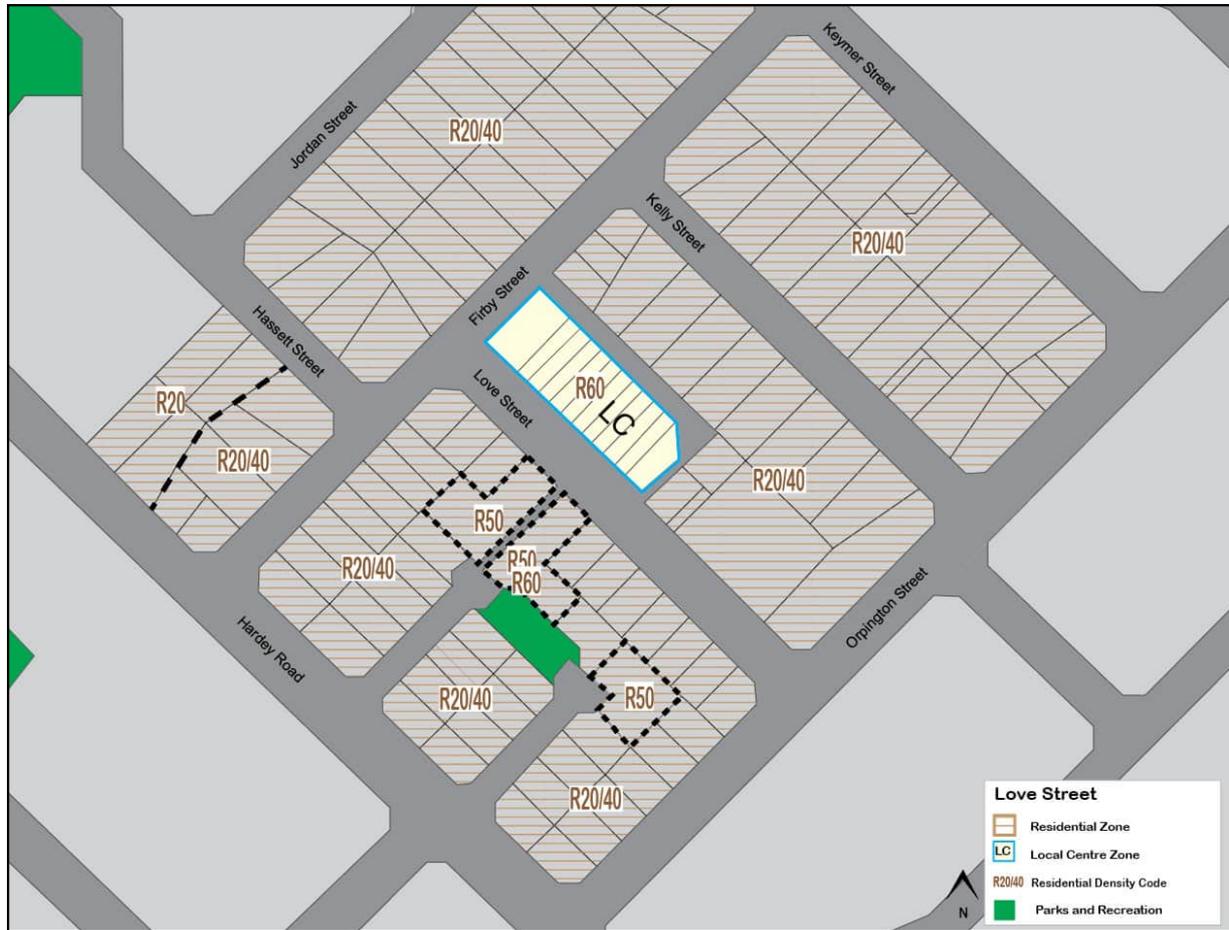


Figure 4: Proposed Zoning Investigations

## Zoning and Residential Density Surrounding the Centre

The Centre is surrounded by 'Residential' zoned land with an associated density coding of R20/40 and R50. This land is characterised by a mixture of single houses and grouped dwellings, with a small number of multiple dwellings.

The RNA prepared to inform this Strategy modelled the effect of an increase in residential development within the Centre and an increase in surrounding residential density from R40 to R80. This model aimed to understand the benefit that increased residential development within and surrounding the Centre may have on annual revenue for businesses.

If land surrounding the Centre was vacant and developed in accordance with an R80 density coding and residential development was provided within

the Centre, the model predicted an increase of up to 13.2% in annual revenue for local businesses. Given much of the surrounding land has been redeveloped and land ownership is fragmented, it is unlikely that development to realise the modelled density will occur within the foreseeable future.

Nonetheless, a potential increase in the surrounding residential density should be explored in more detail through the preparation of the City's Local Housing Strategy.

### Action 1.5

Investigate increasing the density coding of land surrounding Love Street Local Centre through the preparation of the City's Local Housing Strategy.



## 2. Movement

The Love Street Local Centre is accessible by all modes of transport apart from train; however the most convenient remains the private vehicle. Access to and from the Local Centre is supported by a legible road network and public on-street car parking, making travel by private vehicle highly attractive. Footpaths connecting the surrounding residential areas to the Local Centre facilitate walking as an option. Although Love Street and Firby Street are characterised by a relatively low number of vehicle movements, cycling is not encouraged through on-street cycle lanes.

While bus stops are located within 400m of the Local Centre, the bus stops on Hardey Road and Orpington Street are not clearly visible or legible from the Local Centre. Therefore, it is likely that access to the Local Centre via public transport is low.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that this can be improved.



## Pedestrian and Cycling Connections and Priority

Love Street Local Centre plays a role in providing services and employment opportunities to the local community. The local catchment for this Centre is predominantly located within a 200m walkable area. Generally footpaths connect the Centre to the surrounding residential land.

Pedestrian and cyclist access to and from Love Street Local Centre is possible through the relatively legible grid road network, which is for the most part accompanied by footpaths on at least one side of the street. In some instances these footpaths are against the road with no buffer, potentially decreasing the level of safety felt by pedestrians and cyclists utilising these. There are a number of streets within the walkable catchment which do not have footpaths. These include Kelly Street, Corrang Court and Harriet Place. The City should investigate the possibility of extending the footpath network to service these streets.

Walking and cycling to the Local Centre is benefited by the low traffic levels of the surrounding streets to the north/north-west. Pedestrians and cyclists to the south of the Local Centre may however have their accessibility impacted upon by Hardey Road, which carries higher levels of traffic than the surrounding local road network.

The City should investigate further measures to prioritise pedestrian and cyclist movements including the following as visualised by Figure 5:

- Improve provision for secure cycle parking facilities.
- Provide dedicated pedestrian crossing points along Firby Street, at the intersection of Firby Street and Love Street, and within a new raised central median along Love Street.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Street furniture being included within designated locations.

### Action 2.1

Investigate the construction of footpaths on Kelly Street, Corrang Court, and Harriet Place.

### Action 2.2

Investigate improvements to pedestrian and cyclist priority within and surrounding the Love Street Local Centre.



**Figure 5: Pedestrian and Cyclist Infrastructure**

## Wayfinding

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

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

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

### Action 2.3

Investigate and implement wayfinding measures at select locations within 200m of the Love Street Local Centre.



City of Belmont

## Public Transport

Unlike other local centres in the City of Belmont, Love Street Local Centre isn't directly serviced by a bus route. The nearest bus stop is located approximately 200m from the subject land along Orpington Street and is serviced by bus route 39 (Figure 6). The next closest service is bus routes 998 and 999 located 550m away along Hardey Road.

To increase uptake of public transport, the City should engage with the Public Transport Authority to obtain support for a bus stop to be located within the Local Street Local Centre.

### Action 2.4

Liaise with the Public Transport Authority to obtain support for a bus stop within the Love Street Local Centre.



Figure 6: Public Transport Authority Network Map (Love Street Local Centre Highlighted Yellow).

## Private Vehicles and Road Network Car Parking

The Centre is focused on Love Street with secondary access provided by Firby Street. Love Street connects to Firby Street and Orpington Street which provide access to the surrounding residential areas.

While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access.

Potential changes to the road network include providing dedicated pedestrian crossing points on Firby Street, at the intersection of Firby Street and Love Street, and within a new raised median along Love Street. Dedicated cycle lanes should also be provided along with planting of additional trees within the road reserve and parking areas. The City should also investigate a 40km/h speed limit within the Centre as promoted by the Belmont on the Move Strategy. These measures will provide for the Centre to be accessed by private vehicles while also promoting the prioritisation of alternative modes of transport.

### Action 2.5

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



Car parking within Love Street Local Centre consists of 90 degree parking bays fronting the commercial tenancies on Love Street and a small number of parallel bays on Love Street and Firby Street. These parking bays are shared amongst all of the tenancies given there is limited room for parking within the private lots.

For various centres in the City of Belmont, the 'Belmont on the Move' Strategy recommends that a range of parking restrictions be implemented to increase turnover of vehicles within centres and the availability of parking for consumers. Given parking facilities are limited within the centre and shared between tenancies, the City should explore the implementation of parking controls to encourage turnover.

Local Planning Scheme No. 15 provides parking standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

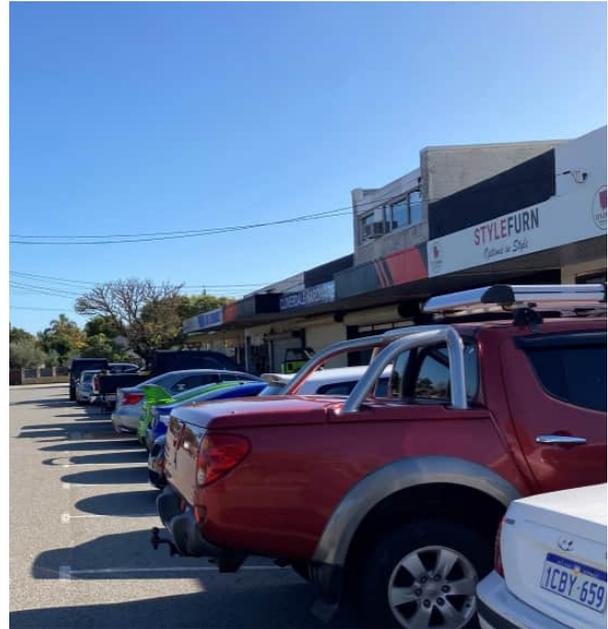
The amended Regulations also make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement.



This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Love Street Local Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.



**Action 2.6**  
Investigate an appropriate car parking standard for land uses within the Love Street Local Centre.

**Action 2.7**  
Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Love Street Local Centre.

**Action 2.8**  
Investigate the appropriateness of car parking restrictions in appropriate locations within the Love Street Local Centre.



### 3. Place

The Love Street Local Centre provides a wide range of goods and services for the surrounding community, including a convenience store, martial arts training centre, tattoo shop, coffee shops, fish and chip shop, news-agency, hardware shop, and furniture upholstery.

The frontages of the commercial tenancies are dominated by expanses of advertising, roller shutters, or blank sections of walls. This and the lack of community infrastructure (e.g. public seating areas) results in a relatively low level of activity within the Centre. Therefore, there is scope for improvement to activate the Love Street Local Centre which will be outlined in the following sections of this Strategy.



## Land Use Permissibility

Love Street Local Centre is currently zoned 'Commercial' under LPS15.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

### Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> <li>Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Within metropolitan region</li> <li>NLA no more than 300sqm</li> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>

Table 1

## Street Activation

The Love Street Local Centre is characterised by a range of commercial tenancies with frontages that are dominated by expanses of visually impermeable advertising, roller shutters, or blank sections of wall. This results in a low level of street activation.

The Centre benefits from an established built form where tenancies front Love Street and include awnings which provide weather protection to large expanses of outdoor space. Given this, there is potential for the current businesses to present a more active frontage to the street through the removal of non-permeable advertising, reducing the amount of time the businesses roller shutters are down and, where possible, increasing the aesthetic appeal of the frontage. An opportunity also exists for local businesses to utilise the space available in front of tenancies and the public realm for activities such as alfresco dining. These measures will improve street activity and as a result, passive surveillance.

The City could also facilitate an increase in street activity through upgrades to the public realm, as well as the promotion of trading in public places (inclusive of alfresco dining). To improve the overall aesthetic appeal of Love Street's public realm area, additional landscaping (including shade trees) should be installed within the verge immediately adjoining car parking areas. The City should also look to improve existing seating and introduce additional seating areas complementing new landscaping to encourage patrons to spend additional time within the Centre.

To enhance the sense of place within the Centre, the City should also explore the possibility of installing entrance statements. This could simply be done through the installation of entrance signage.

The laneway to the rear of the commercial tenancies also presents opportunities to facilitate place making events which could also assist in activating the Centre and increasing passive surveillance.

### Action 3.2

Facilitate existing and future development within the Centre to provide for surveillance between buildings and public spaces.

### Action 3.3

Investigate implementing built form controls aimed at increasing activity at street level.

### Action 3.4

Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.

### Action 3.5

Investigate the use of the laneway as a shared space for community events.



## Public Art

The Love Street Local Centre currently lacks a sense of place and identity, with little to no identifiable landmarks, entrance statements or community fabric. The Local Centre is characterised by areas of blank walls, facades covered by roller shutters or blacked out walls and windows.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than \$4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces.

Future funding mechanisms for public art within Love Street Local Centre should also be investigated. It is likely that the existing threshold amount of \$4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

### Action 3.6

Investigate opportunities for public art to be located within the Love Street Local Centre.

### Action 3.7

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.

## Community Groups

The City is currently unaware of any community groups that exist for local businesses and residents surrounding the Love Street Local Centre.

The development of local community groups allows residents and business owners to develop a strong sense of place and develop relationships with each other and the City of Belmont. Community groups can be used as an asset to the City's placemaking initiative, through the ability for the local community to advocate and partner with the City where appropriate. Partnerships may include the planning and delivery of events, appropriate marketing measures and the delivery of community projects like public art.

Community groups may also benefit the City on the delivery of projects and future planning within the Love Street Local Centre, with the potential for the community group to be consulted as a stakeholder.

### Action 3.8

Encourage the development and growth of a local community group for the Love Street Local Centre.





**City of Belmont**

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Activity Centre Planning Strategy



# CITY OF BELMONT

## Love Street Local Centre Actions



Activity Centres Planning Strategy



## Actions & Implementation

### Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate maintaining the centre boundary and applying a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Love Street Local Centre Boundary and Zoning Page 5	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
1.2	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Love Street Local Centre.	Part 2 Residential Density within the Love Street Local Centre. Page 6	 1.2 1.3  5.4 5.7	State Planning Policy 7.3 - Residential Design Codes State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning
1.3	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Love Street Local Centre. Page 6	 1.2 1.3  5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.4	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Love Street Local Centre. Page 6	 1.2 1.3 1.4  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning

## Actions & Implementation

### Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.5	Investigate increasing the density coding of land surrounding Love Street Local Centre through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	 1.3 1.4   5.4	Local Housing Strategy	As part of Local Housing Strategy	Planning

## Actions & Implementation

### Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate the construction of footpaths on Kelly Street, Corrang Court and Harriet Place.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.2  1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.2	Investigate improvements to pedestrian and cyclist priority within and surrounding the Love Street Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.5  2.2  2.4  3.1	State Planning Policy 4.2 - Activity Centres Streetscape Enhancement Strategy	Long	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at select locations within 200m of the Love Street Local Centre.	Part 2 Wayfinding Page 11	 1.5  2.2  2.4  5.7	Belmont on the Move	Medium	Planning Infrastructure Services
2.4	Liaise with the Public Transport Authority to obtain support for a bus stop within the Love Street Local Centre.	Part 2 Public Transport Page 11	 2.1  2.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services

## Actions & Implementation

### Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.5	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	 2.1 2.4  1.2 1.5	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.6	Investigate an appropriate car parking standard for land uses within the Love Street Local Centre.	Part 2 Car Parking Page 13	 1.2 1.5  2.2 2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Love Street Local Centre.	Part 2 Public Transport Page 13	 1.2 1.5  2.2 2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning
2.8	Investigate the appropriateness of car parking restrictions in appropriate locations within the Love Street Local Centre.	Part 2 Public Transport Page 13	 2.4  5.7	State Planning Policy 4.2 - Activity Centres	Long	Infrastructure Services

## Actions & Implementation

### Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 15	 1.2-1.4  4.1	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Facilitate the existing and future development within the Centre to provide for surveillance between buildings and public spaces.	Part 2 Street Activation Page 16	 1.2-1.4  2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 16	 1.2-1.4	State Planning Policy 4.2 - Activity Centres	Short	Planning
3.4	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.	Part 2 Street Activation Page 16	 1.2-1.4  3.1	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
3.5	Investigate the use of the laneway as a shared space for community events.	Part 2 Street Activation Page 16	 1.2-1.4  4.1	Place Making Strategy	Short-Medium	Culture and Place

## Actions & Implementation

### Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.6	Investigate opportunities for public art to be located within the Love Street Local Centre.	Part 2 Street Activation Page 16	 4.1	Place Making Strategy	Ongoing	Planning Culture and Place
3.7	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Street Activation Page 16	 1.2-1.4  4.1	Public Art Masterplan Local Planning Policy No. 11 - Public Art	Short	Planning
3.8	Encourage the development and growth of a local community group for the Love Street Local Centre.	Part 2 Street Activation Page 16	 1.2  4.3  5.1	Place Making Strategy	Short/Ongoing	Planning Culture and Place

# CITY OF BELMONT Activity Centre Planning Strategy - The Springs



[www.belmont.wa.gov.au](http://www.belmont.wa.gov.au)





Activity Centre Planning Strategy

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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# The Springs

The Springs is a redevelopment precinct situated at the western gateway to the City of Belmont. It comprises approximately 12.5ha of land bound by the Graham Farmer Freeway, Great Eastern Highway, Brighton Road and the Swan River.

Development within The Springs is guided by a Local Structure Plan, Detailed Area Plans (now called Local Development Plans), and a Local Planning Policy containing design guidelines.

A local centre has been identified within the The Springs, on the corner of Great Eastern Highway and Brighton Road. A development approval has been granted by the Development Assessment Panel for a mixed use development (currently under construction) on this site as discussed in subsequent sections of this Strategy. A small number of commercial tenancies are currently located on the ground floor of the adjacent property at 25 Rowe Avenue, Rivervale (Aloft Hotel site). Other development within the precinct predominantly consists of Multiple Dwellings (apartments).

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for The Springs Local Centre, with recommendations on zoning, residential density, movement and place.

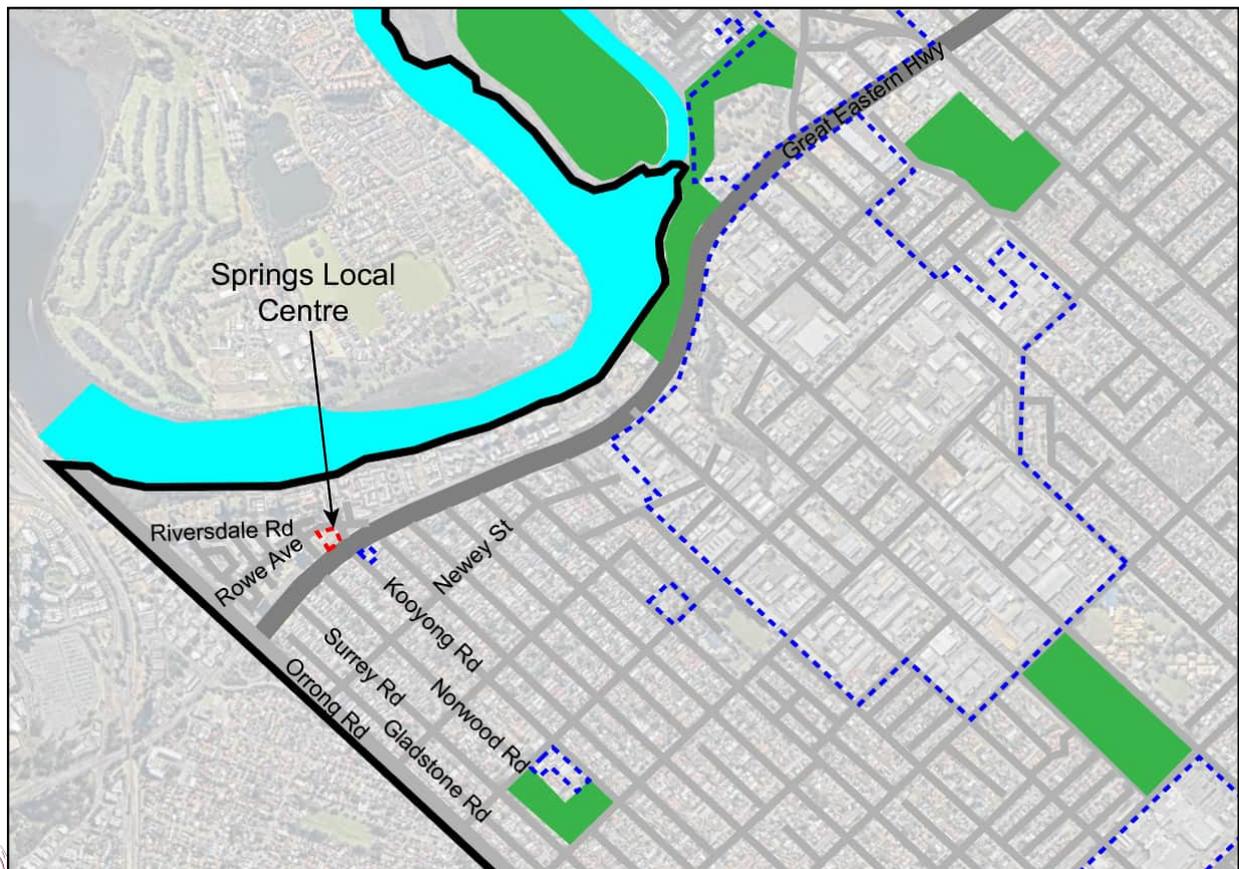
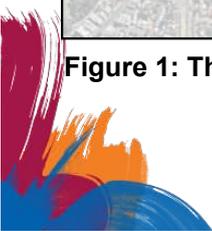


Figure 1: The Springs Local Centre Locality Map



# I. Centre Context

The local centre site is currently zoned 'Special Development Precinct' under Local Planning Scheme No. 15. The Springs Structure Plan allocates an R80 density coding to the land.

The rest of The Springs precinct is subject to a 'Special Development Precinct' zoning with density codes ranging from R60 to R250. Land outside The Springs precinct to the north of Great Eastern Highway is comprised of primarily apartments and is zoned 'Residential' with a density code of R100. Land south of Great Eastern Highway is primarily zoned 'Residential' with portions being zoned 'Mixed Use' and 'Commercial'. The Eastgate Neighbourhood Centre is located on the opposite side of Great Eastern Highway to the centre. Any retail development within The Springs should therefore compliment the sustainability of the Eastgate Neighbourhood Centre.

The immediate catchment area for the Springs Local Centre can be defined broadly by the 200m walkable radius as visualised by Figure 2. It is likely however that the catchment will extend beyond 200m for residents in the R100 zone to the north of Great Eastern Highway as well as the whole of The Springs Precinct.



Figure 2: The Springs Local Centre Catchment



## The Springs Local Centre Boundary and Zoning

The site of the future Springs Local Centre is bound by Great Eastern Highway, Brighton Road, Rowe Avenue and Lauterbach Way. The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Springs precinct accommodated approximately 220m<sup>2</sup> of shop/retail floorspace. The RNA prepared to inform this Strategy suggests that retail floorspace within The Springs could increase to approximately 1,000m<sup>2</sup> by 2036 due to the growth of the population in the immediate vicinity. The approved development currently under construction proposes 570m<sup>2</sup> of shop/retail floorspace which will result in The Springs precinct containing a total of approximately 800m<sup>2</sup> of shop/retail floor space in the near future.

The site of the future local centre at 31 Rowe Avenue, Rivervale is currently zoned 'Special Development Precinct' under LPS 15 (see Figure 3). This zoning was applied to 'The Springs' precinct temporarily to facilitate redevelopment. As a 'Special Development Precinct' zoning is inconsistent with the zoning of other local centres, it may be appropriate to modify the zoning from 'Special Development Precinct' to 'Local Centre', through the preparation of a new local planning scheme.

### Action 1.1

Investigate whether it is appropriate to rezone the site of the future Springs Local Centre to 'Local Centre' through the preparation of a new local planning scheme.



Figure 3: Existing The Springs Local Centre Zoning

City of Belmont

## Residential Density within the Centre

LPS 15 does not currently provide a specific residential density code over land zoned 'Special Development Precinct'. Notwithstanding, The Springs Local Structure Plan and Great Eastern Highway Detailed Area Plan reflect an R80 density coding over 31 Rowe Avenue, Rivervale. Therefore, a residential density code of R80 may be appropriate to apply to land within the Centre (as shown in Figure 4). This coding is consistent with the designation under The Springs Local Structure Plan and the scale of the approved development.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor. The approved built form and land uses currently being developed reflect this desire.

### Action 1.2

Investigate whether it is appropriate to introduce a residential density code of R80 over land within The Springs Local Centre through the preparation of a new Local Planning Scheme.

## Zoning and Residential Density Surrounding the Centre

Whilst land within 'The Springs' is currently zoned 'Special Development Precinct' under LPS 15, the Local Structure Plan reflects land within the precinct being zoned either 'Residential' or 'Mixed Use', with density coding's ranging from R60 to R250. Therefore, in order to normalise the zoning of this land under a new Local Planning Scheme, the City should explore future zonings through the preparation of the Local Housing Strategy.

It is considered that development in accordance with the residential density coding's provided for in the local structure plan, will adequately support the Local Centre currently being constructed at 31 Rowe Avenue, Rivervale.

### Action 1.3

Investigate rezoning land surrounding the Springs Local Centre as part of the Local Housing Strategy.



Figure 4: Proposed Zoning Investigations

## 2. Movement

The future Springs Local Centre site is located adjacent to Great Eastern Highway and is therefore highly visible to and accessible by private motor vehicles. In addition, Great Eastern Highway, adjacent to the Local Centre site, contains dedicated bus and cycle lanes and footpaths either side of the street, making the centre highly accessible by alternative modes of transport.

State Planning Policy 4.2 - Activity Centres outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse access to the future Centre and look at ways that it can be improved.



## Pedestrian and Cycling Connections and Priority

The Springs Local Centre is likely to play a role in providing services and employment opportunities to the local community. Pedestrian and cyclist infrastructure currently provides opportunities for walking and cycling to the future Local Centre site. With respect to the transport network, the Springs Local Structure Plan includes the following development principles:

- Plan the development to be highly walkable (i.e. safe, legible, connected and appealing to pedestrians).
- Provide high activity (mixed use) intensities to encourage local trips and facilitate the precinct's function as both an origin and destination.
- Ensure there are walkable links to rapid transit and secondary transit (i.e. metropolitan bus) services.
- Plan for internal streets to function as shared spaces and for the public realm to be inviting and active.
- Restrain car traffic and vehicle speeds so as not to undermine pedestrian and cycling amenity and permeability.
- Supply and manage car parking to reduce incentives for discretionary car ownership and trips: support a fairer 'pay-as-you-use' system for vehicle access and use; and in reflection of the excellent non-car mode choices available.

The key focus of the above principles is to maximise the use of alternative transport modes within the Springs Development. A development application has been approved for the Centre. This development proposes to incorporate the following features to enhance pedestrian and cyclist activity:

- Logical connections to the footpath network.
- Clearly defined and accessible entry points.
- Installation of appropriate cycling infrastructure including bicycle racks.

- Continuous weather protection over footpaths.
- Provision of shade trees.
- Convenience services aimed at facilitating walking to the centre particularly for residents in the Springs Precinct.

### Action 2.1

Investigate implementing the recommendations for the walking and cycling network listed in the Springs Local Structure Plan.



## Wayfinding

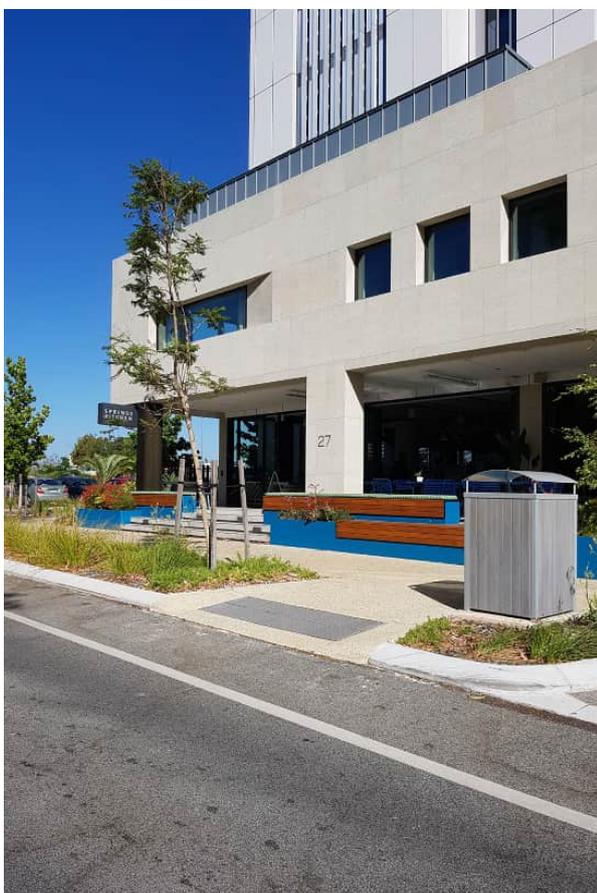
Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case the future Springs Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking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

Wayfinding signage and maps are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

It is recommended that when a Local Centre is established, detailed planning is undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the future Springs Local Centre.

### Action 2.2

When a Local Centre is established, investigate the implementation of wayfinding measures at select locations within 200m of the Springs Local Centre.



City of Belmont

## Public Transport

As part of the delivery of the Metronet Airport Line, bus routes 36, 40, 286, 287, 293, 295, 296, 299, 280 and high frequency bus route 935 have been consolidated into routes 270 (Elizabeth Quay to High Wycombe Station via Belmont Forum), 935 (Kings Park to Redcliffe Station via Belmont Forum), and 940 (Redcliffe Station to Elizabeth Quay via Great Eastern Highway) (see Figure 5).

A bus stop is located directly opposite the site along Great Eastern Highway, with the next closest stops being located approximately 170m to the south west and 150m to the north east along Great Eastern Highway. Therefore, the level of service and location of the current bus stops makes travel via bus a viable mode of transport for access to the Local Centre.

When a Local Centre is established, the City should promote the use of public transport through the City's Travel Smart Program. The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in the future centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Users may also look to combine trips for example a trip to work in the CBD combined with a shopping trip to The Springs Local Centre before catching a bus home or walking/cycling.

### Action 2.3

When a Local Centre is established, implement travel behaviour programs to encourage the use of alternative modes of transport to and from The Springs Local Centre.



Figure 5: Bus Network Map (bus stops in red stars and subject land in yellow)

## Private Vehicles and Road Network

The site of the future Local Centre is accessible by private vehicles with established road connections. The Centre will benefit from exposure to Great Eastern Highway and easy access for patrons and service vehicles.

While the road network is adequate, the City should explore ways in which the dependence on access via private vehicles can be reduced, without prejudicing the through movement of vehicles into the surrounding residential neighbourhood.

An opportunity exists for significant street tree planting to provide shade and shelter for pedestrians. In particular, this should occur in the Great Eastern Highway road reserve to provide an attractive link between the future Local Centre and bus stops located along Great Eastern Highway to the north east and south west. The City should also investigate implementing a 40km/h speed limit on Brighton Road and Rowe Avenue to facilitate slow vehicle movements and give priority to pedestrians.

### Action 2.4

Investigate opportunities to prioritise alternative modes of transport in close proximity to the future Springs Local Centre.



Activity Centre Planning Strategy

## Car Parking

The approved development at 31 Rowe Avenue (currently under construction) proposes a total of 334 car parking bays. The City supported a 9 bay shortfall for the 'shop', 4 bay shortfall for the 'liquor store', and 11 bay shortfall for the 'restaurant' as part of the original planning approval in 2015.

A condition of the approval and subsequent amendments required the preparation of a parking management plan. To ensure that car parking is appropriately managed, the City should ensure that the recommendations of the Parking Management Plan are implemented.

### Action 2.5

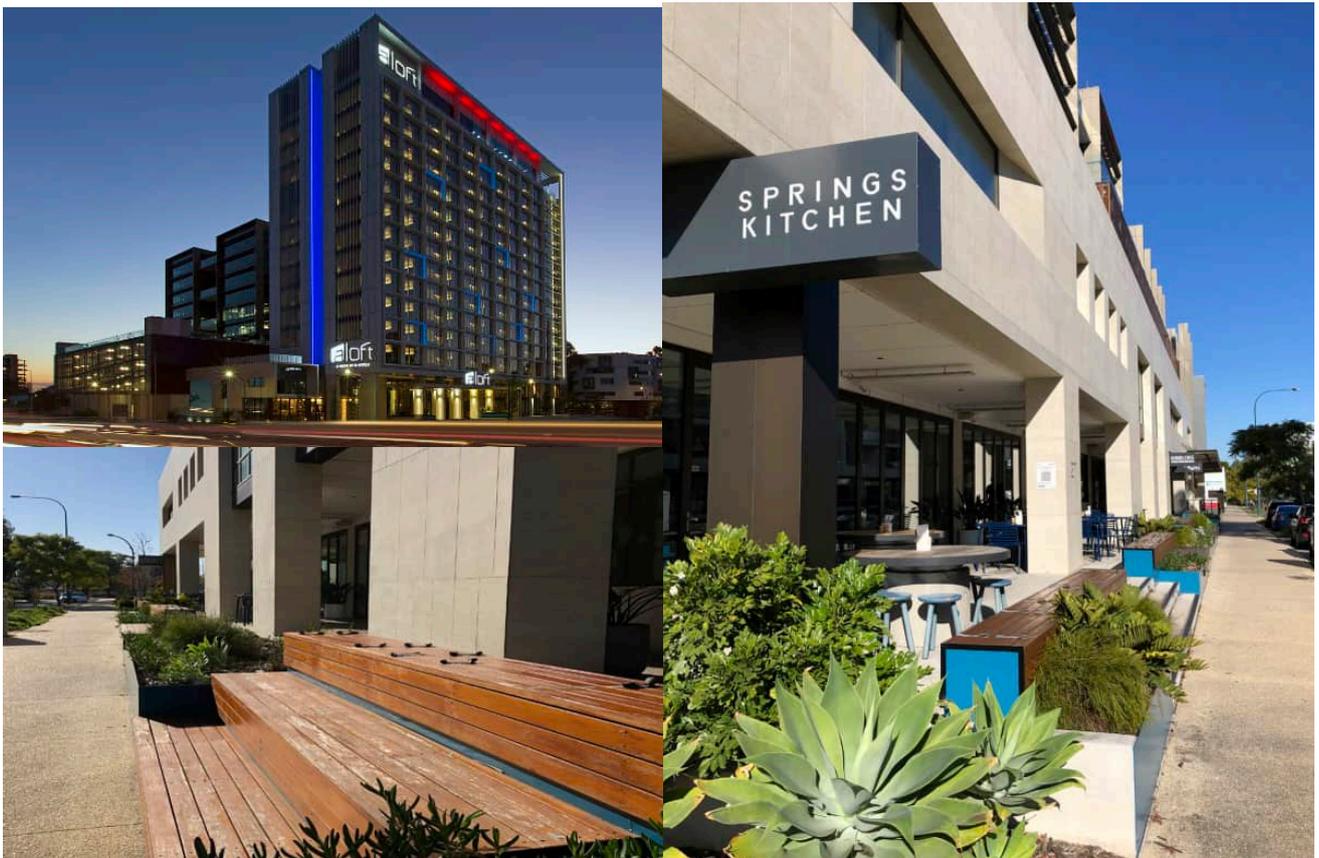
Ensure that the recommendations of the parking management plan for the development at 31 Rowe Avenue are implemented.





### 3. Place

The development which is currently being progressed, is expected to provide convenience services to the Springs Precinct. It is also considered that the urban form of the proposed development will make a positive contribution to the locality and bring vibrancy through the on-site retail and restaurant land uses. The City should ensure that the finished development achieves the expected outcomes and contributes to the streetscape character of the Springs precinct.



## Land Use Permissibility

The site of the future local centre at 31 Rowe Avenue, Rivervale is currently zoned 'Special Development Precinct' under LPS 15. This zoning was applied to 'The Springs' precinct temporarily whilst redevelopment was occurring. As a 'Special Development Precinct' zoning is inconsistent with the zoning of other local centres, it is recommended that the City modify the zoning from 'Special Development Precinct' to 'Local Centre', through the preparation of a new local planning scheme.

Recent amendments to the Planning and Development (Local Planning Schemes) Regulations 2015 have introduced exemptions for the land uses included in Table 2, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table, are within the 'Commercial', 'Centre', or 'Mixed Use' zone, and meet the conditions listed in Table 1.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on residential land uses.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

### Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
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Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>

Table 1

## Street Activation

The approved development at the local centre site which is currently under construction is likely to give rise to a range of economic and social benefits by creating a community hub with a high level of street activation.

Siting the building away from Great Eastern Highway enables the development of a significant forecourt area, incorporating landscaping and public art. It is expected that this area will be highly active and serve as a focal point for the community. It is proposed that a supermarket, cafe and liquor store will also look out onto this space. The City should look to encourage alfresco dining in this location to further facilitate activation of this area.

The approved development incorporates a significant amount of glazing facing the roads. To ensure that this aspect of the development positively contributes to passive surveillance, the City should ensure that window coverings are minimised and advertising is appropriately sited to allow outlook onto the street.

### Action 3.2

Facilitate and encourage the activation of the forecourt area.

### Action 3.3

Investigate implementing built form controls to facilitate street activation and surveillance between buildings and public spaces.



## Public Art

Public art assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. The City requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than \$4.5 million.

The local centre site is located within The Springs Special Development Precinct and is therefore subject to Local Planning Policy No. 11. For the public art contribution, the development at the local centre site proposes a vertical sculptural element and a series of shallow pools in various diameters that link together and meander through the open space adjacent to Great Eastern Highway.

Once the Centre is developed, the City should investigate and promote additional opportunities for public artwork.

### Action 3.4

Promote and encourage public art within the local centre.





**City of Belmont**

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# CITY OF BELMONT

# The Springs Local Centre

## Actions



## Actions & Implementation

### The Springs

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate whether it is appropriate to rezone the site of the future Springs Local Centre to 'Local Centre' through the preparation of a new local planning scheme.	Part 2 The Springs Local Centre Boundary and Zoning Page 5	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015.	Short	Planning
1.2	Investigate whether it is appropriate to introduce a residential density code of R80 over land within The Springs Local Centre through the preparation of a new Local Planning Scheme.	Part 2 Residential Density within the Centre Page 6	 5.4 5.7  1.2 1.3 1.4	Planning and Development (Local Planning Schemes) Regulations 2015.	Short	Planning
1.3	Investigate rezoning land surrounding the Springs Local Centre as part of the Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 6	 5.7	Local Housing Strategy Perth and Peel @ 3.5 Million	As part of the Local Housing Strategy.	Planning

## Actions & Implementation

### The Springs

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate implementing the recommendations for the walking and cycling network listed in the Springs Local Structure Plan.	Part 2 Pedestrian and Cycling Connections and Priority Page 8	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Medium/Long	Planning Infrastructure Services
2.2	When a Local Centre is established, investigate the implementation of wayfinding measures at select locations within 200m of the Springs Local Centre.	Part 2 Wayfinding Page 9	 1.5  2.2 2.4	Belmont on the Move	Medium/Long	Planning Infrastructure Services
2.3	When a local centre is established, implement travel behaviour programs to encourage the use of alternative modes of transport to and from The Springs Local Centre.	Part 2 Public Transport Page 9	 1.2 1.5  2.1 2.2 2.3 2.4	Belmont on the Move	Medium/Long	Planning Infrastructure Services
2.4	Investigate opportunities to prioritise alternative modes of transport in close proximity to the future Springs Local Centre.	Part 2 Private Vehicles and Road Network Page 10	 1.2 1.5  2.1 2.2 2.3 2.4	Belmont on the Move	Medium/Long	Planning Infrastructure Services
2.5	Ensure that the recommendations of the parking management plan for the development at 31 Rowe Avenue are implemented.	Part 2 Car Parking Page 10	 2.3	31 Rowe Avenue Parking Management Plan	Long	Planning Infrastructure Services

## Actions & Implementation

### The Springs

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 12	 1.2-1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Facilitate and encourage the activation of the forecourt area.	Part 2 Street Activation Page 13	 1.2-1.4  3.6	Local Planning Policy No. 7 - The Springs Design Guidelines State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning
3.3	Investigate implementing built form controls to facilitate street activation and surveillance between buildings and public spaces.	Part 2 Street Activation Page 13	 1.2-1.4	Local Planning Policy No. 7 - The Springs Design Guidelines State Planning Policy 4.2 - Activity Centres	Medium	Planning
3.4	Promote and encourage public art within the local centre.	Part 2 Public Art Page 14	 4.1	Place Making Strategy	Medium/Long	Place Making



Activity Centre Planning Strategy

# CITY OF BELMONT Activity Centre Planning Strategy - Wright Street



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Activity Centre Planning Strategy

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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Wright Street

The Wright Street Local Centre is located in the suburb of Kewdale and fronts both Orrong Road and Wright Street, with the latter serving as the predominant frontage. The Local Centre consists of a range of goods and services, including a small liquor store, hairdresser, take-away food outlets, accountant and assortment of other shops.

The Centre presents a main street design along Wright Street while 285 and 287 Orrong Road are characterised by a residential built form. A number of tenancies are also inward facing toward the car parking areas. Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of multiple dwellings.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Wright Street Local Centre, with recommendations on zoning, residential density, movement and place.

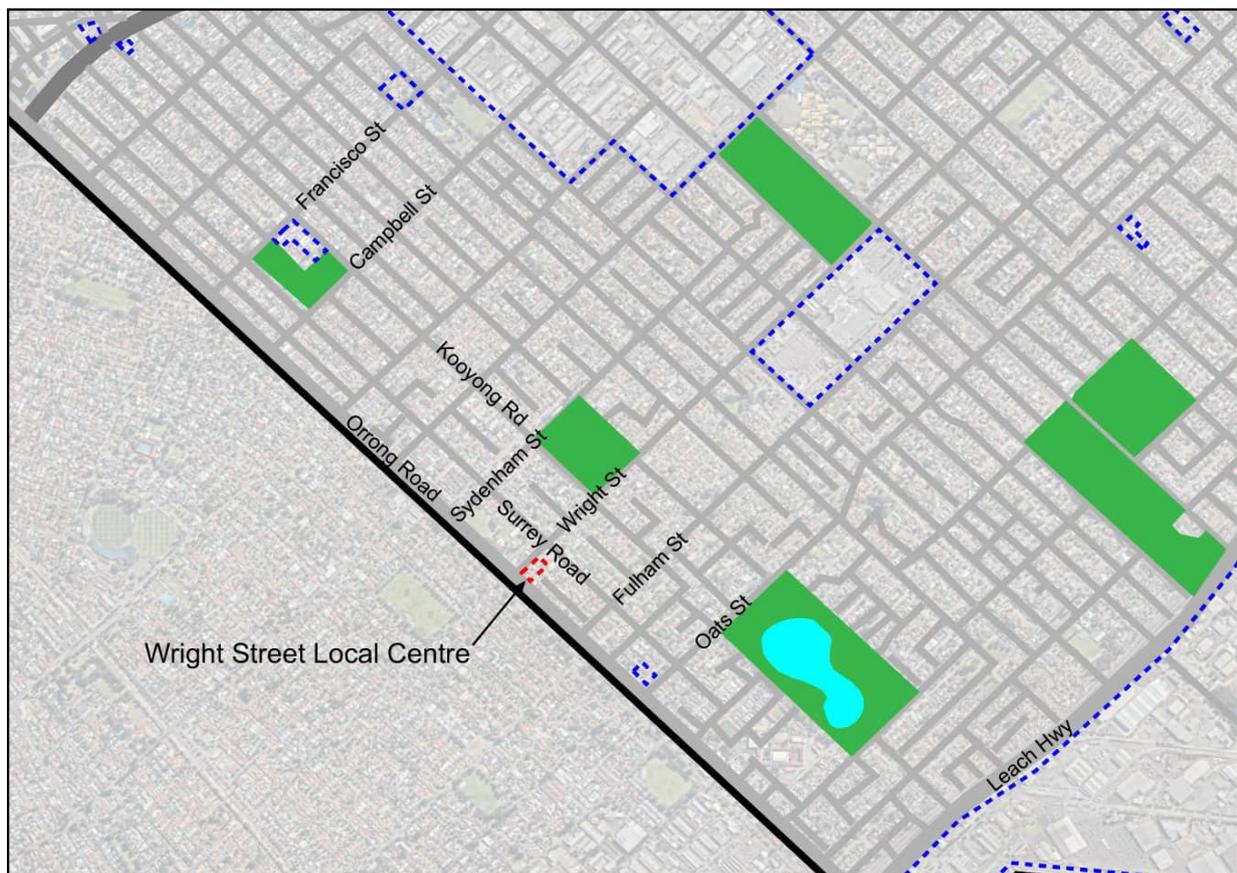


Figure 1: Wright Street Locality Map



# I. Centre Context

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No.15 (LPS 15), with no associated residential density coding.

Surrounding land is zoned 'Residential' with density codes of either R20, R30, R20/40, or R20/60 resulting in varying housing arrangements and lot sizes. Single houses represent the predominant housing typology surrounding the Centre, with some grouped dwelling developments and a small number of multiple dwellings. Carlisle Primary School is located directly opposite the Centre along Wright Street and is reserved for 'Public Purpose' under the City of Belmont Local Planning Scheme No.15.

The immediate catchment area of Wright Street Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2) and includes a section of the Town of Victoria Park.

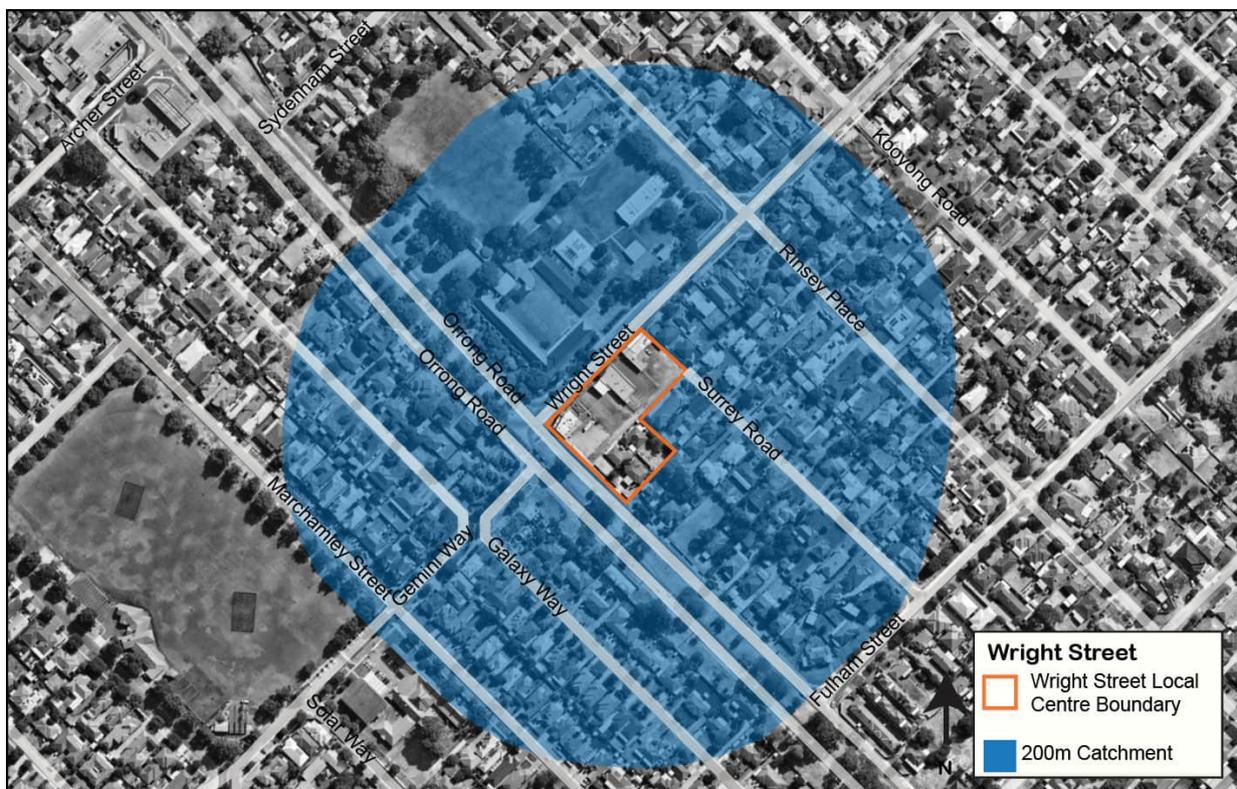


Figure 2: Wright Street Catchment



## Wright Street Local Centre Boundary and Zoning

The Wright Street Local Centre is defined by the area zoned 'Commercial' as shown in Figure 3 and consists of eight lots at the corner of Wright Street and Orrong Road. The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Wright Street Local Centre accommodated approximately 675m<sup>2</sup> of shop/retail floorspace. The Retail Needs Assessment (RNA) prepared to inform this Strategy, suggests that shop/retail floorspace within the Wright Street Local Centre should be only increased by a small amount to 700m<sup>2</sup> until residential densities in the area significantly increase. Therefore, it may be appropriate to retain the Centre boundary as per Figure 2.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, it may be appropriate to zone land within the centre as 'Local Centre' through the preparation of a new local planning scheme.

A local centre zoning reflects the scale and nature of the existing uses on site being a number of take-away food outlets, restaurants, shops, an office and a liquor store.



### Action 1.1

Investigate whether it is appropriate to maintain the Centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.

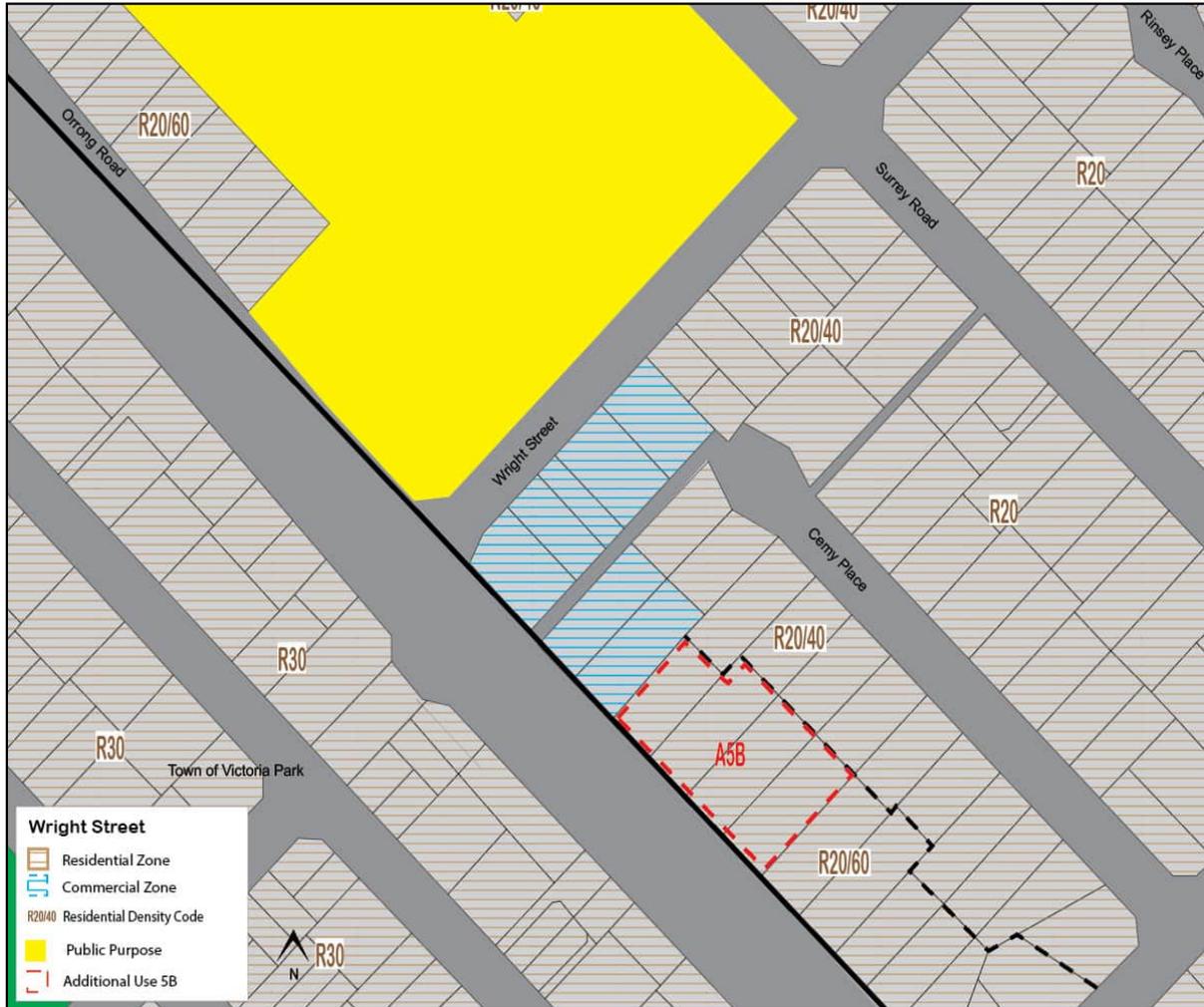


Figure 3: Existing Wright Street Local Centre Zoning

## Residential Density Within the Centre

Land within the Centre does not currently have an allocated residential density coding. Despite this, there are two residential dwellings within the Centre being 285A and 287 Orrong Road.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to the land within the Centre to facilitate a mix of residential and retail/commercial land uses whilst promoting economic sustainability. State Planning Policy 4.2 (SPP 4.2) recommends a residential density target of more than 40 dwellings per gross hectare within an 800m walkable catchment. In this regard, it may be appropriate for a residential density code of R60 be applied to land within the Centre (as shown in Figure 4). The residential density coding of R60 is consistent with the maximum density coding already applied to land along Orrong Road.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, contribute to better passive surveillance, and has the potential to incentivise redevelopment of the Wright Street Local Centre.

To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the local community, appropriate controls should be investigated for inclusion within the local planning framework. This may include limiting residential development on ground floors and requiring provision for a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations be investigated through the preparation of a new Local Planning Scheme.

### Action 1.2

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Wright Street Local Centre.

### Action 1.3

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

### Action 1.4

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.

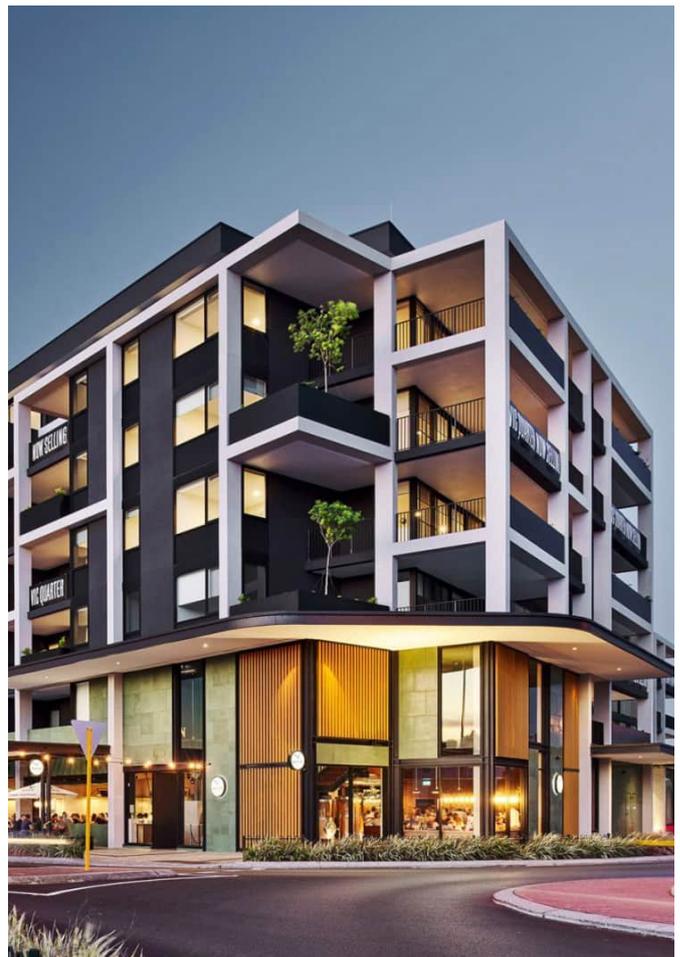




Figure 4: Proposed Zoning Investigations

## Zoning and Residential Density Surrounding the Centre

The Centre is primarily surrounded by 'Residential' zoned land characterised by a mixture of single houses and grouped and multiple dwellings. Residential densities surrounding the Centre comprise of the codings of R20, R20/40, and R20/60 within the City of Belmont, and R30 within the Town of Victoria Park. Through the preparation of the City's Local Housing Strategy, the existing density codes within the City of Belmont will be reviewed.

Carlisle Primary School is located directly opposite the Centre along Wright Street and is reserved for 'Public Purpose' under the City of Belmont Local Planning Scheme No.15.

Lots adjacent to the Centre (289 - 295 Orrong Road) are currently subject to Additional Use 5b which provides for the uses of 'Consulting Rooms', 'Restaurant', 'Medical Centre', 'Office', 'Serviced Apartments', 'Showroom' (where no single tenancy exceeds 200m<sup>2</sup> NLA), and 'Studio'. Through the preparation of the Local Housing Strategy, the appropriateness of retaining these additional uses will be further investigated.

### Action 1.5

Review additional use 5b and the density coding of land surrounding Wright Street Local Centre through the preparation of the Local Housing Strategy.

## 2. Movement

The Wright Street Local Centre is accessible by all modes of transport apart from train; however the most convenient remains the private vehicle. This is evident in that 71.4% of survey respondents indicated that they access the Centre by private vehicle, while only 28.5% access the Centre by walking or cycling. Access to and from the Centre is supported by a legible road network and adequate parking facilities, making travel by private vehicle highly attractive. Walking and cycling is also available for surrounding residents, however Orrong Road acts as a potential barrier for residents to the south-west.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that this can be improved.



## Pedestrian and Cycling Connections and Priority

The Wright Street Local Centre currently contains limited formalised pedestrian and cyclist infrastructure. Shelter for pedestrians is limited and bicycle parking and cycle lanes are not provided. In addition, besides the signalised crossing point at the intersection of Wright Street and Orrong Road, only one other formal pedestrian crossing point is provided. This crossing is controlled by a traffic warden during school pick up and drop off times but as a result of there being no raised median, is unprotected for the remainder of the time.

It should also be noted that given the Centre's catchment area is likely to extend outside of the City of Belmont to the southern side of Orrong Road, pedestrian and cyclist permeability across Orrong Road is vital to the Centre's viability. This is currently only provided through a signalised crossing at the Wright Street and Orrong Road traffic lights.

It is noted that Orrong Road is currently subject to a significant planning exercise for its future and as a result the road geometry and layout is likely to change. The City should look to monitor any changes to Orrong Road and advocate Main Roads WA and the Department of Planning Lands and Heritage to increase the priority afforded to pedestrians and cyclists looking to cross Orrong Road.

The City should also investigate further measures to prioritise pedestrian and cyclist movements including the following as visualised by Figure 5:

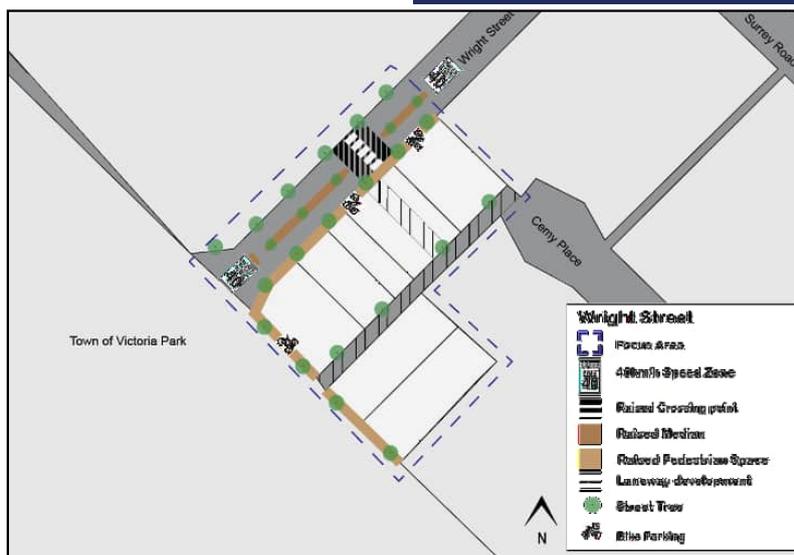
- Provide dedicated pedestrian crossing points along a new raised median on Wright Street.
- Modify the existing at-grade crossing point on Wright Street by raising it and installing a zebra crossing.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Investigate implementing a 40km/h speed limit on Wright Street to create a safer pedestrian orientated centre.
- Modifying road surface treatments to increase driver awareness to the presence of pedestrians and cyclists.
- Install formalised cycling infrastructure, including bicycle racks at various locations within the Centre.

### Action 2.1

Investigate improvements to pedestrian and cyclist priority within the Wright Street Local Centre and advocate for increased priority for pedestrians and cyclists crossing Orrong Road.

### Action 2.2

Continue to liaise with Main Roads WA regarding future Orrong road upgrades/works.



**Figure 5: Pedestrian and Cyclist Infrastructure**

## Wayfinding

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

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

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

### Action 2.3

Investigate and implement wayfinding measures at select locations within 200m of the Wright Street Local Centre.



City of Belmont

## Public Transport

The Wright Street Local Centre is well serviced by Public Transport with five bus routes running through the Local Centre and two bus stops being located within close proximity along Wright Street (see Figure 6 below). The current public transport routes connect the Local Centre to significant landmarks including other activity centres within the City, Perth Airport, the CBD, and major activity centres in surrounding local government areas.

While the level of service within the Centre is high and bus stops are located within close proximity, the City should provide additional wayfinding measures. The City may also look to investigate the possibility of advocating to the Public Transport Authority (PTA) for relocating the current bus stops along Wright Street closer to the centre having regard to the Wright Street/Orrong Road intersection.

The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

### Action 2.4

Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Wright Street Local Centre.

### Action 2.5

Liaise with the Public Transport Authority to investigate the possibility of locating bus stops closer to the centre.

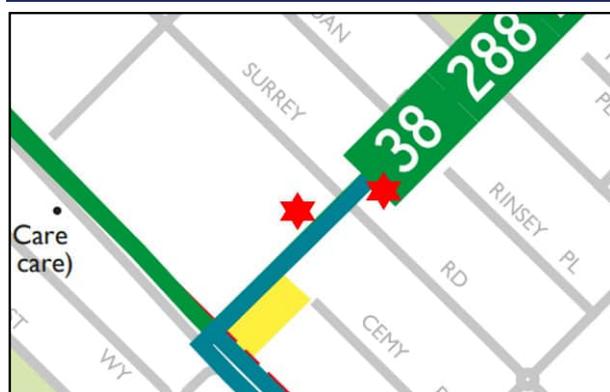


Figure 6: Location of Bus Stops (red stars)

## Private Vehicles and Road Network

The Centre is focused on Wright Street with secondary access provided by Orrong Road. Wright Street connects the Centre to surrounding residential development within the City of Belmont.

While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access.

Potential changes to the road network include implementing a 40km/h speed limit, providing dedicated pedestrian crossing points on Wright Street, and planting additional trees within the road reserve and car parking areas. These measures will provide for the Centre to be accessed by private vehicles while also promoting the prioritisation of alternative modes of transport.

### Action 2.6

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



Activity Centre Planning Strategy

## Car Parking

The Wright Street Local Centre predominantly relies on off-street car parking which often operates at very low occupancy. A small number of on-street bays are provided in the northern portion of the Centre.

Local Planning Scheme No. 15 provides parking standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

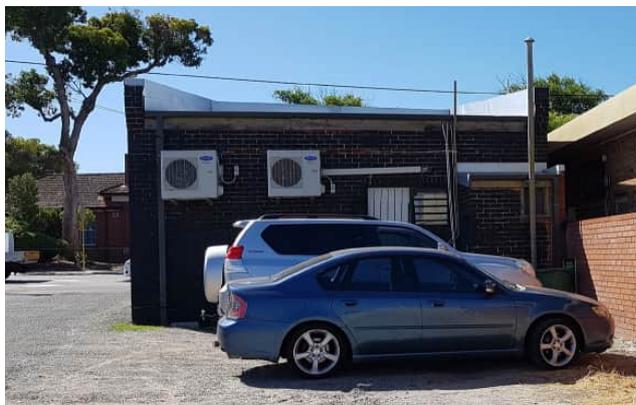
The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied. It is considered that a payment in lieu of parking plan is not necessary for this local centre as the majority of parking is contained on-site.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Wright Street Local Centre should be explored.



The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

**Action 2.7**  
Investigate an appropriate car parking standard for land uses within the Wright Street Local Centre.



### 3. Place

The Wright Street Local Centre currently consists of a mixture of land uses, including a liquor store, shops, hairdresser, massage parlour, and take-away food outlets. These uses facilitate activity within the Centre both during the day and at night.

The Centre consists of expansive areas of underutilised car parking in poor condition, resulting in limited continuity in active street frontages and underutilised commercial land. The frontages of the commercial tenancies are dominated by expanses of advertising, roller shutters and blank sections of walls. A number of tenancies can also only be accessed from the side or rear of the Centre. This and the lack of community infrastructure (e.g. public seating areas) results in a relatively low level of activity within the Centre. Therefore, there is scope for improvement to activate the Wright Street Local Centre as discussed further in the following sections of this Strategy.



## Land Use Permissibility

Wright Street Local Centre is currently zoned 'Commercial' under LPS15. The 'Commercial' section of the Zoning Table of LPS15 demonstrates only one retail commercial or entertainment land use as being a permissible 'P' land use, being a 'Video Store'. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 2, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

### Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> <li>Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Within metropolitan region</li> <li>NLA no more than 300sqm</li> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>

Table 1

## Street Activation

Wright Street Local Centre is predominantly characterised by a range of commercial tenancies with frontages that are dominated by expanses of visually impermeable advertising, roller shutters, or blank sections of wall. This results in a low level of street activation.

The Centre benefits from an established built form where tenancies generally front the road reserves and provide awnings for weather protection. Given this, there is potential for the current businesses to present a more active frontage to the streets through the removal of non-permeable advertising, reducing the amount of time the roller shutters are down, and where possible, increasing the aesthetic appeal of the frontage. An opportunity also exists for local businesses to utilise the space available in front of tenancies and the public realm for activities such as alfresco dining where the City deems it is safe to do so. These measures will improve street activity and as a result, passive surveillance.

The City could also facilitate an increase in street activity through upgrades to the public realm, as well as the promotion of trading in public places (inclusive of alfresco dining). To improve the overall aesthetic appeal of Wright Street’s public realm area, additional landscaping (including shade trees) should be installed. The City should also look to introduce public seating areas and rubbish bins to encourage patrons to spend additional time within the Centre.



Activity Centre Planning Strategy

Opportunities also exist to improve street activation and a sense of place through place activation measures, and engagement with local businesses and the broader community.

Existing tenancies at 10 Wright Street currently front an area of open air car parking, which is often underutilised. An opportunity exists to activate this car parking area and facilitate the creation of a laneway style space connecting Wright Street and the currently laneway at the rear of the Local Centre.

The potential laneway development would primarily be used for access from Wright Street to rear car parking areas. Despite the primary function being vehicle movement, the laneway should be designed to present as a pedestrian priority zone, incorporating a clear shared space where two narrow lanes of traffic allow for slow vehicle movement and safe pedestrian crossing and cyclist access.

To enhance the sense of place within the Centre, the City should also explore the possibility of installing entrance statements.

### Action 3.2

Facilitate existing and future development within the Centre to provide for surveillance between buildings and public spaces.

### Action 3.3

Investigate implementing built form controls aimed at increasing activity at street level.

### Action 3.4

Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.

## Public Art

While Wright Street Local Centre incorporates public art murals, there remains opportunities for additional public art to be incorporated into the Centre.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than \$4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces.

Future funding mechanisms for public art within Wright Street Local Centre should also be investigated. It is likely that the existing threshold amount of \$4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

### Action 3.5

Investigate opportunities for public art to be located within the Wright Street Local Centre.

### Action 3.6

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.

## Community Events

The Wright Street Local Centre provides an excellent opportunity to engage with the local community through periodic events and marketing within the vacant hardstand areas. Community events would require minimal infrastructure from the City and could include markets and public art galleries aimed at attracting local members into the Centre. Therefore, the City should engage with the relevant stakeholders to encourage community events.

### Action 3.7

Encourage relevant stakeholders to undertake community events within vacant areas of the Wright Street Local Centre.





**City of Belmont**

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Activity Centre Planning Strategy

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CITY OF BELMONT

# Wright Street Local Centre

Actions



## Actions & Implementation

### Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate whether it is appropriate to maintain the Centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Wright Street Local Centre Boundary and Zoning  Page 5	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015.	Short	Planning
1.2	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Wright Street Local Centre.	Part 2 Residential Density Within the Centre  Page 7	 1.2 1.3  5.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning
1.3	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density Within the Centre  Page 7	 1.2 1.3 1.4  5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres	Short	Planning

## Actions & Implementation

### Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.4	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density Within the Centre Page 7	 1.2  1.3  1.4  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.5	Review additional use 5b and the density of land surrounding the Wright Street Local Centre through the preparation of the Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	 1.2  1.3  1.4  5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres	As part of Local Housing Strategy	Planning

## Actions & Implementation

### Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate improvements to pedestrian and cyclist priority within the Wright Street Local Centre and advocate for increased priority for pedestrians and cyclists crossing Orrong Road.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Medium	Planning Infrastructure Services
2.2	Continue to liaise with Main Roads WA regarding future Orrong Road upgrades/works.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 5.1 5.7	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at select locations within 200m of the Wright Street Local Centre.	Part 2 Wayfinding Page 11	 2.2 2.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services
2.4	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Wright Street Local Centre.	Part 2 Public Transport Page 11	 2.1  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short	Infrastructure Services
2.5	Liaise with Public Transport Authority to investigate the possibility of locating bus stops closer to the centre.	Part 2 Public Transport Page 11	 2.2-2.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services

## Actions & Implementation

### Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.6	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	 1.2  1.5  2.2  2.4	Planning and Development (Local Planning Schemes) Regulations 2015	Medium-Long	Planning Infrastructure Services
2.7	Investigate an appropriate car parking standard for land uses within the Wright Street Local Centre.	Part 2 Car Parking Page 13	 1.2  1.5  2.2  2.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning

## Actions & Implementation

### Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 15	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Facilitate existing and future development within the Centre to provide for surveillance between buildings and public spaces.	Part 2 Street Activation Page 16	 1.2-1.4  2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 16	 1.2-1.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning
3.4	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.	Part 2 Street Activation Page 16	 1.2-1.4  2.2  5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services

## Actions & Implementation

### Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.5	Investigate opportunities for public art to be located within the Wright Street Local Centre.	Part 2 Public Art Page 17	 1.2  4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium/On-going	Planning Culture and Place
3.6	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 17	 1.2  4.1	Local Planning Policy No. 11 - Public Art	Short	Planning
3.7	Encourage relevant stakeholders to undertake community events within vacant areas of the Wright Street Local Centre.	Part 2 Community Events Page 17	 1.2  4.1  4.3  5.1	Place Making Strategy	Ongoing	Planning Culture and Place

# **Part 2**

# **Specialised Centre**

# CITY OF BELMONT Activity Centre Planning Strategy - Belmont Business Park



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Activity Centre Planning Strategy

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## Alternative Formats

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# Belmont Business Park

The Belmont Business Park is centrally located in the northern portion of the City of Belmont, bound by Daly Street, Fisher Street, Great Eastern Highway and Knutsford Avenue. The Belmont Business Park is a significant employment and activity generator, comprising a wide variety of land uses.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the key planning opportunities for the Belmont Business Park.

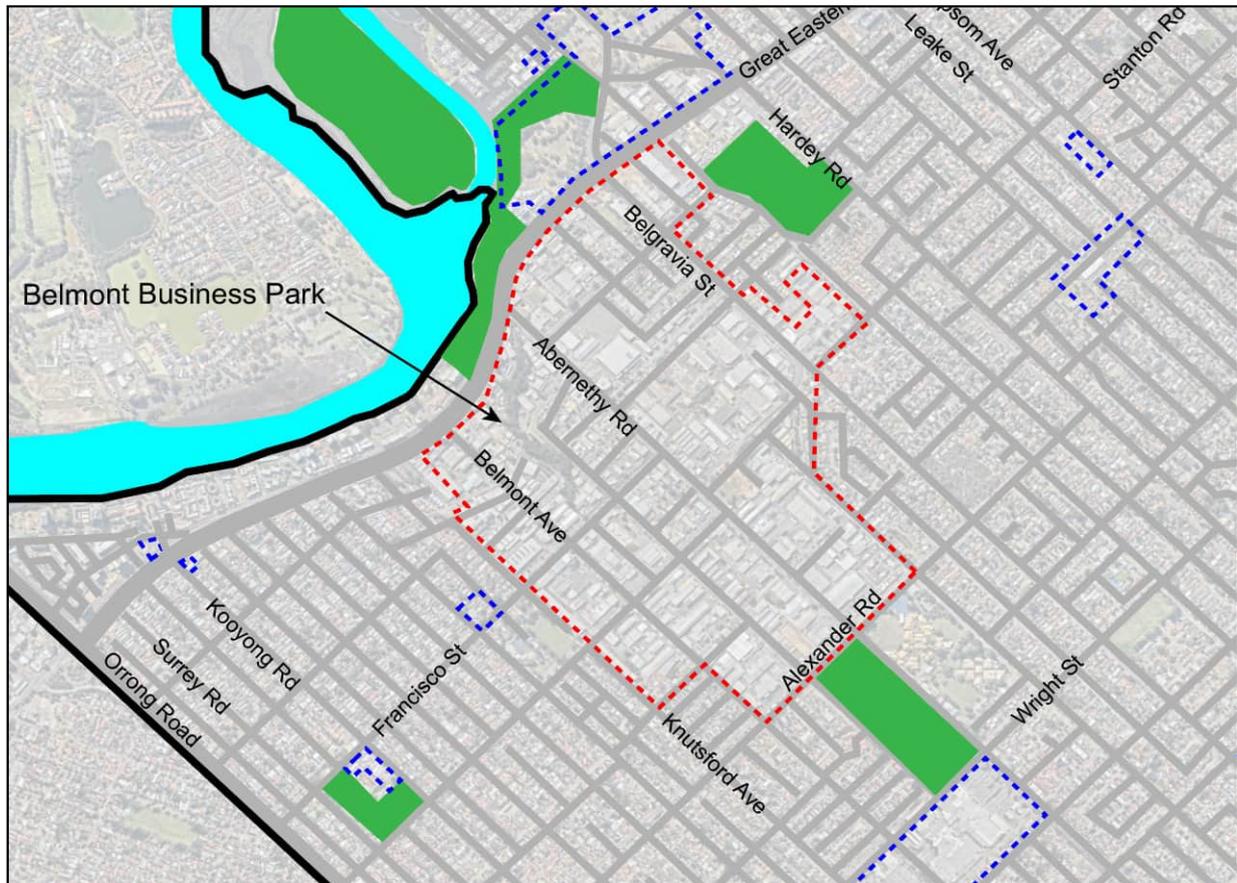


Figure 1: Belmont Business Park Locality Map



## Belmont Business Park Zoning

The Belmont Business Park is currently zoned 'Mixed Business' under Local Planning Scheme No. 15 (LPS 15). The 'Mixed Business' zoning is exclusive to the Belmont Business Park and facilitates the development of a variety of commercial and light industrial uses. This zoning also currently provides for residential development, although there is a local planning policy in place which outlines the most appropriate locations for this to occur and associated development requirements.

The 'Mixed Business' zone is not a standard zone that is contained within the Model Provisions and will likely require modification through the preparation of a new local planning scheme.

It is considered that the most appropriate standard Model Provision zone to apply to the majority of Belmont Business Park is 'Service Commercial'. The 'Service Commercial' zone objectives, contained within the Model Provisions, provide for a range of wholesale activities, showrooms, trade and services. The Belmont Business Park currently also provides for a number of service industries which should continue to be catered for. As a result, the City should advocate for additional zone objectives allowing for appropriate low scale light industrial land uses to be considered. As discussed in subsequent sections of this strategy,

the City should also review the appropriateness of allowing residential development to occur within the Business Park.

With regard to lots fronting Great Eastern Highway, it may be appropriate to zone these 'Mixed Use'. This is consistent with the intent of the area to provide for a mixture of active commercial and residential land uses as promoted by Perth and Peel @ 3.5 million and the City's Draft Urban Corridor Strategy.

### Action 1.1

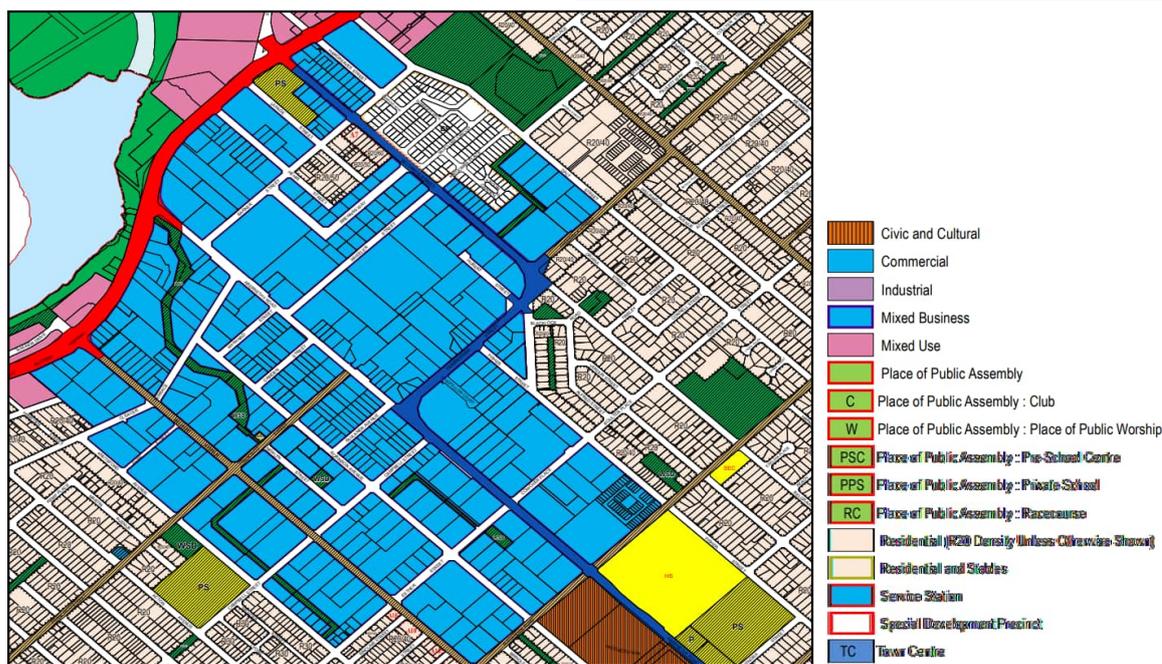
Investigate the appropriateness of applying a 'Service Commercial' zoning to the Belmont Business Park (except for lots with frontage to Great Eastern Highway) through the preparation of a new local planning scheme.

### Action 1.2

Investigate the appropriateness of applying a 'Mixed Use' zoning to lots with frontage to Great Eastern Highway through the preparation of a new local planning scheme.

### Action 1.3

Advocate the WAPC for additional zone objective/s indicating the ability for the Belmont Business Park to accommodate appropriate low scale light industrial land uses.



**Figure 2: Existing Zoning**  
Activity Centre Planning Strategy

## Residential Development within Belmont Business Park

Residential development within the Belmont Business Park can currently be considered in locations identified by Figure 3 below, provided that it is in accordance with Local Planning Policy No. 10 - Residential Land Uses in the Mixed Business Zone (LPP 10). There is also existing residential development on properties bound by Brennan Way, Belgravia Street, and Barker Street, and on the corner of Fisher Street and Alexander Road.

Despite the ability for the City to consider residential development, there has been limited uptake with developers primarily opting to provide solely commercial development.

It is considered that the development of residential land uses within the future 'Service Commer-

cial' zoned portion of the Belmont Business Park could impact the overall potential of the business park as a commercial and employment generator. In light of this, the City should review the appropriateness of residential land uses occurring in the future 'Service Commercial' zoned portion of the business park. Residential development will be capable of approval in the 'Mixed Use' zoned portion of the business park fronting Great Eastern Highway.

### Action 1.4

Investigate the appropriateness of residential land uses within the future 'Service Commercial' zoned portion of Belmont Business Park.

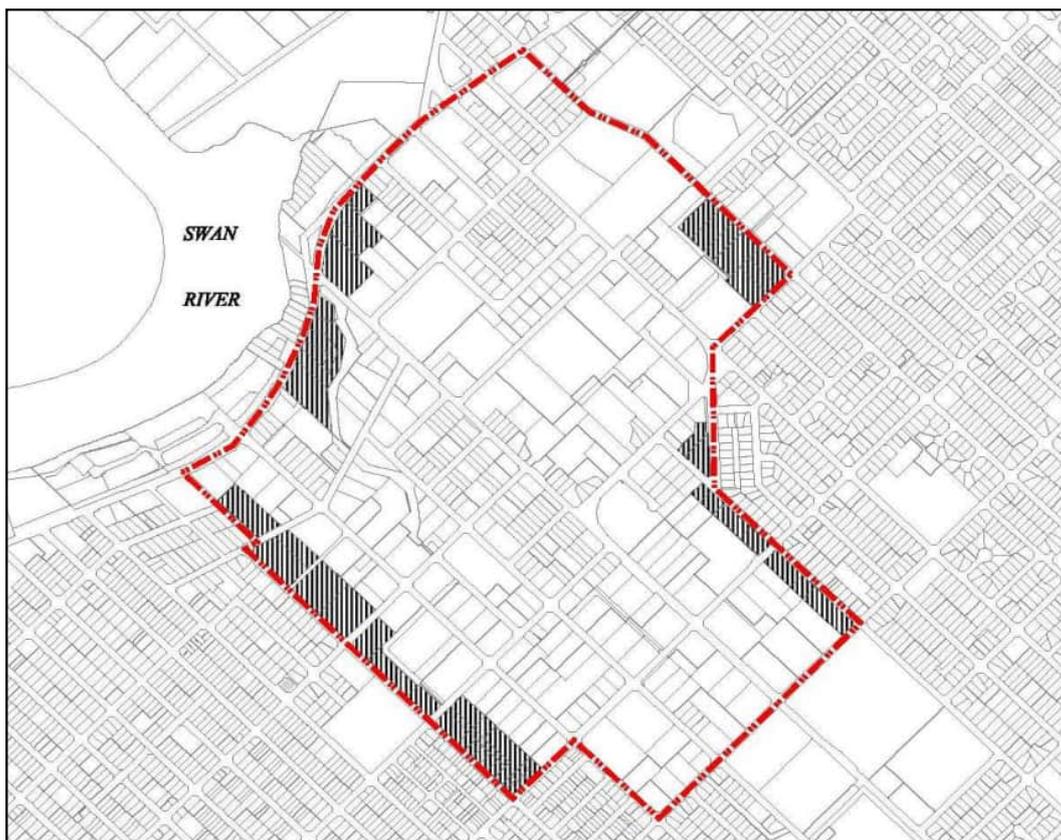


Figure 3: Areas Where 'Residential' Land Uses May Be Considered Appropriate

## 2. Movement

The movement network associated with Belmont Business Park provides good access internally and achieves a high level of connection to external areas. Given the overall nature of current and future development, private vehicle and service vehicle access is paramount. At the same time, the opportunity for residents traveling to and from work, or employees accessing other nearby services to utilise alternative modes of transport should be promoted through well designed pedestrian and cyclist infrastructure.



## Pedestrian and Cyclist Infrastructure

Footpaths facilitate pedestrian and cyclist movements across the Business Park. The 1.5km tree lined Severin Walk which runs between Francisco Street and the intersection of Abernethy Road and Great Eastern Highway, also functions as a well used recreation space.

Although footpaths provide access through the majority of the business park, generally their design results in a relatively unattractive space for pedestrians. Many footpaths along high traffic roads are located immediately adjacent to a carriageway with little to no weather protection. Therefore, the City should investigate streetscape improvements aimed at improving the visual appearance of the business park and creating an attractive walking environment. Improvements could include the relocation of footpaths along high traffic roads so that they are setback from the road carriageway, and installing additional landscaping treatments (see example below of a section of Belmont Avenue).

With regard to cyclist infrastructure, while there are cycle lanes along Great Eastern Highway and Alexander Road, none intersect the business park. Therefore, the City should investigate including cycle lanes within the business park particularly along roads such as Abernethy Road, Belgravia Street and Belmont Avenue. It is anticipated that this infrastructure will provide an additional transport option for employees and visitors of the business park, and further connect Belmont for cyclists.

### Action 2.1

Investigate additional street tree planting and landscaping alongside footpaths to provide a more attractive pedestrian environment.

### Action 2.2

Investigate realigning footpaths along high traffic roads to achieve an appropriate separation between pedestrians and motorists.

### Action 2.3

Investigate including cycle lanes along appropriate roads within the Belmont Business Park.

## Public Transport

Belmont Business Park is currently serviced by a number of bus routes running both east-west and north-south as visualised by Figure 4 below. The majority of high frequency bus services are located along Great Eastern Highway, which includes a portion of the Belmont Business Park frontage.

The current land use mix and goods being offered within Belmont Business Park has the potential to attract a high level of public transport usage. The provision of public transport infrastructure could be used to leverage/attract a variety of land uses.

The City should monitor public transport usage and if required investigate requesting more detailed transport planning work for major redevelopments within the Belmont Business Park. This should ultimately result in new developments being required to demonstrate ways in which public transport usage will be encouraged for employees. If required, the City should also advocate to the PTA for increased public transport service.

### Action 2.4

Implement travel behaviour programs to encourage the use of alternative modes of transport to and from the Belmont Business Park.

### Action 2.5

Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.



Figure 4: Bus Network Map (Business Park Outlined in Red)

## Road Network and Private Vehicles

The nature of the current goods and services provided for within Belmont Business Park is reliant on adequate private and service vehicle access. The current road network provides an adequate level of access to the goods and services offered.

The future intent for the Belmont Business Park is to continue to provide for a range of land uses that by their nature require access via private vehicles. As a result the City should continue to allow safe and efficient private vehicle access, particularly along the major arterial routes providing connection to Great Eastern Highway.

The amended Planning and Development (Local Planning Schemes) Regulations 2015 make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

The City should investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Belmont Business Park.

### Action 2.6

Continue to maintain a high level of private and service vehicle access as required to support existing and future development.

### Action 2.7

Investigate the preparation of a payment-in-lieu of parking plan for land within the Belmont Business Park.



### 3. Place

The Belmont Business Park is home to a variety of businesses including manufacturers, professional and technical services, construction, wholesale trade, and medical and other health care service providers. The City should ensure that the unique character of the Belmont Business park is maintained by ensuring that the planning framework can meet and respond to the ongoing needs of businesses. As part of this, high quality development outcomes should be promoted with a particular focus on creating an attractive built form that will facilitate economic growth over time.



## Land Use Permissibility

This Strategy proposes to investigate the appropriateness of zoning the majority of Belmont Business Park as 'Service Commercial'. 'Service Commercial' is not currently a zone listed within LPS15 and as a result no current land use permissibility's are prescribed.

The Belmont Business Park is intended to cater for the continuation of low scale service industry land uses, showrooms, offices and warehouses. In order to facilitate this, the City should consider appropriate land use permissibility's for the 'Service Commercial' zone as part of the preparation of a new local planning scheme.

The City should also investigate the appropriateness of maintaining appropriate land uses as Discretionary 'D' land uses. Maintaining 'D' land uses may ensure that the City is able to assess varying development applications and that each proposal adequately meets the relevant requirements and responds to any constraints.

The City should also consider appropriate land use permissibility's for properties with frontage to Great Eastern Highway which are proposed to be zoned 'Mixed Use.' Land use permissibility should provide for a range of active commercial and residential type land uses.

### Action 3.1

Investigate the appropriateness of designating uses which align with the intent of the zone as 'D' uses through the preparation of a new local planning scheme.



Activity Centre Planning Strategy

## Development Provisions

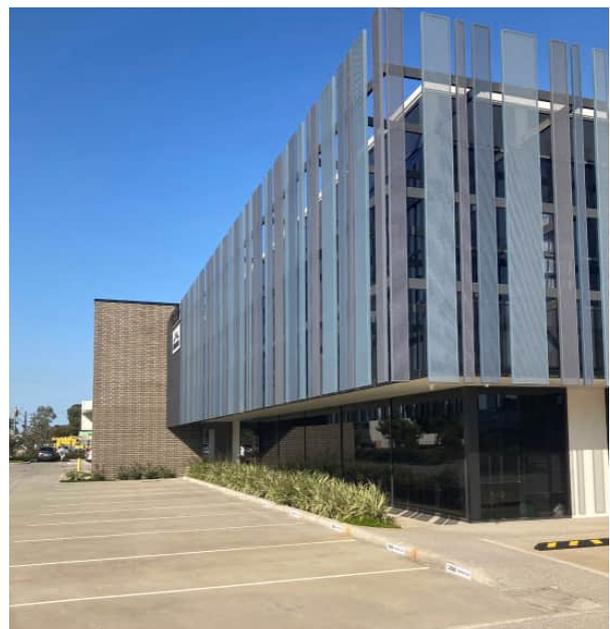
Local Planning Scheme No. 15 provides guidance for the overall built form requirements of the 'Mixed Business' zone. The provisions cover external space, lot area and dimensions, lot coverage, building setbacks, setback areas, pedestrian and garden areas, parking and loading requirements, vehicular cross access, building facades, and fencing and walls.

As discussed previously, because the 'Mixed Business' zone is not a standard zone contained within the Model Provisions, a 'Service Commercial' zone is proposed. Therefore the City should investigate the development of specific built form provisions for this zone having regard to the existing scheme provisions. The newly developed built form provisions applicable to the Belmont Business Park should be included in a new Local Planning Scheme prepared by the City.

The built form provisions should be focused at facilitating low scale service industry land uses, showrooms, offices, and warehouses while at the same time ensuring that development results in an attractive built form that positively addresses the streetscape.

### Action 3.2

Investigate the inclusion of appropriate built form provisions for the 'Service Commercial' zone through the preparation of a new local planning scheme.



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## Public Art

Public art assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. The City of Belmont Local Planning Policy No.11 (LPP 11) outlines the requirements for the provision of public art by developers. The City requires all development proposals within the Policy Area of a value greater than \$4.5 million to provide public art in accordance with the described method for determining public art contributions. The cost of any public art shall be no less than one percent of the value of the eligible proposal and provided in kind or via a cash-in-lieu payment.

Belmont Business Park is located within the policy area. Therefore, the City should ensure that public art is contributed toward or provided as part of any future redevelopments.

### Action 3.3

Ensure public art is contributed toward or provided as part of developments within the Belmont Business Park.





**City of Belmont**

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Activity Centre Planning Strategy

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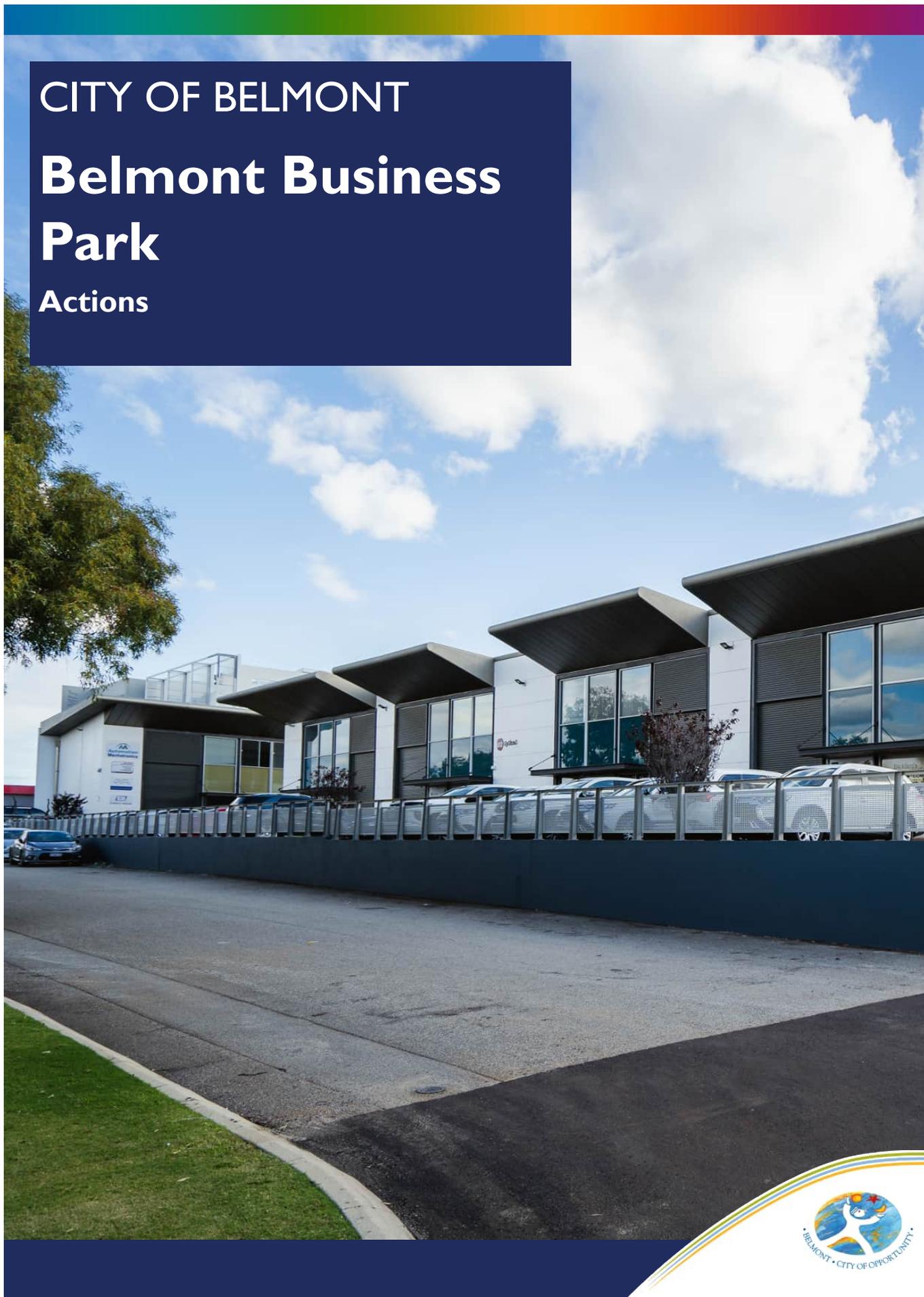


# CITY OF BELMONT

# Belmont Business

# Park

## Actions



## Actions & Implementation

### Belmont Business Park

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate the appropriateness of applying a 'Service Commercial' zoning to the Belmont Business Park (except for lots with frontage to Great Eastern Highway) through the preparation of a new local planning scheme.	Part 2 Belmont Business Park Zoning Page 4	 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Investigate the appropriateness of applying a 'Mixed Use' zoning to lots with frontage to Great Eastern Highway through the preparation of a new local planning scheme.	Part 2 Belmont Business Park Zoning Page 4	 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.3	Advocate the WAPC for additional zone objective/s indicating the ability for the Belmont Business Park to accommodate appropriate low scale light industrial land uses.	Part 2 Belmont Business Park Zoning Page 4	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.4	Investigate the appropriateness of residential land uses within the Belmont Business Park.	Part 2 Residential Development within Belmont Business Park Page 4	 1.2  4.3	Local Planning Policy No. 10 - Residential Land Uses in the Mixed Business Zone	Short	Planning



Activity Centre Planning Strategy

## Actions & Implementation

### Belmont Business Park

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate additional street tree planting and landscaping along footpaths to provide a more attractive pedestrian environment.	Part 2 Pedestrian and Cyclist Infrastructure Page 7	 1.2  2.2-2.4  3.1	Canopy Plan Streetscape Enhancement Strategy	Long	Planning Infrastructure Services
2.2	Investigate realigning footpaths along high traffic roads to achieve an appropriate separation between pedestrians and motorists.	Part 2 Pedestrian and Cyclist Infrastructure Page 7	 2.2-2.4	Belmont on the Move	Long	Infrastructure Services
2.3	Investigate including cycle lanes along appropriate roads within the Belmont Business Park.	Part 2 Pedestrian and Cyclist Infrastructure Page 7	 2.2-2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Infrastructure Services
2.4	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from the Belmont Business Park.	Part 2 Public Transport Page 8	 2.1  5.7	Belmont on the Move	Short	Infrastructure Services
2.5	Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.	Part 2 Public Transport Page 8	 2.4  5.7	Belmont on the Move	Ongoing	Planning Infrastructure Services

## Actions & Implementation

### Belmont Business Park

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.6	Continue to maintain a high level of private and secure vehicle access as required to support existing and future development.	Part 2 Road Network and Private Vehicles Page 8	 1.2  2.1  5.1	Planning and Development (Local Planning Schemes) Regulations 2015  State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
2.8	Investigate the preparation of a payment in lieu of parking plan for land within the Belmont Business Park.	Part 2 Road Network and Private Vehicles Page 8	 2.1-2.3  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning Infrastructure Services

## Actions & Implementation

### Belmont Business Park

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate the appropriateness of designating uses which align with the intent of the zone as 'D' uses through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 10	 1.2-1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Investigate the inclusion of appropriate built form provisions for the 'Service Commercial' zone through the preparation of a new local planning scheme.	Part 2 Development Provisions Page 10	 1.2-1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short-Medium	Planning
3.3	Ensure public art is contribute toward or provided as part of developments within the Belmont Business Park.	Part 2 Public Art Page 11	 1.4  4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Ongoing	Planning Culture and Place

# CITY OF BELMONT Activity Centre Planning Strategy - Great Eastern Highway



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Activity Centre Planning Strategy

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# Great Eastern Highway

Great Eastern Highway stretches along the northern portion of the City, running between the east and west boundaries as visualised by Figure 1. The highway is a major activity generator within the City of Belmont, and provides a range of retail commercial, non-retail commercial, residential, and industrial land uses.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Great Eastern Highway. The draft Great Eastern Highway Urban Corridor Strategy will investigate these opportunities in further detail.

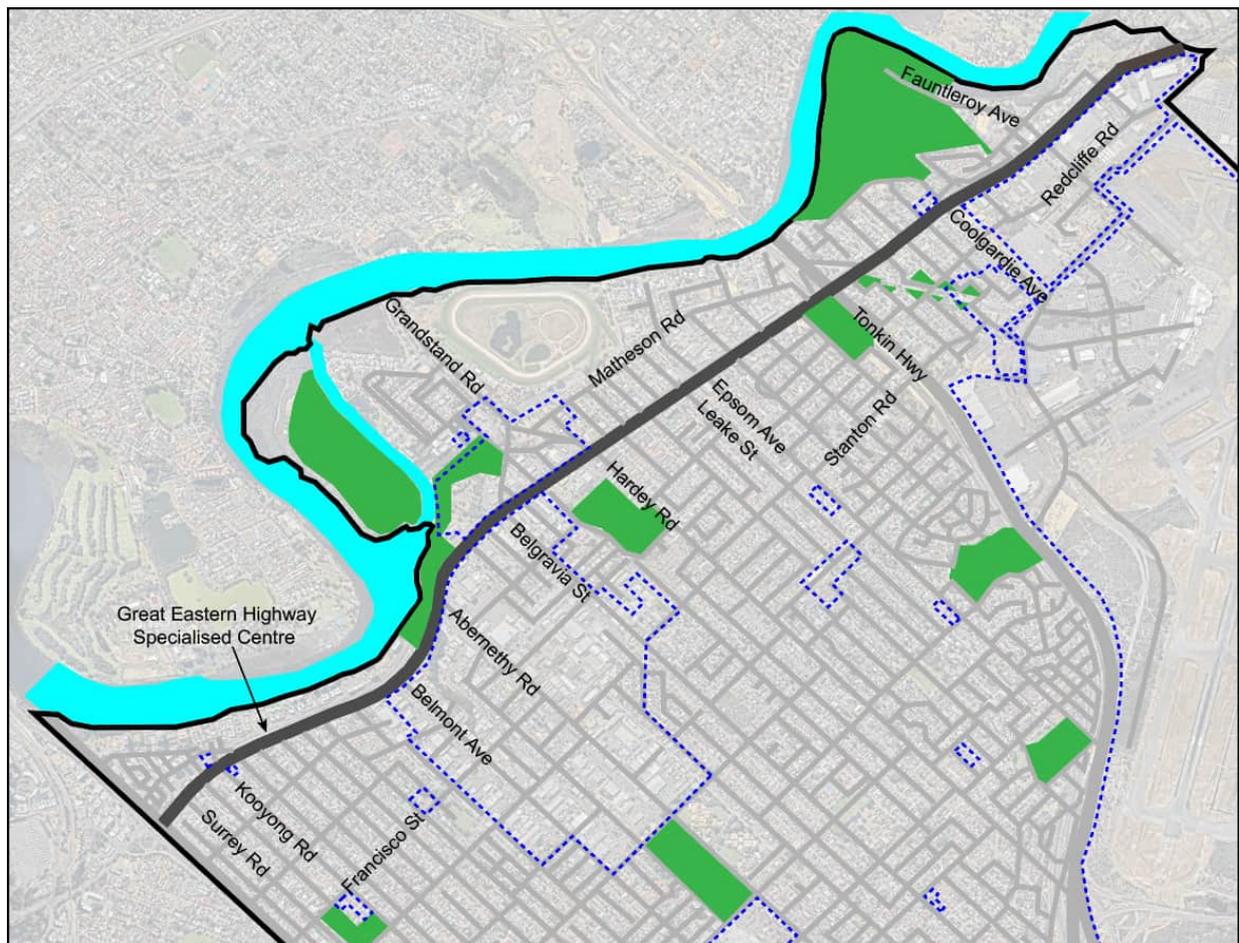


Figure 1: Great Eastern Highway Locality Map



## Great Eastern Highway Urban Corridor Strategy

The draft Great Eastern Highway Urban Corridor Strategy has been prepared to guide future development along Great Eastern Highway. The Strategy has broken up Great Eastern Highway into four precincts each with their own strategic direction and providing guidance on built form, land use, and movement. The Strategy remains as a draft and is in need of finalisation in light of recommendations contained within this Strategy and the Local Housing Strategy.



## Great Eastern Highway Zoning

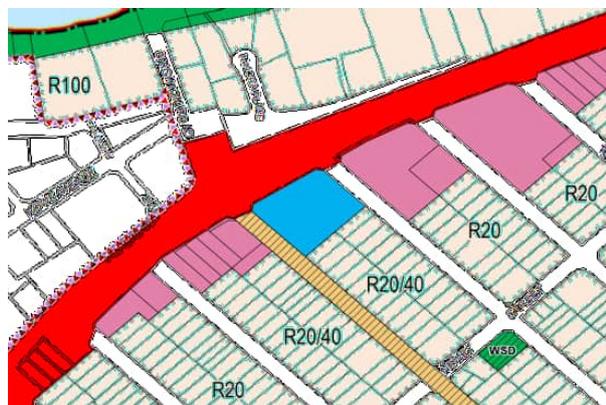
Great Eastern Highway in its entirety is subject to a variety of zonings, with varying intentions and land use permissibility's. These will be discussed in further detail below.

### Commercial

Eastgate Neighbourhood Centre adjacent to Great Eastern Highway is currently zoned 'Commercial' (see Figure 2). The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, it may be appropriate for land within the Eastgate Neighbourhood Centre to be zoned 'Neighbourhood Centre' though the preparation of a new local planning scheme.

#### Action 1.1

Investigate whether it is appropriate to apply a 'Neighbourhood Centre' zoning to the Eastgate Neighbourhood Centre through the preparation of a new local planning scheme.



**LOCAL SCHEME ZONES**

Civic and Cultural	Place of Public Assembly : Pre-School Centre
Commercial	Place of Public Assembly : Private School
Industrial	Place of Public Assembly : Racecourse
Mixed Business	Residential (R20 Density Unless Otherwise Shown)
Mixed Use	Residential and Stables
Place of Public Assembly	Service Station
Place of Public Assembly : Club	Special Development Precinct
Place of Public Assembly : Place of Public Worship	Town Centre

Figure 2: Current 'Commercial' Zoning of Eastgate Neighbourhood Centre

City of Belmont

### General Industry

Currently a small portion of 'Industrial' zoned land exists on the eastern boundary of the City of Belmont, known as the Redcliffe Industrial Area (see Figure 3). This area is predominantly characterised by light industrial land uses apart from 555 Great Eastern Highway and 5 Apac Way located east of Ivy Street which accommodate general industry uses.

To continue accommodating the uses east of Ivy Street, it may be appropriate to rezone this land to 'General Industry'. Regarding the land west of Ivy Street, it may be appropriate for this to be zoned 'Light Industry' so that it functions as a transition area between the 'General Industry' zone and 'Residential' zoned land. A 'Light Industry' zone would accommodate the continuation of the current land uses, a number of car hire premises, offices, and storage yards.

#### Action 1.2

Investigate the appropriateness of rezoning the area east of Ivy Street from 'Industrial' to 'General Industry' through the preparation of a new local planning scheme.

#### Action 1.3

Investigate the appropriateness of rezoning the area west of Ivy Street from 'Industrial' to 'Light Industry' through the preparation of a new local planning scheme.



**LOCAL SCHEME ZONES**

Civic and Cultural	Place of Public Assembly : Pre-School Centre
Commercial	Place of Public Assembly : Private School
Industrial	Place of Public Assembly : Racecourse
Mixed Business	Residential (R20 Density Unless Otherwise Shown)
Mixed Use	Residential and Stables
Place of Public Assembly	Service Station
Place of Public Assembly : Club	Special Development Precinct
Place of Public Assembly : Place of Public Worship	Town Centre

Figure 3: Current 'Industry' zoning of Redcliffe Industrial Area

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### Mixed Use

Currently the majority of properties with a frontage to Great Eastern Highway are zoned 'Mixed Use' as visualised by Figure 6. The 'Mixed Use' zone provides for a broad range of land uses, including commercial uses and residential uses. Given the high level of exposure and private vehicle dominated environment, the City has seen a number of large scale showroom land use developments form along Great Eastern Highway.

The draft Great Eastern Highway Urban Corridor Strategy designates land fronting Great Eastern Highway as either an activity node or activity corridor. Activity nodes are intended to provide the opportunity for a variety of commercial businesses, which are highly compatible with higher density residential development. The identified activity corridor areas are intended to form a transition area between activity nodes, which includes active commercial uses on the ground floor. Through the preparation of a new local planning scheme, the City should review these nodes and corridors and investigate the appropriateness of retaining the 'Mixed Use' zone along Great Eastern Highway.

With regard to residential density, the Central Sub-Regional Planning Framework states that codes of R60 and higher are appropriate for urban corridors. Through the preparation of a new local planning scheme, the City should investigate an appropriate residential density code for the 'Mixed Use' zone.

**Action 1.4**  
Investigate retaining the existing 'Mixed Use' zone along Great Eastern Highway and an appropriate residential density code through the preparation of a new local planning scheme.

### Mixed Business

The Belmont Business Park is currently zoned 'Mixed Business', allowing for a variety of commercial land uses (Figure 4). Belmont Business Park has operated as somewhat of a light industrial area with predominantly office uses fronting Great Eastern Highway.

The future intent of the Belmont Business Park is to continue to allow for a variety of land uses, focused around providing a level of service industries and employment opportunities. As the 'Mixed Business' zone is not a standard zone within the Model Provisions, the City should investigate the appropriateness of applying a 'Service Commercial' zone. This zone will continue to provide for a range of wholesale businesses, showrooms, trade and services.

With regard to lots fronting Great Eastern Highway, the City should through the preparation of a new local planning scheme investigate whether these are appropriate to be zoned 'Mixed Use'. This zone may be consistent with the intent of the area to provide for a mixture of active commercial and residential land uses as promoted by Perth

**Action 1.5**  
Investigate the appropriateness of rezoning the existing 'Mixed Business' zoned lots fronting Great Eastern Highway to 'Mixed Use' and the remainder as 'Service Commercial' through the preparation of a new local planning scheme.



**LOCAL SCHEME ZONES**

<span style="display: inline-block; width: 15px; height: 10px; background-color: #d9534f; border: 1px solid black;"></span> Civic and Cultural	<span style="display: inline-block; width: 15px; height: 10px; background-color: #92c03e; border: 1px solid black;"></span> PSC Place of Public Assembly : Pre-School Centre
<span style="display: inline-block; width: 15px; height: 10px; background-color: #4f81bd; border: 1px solid black;"></span> Commercial	<span style="display: inline-block; width: 15px; height: 10px; background-color: #92c03e; border: 1px solid black;"></span> PPSI Place of Public Assembly : Private School
<span style="display: inline-block; width: 15px; height: 10px; background-color: #8eb9e0; border: 1px solid black;"></span> Industrial	<span style="display: inline-block; width: 15px; height: 10px; background-color: #92c03e; border: 1px solid black;"></span> RC Place of Public Assembly : Racecourse
<span style="display: inline-block; width: 15px; height: 10px; background-color: #4f81bd; border: 1px solid black;"></span> Mixed Business	<span style="display: inline-block; width: 15px; height: 10px; background-color: #f0e68c; border: 1px solid black;"></span> Residential (R20 Density Unless Otherwise Shown)
<span style="display: inline-block; width: 15px; height: 10px; background-color: #d9534f; border: 1px solid black;"></span> Mixed Use	<span style="display: inline-block; width: 15px; height: 10px; background-color: #f0e68c; border: 1px solid black;"></span> Residential and Stables
<span style="display: inline-block; width: 15px; height: 10px; background-color: #92c03e; border: 1px solid black;"></span> Place of Public Assembly	<span style="display: inline-block; width: 15px; height: 10px; background-color: #4f81bd; border: 1px solid black;"></span> Service Station
<span style="display: inline-block; width: 15px; height: 10px; background-color: #92c03e; border: 1px solid black;"></span> C Place of Public Assembly : Club	<span style="display: inline-block; width: 15px; height: 10px; border: 2px solid red;"></span> Special Development Precinct
<span style="display: inline-block; width: 15px; height: 10px; background-color: #92c03e; border: 1px solid black;"></span> W Place of Public Assembly : Place of Public Worship	<span style="display: inline-block; width: 15px; height: 10px; background-color: #4f81bd; border: 1px solid black;"></span> TC Town Centre

**Figure 4: Current 'Mixed Business' Zoning of Belmont Business Park**

## Service Station

Several sites along Great Eastern Highway have an individual site zoning of 'Service Station'. The intent of the 'Service Station' zone is to allow only the development of a service station and designate sites where this is appropriate.

'Service Station' is not a standard Model Provision zone and its intent could be captured through a standard zone with an 'additional use' over certain sites that designates specific development requirements. The City currently implements development provisions through Local Planning Policy No. 16 (LPP 16), which includes limiting the number of service stations located within close proximity to another.

It is recommended that the City continue to implement the provisions of LPP 16, and through the preparation of a new local planning scheme investigate whether the 'Service Station' zone should be revoked. The City should also investigate the appropriateness of applying a set of consistent zonings along Great Eastern Highway and in doing so rezoning service station sites to 'Mixed Use'.

### Action 1.6

Investigate the appropriateness of modifying the current 'Service Station' zoning to 'Mixed Use' along Great Eastern Highway through the preparation of a new local planning scheme.

## Residential and Special Development Precinct

The Springs Development abuts Great Eastern Highway and is currently zoned 'Special Development Precinct' under Local Planning Scheme No. 15 (see Figure 5). The provisions of the Springs Local Structure Plan, relevant Detailed Area Plans and Local Planning Policy No.7 currently guide development in this area.

Portions of land abutting Great Eastern Highway are also zoned 'Residential' as visualised by Figure 6 and have density codes ranging from R20 on the eastern side of Tonkin Highway and R100 on the western side.

The appropriateness of both of these zones will be further investigated as part of the preparation of a new local planning scheme.

### Action 1.7

Investigate the future zoning of land zoned 'Special Development Precinct' and 'Residential' through the preparation of a new local planning scheme.



LOCAL SCHEME ZONES			
	Civic and Cultural		PSC Place of Public Assembly : Pre-School Centre
	Commercial		PPS Place of Public Assembly : Private School
	Industrial		RG Place of Public Assembly : Racecourse
	Mixed Business		Residential (R20 Density Unless Otherwise Shown)
	Mixed Use		Residential and Stables
	Place of Public Assembly		Service Station
	C Place of Public Assembly : Club		Special Development Precinct
	W Place of Public Assembly : Place of Public Worship		TC Town Centre

Figure 5: Current 'Special Development Precinct' Zoning

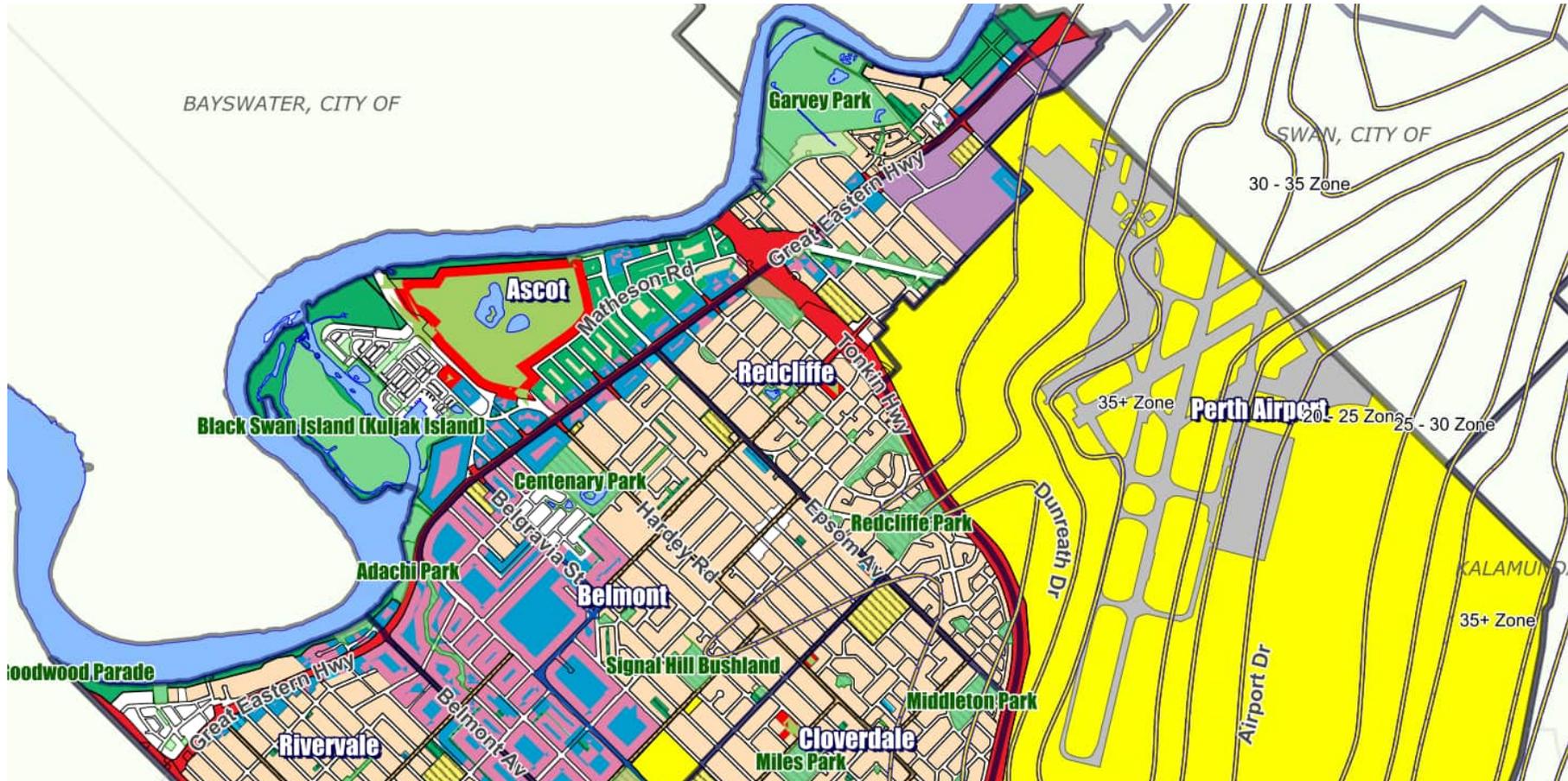


Figure 6: Overall Zoning Map of Great Eastern Highway

LOCAL SCHEME ZONES

	Civic and Cultural		Place of Public Assembly : Pre-School Centre
	Commercial		Place of Public Assembly : Private School
	Industrial		Place of Public Assembly : Racecourse
	Mixed Business		Residential (R20 Density Unless Otherwise Shown)
	Mixed Use		Residential and Stables
	Place of Public Assembly		Service Station
	Place of Public Assembly : Club		Special Development Precinct
	Place of Public Assembly : Place of Public Worship		Town Centre

## 2. Movement

Great Eastern Highway is a major activity generator within the City of Belmont and provides access to a range of retail commercial, non-retail commercial, residential, and industrial land uses. Great Eastern Highway is a major thoroughfare that connects Belmont to the surrounding local government areas with a primary focus on private vehicle movements. Unlike other transport routes within the City of Belmont, there is less of a focus on the need for pedestrian and cyclist movement. While this is the case, active modes of transport should still be facilitated and promoted as discussed in the following sections of this Strategy.



## Pedestrian and Cyclist Infrastructure

Footpaths of varying styles and widths facilitate walking for the majority of the length of Great Eastern Highway apart from a 120m section east of Ivy Street. While use of these footpaths is anticipated to be relatively low, they facilitate walking as an option for employees and residents accessing nearby services or public transport options.

Although the majority of Great Eastern Highway within the City of Belmont has footpaths on both sides of the road, their design results in a relatively unattractive space for pedestrians. The majority of footpaths are located immediately adjacent to the road carriageway with little to no weather protection. Therefore, the City should investigate streetscape improvements with Main Roads aimed at improving the visual appearance of Great Eastern Highway and creating an attractive walking environment. Improvements could include relocation of footpaths to create a landscape buffer where possible, and installing additional landscaping treatments (e.g. planting of shade trees).

With regard to cyclist infrastructure, continuous cycle lanes are provided on both sides of Great Eastern Highway between Graham Farmer Freeway and Tonkin Highway. Apart from a 500m section, Great Eastern Highway east of Tonkin Highway doesn't accommodate cycle lanes. Therefore, the City should investigate extending the cycle lane network. It is anticipated that this infrastructure will provide further cyclist connectivity and increase safety. This will promote cycling as an alternative mode of transport for employees and residents.

### Action 2.1

Investigate additional street tree planting and landscaping alongside footpaths to provide a more attractive pedestrian environment.

### Action 2.2

Investigate realigning footpaths along Great Eastern Highway to achieve an appropriate separation between pedestrians and motorists.

### Action 2.3

Investigate extending cycle lanes for the full extent of Great Eastern Highway within the City of Belmont.

## Public Transport

Great Eastern Highway is currently serviced by the following routes:

- 39 - Redcliffe Station to Elizabeth Quay Bus Station
- 270 - High Wycombe Station to Elizabeth Quay Bus Station
- 935 - Redcliffe Station to Wadjuk Way (Kings Park War Memorial)
- 940 - Redcliffe Station to Elizabeth Quay via Great Eastern Highway
- 293 - Redcliffe Station to Abernethy Road after Beverley Road
- 290 - Midland Station to Redcliffe Station.
- 291 - Redcliffe Station to Midland Station.

Bus stops are located along Great Eastern Highway for each of these services which provide an alternative transport option for residents and employees of the various land uses.

The City should monitor public transport usage and if required investigate requesting more detailed transport planning work to identify additional public transport services. The City should also investigate implementing travel behaviour programs aimed at informing the general public about their public transport options available along Great Eastern Highway.

### Action 2.4

Implement travel behaviour programs to encourage the use of alternative modes of transport for uses along Great Eastern Highway.

### Action 2.5

Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.



Figure 7: PTA Bus Network Map

## Road Network and Private Vehicles

Great Eastern Highway accommodates a high number of vehicle movements and provides connections to other major roads such as Tonkin Highway and Graham Farmer Freeway.

The future intent of Great Eastern Highway is guided by the draft Great Eastern Highway Urban Corridor Strategy which seeks to improve the landscape amenity and provide improved connections to re-establish Belmont's connection with the Swan River. The pedestrian and cyclist environment is also envisaged to be enhanced through the provision of safe, accessible and convenient paths. In saying this, the role of Great Eastern Highway in carrying a large number of vehicles will not be impacted. Rather, key connections and crossings will be improved and direct vehicular access to Great Eastern Highway will slowly be reduced to ensure that the impact on traffic movements is reduced.

The draft Great Eastern Highway Urban Corridor Strategy also promotes parking arrangements that ensure efficient vehicular movement occurs.

In general the Strategy seeks to promote rear access and rear parking whereby access is from side streets and buildings directly address Great Eastern Highway. The City should ensure that future developments demonstrate due regard to the recommendations of the Strategy. The City should also investigate an appropriate parking standard for the various land uses along Great Eastern Highway through the preparation of a new local planning scheme.

### Action 2.6

Continue to maintain a high level of private and service vehicle access as required to support existing and future developments having due regard to the recommendations of the draft Great Eastern Highway Urban Corridor Strategy.

### Action 2.7

Investigate an appropriate parking standard for the various land uses along Great Eastern Highway through the preparation of a new local planning scheme.

### 3. Place

A variety of land uses including retail commercial, non-retail commercial and residential land uses are located along Great Eastern Highway. The City should ensure that these land uses are able to take advantage of their strategic location along Great Eastern Highway through a planning framework that can meet and respond to the ongoing needs of businesses. As part of this, high quality development outcomes should be promoted with a particular focus on creating an attractive built form that also promotes safe and efficient vehicle access. Achieving the vision of the draft Great Eastern Highway Urban Corridor Strategy will require high quality architectural expression of built form through the use of materials, innovative design responses, active built form interfaces with the public realm and strategically located landmark buildings.



## Land Use Permissibility

The current mix of zonings has resulted in a wide range of uses existing along the length of the Great Eastern Highway corridor. The majority of land currently comprises of a variety of non-residential land uses including fast food outlets, liquor stores, motels, motor vehicle hire, motor vehicle repairs, offices, restaurants, cafes, taverns, massage parlors, service stations, shops, light industrial uses, showrooms, and warehouses. The corridor also accommodates different forms of residential development along with a small number of health care and sporting facilities.

The City should ensure that the planning framework continues to facilitate a mix of commercial and residential type land uses along Great Eastern Highway. As part of this, the City should investigate appropriate land use permissibility's for the various zones having regard to the intent of the particular zone.

### Action 3.1

Determine appropriate land use permissibility's which align with the intent of the various zones through the preparation of a new local planning scheme.



## Development Provisions

Local Planning Scheme No. 15 provides guidance for the overall built form requirements of the various zones. The draft Great Eastern Highway Urban Corridor Strategy also provides more detailed development provisions which any development adjacent to Great Eastern Highway should have due regard to.

The draft Great Eastern Highway Urban Corridor Strategy development provisions are tailored toward specific precincts and address building setbacks, scale, landmarks, transition, active ground floor typology, access and parking, movement network, spaces, landscape zone and urban connections. In summary, the provisions seek to achieve an attractive and functional built form that accommodates a range of commercial and residential land uses while also ensuring that Great Eastern Highway is able to function efficiently and safely.

As part of the preparation of a new local planning scheme, the City should investigate the inclusion of appropriate built form provisions. In the meantime, the City should ensure that developments along Great Eastern Highway have due regard to the development provisions of the draft Great Eastern Highway Urban Corridor Strategy.

### Action 3.2

Investigate the inclusion of appropriate built form provisions through the preparation of a new local planning scheme.



## Public Art

Public art assists in developing a sense of place with the local community and increases the overall attractiveness of an area to customers. The City of Belmont Local Planning Policy No.11 (LPP 11) outlines the requirements for the provision of public art by developers. The City requires all development proposals within the Policy Area of a value greater than \$4.5 million to provide public art in accordance with the described method for determining public art contributions. The cost of any public art shall be no less than one percent of the value of the eligible proposal and provided in kind or via a cash-in-lieu payment.

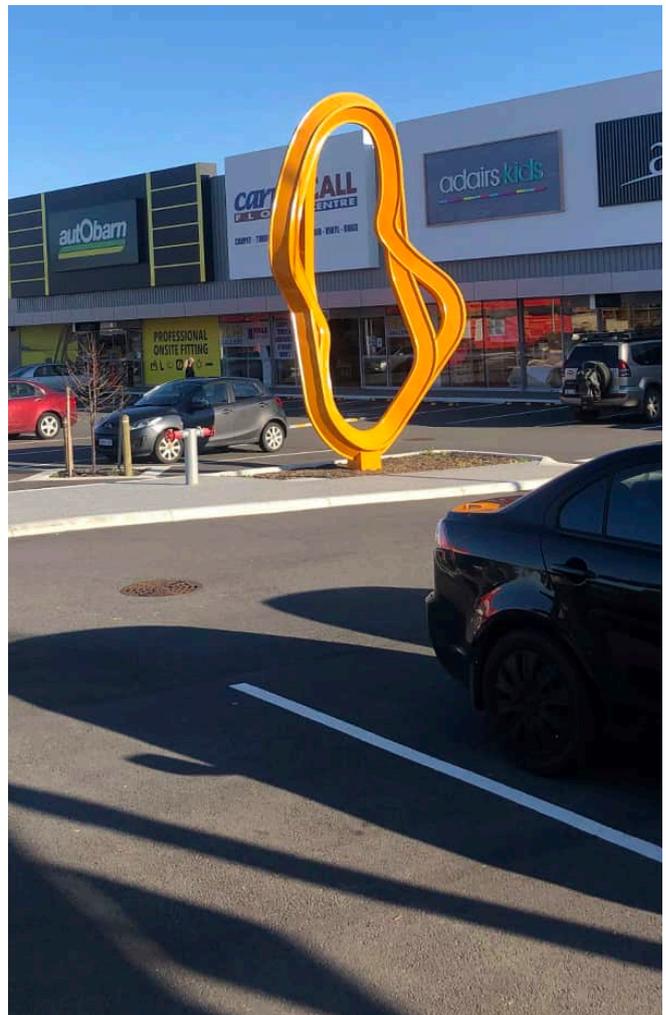
While the majority of land adjoining Great Eastern Highway is located within the policy area, there are portions outside the policy area. The City should investigate the inclusion of these areas in Local Planning Policy No.11 and ensure that public art is contributed toward or provided as part of any developments.

### Action 3.3

Investigate amending Local Planning Policy No.11 to include all land along Great Eastern Highway.

### Action 3.4

Ensure public art is contributed toward or provided as part of developments along Great Eastern Highway.





**City of Belmont**

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City of Belmont

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# CITY OF BELMONT

# Great Eastern Highway

## Actions



## Actions & Implementation

### Great Eastern Highway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate whether it is appropriate to apply a 'Neighbourhood Centre' zoning to the Eastgate Neighbourhood Centre through the preparation of a new local planning scheme.	Part 2 Great Eastern Highway Zoning Page 5	 1.2-1.4  5.7	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015 Corridor Strategy	Short	Planning
1.2	Investigate the appropriateness of rezoning the area east of Ivy Street from 'Industrial' to 'General Industry' through the preparation of a new local planning scheme.	Part 2 Great Eastern Highway Zoning Page 5	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 Corridor Strategy	Short	Planning
1.3	Investigate the appropriateness of rezoning the area west of Ivy Street from 'Industrial' to 'Light Industry' through the preparation of a new local planning scheme.	Part 2 Great Eastern Highway Zoning Page 5	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 Corridor Strategy	Short	Planning
1.4	Investigate retaining the existing 'Mixed Use' zone along Great Eastern Highway and an appropriate residential density code through the preparation of a new local planning scheme.	Part 2 Great Eastern Highway Zoning Page 6	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 Corridor Strategy Perth and Peel@3.5 Million	Short	Planning

## Actions & Implementation

### Great Eastern Highway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.5	Investigate the appropriateness of rezoning the existing 'Mixed Business' zoned lots fronting Great Eastern Highway to 'Mixed Use' and the remainder as 'Service Commercial' through the preparation of a new local planning scheme.	Part 2 Great Eastern Highway Zoning Page 6	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015  Corridor Strategy Perth and Peel@3.5 Million	Short	Planning
1.6	Investigate the appropriateness of modifying the current 'Service Station' zoning to 'Mixed Use' along Great Eastern Highway through the preparation of a new local planning scheme.	Part 2 Great Eastern Highway Zoning Page 7	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015  Corridor Strategy Perth and Peel@3.5 Million	Short	Planning
1.7	Investigate the future zoning of land zoned 'Special Development Precinct' and 'Residential' through the preparation of a new local planning scheme.	Part 2 Great Eastern Highway Zoning Page 7	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015  Corridor Strategy Perth and Peel@3.5 Million  Local Housing Strategy	Short	Planning

## Actions & Implementation

### Great Eastern Highway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate additional street tree planting and landscaping alongside footpaths to provide a more attractive pedestrian environment.	Part 2 Pedestrian and Cyclist Infrastructure Page 10	 2.2  3.1	Corridor Strategy	Medium-Long	Planning Infrastructure Services
2.2	Investigate realigning footpaths along Great Eastern Highway to achieve an appropriate separation between pedestrians and motorists.	Part 2 Pedestrian and Cyclist Infrastructure Page 10	 2.2	Corridor Strategy	Medium-Long	Infrastructure Services
2.3	Investigate extending cycle lanes for the full extent of Great Eastern Highway within the City of Belmont.	Part 2 Pedestrian and Cyclist Infrastructure Page 10	 2.2	Corridor Strategy	Medium-Long	Infrastructure Services
2.4	Implement travel behaviour programs to encourage the use of alternative modes of transport for uses along Great Eastern Highway.	Part 2 Public Transport Page 10	 2.4	Belmont on the Move	Ongoing	Infrastructure Services
2.5	Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.	Part 2 Public Transport Page 10	 2.3  2.4	Belmont on the Move	Ongoing	Planning Infrastructure Services

## Actions & Implementation

### Great Eastern Highway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.6	Continue to maintain a high level of private and service vehicle access as required to support existing and future developments having due regard to the recommendations of the draft Great Eastern Highway Urban Corridor Strategy.	Part 2 Road Network and Private Vehicles Page 11	 2.2	Corridor Strategy	Ongoing	Planning Infrastructure Services
2.7	Investigate an appropriate parking standard for the various land uses along Great Eastern Highway through the preparation of a new local planning scheme.	Part 2 Road Network and Private Vehicles Page 11	  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning Infrastructure Services

## Actions & Implementation

### Great Eastern Highway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Determine appropriate land use permissibility's which align with the intent of the various zones through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 13	 1.2-1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Investigate the inclusion of appropriate built form provisions through the preparation of a new local planning scheme.	Part 2 Development Provisions Page 13	 1.2-1.4  5.7	Corridor Strategy	Short-Medium	Planning
3.3	Investigate amending Local Planning Policy No. 11 to include all land along Great Eastern Highway	Part 2 Public Art Page 14	 1.4  4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Short	Planning Culture and Place
3.4	Ensure public art is contributed toward or provided as part of developments along Great Eastern Highway.	Part 2 Public Art Page 14	 1.4  4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Ongoing	Planning Culture and Place

# CITY OF BELMONT Activity Centre Planning Strategy - Kewdale Industrial Area



[www.belmont.wa.gov.au](http://www.belmont.wa.gov.au)





Activity Centre Planning Strategy

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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Kewdale Industrial Area

The Kewdale Industrial area is the City of Belmont's major industrial district and is acknowledged as a major strategic transport and logistics hub for the state. The area is located in the southern corner of the City of Belmont as visualised by Figure 1.

The broader Kewdale freight and logistics hub crosses over four local government areas, including the City of Belmont, City of Canning, City of Kalamunda, and the City of Swan. These local governments are involved in the Link WA alliance which is currently investigating the need to establish consistent planning frameworks in terms of zoning, land use permissibility and scheme provisions such as parking standards.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the key planning opportunities for the Kewdale Industrial Area.

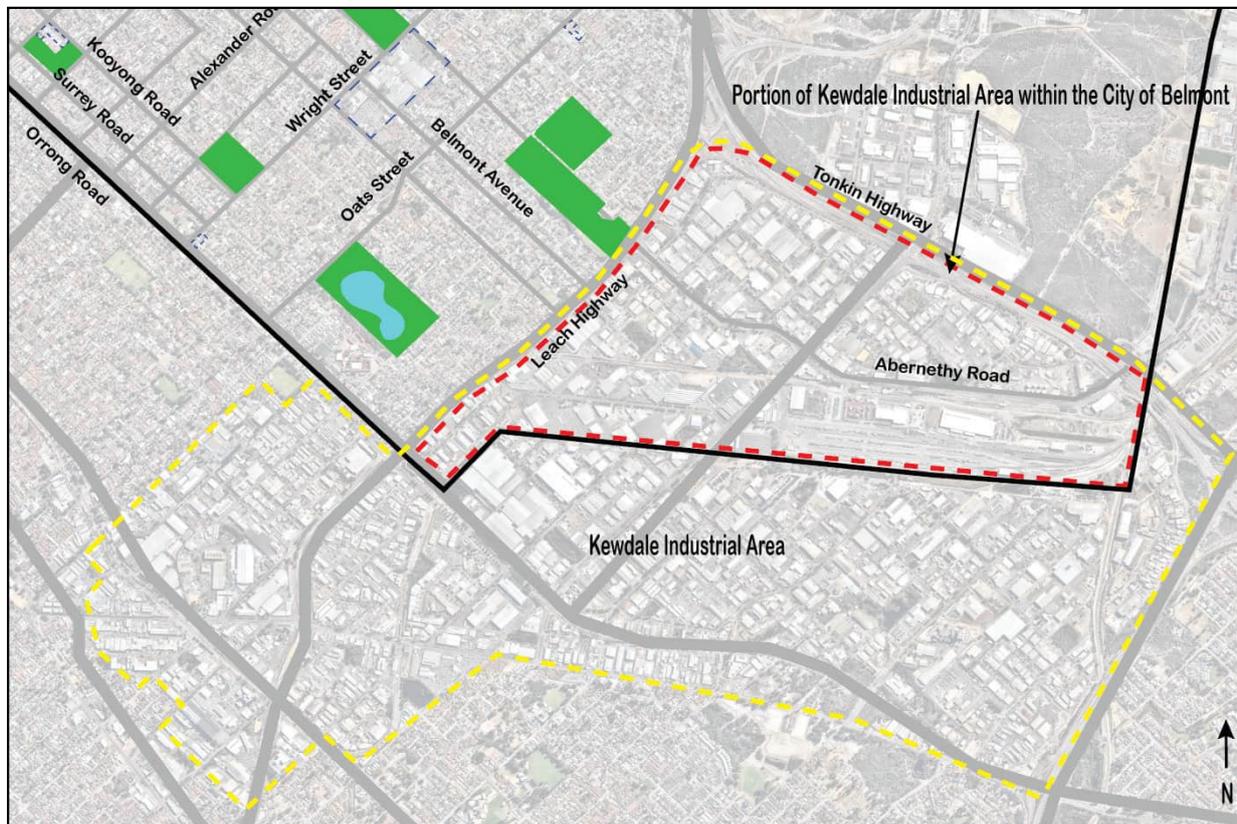


Figure 1: Kewdale Industrial Area Locality Map



## Kewdale Industrial Area Zoning

Kewdale Industrial Area is currently zoned 'Industrial' under the City's Local Planning Scheme. The current zone and objectives adequately reflect the intent for the area to be used for industrial purposes.

The Planning and Development (Local Planning Schemes) Regulations 2015 contain a set of Model Provisions which prescribe standard local planning scheme zones and zone objectives for all local governments. The City's current zone of 'Industrial' and associated zone objectives are not consistent with the Model Provisions.

It is considered that the most appropriate standard Model Provision zone to apply to the Kewdale Industrial Area is 'General Industry'. The City may look to investigate the inclusion of additional

objectives relating to the continuation of the current freight and logistics industry. Additional objectives will allow the City to ensure that the function of the Kewdale Industrial Area is retained through statutory objectives any development proposal will need to have regard to.

### Action 1.1

Investigate the appropriateness of amending the zoning of existing 'Industrial' zoned land to 'General Industry' through the preparation of a new Local Planning Scheme.

### Action 1.2

Investigate and seek the approval of the Western Australian Planning Commission to include additional zone objective/s.

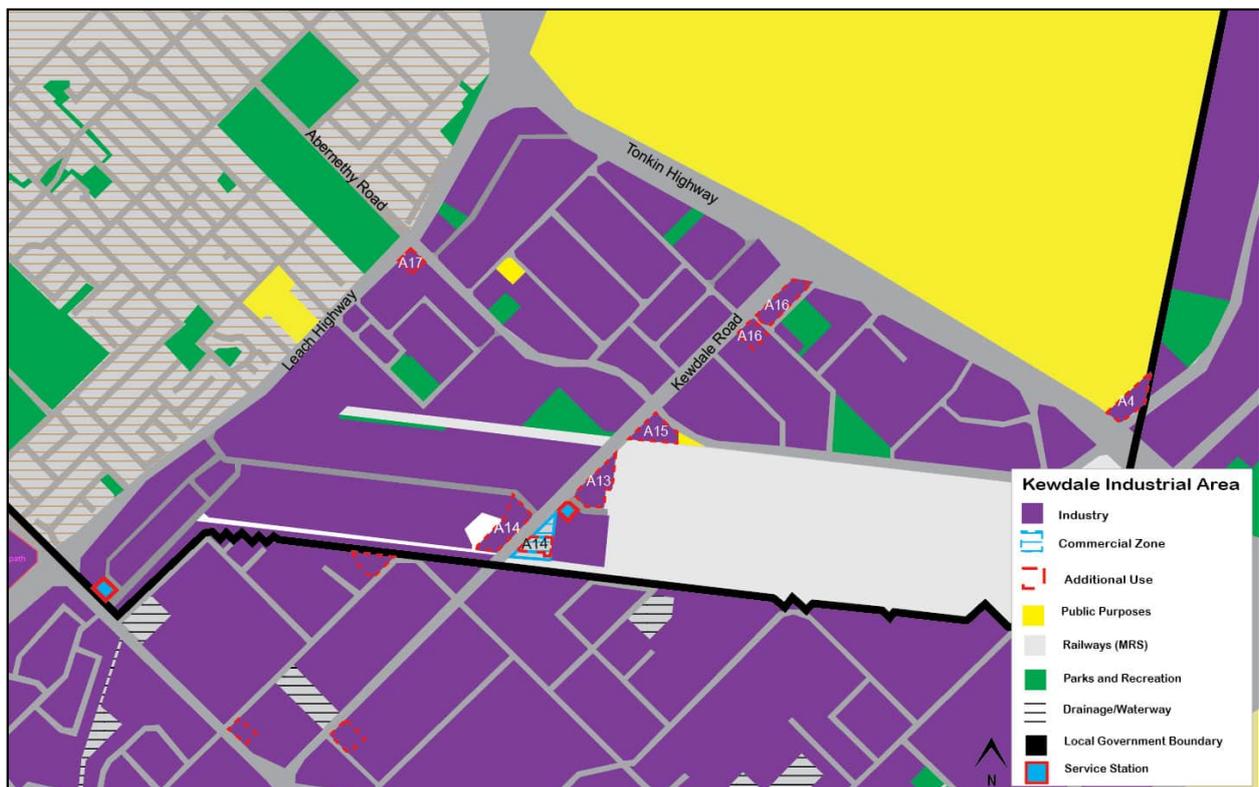


Figure 2: Existing Kewdale Industrial Area Zoning Map

## Retail Commercial within Kewdale Industrial Area

Currently within Kewdale Industrial Area, there is a small portion of land along Kewdale Road which contains uses which are not necessarily industrial in nature. These uses spread across 'Commercial' and 'Industrial' zoned land which is designated by LPS 15 as 'Additional Use' areas 'A4', 'A13', 'A14', 'A15', 'A16', and 'A17'. These additional use areas were created to facilitate the approval of uses originally listed as 'X' (not permitted) in the 'Industrial' area.

The site labelled as 'A13' is zoned 'Industrial' and is able to accommodate several additional land uses, including:

- Consulting Rooms;
- Health Centre;
- Liquor Store;
- Lunch Bar;
- Medical Centre;
- Office;
- Restaurant; and
- Tavern.

The site currently accommodates a number of the land uses listed above with a dominant tenancy being Kewdale Tavern. The overall site also currently accommodates a cafe and a number of offices. To continue accommodating these land uses while also ensuring that the industrial nature of the locality is not eroded, it may be appropriate to zone the site 'General Industry' with appropriate additional uses.

Sites classified by 'A14','A15','A16' and 'A17' are designated by LPS 15 as being able to accommodate an 'Office' land use. However, as a result of amendments to Local Planning Scheme No. 15, 'Office' is now capable of approval in the 'Commercial' and 'Industrial' zones. Therefore, the Additional Use designation serves no function.

119 and 133 Kewdale Road are currently zoned 'Commercial' under Local Planning Scheme No. 15. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2, it may be appropriate to rezone 119 and 133 Kewdale Road to 'Local Centre'. A local centre zoning reflects the scale and nature of the existing uses on-site being a number of small scale offices and

City of Belmont

convenience services including shops and lunch bars.

It may also be appropriate to rezone the 'Commercial' zoned portion of 135 Kewdale Road, and 1 Ballantyne Road and 2 Fenton Street (currently zoned 'Service Station') to 'General Industry' given these sites have been developed for industrial type land uses.

The site designated as 'A4' is able to accommodate several land uses, including:

- Fast food / Take away
- Consulting room - Group
- Restaurant
- Service Station
- Shop provided that the gross leasable area set aside for the purposes of Shop other than Fast Food does not exceed 500m<sup>2</sup> in total; and
- Tavern.

As part of the preparation of a new local planning scheme, the City should investigate whether it is appropriate to retain Additional Use 4.

### Action 1.3

Investigate the appropriateness of removing Additional Use 14, 15, 16 and 17 through the preparation of a new local planning scheme.

### Action 1.4

Investigate the appropriateness of retaining 'Additional Use 13' and applying a 'General Industry' zoning through the preparation of a new local planning scheme.

### Action 1.5

Through the preparation of a new local planning scheme, investigate whether it is appropriate to retain Additional Use 4.

### Action 1.6

Through the preparation of a new local planning scheme, investigate whether it is appropriate to rezone 135 Kewdale Road, 1 Ballantyne Road, and 2 Fenton Street to 'General Industry'.

### Action 1.7

Investigate the appropriateness of rezoning 119 and 133 Kewdale Road to 'Local Centre' through the preparation of a new local planning scheme.

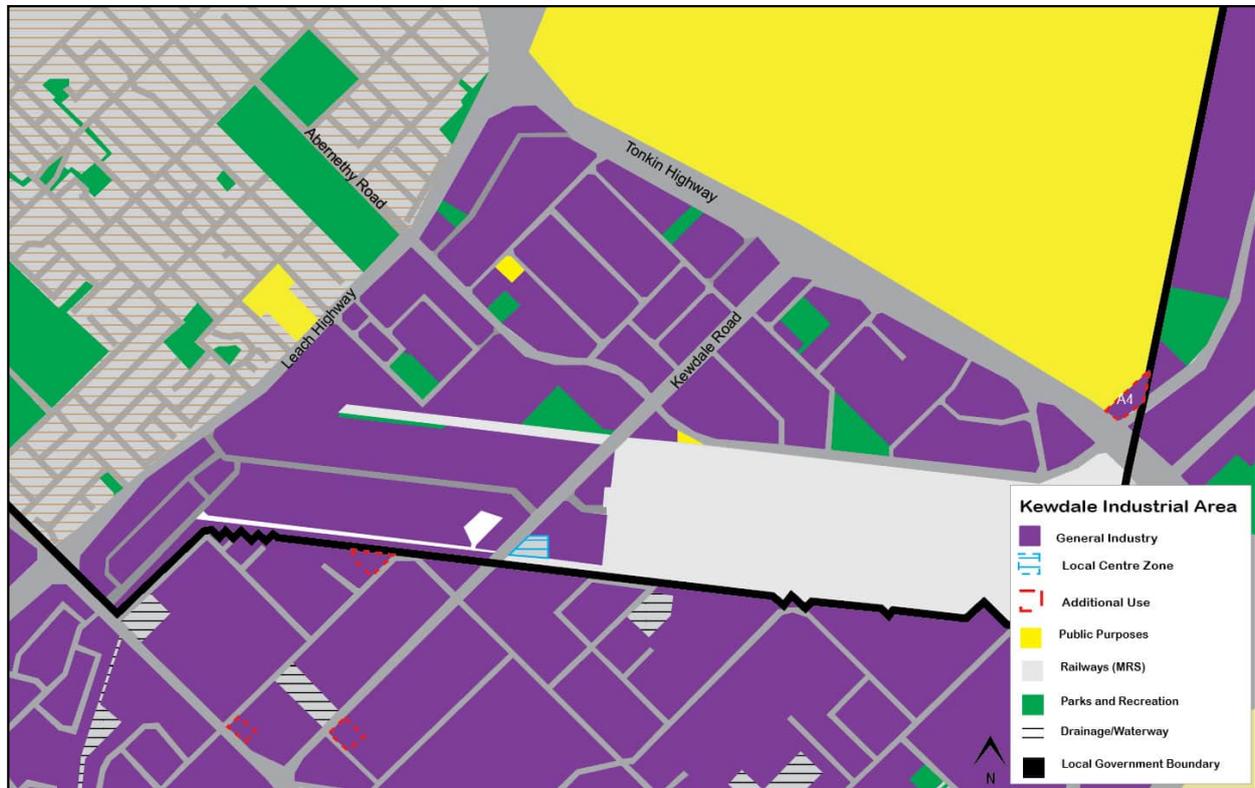
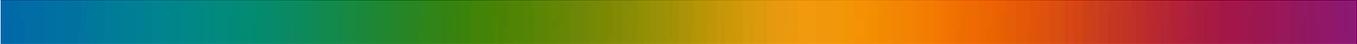


Figure 3: Proposed Zoning Investigations

## 2. Movement

The movement network associated with the Kewdale Industrial Area provides good access internally and achieves a high level of connection to external areas. Given the overall nature of current and future development, private vehicle and service vehicle access is paramount. Unlike other activity centres within the City, there is less of a focus on the need for pedestrian and cyclist movement. While this is the case, active modes of transport should still be facilitated as discussed in the following sections of this Strategy.



## Pedestrian and Cyclist Infrastructure

While it is unlikely that walking and cycling is a highly utilised mode of transport for access to Kewdale Industrial Area, footpaths are located within the more prominent road reserves. These include Abernethy Road, Kewdale Road, Belmont Avenue, and Noble Street. Although this is the case, their design results in a relatively unattractive space for pedestrians. The footpaths are directly adjacent to high traffic roads with little to no weather protection. Therefore, the City should investigate streetscape improvements aimed at improving the experience for pedestrians. Improvements could include the installation of additional landscaping treatments and where feasible the relocation of footpaths along high traffic roads so that they are setback from the road carriageway.

Generally internal roads don't feature footpaths. Therefore, the City should investigate the need and feasibility of extending the footpath network. It is anticipated that this will better connect the Kewdale Industrial Area with public transport infrastructure and nearby services.

With regard to cyclist infrastructure, there are no dedicated cycle lanes within the road reserves. Therefore, the City should investigate including cycle lanes within the Kewdale Industrial Area particularly along roads such as Abernethy Road and Kewdale Road. It is anticipated that this infrastructure will provide an additional transport option for employees and further connect the area for cyclists.

### Action 2.1

Investigate improvements to cyclist and pedestrian infrastructure within the Kewdale Industrial area.



Activity Centre Planning Strategy

## Public Transport

The portion of Kewdale Industrial Area located within the City of Belmont is currently serviced by bus routes, 270 (new service connecting Elizabeth Quay to High Wycombe Station), 293, 37 (new service connecting Oats Street bus Station to the Airport Bus Stand), and 285 as visualised by Figure 4. Bus stops providing access to these services are located within the Kewdale Industrial Area along Abernethy Road and Kewdale Road.

While the current land use mix and goods offered within the Kewdale Industrial Area are unlikely to produce a high level of public transport usage, the bus network still presents an opportunity for employees and visitors to utilise an alternative mode of transport. The network provides connections to High Wycombe Station, Elizabeth Quay Bus Station, Redcliffe Station, Oats Street Bus Station and the Airport Bus Stand.

The City should monitor public transport usage within the Kewdale Industrial area, and if the need arises, investigate additional public transport services with applicants and the Public Transport Authority.

### Action 2.2

Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.

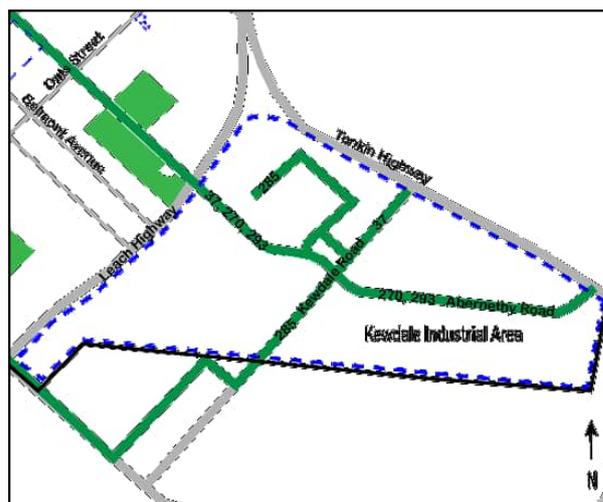


Figure 4: Bus Network Map

## Road Network and Private Vehicles

The nature of the current goods and services provided for within Kewdale Industrial Area is reliant on adequate private and service vehicle access. The current road network provides an adequate level of access to the goods and services offered particularly for large trucks.

The future intent for the Kewdale Industrial Area is to continue to provide for a range of land uses that by their nature require access via large vehicles. As a result, the City should continue to allow safe and efficient vehicle access particularly for trucks and maintain connections to the surrounding major arterial routes.

The City should also review the effectiveness of the existing parking standards included in Local Planning Scheme No. 15, and implement appropriate car parking requirements through the preparation of a new local planning scheme.

### Action 2.3

Continue to maintain a high level of private and service vehicle access as required to support existing and future development.

### Action 2.4

Review existing car parking standards and apply appropriate parking requirements through the preparation of a new local planning scheme.



### 3. Place

The Kewdale Industrial Area is a significant transport, storage, manufacturing and logistics hub that services the State's freight, logistics, construction and resource sectors. The City should ensure that the industrial nature of the area is maintained by implementing a planning framework that can meet and respond to the ongoing needs of businesses. As part of this, high quality development outcomes should be promoted that result in an attractive built form that remains fit for a variety of industrial land uses.



## Land Use Permissibility

This Strategy proposes to investigate the appropriateness of primarily zoning the Kewdale Industrial Area as 'General Industry' to accommodate a variety of industrial type land uses, which by their nature require larger sites and good vehicle access. 'General Industry' is not currently a zone listed within LPS 15 and as a result no current land use permissibility's are prescribed. In order to facilitate the intended purpose of the Kewdale Industrial Area, the City should consider appropriate land use permissibility's as part of the preparation of a new local planning scheme.

Given the 'General Industry' zone is proposed to encompass a variety of different site characteristics, it may be appropriate for the City to maintain appropriate land uses as Discretionary 'D' land uses. Maintaining 'D' land uses will ensure that the City is able to assess varying development applications and ensure that each proposal adequately meets the constraints or needs on a site by site basis. However, it may be appropriate to designate 'Office' as an 'I' use (incidental) to ensure that the industrial intent of the locality isn't eroded by standalone office developments. An 'I' use permissibility will ensure that only 'offices' which are consequent, appertaining or relating to the predominant use of the land can be approved.

With regard to 119 and 133 Kewdale Road, these lots are currently zoned 'Commercial' by LPS 15. Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table. The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability.

The City should through the preparation of a new local planning scheme investigate the appropriateness of maintaining a Discretionary 'D' use class permissibility for typical activity centre land uses listed in SPP 4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may also be appropriate to rezone 119 and 133 Kewdale to 'Local Centre'. It is likely that the exemptions detailed in Table 1 will also be extended to apply to the 'Centre' zones.

City of Belmont

### Action 3.1

Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'General Industry' and 'Local Centre' land uses through the preparation of a new local planning scheme.

### Action 3.2

Investigate whether it is appropriate to include 'Office' as an 'I' use in the 'General Industry' zone through the preparation of a new local planning scheme.





Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> <li>Does not directly adjoin residential zone</li> </ul>
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Within metropolitan region</li> <li>NLA no more than 300sqm</li> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Restaurant/ Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>NLA no more than 300sqm</li> </ul>
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not used for the sale of petroleum products</li> </ul>
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>No more than 60% of ground floor glazing obscured</li> </ul>
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Not located on the ground floor</li> </ul>
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <li>Located within Metropolitan or Peel Region Scheme</li> </ul>



Table 1

## Link WA

The City of Belmont is actively involved in a regional partnership (Link WA) with the Cities of Canning, Kalamunda, and Swan. The Link WA alliance will encourage the joint promotion, advancement, and development of each of the City's major industrial areas into a coordinated inland Freight and Logistics Hub. Kewdale Industrial Area forms a major part of this hub.

As part of the Link WA alliance, the involved local governments are looking to provide a level of consistency for freight and logistics companies currently operating or looking to locate within the Logistics Hub of WA. Therefore, investigations have been undertaken to establish consistent planning frameworks in terms of zoning, land use permissibility and scheme provisions such as parking standards. In preparing a new Local Planning Scheme the City of Belmont should have regard to the recommendations of the LinkWA working group with respect to the Kewdale Industrial Area.

### Action 3.3

During the preparation of a new local planning scheme, have regard to the recommendations of the Link WA working group with respect to Kewdale Industrial Area.



City of Belmont

## Development Provisions

Local Planning Scheme No. 15 provides guidance for the overall built form requirements of the 'Industrial' zone. The provisions cover amenity, building height, site cover, setbacks, parking and loading requirements, pedestrian and garden areas, facades, fencing and walls and subdivision.

As discussed previously, a 'General Industry' zone may be appropriate to apply to the majority of Kewdale Industrial Area. Therefore, the City should investigate the development of specific built form provisions which should be included in a new Local Planning Scheme prepared by the City.

The built form provisions should be focused at facilitating uses intended for the zone while at the same time ensuring that development results in an attractive built form.

During the preparation of appropriate built form provisions, the City should also have regard to recommendations made during discussions held by the Link WA alliance regarding standardised provisions for the Kewdale Industrial Area.

### Action 3.4

Investigate the inclusion of appropriate built form provisions for the 'General Industry' zone through the preparation of a new local planning scheme.

### Action 3.5

Investigate the inclusion of consistent development provisions with surrounding local governments forming part of the Link WA project.



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## Public Art

Public art assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. The City of Belmont Local Planning Policy No. 11 (LPP 11) outlines the requirements for the provision of public art by developers. The City requires all development proposals within the Policy Area of a value greater than \$4.5 million to provide public art in accordance with the described method for determining public art contributions. The cost of any public art shall be no less than one percent of the value of the eligible proposal and provided in kind of via a cash-in-lieu payment.

Kewdale Industrial Area is located within the policy area. Therefore, the City should ensure that public art is contributed toward or provided as part of any future redevelopments.

### Action 3.6

Ensure public art is contributed toward or provided as part of developments within the Kewdale Industrial Area.





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# CITY OF BELMONT

## Kewdale Industrial Area

### Actions



## Actions & Implementation

### Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate the appropriateness of amending the zoning of existing 'Industrial' zoned land to 'General Industry' through the preparation of a new Local Planning Scheme.	Part 2 Kewdale Industrial Area Zoning Page 4	 1.2 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Investigate and seek the approval of the Western Australian Planning Commission to include additional zone objectives.	Part 2 Kewdale Industrial Area Zoning Page 4	 1.4  5.1 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.3	Investigate the appropriateness of removing Additional Use 14, 15, 16 and 17 through the preparation of a new local planning scheme.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.4	Investigate the appropriateness of retaining 'Additional Use 13' and applying a 'General Industry' zoning through the preparation of a new local planning scheme.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning

## Actions & Implementation

### Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.5	Through the preparation of a new local planning scheme, investigate whether it is appropriate to retain Additional Use 4.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	 1.2  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.6	Through the preparation of a new local planning scheme, investigate whether it is appropriate to rezone 135 Kewdale Road, 1 Ballantyne Road, and 2 Fenton Street to 'General Industry'.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.7	Investigate the appropriateness of rezoning 119 and 133 Kewdale Road to 'Local Centre' through the preparation of a new local planning scheme.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	 1.2  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning

## Actions & Implementation

### Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate improvements to cyclist and pedestrian infrastructure within the Kewdale Industrial area.	Part 2 Pedestrian and Cyclist Infrastructure Page 8	 2.2-2.4	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.2	Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.	Part 2 Public Transport Page 8	  5.7	Belmont on the Move	Ongoing	Planning Infrastructure Services
2.3	Continue to maintain a high level of private and service vehicle access as required to support existing and future development.	Part 2 Road Network and Private Vehicles Page 9	  5.1	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services
2.4	Review existing car parking standards and apply appropriate parking requirements through the preparation of a new local planning scheme.	Part 2 Road Network and Private Vehicles Page 9	  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning

## Actions & Implementation

### Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'General Industry' and 'Local Centre' land uses through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 11	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Investigate whether it is appropriate to include 'Office' as an 'I' use in the 'General Industry' zone through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 11	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.3	During the preparation of a new local planning scheme, have regard to the recommendations of the Link WA working group with respect to Kewdale Industrial Area.	Part 2 Link WA Page 12	 5.7	Link WA Planning Harmonisation Report	Short-Medium	Planning
3.4	Investigate the inclusion of appropriate built form provisions for the 'General Industry' zone through the preparation of a new local planning scheme.	Part 2 Development Provisions Page 12	 5.7	Link WA Planning Harmonisation Report	Short-Medium	Planning

## Actions & Implementation

### Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.5	Investigate the inclusion of consistent development provisions with surrounding local governments forming part of the Link WA project.	Part 2 Development Provisions Page 12	 5.7	Link WA Planning Harmonisation Report	Short-Medium	Planning
3.6	Ensure public art is contributed toward or provided as part of developments within the Kewdale Industrial Area.	Part 2 Public Art Page 13	 1.4  4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Ongoing	Planning Culture and Place

# CITY OF BELMONT Activity Centre Planning Strategy Perth Airport



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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.



# Perth Airport

Western Australia's main domestic and international airport (Perth Airport) makes up approximately 2,105 hectares and is predominantly located within the City of Belmont as visualised by Figure 1. The remainder of land is situated within the City of Swan and City of Kalamunda. Perth Airport plays a major strategic role in the operation of Western Australia and generates a significant employment base in the retail, airport operations, and freight and logistics sectors. Overtime, a number of commercial/industrial clusters have formed on land under the care and control of Perth Airport.

The majority of land that comprises Perth Airport is reserved under the Metropolitan Region Scheme (MRS) as 'Public Purpose - Commonwealth Government'. Perth Airport is also identified as a 'specialised centre' by State Planning Policy 4.2 - Activity Centres for Perth and Peel (SPP4.2).

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities and considerations for Perth Airport.

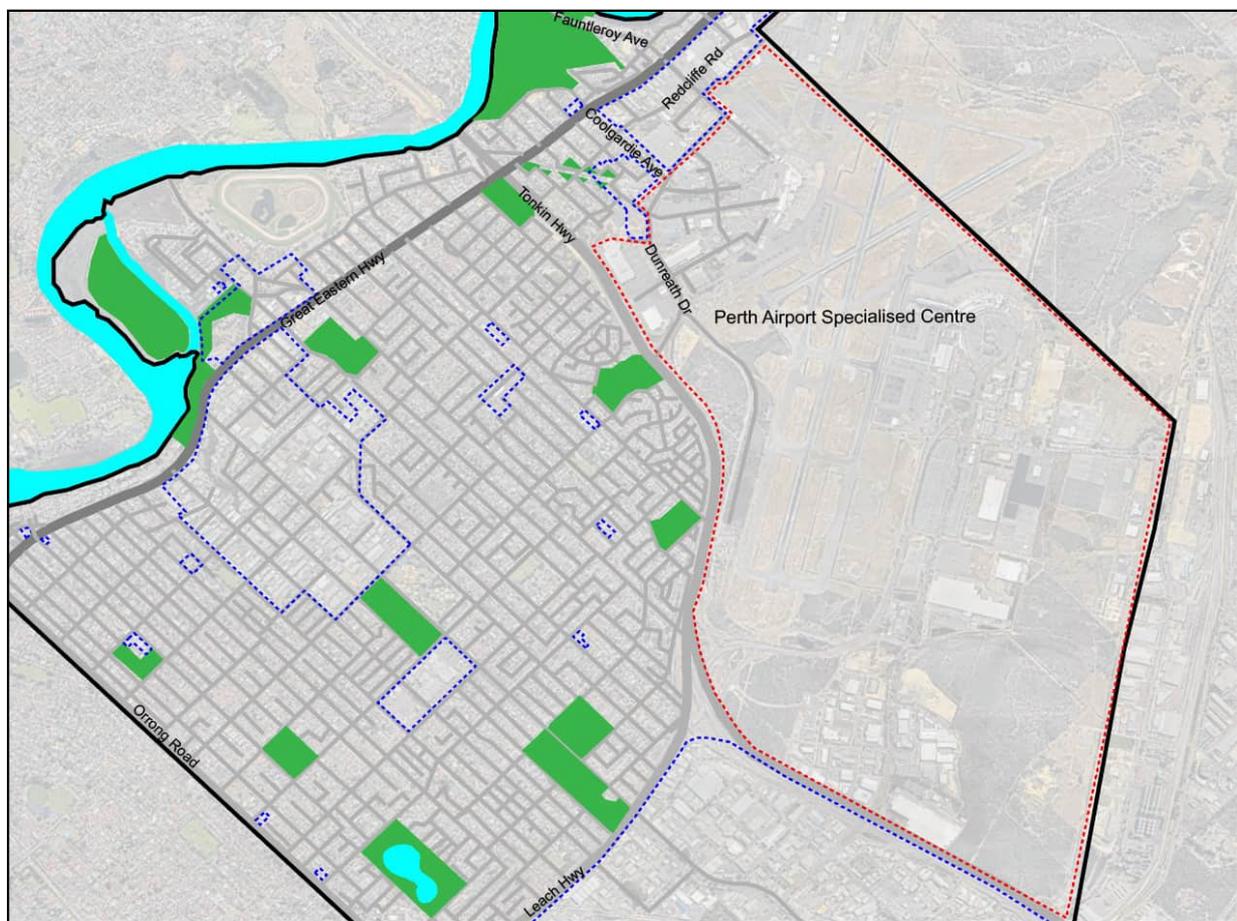


Figure 1: Perth Airport Locality Map



## SPP 4.2 - Specialised Centre

As previously mentioned, Perth Airport is recognised as a 'Specialised Centre' by SPP 4.2. Under SPP4.2, Perth Airport's identified purpose is the provision of aviation and logistics services. SPP 4.2 states that specialised centres are to provide opportunities for the development of complementary activities to the primary function and that these are to be encouraged on a scale that will not detract from other centres in the hierarchy.

While it is noted that the Perth Airport is subject to Commonwealth legislation and is therefore outside the State and local government jurisdictions, the City of Belmont will continue to liaise with Perth Airport monitoring development proposals and considering the potential impact on activity centres in the City's jurisdiction.

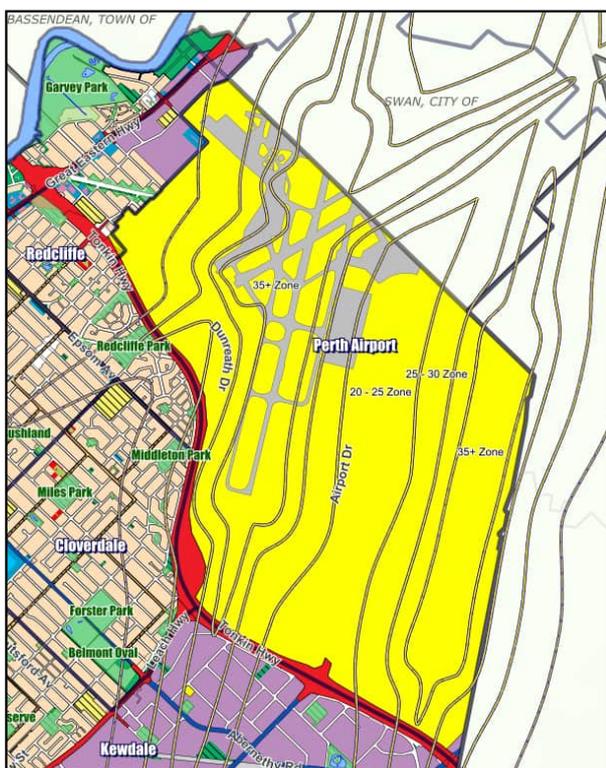


Figure 2: Perth Airport Zoning Map

## Perth Airport Reservation

The majority of land that comprises Perth Airport is reserved under the Metropolitan Region Scheme (MRS) as 'Public Purpose - Commonwealth Government' (see Figure 2). This means that the City of Belmont has no jurisdiction over this land. Rather, Perth Airport is subject to the Airports Act 1996 which provides for developments being exempt from the requirement to obtain approval under any other legislation in the case a masterplan is in effect. Despite this, Section 79 of the Act requires the Perth Airport to engage with the City of Belmont prior to forwarding the masterplan to the Minister for approval.

Perth Airport has prepared the Perth Airport Masterplan with the intention of guiding development until 2040 as discussed in subsequent sections of this Strategy. This Strategy proposes to extend the existing 'Public Purpose' reservation over 'Industrial' zoned land between Redcliffe Road and Dunreath Drive. This is consistent with proposal four of the Metropolitan Region Scheme Central Districts Omnibus No. 6 amendment as visualised by Figure 3 overleaf.

A portion of Perth Airport's land is within Development Area 6 (DA 6) (see Figure 4 overleaf) which requires a structure plan to be prepared under the City's Local Planning Scheme No.15. While the City has no jurisdiction over the Perth Airport land, it is considered appropriate to retain the DA 6 boundary as it is noting that the this land forms part of the broader precinct. There is also a relationship between development that occurs under the Perth Airport Masterplan and the City's Local Planning Scheme No. 15 which should be recognised and maintained.

### Action 1.1

Reserve 'Industrial' zoned land between Dunreath Drive and Redcliffe Road 'Public Purpose - Commonwealth Government' through the preparation of a new local planning scheme.

### Action 1.2

Retain the DA 6 boundary to be consistent with Local Planning Scheme No. 15.

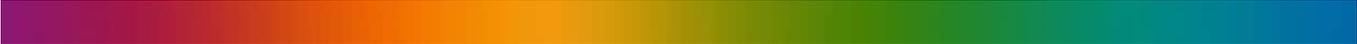


Figure 3: Proposal 4 of MRS Central Districts Omnibus No.6 Amendment

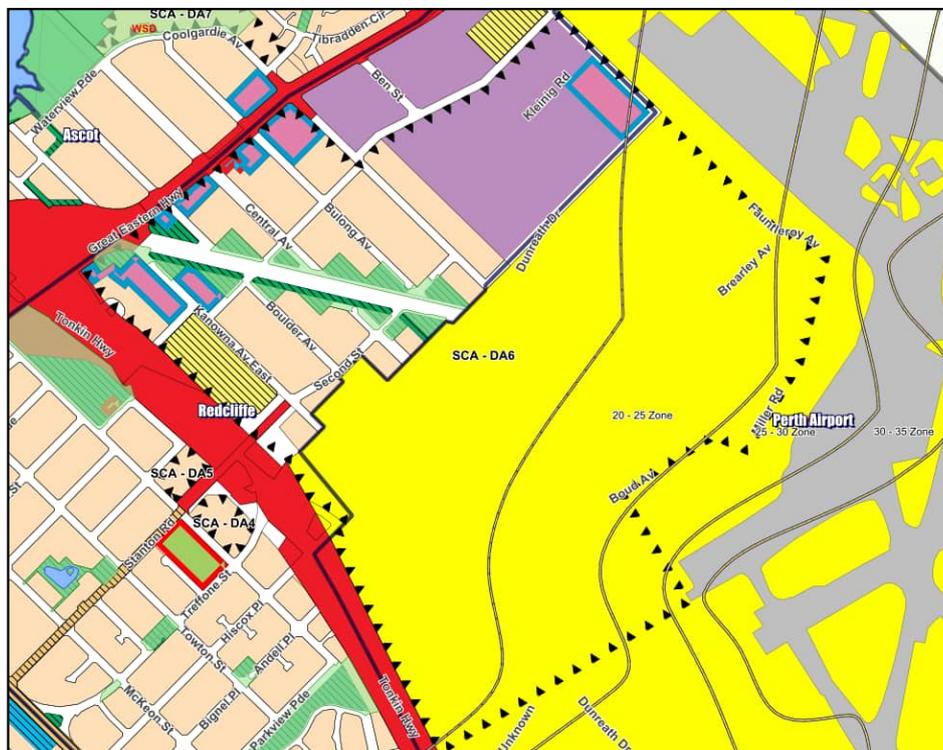


Figure 4: Development Area 6 Boundary

## Perth Airport Masterplan

The Perth Airport Masterplan 2020 guides development within the Perth Airport Estate and in doing so, designates areas of commercial/industrial development.

The Perth Airport Masterplan divides the Estate into five precincts, with varying desired land uses in each (see Figure 5). Two of these are solely aviation-related: the Airfield Precinct for aircraft operations and the Airport Central Precinct for passenger facilitation. The Airport West, Airport North and Airport South Precincts have, or are planned to have, a mix of aviation and non-aviation developments.

The five precincts described above contain the following land use zones as also visualised by Figure 6:

- Airfield Zone;
- Terminal Zone;
- Airport Services Zone;
- Commercial Zone; and
- Mixed Use Zone.

The Masterplan sets out objectives for each zone and designates land use permissibility by including a list of 'Discretionary' uses.

It is vital that the City remains aware and considers the current and future land use mix proposed to be located within the Perth Airport Estate. This will assist the City in understanding the relationship between land uses in the Perth Airport Land and the City of Belmont to help guide future planning.

### Action 1.3

Continue to liaise with Perth Airport, monitoring development and the potential impact of future development on existing activity centres within the City of Belmont.

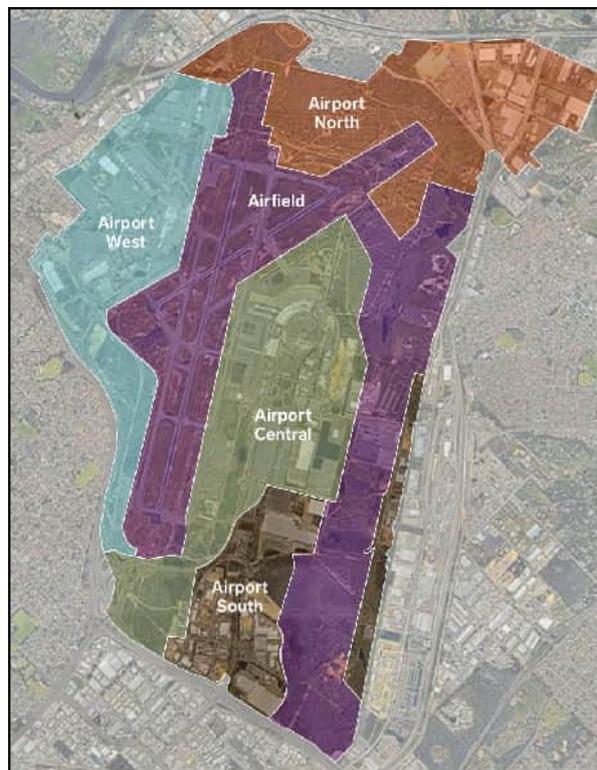


Figure 5

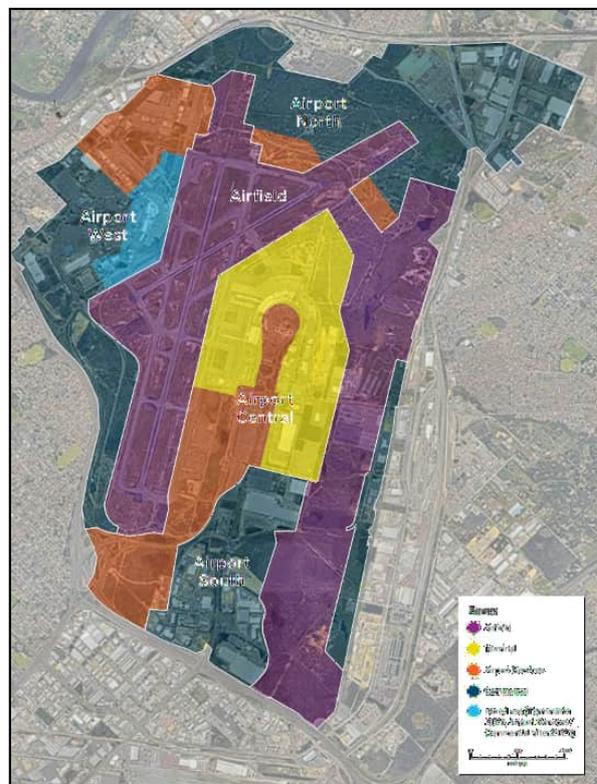


Figure 6

## Airport West

The Airport West precinct is zoned 'Commercial' under the Perth Airport Masterplan which caters for a large range of discretionary land uses. In particular, the Airport West precinct is proposed to contain retail outlets and bulky goods showrooms. This form of development has already commenced within this precinct with the construction of the Direct Factory Outlet (DFO) and Costco.

The Perth Airport Masterplan details that there will be a transition from large scale regular passenger transport services and other aviation facilities within the Airport West precinct, to office, education, hospitality, wellbeing, retail, and bulky good developments. It is considered that these land uses may be more appropriately located outside of the Perth Airport estate within existing activity centres in the City of Belmont. As described by the RNA prepared to inform this Strategy, the large format retail developments planned for Perth Airport's land significantly adds to commercial competition. Therefore, the City of Belmont should liaise with Perth Airport regarding their future land use intentions particularly for the Airport West precinct with a view to understanding how the scale and range of land uses proposed and contemplated by the Masterplan will impact the City's existing activity centres.

Further consideration should also be given to the range of land uses capable of approval in the 'Commercial' zone under the Perth Airport Masterplan. Land uses capable of approval extend beyond those recommended by SPP 4.2 for activity centres. Given this, the City should continue to liaise with Perth Airport to ensure that appropriate activity centre land uses are established particularly within the Redcliffe Neighbourhood Centre which facilitate high levels of activity and a day/night time economy.

The City should also seek to understand the overall impact of an increase in bulky goods showrooms on the 'Belmont Business Park' and land uses along Great Eastern Highway.



## Airport Central

Airport Central Precinct is currently responsible for housing terminal and aviation facilities and commercial development, inclusive of retail and office uses. The Perth Airport Masterplan states that the Airport Central Precinct will in the future include an expanded international terminal, a new terminal (replacing current terminal three or four in the Airport West Precinct), ground transport systems (including the Perth Airport Station and automated mass transit system), and additional commercial development (including offices, retail and hotels).

The City should consider the increase in potential employment opportunities for the surrounding residential population, while understanding the potential economic impact that additional commercial space may have on the broader economic viability of other activity centres and employment areas within the City of Belmont.

## Airport South

The Airport South Precinct is currently characterised by a number of industrial style land uses, particularly focused around freight and logistics.

The Perth Airport Masterplan explains that this style of development and particular focus on freight and logistics is expected to continue into the future.

The City should be mindful of the overall development potential of this precinct and should seek to understand the potential impact that the continued expansion may have on the Kewdale Industrial Area.

## Airport North

The Airport North Precinct is envisaged to be developed predominately for an integrated mix of industrial, commercial, warehouse, storage, and logistics land uses. Perth Airport has identified this precinct as having the potential for a major metropolitan inter modal logistics centre servicing the needs of the airport and the metropolitan area. With this in mind, the City should monitor development and land use in this area despite it not being located within the City of Belmont, to understand the potential impact future development may have on the Redcliffe and Kewdale Industrial Areas.

## Employment

Perth Airport is a major employment generator for the City of Belmont and greater Perth metropolitan area.

The Perth Airport Masterplan states that in 2018 a total of 16,700 workers were employed in aviation and non-aviation full-time jobs; this number is expected to rise to 36,600 by 2040.

The continued growth of Perth Airport will present significant employment opportunities for existing and future residents within the City of Belmont. Significant population growth is expected to occur within Development Area 6 (Redcliffe Train Station Precinct) and an appropriate scale of new commercial development (particularly within the Airport West Precinct) is likely to benefit the local community in terms of goods and service provision and employment self-sufficiency.

While the City should encourage a level of employment self-sufficiency for the new local residential population, the level of impact on existing activity centres within the City should be continually monitored to ensure their sustainability into the future.

### Action 1.4

Investigate the benefit of commercial development within Perth Airport for the local community, while advocating to minimise the impact upon existing activity centres within the City of Belmont.





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City of Belmont

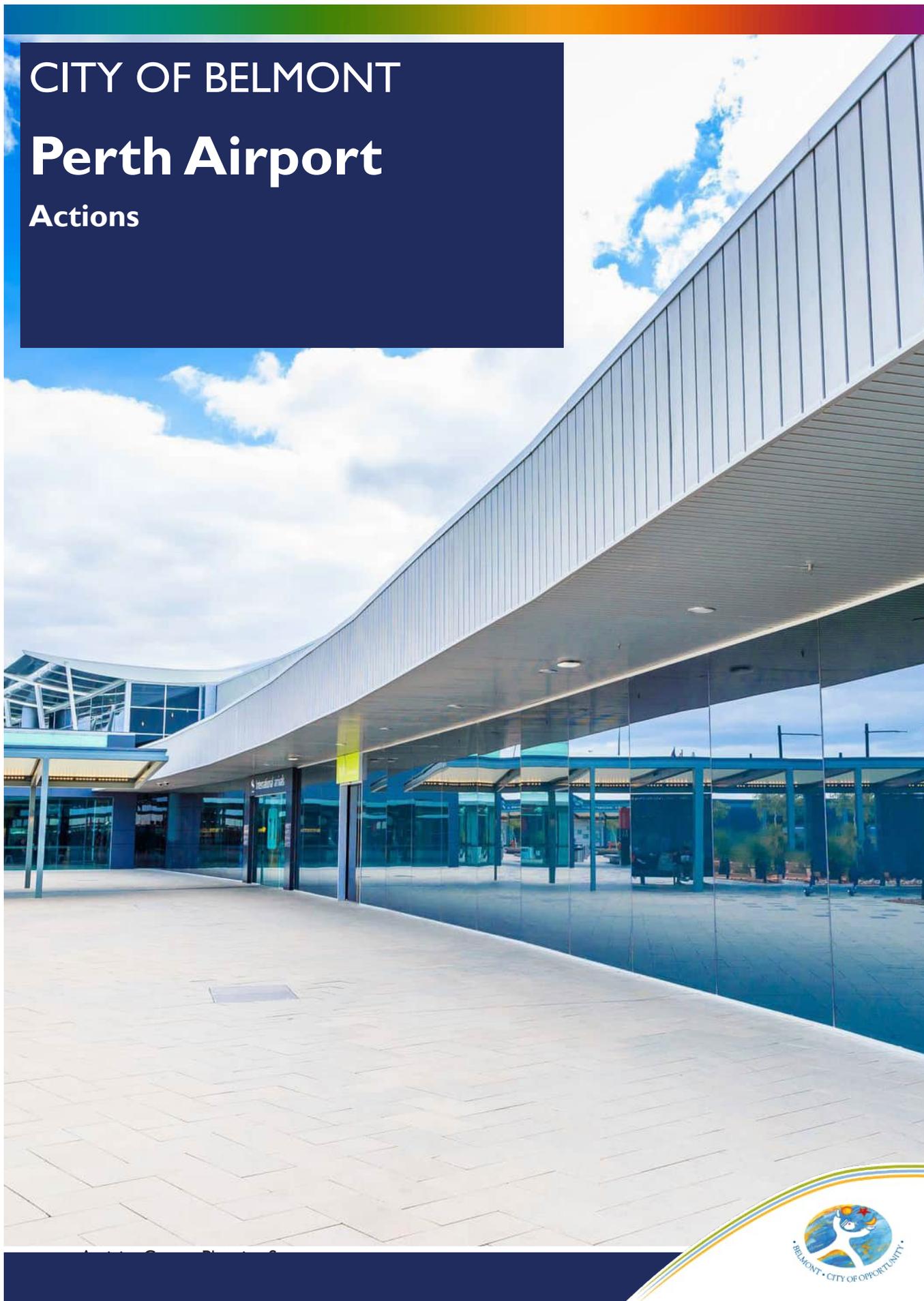
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CITY OF BELMONT

# Perth Airport

Actions



## Actions & Implementation

### Perth Airport

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
1.1	Reserve 'Industrial' zoned land between Dunreath Drive and Redcliffe Road 'Public Purpose - Commonwealth Government' through the preparation of a new local planning scheme.	Part 2 Perth Airport Reservation Page 4	 5.7	Perth Airport Masterplan	Short	Planning
1.2	Retain the DA 6 boundary to be consistent with Local Planning Scheme No. 15.	Part 2 Perth Airport Reservation Page 4	 5.7	Perth Airport Masterplan Draft Redcliffe Station Precinct Activity Centre Plan	Short	Planning
1.3	Continue to liaise with Perth Airport monitoring the impact of future development on existing activity centres within the City of Belmont.	Part 2 Perth Airport Masterplan Page 6	 1.2 1.4  5.1 5.7	Perth Airport Masterplan	Ongoing	Planning Economic Development
1.4	Investigate the benefit of commercial development within Perth Airport for the local community, while advocating to minimise the impact upon existing activity centres within the City of Belmont.	Part 2 Employment Page 8	 1.2 1.4  5.1 5.7	Perth Airport Masterplan Draft Redcliffe Station Precinct Activity Centre Plan	Ongoing	Planning

# CITY OF BELMONT Activity Centre Planning Strategy - Redcliffe Industrial Area



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Activity Centre Planning Strategy

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## Alternative Formats

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# Redcliffe Industrial Area

Redcliffe Industrial Area is located at the eastern boundary of the City of Belmont generally bound by Coolgardie Avenue, Dunreath Drive, Fauntleroy Avenue, Redcliffe Road and Great Eastern Highway. The area is characterised by a mixture of land uses with motor vehicle hire and sales businesses, low scale service industry, and more intensive industrial land uses.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the key planning opportunities for the Redcliffe Industrial Area.

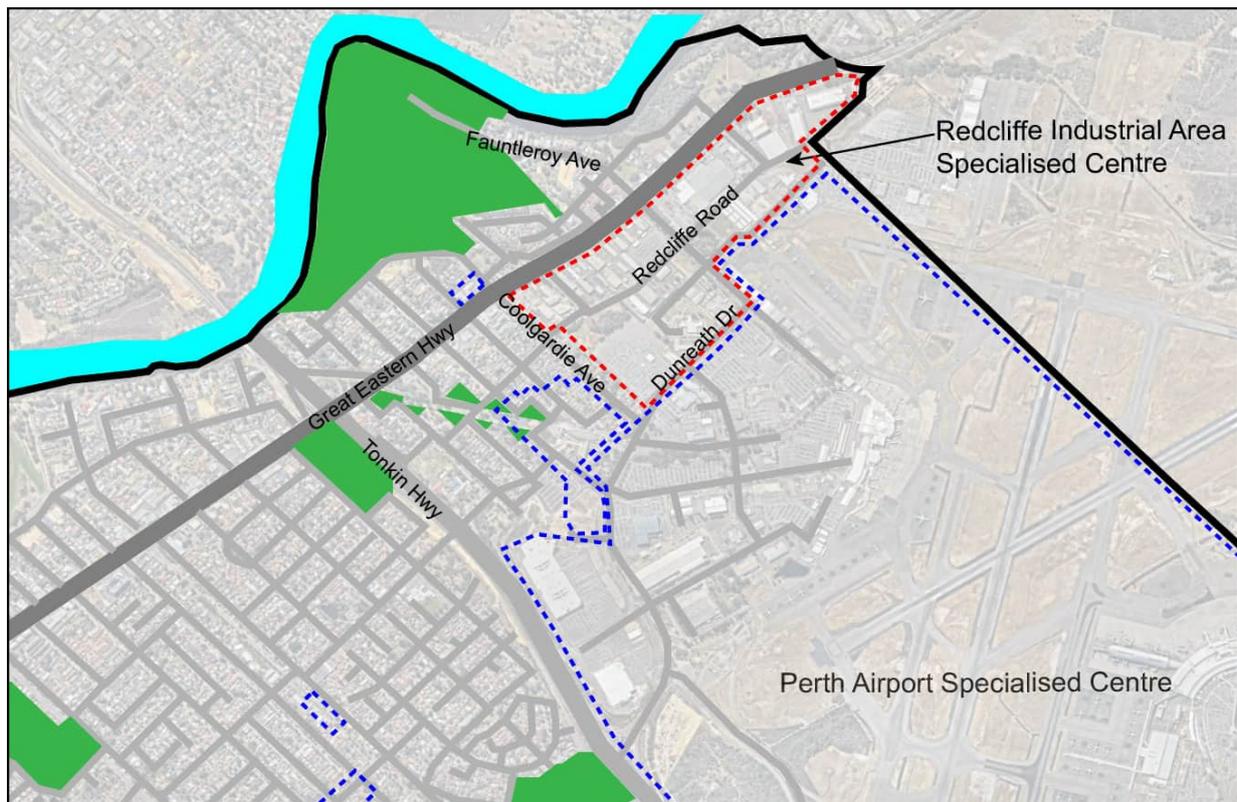


Figure 1: Redcliffe Industrial Area Locality Map



## Redcliffe Industrial Area Zoning

The Redcliffe Industrial Area is predominantly zoned 'Industrial' under Local Planning Scheme No. 15 (LPS 15). There is however a singular lot on the corner of Dunreath Drive and Fauntleroy Avenue zoned 'Mixed Use', 34-50 Fauntleroy are reserved for 'Public Purposes' (Public Transport Authority Bus Depot), and land bound by Fauntleroy Avenue, Bungana Avenue, Apac Way, Redcliffe Road, and the City's Eastern Boundary is reserved as 'Public Purposes' (Perth Airport) under the Metropolitan Region Scheme (MRS) as visualised by Figure 2.

Redcliffe Industrial area is predominantly characterised by light industrial land uses apart from 555 Great Eastern Highway and 5 Apac Way located east of Ivy Street which accommodate general industry uses. As a result, the proposed zoning of each of these areas differs as discussed in the following sections of this strategy.

The Department of Planning Lands and Heritage have proposed to extend the MRS 'Public Purpose' reservation over the 'Industrial' zoned land between Redcliffe Road and Dunreath Drive through an MRS amendment.

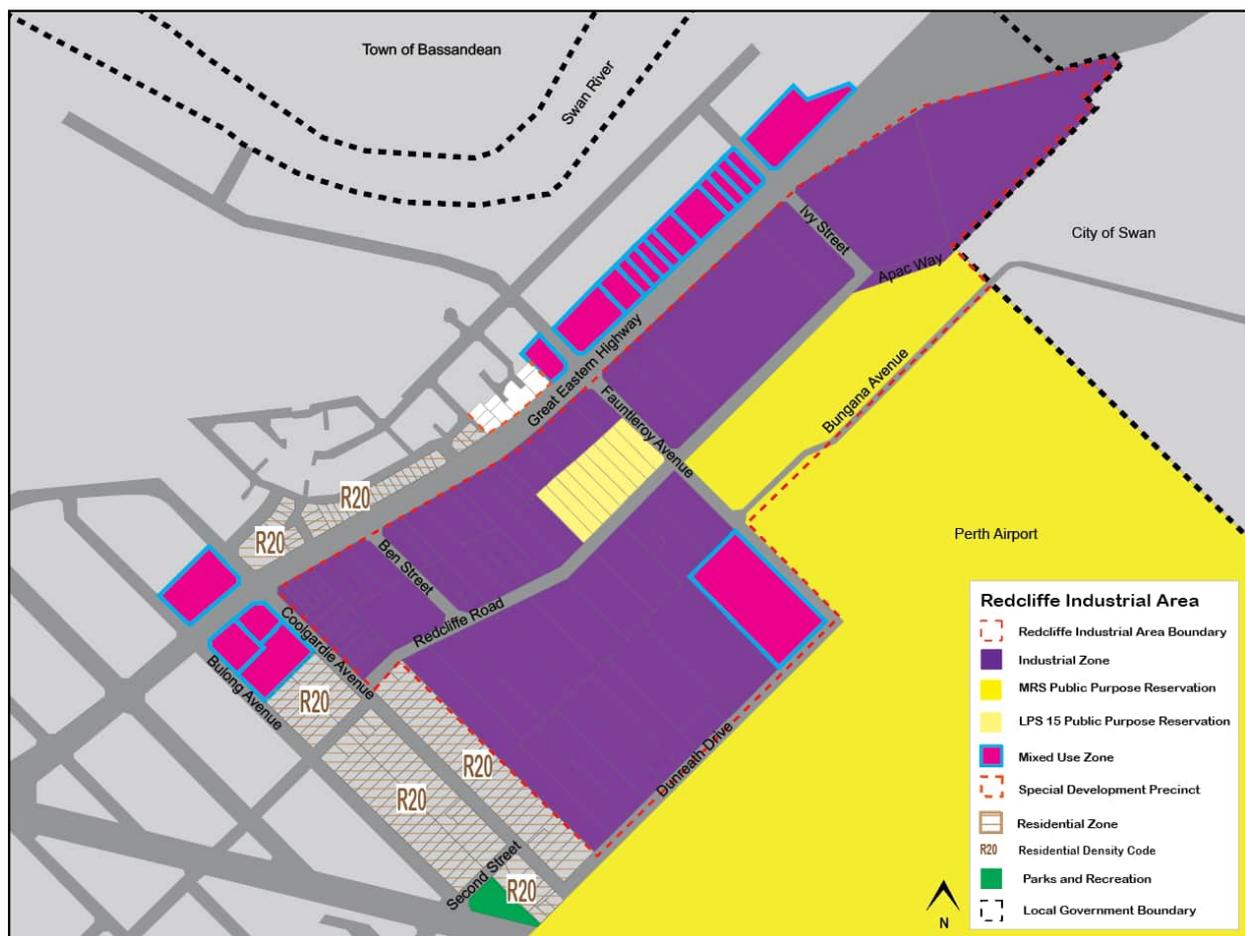


Figure 2: Existing Redcliffe Industrial Area Zoning

### Ivy Street East

Land east of Ivy Street contains two large lots currently zoned 'Industrial' under Local Planning Scheme No. 15. The lots currently accommodate general industry land uses.

To continue accommodating these uses, the City should through the preparation of a new local planning scheme maintain the same intent for the area, however investigate zoning the land in accordance with the Model Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015. As a result, it may be appropriate for the area east of Ivy Street may be rezoned to 'General Industry' as visualised by Figure 3 overleaf.

#### Action 1.1

Investigate whether it is appropriate to rezone the area east of Ivy Street from 'Industrial' to 'General Industry' through the preparation of a new local planning scheme.

### Ivy Street West

The area west of Ivy Street currently contains a mixture of low intensity industrial uses, including a Public Transport Authority transport depot, a number of car hire premises, offices and storage yards. The area is currently predominantly zoned 'Industrial' under LPS 15.

Coolgardie Avenue forms the boundary between the Redcliffe Station Precinct and the Redcliffe Industrial Area. The intent of the planning framework for the Redcliffe Station Precinct is to see a significant residential population increase through the development of mid to high rise dwelling types. Given the proximity



City of Belmont

of Redcliffe Industrial Area to the Redcliffe Station Precinct, it is important to ensure that the future residential amenity is not impacted by industrial activity. Therefore, this area should act as a transition area between general industry and residential land uses. In this respect, it may be appropriate to apply a 'Light Industry' zone to land which is not subject to the MRS Central Districts Omnibus No.6 amendment (see Figure 3). This is supported by State Planning Policy 4.1 - Industrial Interface which states that the Light Industry zone can be used as a compatible land use transition at the interface of a General Industry zone. The model objectives for the Light Industry zone included in the Planning and Development (Local Planning Schemes) Regulations 2015 further emphasise this as follows:

- To provide for a range of industrial uses and service industries generally compatible with urban areas, that cannot be located in commercial zones.
- To ensure that where any development adjoins zoned or developed residential properties, the development is suitably set back, screened or otherwise treated so as not to detract from the residential amenity.

With regard to 130 Fauntleroy Avenue which is currently zoned 'Mixed Use', It is considered that the land uses (e.g. residential development) capable of approval in the 'Mixed Use' zone are not appropriate for the sites industrial context. Rather, it may be appropriate for this land to be rezoned to 'Light Industry' which reflects the existing use.

The bus depot at 34-50 Fauntleroy Avenue should remain reserved 'Public Purpose'.

#### Action 1.2

Except for 34-50 Fauntleroy Avenue which will remain reserved 'Public Purpose', investigate whether it is appropriate for the area west of Ivy Street to be rezoned from 'Industrial' to 'Light Industry' through the preparation of a new local planning scheme.

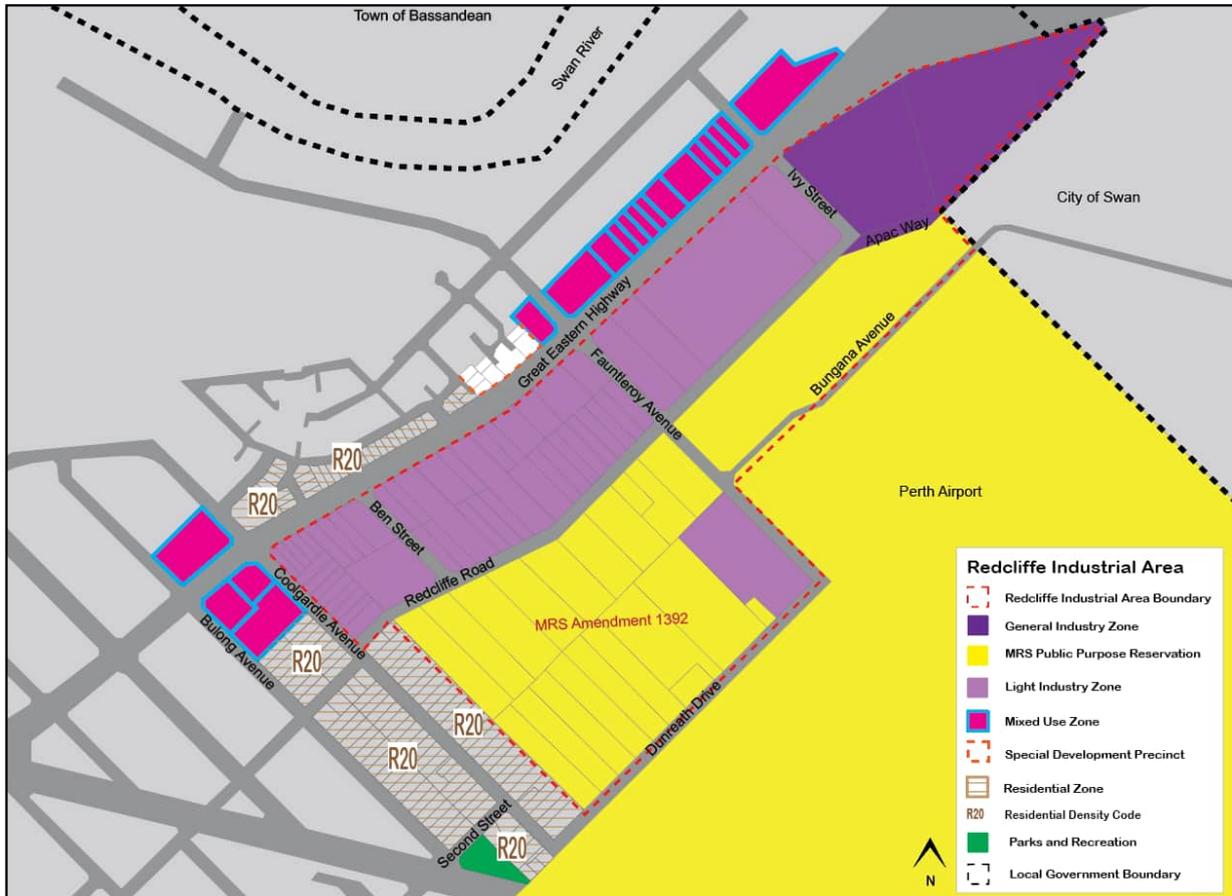


Figure 3: Proposed Zoning Investigations

## 2. Movement

The movement network associated with the Redcliffe Industrial Area provides good access internally and achieves a high level of connection to external areas. Given the overall nature of current and future development, private vehicle and service vehicle access is paramount. Unlike other activity centres within the City, there is less of a focus on the need for pedestrian and cyclist movement. While this is the case, active modes of transport should still be facilitated as discussed in the following sections of this strategy.



## Pedestrian and Cyclist Infrastructure

While it is unlikely that walking and cycling is a highly utilised mode of transport for access to Redcliffe Industrial Area, footpaths are located along Great Eastern Highway, Coolgardie Avenue, Fauntleroy Avenue, and Bungana Avenue. Although this is the case, their design results in a relatively unattractive space for pedestrians with limited to no shelter. The footpath along Great Eastern Highway is also located directly adjacent to the road surface and stops 160m short of Ivy Street while roads such as Ben Street, Redcliffe Road and Ivy Street are not serviced by a footpath network. Therefore, the City should investigate the need and feasibility of extending pedestrian infrastructure. It is anticipated that this will better connect businesses within the Redcliffe Industrial Area to public transport services as discussed in the following section of this strategy.

The City should also investigate streetscape improvements aimed at enhancing the experience for pedestrians. Improvements could include the installation of additional landscaping treatments and where feasible the relocation of footpaths along high traffic roads so that they are setback from the road carriageway.

With regard to cyclist infrastructure, besides the cycling lane along Great Eastern Highway, there are no dedicated cycle lanes within the road reserves. Therefore, the City should investigate including cycle lanes within the Redcliffe Industrial Area. It is anticipated that this infrastructure will provide an additional transport option for employees and further connect the area for cyclists.

### Action 2.1

Investigate improvements to cyclist and pedestrian infrastructure within the Redcliffe Industrial Area.



Activity Centre Planning Strategy

## Public Transport

The Redcliffe Industrial Area is currently serviced by bus routes 940, 290, 291 and 292 as visualised by Figure 4. Bus stops providing access to these services are located along Great Eastern Highway and Fauntleroy Avenue.

While the current land use mix and goods offered within the Redcliffe Industrial Area are unlikely to produce a high level of public transport usage, the bus network still presents an opportunity for employees and visitors to utilise an alternative mode of transport. The network provides connections to Elizabeth Quay, Redcliffe Station and Midland Station.

To provide better access to the public transport service, the City should investigate improvements to the pedestrian network as discussed in the previous section of this Strategy. The City should monitor public transport usage within the Redcliffe Industrial area, and if the need arises, investigate additional public transport services with applicants and the Public Transport Authority.

### Action 2.2

Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.

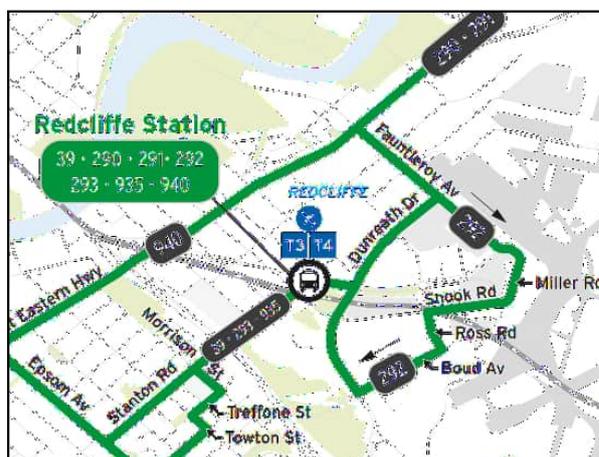


Figure 4: PTA Network Map

## Road Network and Private Vehicles

The nature of the current goods and services provided for within Redcliffe Industrial Area is reliant on adequate private and service vehicle access. The current road network provides an adequate level of access throughout the industrial area particularly for service vehicles including large trucks.

The future intent of the Redcliffe Industrial Area is to continue to provide for a range of land uses (both general industry and light industry) that by their nature require good access via service vehicles. As a result, the City should continue to allow safe and efficient vehicle access particularly for trucks and maintain connections to Great Eastern Highway.

The City should also review the effectiveness of the existing parking standards included in Local Planning Scheme No. 15, and implement appropriate car parking requirements through the preparation of a new local planning scheme. The existing parking standards are based on net lettable area (NLA) and ground floor area (GLA) which results in a large number of parking spaces for large developments. Therefore, the standards should be reviewed particularly for large 'General Industrial' properties.

### Action 2.3

Continue to maintain a high level of private and service vehicle access as required to support existing and future development.

### Action 2.4

Review existing car parking standards and apply appropriate parking requirements through the preparation of a new local planning scheme.



### 3. Place

The Redcliffe Industrial Area is home to a variety of businesses that service the States transport, construction, resource and tourism sectors. It also takes advantage of its strategic location in proximity to the Perth Airport by offering parking and storage services. The City should ensure that the planning framework can continue to provide for a range of industrial uses and that it meets and responds to the ongoing needs of businesses within the area. As part of this, high quality development outcomes should be promoted that result in an attractive built form that remains fit for a variety of industrial land uses.



## Land Use Permissibility

Redcliffe Industrial Area may through the preparation of a new local planning scheme may be primarily zoned 'Light Industry' to accommodate a variety of industrial type land uses which act as a buffer between residential and general industry land uses. In order to facilitate the intended purpose of this area, the City should consider appropriate land use permissibility's as part of the preparation of a new local planning scheme.

Given the 'Light Industry' zone may encompass a variety of different areas and potential site characteristics, it may be suitable for the City to maintain appropriate land uses as 'Discretionary 'D' land uses. Maintaining 'D' land uses will ensure that the City is able to assess varying development applications and that each proposal adequately meets the relevant requirements, responds to any constraints, and is consistent with the zone objectives.

With regard to land east of Ivy Street, 'General Industry' is not currently a zone listed within LPS 15 and as a result no current land use permissibility's are prescribed. It may be appropriate for the City to maintain appropriate land uses as Discretionary 'D' land uses to ensure that the City is able to assess applications and ensure that each proposal adequately meets the constraints or needs. It may however be appropriate to designate 'Office' as an 'I' use (incidental) to ensure that the 'General Industry' intent of land east of Ivy Street is not eroded by standalone office developments. An 'I' use permissibility will ensure that only 'offices' which are consequent, appertaining or relating to the predominant use of the land can be approved.

### Action 3.1

Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'Light Industry' land uses through the preparation of a new local planning scheme.

### Action 3.2

Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'General Industry' land uses through the preparation of a new local planning scheme.

### Action 3.3

Investigate whether it is appropriate to apply an 'I' use permissibility for 'Office' in the 'General Industry' zone.

City of Belmont

## Development Provisions

The City's current local planning scheme contains built form requirements for the 'Industrial' zone. The provisions cover amenity, building height, site cover, setbacks, landscaping, parking and loading, facade design, fencing and subdivision of land.

This Strategy suggests investigating a possible rezoning of land east of Ivy Street to 'General Industry' and the rezoning of land west of Ivy Street to 'Light Industry'. As a result, the City should investigate the development of specific built form provisions for each zone. With regard to the light industry zone, there should be a particular focus on ensuring that the amenity impact on adjoining land is minimal. The newly developed provisions may be appropriate for inclusion within a new local planning scheme prepared by the City.

### Action 3.4

Investigate and develop a set of local planning scheme provisions to guide built form in the 'General Industry' and 'Light Industry' zones.



## Public Art

Public art assists in developing a sense of place and increases the overall attractiveness of an area to customers. The City of Belmont Local Planning Policy No. 11 (LPP 11) outlines the requirements for the provision of public art by developers. The City requires all development proposals within the Policy Area of a value greater than \$4.5 million to provide public art in accordance with the described method for determining public art contributions. The cost of any public art shall be no less than one percent of the value of the eligible proposal and provided in kind or via a cash-in-lieu payment.

Redcliffe Industrial Area is located within the policy area. Therefore, the City should ensure that public art is contributed toward or provided as part of any future development.

### Action 3.5

Ensure public art is contributed toward or provided as part of developments within the Redcliffe Industrial Area.





**City of Belmont**

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City of Belmont

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# CITY OF BELMONT

## Redcliffe Industrial Area

### Actions



## Actions & Implementation

### Redcliffe Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate whether it is appropriate to rezone the area east of Ivy Street from 'Industrial' to 'General Industry' through the preparation of a new local planning scheme.	Part 2 Ivy Street East Page 5	 1.2  1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Except for 34-50 Fauntleroy Avenue which will remain reserved 'Public Purpose', investigate whether it is appropriate for the area west of Ivy Street to be rezoned from 'Industrial' to 'Light Industry' through the preparation of a new local planning scheme.	Part 2 Ivy Street West Page 5	 1.2  1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>			 2.2-2.4			
2.1	Investigate improvements to cyclist and pedestrian infrastructure within the Redcliffe Industrial area.	Part 2 Pedestrian and Cyclist Infrastructure Page 8	 2.2-2.4	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.2	Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.	Part 2 Public Transport Page 8	 5.7	Belmont on the Move	Ongoing	Planning Infrastructure Services

## Actions & Implementation

### Redcliffe Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.3	Continue to maintain a high level of private and secure vehicle access as required to support existing and future development.	Part 2 Road Network and Private Vehicles Page 8	 2.1  5.1	Planning and Development (Local Planning Schemes) Regulations 2015  State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services
2.4	Review existing car parking standards and apply appropriate parking requirements through the preparation of a new local planning scheme.	Part 2 Public Transport Page 8	 2.1  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning

## Actions & Implementation

### Redcliffe Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'Light Industry' land uses through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 11	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'General Industry' land uses through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 11	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.3	Investigate whether it is appropriate to apply an 'I' use permissibility for 'Office' in the 'General Industry' zone.	Part 2 Land Use Permissibility Page 11	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.4	Investigate and develop a set of local planning scheme provisions to guide built form in the 'General Industry' and 'Light Industry' zones.	Part 2 Development Provisions Page 11	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short-Medium	Planning
3.5	Ensure public art is contributed toward or provided as part of developments within the Redcliffe Industrial Area	Part 2 Public Art Page 12	 1.4  4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Ongoing	Planning Culture and Place

**Schedule of Submissions**

No.	Submitter	Summary of Submission	Officer Comment
1.	K. McNaught 65 Norwood Road Rivervale WA 6103	<p data-bbox="661 384 914 411"><u>Great Eastern Highway</u></p> <p data-bbox="661 436 1665 491">Considers the Great Eastern Highway Strategy was least engaging to read. Raises concern that this Strategy document has been considered less important than others.</p> <hr/> <p data-bbox="661 762 1688 869">States that several newer developments on Great Eastern Highway demonstrate that the submitted landscape and streetscape plans have not been followed, and that developers know that the City will not follow up on these. Considers there is a policy and compliance issue that needs to be addressed before any more approvals are given.</p> <hr/> <p data-bbox="661 1035 1590 1089">Considers Great Eastern Highway is an excellent location for businesses and commercial operations. Outlines that buildings need to be attractive with trees and gardens.</p> <p data-bbox="661 1144 1694 1220">Notes the front cover of the Strategy shows Beacon Lighting abutting a footpath and a few groundcovers. Does not consider this is appropriate when only one cubic metre of space is required for trees.</p> <hr/> <p data-bbox="661 1308 1641 1362">States that the median strip and trees are a visual barrier as well as being a barrier to manage noise, dust and pollution.</p> <p data-bbox="661 1417 1688 1493">Considers many areas of Great Eastern Highway have a poorly managed median strip, maintained by Main Roads WA (MRWA), and the City needs to demand better standards. States that MRWA's online photographs of the project do not match the reality of these locations.</p> <hr/> <p data-bbox="661 1581 1676 1656">States that Great Eastern Highway poses serious health risks for people living within 500 metres and this should be referenced. Considers that allowing developers to build in these locations is an ethical issue.</p>	<p data-bbox="1709 384 2564 438">The Great Eastern Highway section of the Strategy has been prepared with equal importance to the other Strategy sections.</p> <p data-bbox="1709 464 2502 546">The Great Eastern Highway section has been prepared to provide guidance regarding future zoning, land use permissibility, public art, parking and pedestrian/cyclist and public transport infrastructure along the Highway.</p> <p data-bbox="1709 571 2570 625">The draft Great Eastern Highway Urban Corridor Strategy provides more detailed guidance regarding future development outcomes and public realm improvements.</p> <p data-bbox="1709 651 2490 678">Both Strategies will inform the preparation of a new local planning scheme.</p> <hr/> <p data-bbox="1709 762 2594 869">The City now requires development applications fronting Great Eastern Highway to be presented to the Design Review Panel. Applicants must justify their proposal against the ten design principles one of which includes Landscaping. The City is and will continue to improve its processes in dealing with landscaping plans.</p> <p data-bbox="1709 894 2555 976">The City will also act on compliance matters when they are raised. Irrespective of this, compliance with landscaping plans is not related to the draft Activity Centre Planning Strategy.</p> <hr/> <p data-bbox="1709 1035 2594 1089">Noted. The City requires landscaping to be provided for developments fronting Great Eastern Highway.</p> <p data-bbox="1709 1115 2579 1190">Action 2.1 in this Strategy is for the City to investigate additional street tree planting and landscaping alongside footpaths to provide a more attractive pedestrian environment.</p> <hr/> <p data-bbox="1709 1308 2579 1362">Noted. The City will investigate additional street tree planting and liaise with MRWA about this.</p> <p data-bbox="1709 1417 2555 1465">The City has and will continue to liaise with MRWA to encourage maintenance of landscaping within the Great Eastern Highway corridor.</p> <hr/> <p data-bbox="1709 1581 2585 1713">Increasing densities along major transport corridors is consistent with contemporary planning practices advocated for by Perth and Peel @ 3.5 Million which seeks to locate people in close proximity to services and public transport opportunities. This aims to promote the use of alternative modes of transport such as public transport, walking and cycling.</p>

	<p>States there are too many service stations on Great Eastern Highway, which is environmentally problematic, both in use and for site remediation purposes. Does not support more service stations being developed along the highway.</p> <hr/> <p>Supportive of the plan for better footpath amenity with additional tree planting.</p> <hr/> <p>States that synchronised traffic lights improve traffic flow, which could be a major achievement for the area.</p> <hr/> <p><u>Eastgate</u> Considers the plans for Eastgate read positively.</p> <hr/> <p>Notes that the area has a large traffic load and is a high bus travel point.</p> <hr/> <p>Considers that Eastgate is currently underutilised as it does not meet local needs and that residents travel further away to shop in light of this.</p> <p>Considers that local residents would go to Eastgate if there was a good supermarket, newsagency, lotto (open in the afternoon), butcher, fruit and vegetable store and restaurants. Notes that the existing IGA is similar to a deli and is not somewhere where residents can shop for groceries.</p> <p>Notes that there is currently no supermarket within The Springs. Considers that a Woolworths, Coles or full range IGA would do well in this location.</p> <hr/> <p>Considers the perception and reality of Eastgate is that it is unsafe. Requests that the security issues be sorted and a full-time security guard shared by businesses hired to move on and report antisocial behaviour.</p> <p>Consider that the large 'adult' shop and associated signage adds to the impression of the centre attracting the wrong type of clientele.</p> <hr/>	<p>The City sought to restrict service stations from establishing along Great Eastern Highway by making it an 'X' use within the 'Mixed Use' zone. However this was not supported by the Minister for Planning. Therefore, as stated in the Strategy, Local Planning Policy No. 16 (LPP 16) was prepared to limit the number of service stations located within close proximity to one another. The City intends to continue to apply the development requirements contained within LPP 16.</p> <hr/> <p>Noted.</p> <hr/> <p>Main Roads Western Australia (MRWA) who is responsible for signal phasing has confirmed that the traffic lights along Great Eastern Highway have already been coordinated. MRWA have conducted work to ensure that the traffic signal settings are efficiently programmed to favour the prevailing traffic flows as much as possible. However, motorists won't always experience a green wave along the whole length of the corridor, because the traffic signals still need to adapt to live traffic, respond to side traffic, and make way for pedestrians which can disrupt coordination during peak periods.</p> <hr/> <p>Noted.</p> <hr/> <p>Noted.</p> <hr/> <p>Noted.</p> <p>The City's planning framework will continue to facilitate a diverse range of compatible and appropriate uses within activity centres. However, the uptake of particular uses is dependent on the landowners of each centre.</p> <hr/> <p>The City of Belmont Community Safety Team has been actively seeking to address security within the centre. Initiatives include a security appraisal (2 May 2023) and a pop up crime prevention stall (12/11/2023). The City's community watch service also patrols the centre and there are 15 security cameras which are monitored by the City. Any anti-social behaviour can be reported to Community Watch, WA Police and Crime Stoppers.</p> <p>Regarding the request for a full-time security guard, this would need to be organised by the owner and/or manager of Eastgate Neighbourhood Centre.</p> <hr/>
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	<p>Agrees that there is a lack of pedestrian crossings from Kooyong Road and notes that it is presently difficult to cross.</p> <p>States there is a lack of trees on Fitzroy Road and the Great Eastern Highway side of the centre which could be remediated easily.</p>	<p>Noted. These are identified for investigation in the draft Strategy.</p>
	<p><u>Kooyong Village</u></p> <p>Notes that page 4 refers to a 200 metre radius, however considers it is larger than this, as Norwood Road is a heavy walking route used by residents to access the centre.</p>	<p>State Planning Policy 4.2 (SPP 4.2) designates a walkable catchment of 200m for Neighbourhood Centres. The Strategy however recognises that it is likely this catchment extends further than 200m.</p>
	<p>States there is a need for refurbishment of the shops and street façade, with a focus on achieving a better connection and streetscape aesthetic. Also outlines that IGA needs a refurbishment and security and that it is currently perceived as being unsafe.</p> <p>States that Jupp Lane needs improvement and considers it currently looks like a rubbish tip. Outlines that the fencing is unattractive for residents backing onto it.</p> <p>Considers trade would increase significantly with improvements.</p>	<p>Noted.</p> <p>The draft Strategy has actions which relate to the investigation of:</p> <ul style="list-style-type: none"> <li>- Implementing built form controls to increase activity on the street</li> <li>- Public realm improvements</li> <li>- A shared or public space within Jupp Lane</li> </ul> <p>In addition, the draft Strategy contains an action regarding engaging with businesses to facilitate and increase street activity.</p>
	<p>Notes that bins are currently overflowing and that there is rubbish on the footpath. Outlines that businesses are putting their waste in the bins on the footpath regularly. States that this has been reported and it doesn't improve.</p>	<p>City staff have addressed this issue by taking the following action:</p> <ul style="list-style-type: none"> <li>- Advised properties that they are required to report damaged bins to Veolia so they can be repaired.</li> <li>- Written to all the properties on Jupp lane and advised them not to overfill their bins.</li> <li>- Advised properties that they cannot present more bins than they pay for. Offending Businesses are required to either pay for additional bins or reduce the number of bins used.</li> <li>- Asked properties to sort their waste correctly.</li> </ul> <p>The City will continue to monitor this situation.</p>
	<p>Notes that the current shops are closed majority of the weekend and that there is nowhere good to buy fruit and vegetables. States that this results in locals travelling elsewhere to shop. Considers that an international gourmet store would do well in this centre.</p> <p>Considers that the centre requires some drawcard retail locations. States that the best shopping is the chemist/lotto, but the connection doesn't work as there are three outlets in one poorly defined space.</p>	<p>The City's planning framework will continue to facilitate a diverse range of compatible and appropriate uses within activity centres. However, the uptake of particular uses is dependent on the landowners of each centre.</p> <p>The City has no ability to require certain uses or mandate shops to be open at particular times.</p>
	<p>States that 97 Norwood Road has just been sold, and hopes that this will not hinder plans for that block and 92 Kooyong Road. Supports consulting rooms, offices or similar uses for these blocks which are attractive, with high quality landscaping and streetscaping to encourage walking.</p>	<p>Noted.</p>

		<p>Supports an apartment block development at Lot 14384, provided the ground floor contains commercial businesses such as cafes, bars or restaurants to activate the area. Notes that the developments of this form within The Springs are well used.</p>	Noted.
		<p>Supports trees, gardens, a coordinated streetscape and street art to activate walking in the area.</p>	Noted.
		<p>States the community is aggrieved by the unattractive multistorey carpark look of the childcare on the corner. Notes that residents do not want to see poor outcomes and that it is essential Rivervale is seen as an up and coming suburb, which is highly desirable to live.</p>	Noted.
		<p>Considers that the City fails to see this as an inner-City suburb, rather viewed as a state housing commission suburb.</p>	The City of Belmont is committed to increasing the appeal of its activity centres. Therefore, the investigation of public realm improvements are recommended by the Strategy.
		<p><u>Redcliffe Industrial Area</u></p> <p>Notes that place 16694 – Redcliffe Wetland on DPLH’s Aboriginal Cultural Heritage Inquiry System is identified as a water dreaming site. States that the site (bound by Redcliffe Road, Fauntleroy Avenue, and Dunreath to the ‘bund’ behind Coolgardie Avenue) was acquired by Westralia Airports from Aboriginal Elders in the 1960’s with the agreement to retain this location as a water hole of the dreaming.</p> <p>Requests clarity on this site and its importance to Aboriginal people.</p>	Refer to Aboriginal Heritage Site 16694 section of the Council Report.
		<p><u>Belmont Business Park</u></p> <p>Notes that some properties are well maintained, however some are not. Considers that the section of Francisco Street between Belmont Avenue and Abernethy Road belongs in an outer-suburb industrial location.</p> <p>Considers that the City should regulate and incentivise appropriate commercial properties operating in such inner-city locations, along high traffic routes and surrounded by residential areas.</p>	<p>Noted.</p> <p>The City will facilitate development that is consistent with the relevant zone objective/s and consider any potential impact on residential areas.</p>
		<p>Notes being pleased to see the focus on streetscapes in the area and considers street trees could further complement the area if significant improvements occurred.</p>	Noted. Action 2.1 provides for the City investigate additional street tree planting and landscaping alongside footpaths to provide a more attractive pedestrian environment.
2.	R. Meads 118 Kooyong Road Rivervale WA 6103	<p><u>Kooyong Village</u></p> <p>Requests that the current free public Wilson Park tennis courts near Surrey Road be upgraded or added into future plans.</p> <p>Requests that court lights be added for evening and early morning recreation.</p> <p>Requests more leafy trees or large bushes to be installed to reduce sport court noises for surrounding residents that don’t like the noise, and for additional privacy for sport players.</p>	Wilson Park is subject to a separate master planning document being progressed by the City.

3.	S. Bizzaca 74/3 Homelea Court Rivervale WA 6103	<u>The Springs</u> States traffic needs to be considered in this area - with more than 100 new residential units being constructed opposite Aloft presently. Notes existing difficulties entering and exiting The Springs.	Traffic reports are required to be submitted in support of particular development applications. In terms of The Springs, traffic reports have identified the road network as having capacity to accommodate vehicle movements during AM and PM peak periods.  Notwithstanding this, Great Eastern Highway and its associated intersections are controlled by Main Roads Western Australia.
		Considers that there is a lack of loading zones in front of buildings.	The City's Local Planning Scheme does contain provisions for vehicle parking and loading bays. It should be noted that these do not necessarily need to be located at the front of buildings.
		Considers the pathway along the Rivervale waterfront should be better managed as the sides are often overgrown. Also requests that footpaths along the streets be cleaned as there are signs of drug usage.	Noted.
4.	H. Rosane 17b Gregory Street Belmont WA 6104	<u>Belmont Square</u> Notes the lighting is good within the centre and suggests the lights could be motion operated.	Noted.
5.	J. Hustwitt 116 Central Avenue Redcliffe WA 6104	<u>Belvidere Street</u> Supportive of upgrades within the Belvidere shopping area, as the buildings and landscaping need updating to bring Belmont and Redcliffe up to other suburbs standards.	Noted.
6.	N. Auld U15/198 Saint Kilda Road Rivervale WA 6103	<u>Kooyong Village</u> Considers that this centre is in need of an upgrade and more security patrols.	Anti-social behaviour can be reported to the City's Community Watch or the WA Police.  The ACPS aims to facilitate upgrades within activity centres.
		<u>Belmont Business Park</u> Requests more regular buses within the area.	The City intends to monitor land uses and where necessary investigate additional public transport services with the Public Transport Authority (Action 2.5).
7.	D. Miller 6 Mathews Place Belmont WA 6104	<u>Perth Airport</u> States that roads are confusing between international and domestic flights.	Noted. This land is within the Perth Airport Estate and outside the control of the City of Belmont. It is recommended that Perth Airport be contacted regarding specific concerns regarding their internal road network.
8.	D. Ferris 73 Central Avenue Redcliffe WA 6104	<u>Redcliffe Station Neighbourhood Centre (Future)</u> Outlines that as per the DA6 Activity Centre Plan, Central Avenue is proposed to be reconnected through Brearley Park with a boulevard style street appearance. Considers that if this occurs, the centre zoning should be extended to the first intersection of First Street and Central Avenue.	The Local Centre boundary follows the alignment of the 'Mixed Use' zone under the draft Activity Centre Plan. The Retail Needs Assessment prepared to inform the ACPS highlighted the need for an additional 3,000m <sup>2</sup> of retail floorspace within the Development Area 6 precinct. This retail floorspace will be accommodated partly within the Perth Airport Estate (recently constructed supermarket) and immediately

			<p>adjacent to Redcliffe Station. Noting this, there is no need to allocate additional land to accommodate shop and retail uses.</p> <p>The Department of Planning, Lands and Heritage are currently preparing an Improvement Scheme to guide future development within the precinct and have confirmed that this will be informed by the draft Activity Centre Plan.</p>
		<p>Considers that adaptable ground levels should be provided for on Central Avenue between First Street and Great Eastern Highway. Considers this will be important if the area accommodates the higher end of the resident number estimates, which would support Redcliffe accommodating more businesses with additional variety.</p>	<p>The draft Activity Centre Plan prepared for the Development Area 6 precinct reflects this area being zoned 'Residential'. Adaptable ground floor levels are not typically required within residential zones. However, future development will be guided by the Improvement Scheme currently being prepared by the Department of Planning Lands and Heritage. Action 1.3 states that the City will continue to engage with the State Government in the development and delivery of the planning framework for the precinct.</p>
		<p>Supports the street design along High Street. Considers this should be implemented in the Redcliffe Neighbourhood Centre, with an allowance for trees and canopy cover to prevent the potential for a heat island.</p>	<p>Action 2.4 of the Strategy encourages increased tree planting along Central Avenue and Dunreath Drive. The City notes that Perth Airport has completed landscaping works on High Street which includes the planting of trees.</p>
9.	G. Lowe 21 Miller Avenue Redcliffe WA 6104	<p><u>Golden Gateway (Future)</u></p> <p>Considers there is work to be done in the movement area of the Strategy.</p> <p>Considers that currently, non-automobile movement between Matheson Road and the Ascot Waters principle shared path is unsafe. This is due to multiple main roads or roundabout entries and exits needing to be crossed in order to make the transit.</p> <p>States that non-automobile modes of transport will become more popular as the cost of owning a car increases and residents seek to lessen their environmental footprint.</p> <p>Considers that bicycles and e-scooters will become more present and movement infrastructure needs to be updated to facilitate commuting use of these modes safely and efficiently, not just for leisure.</p> <p>Highlights that the City should learn from Elizabeth Quay, where a principle shared path runs through a pedestrian focused piazza, requiring cyclists to dismount.</p>	<p>Noted.</p> <p>Action 2.1 states that the City will investigate improvements to pedestrian and cyclist priority within and surrounding the future Ascot Waters Local Centre. Upgrades to pedestrian and cycle facilities are also proposed by the Golden Gateway Local Structure Plan as detailed in the Movement and Access Strategy.</p>
10.	S. Zhao 140 Central Avenue Redcliffe WA 6104	<p><u>Redcliffe Station Neighbourhood Centre (Future)</u></p> <p>Considers the future Redcliffe Station Centre shouldn't be a Neighbourhood Centre, and instead should be a major activity centre with high density residents, business, hotels and entertainment.</p>	<p>The Redcliffe Station Neighbourhood Centre is proposed to provide a range of services that meet daily and weekly household needs. In light of this, the centre has been classified as a 'neighbourhood centre' in accordance with State Planning Policy 4.2.</p> <p>It is however anticipated that the broader Redcliffe Station Precinct will accommodate a diverse range of uses including; higher density residential, a hotel and a range of commercial uses.</p>
		<p>Notes Redcliffe has a new railway station within 15 minutes of Perth CBD and 3 minutes from the airport, with existing businesses like the DFO and Costco.</p>	<p>The Minister for Planning approved Improvement Plan No. 45 in December 2022. The objectives of the Improvement Plan include; the delivery of a diverse range of housing and establishment of a transit oriented development. The Improvement Plan will inform the preparation of an Improvement Scheme that is currently being</p>

		Highlights that due to Perth's housing crisis, significant stock of new dwellings in close proximity to public transport and the CBD is required.	prepared by the Department of Planning Lands and Heritage. The City will continue to engage with the State Government in the development and delivery of the planning framework for the precinct (Action 1.3).
11.	C. Zaugg 2/88 Great Eastern Highway Belmont WA 6104	<p><u>Golden Gateway (Future)</u></p> <p>Looks forward to seeing further information on Golden Gateway. Notes currently being the only residential building on the riverside of the highway in Belmont. Outlines that there is no central hub within walking distance only scattered cafes and restaurants with no cohesion.</p> <hr/> <p><u>Activity Centre Planning Strategy – Part One</u></p> <p>Supports activity centres as they create a lively vibe.</p>	<p>Noted. The Golden Gateway precinct is envisaged to accommodate a Local Centre that will service future residential development, as well as residents in close proximity.</p> <hr/> <p>Noted.</p>
12.	B. Scharfenstein 140 Coolgardie Avenue Redcliffe 6104	<p><u>Redcliffe Industrial Area</u></p> <p>Outlines that the area referred to as 'Public Purpose – Commonwealth Government' under the MRS and under control of Perth Airport is an Aboriginal Heritage Site.</p> <p>Requests all Aboriginal Heritage Sites be shown and identified in all City of Belmont Planning Strategy documents. More specifically, requests figure 2 and figure 3 be amended to show the Redcliffe Wetland Aboriginal Heritage site, with an explanation of what the block is and that this site is not subject to zoning for redevelopment.</p> <p>Outlines that the redevelopment of Aboriginal Heritage Sites should not be considered a fait accompli.</p> <hr/> <p><u>Redcliffe Station Neighbourhood Centre</u></p> <p>Notes that the draft Strategy reflects information contained within the DA6 Vision Plan and Redcliffe Station Precinct Activity Centre Plan. States that there has been no progress in any material sense and the lack of clarity and questionable recommendations continue.</p> <p>Considers that the redevelopment of DA6 has been too slow. Considers that a project build out of 2036 is unacceptable in light of the housing crisis.</p> <hr/> <p>Considers the mixed-use designation in the absence of high density residential zoning and residences to support construction and these businesses is non sensical. Does not consider there will be a return on investment for developers.</p> <hr/> <p>States the Redcliffe Train Station is underutilised and the 500 bay car park is mostly empty.</p> <hr/> <p>Requests that figures 4 and 5 reflect the airport land being referred to in the document, including High Street. Also requests that Perth Airport's land which is zoned 'Public Purpose – Commonwealth Government' under the MRS contains the following notation through the document "in control of Perth Airport."</p>	<p>Refer to Aboriginal Heritage Site 16694 section of the Council Report.</p> <p>Where appropriate, Registered Aboriginal Heritage Sites will be reflected in Planning documents.</p> <hr/> <p>Noted. The Department of Planning Lands and Heritage are currently in the process of preparing an Improvement Scheme to guide redevelopment within the precinct.</p> <p>The City will continue to engage with the State Government in the development and delivery of the planning framework for the precinct (Action 1.3).</p> <hr/> <p>The Mixed Use designation identified within the draft Activity Centre Plan was intended to provide for a mix of residential and non residential land uses. It was anticipated that ground floor commercial uses will be supported by upper floor residential dwellings.</p> <hr/> <p>Noted.</p> <hr/> <p>Figure 4 has been amended to outline the portion of the neighbourhood centre within the Perth Airport Estate. Figure 5 relates explicitly to the Development Area 6 precinct, excluding land within the Perth Airport Estate. In light of this, it is not considered necessary to amend figure 5.</p>

			<p>It is not considered appropriate to note throughout the document that Perth Airport's land is in control of Perth Airport, as the Federal Government are responsible for making a number of decisions relating to the use and development of this land.</p>
		<p>States that all parks, reserves and public open space are not shown throughout the documents. Notes that the Brearley Avenue green spine and Garvey Park have not been included. Considers that the omission of parks could signify deliberate obfuscation for alternate undesirable objectives. Requests that existing parks and areas of public open space, including the Brearley Avenue green spine and Garvey Park be included on maps within the document.</p>	<p>As the documents relate to activity centres across the City, not all areas of parkland and public open space were reflected. Only some areas of public open space and parkland were included for contextual purposes.</p> <p>Notwithstanding this, the maps within the documents have been amended to reflect additional existing parks and areas of open space which are in close proximity to the relevant activity centre. This includes the Brearley Avenue green spine and Garvey Park.</p>
		<p>Considers that diagrams and legends are too small and low definition. Requests these be amended to ensure they are in high definition and are legible, noting that some people may have difficulty reading these currently.</p>	<p>Noted. Refer to Mapping Updates heading in the report.</p> <p>Furthermore, there is a note in each of the documents which stipulates that the documents can be requested in alternative formats, including large print.</p>
		<p>Outlines that the document contains reference to both past and present text and considers that this makes it difficult to understand. States that people want to make comment on present context and not grasping future proposals or development. Requests that the document be amended to clarify this.</p>	<p>Where history is being referred to, officers have used past tense. Where the centre is being talked about, officers have used future tense noting that the centre has not been fully established. Regarding the request to comment on present context, this is included in the strategy where relevant, however, the focus of the document is on future planning of the City's activity centres.</p>
13.	G. Boase 107 Leake Street Belmont WA 6104	<p><u>Redcliffe Industrial Area</u></p> <p>Raises concerns that there is no reference to Aboriginal Heritage Sites in figure 2 or figure 3. Does not want these sites impacted by development because of this.</p>	<p>Refer to Aboriginal Heritage Site 16694 section of the Council Report.</p>
14.	H. Olivieri 35 Kennerly Street Cloverdale WA 6105	<p><u>Redcliffe Industrial Area</u></p> <p>Notes being told that there are Aboriginal Heritage Sites (adjacent to Coolgardie Avenue and near Fauntleroy and Great Eastern Highway intersection) that are subject to a change in zoning. Does not consider that these have been considered by the ACPS.</p> <p>Queries how the Aboriginal Heritage Sites will be protected and if there has been consultation with Whadjuk Noongar elders.</p>	<p>Refer to Aboriginal Heritage Site 16694 section of the Council Report.</p>
15.	D. Mossenson 397-401 Great Eastern Highway Redcliffe WA 6104	<p><u>Activity Centre Planning Strategy – Part One</u></p> <p>Considers the document is vague and superficial, with poor maps and illustrations.</p>	<p>The draft Activity Centre Planning Strategy is an overarching document intended to guide the future planning of the City's activity centres. Actions generally require further investigation by various departments at the City.</p> <p>Regarding the comment about the maps and illustrations, please refer to the Mapping Updates heading in the report.</p> <p>Noted.</p>

	<p>Notes two points listed under 'Strategies and Movement' reference the road network being designed to accommodate vehicles necessary to service the specialised centres and also to ensure that the centres are accessible by appropriate modes of transport.</p> <p>States there is a lack of comprehensive traffic modelling and current traffic analysis presented in the documents. Considers that this reinforces concerns the owners of 397-401 GEH have had. This includes that there is an absence of a workable solution for the traffic flow and issues presented through many of the areas that are referred to in the documents as neighbourhood and specialised centres, such as the Redcliffe Station Neighbourhood Centre and Great Eastern Highway. With the further development proposed for the area, considers the traffic issues will only continue to increase in their unworkability and will produce a gridlock of traffic in the area.</p> <p>Considers that the current absence of workable connections from the DA6 area and the Redcliffe Station area (which had once existed through the Brearley Avenue connection to Great Eastern Highway) to GEH is most concerning and remains unaddressed and unresolved.</p> <p>Outlines that Council never supported the retention of this important connection for the benefit of the whole community and is now proposing unworkable alternatives in an effort to relieve the traffic congestion without providing the community any traffic modelling or traffic counts in support of their documents presented for comment.</p>	<p>Refer to Traffic Modelling section of the Council Report.</p> <p>The Department of Planning Lands and Heritage is currently preparing an Improvement Scheme that will guide the future development of the precinct further to the draft Activity Centre Plan. A component of this work will relate to the road network.</p> <p>Refer to Traffic Modelling section of the Council Report.</p>
	<p><u>Great Eastern Highway</u></p> <p>Notes difficulty in locating the site they own.</p> <p>Considers that the diagrams and maps are insufficient to grasp the full concepts of what is being proposed.</p>	<p>Due to the scale of Great Eastern Highway, individual sites aren't identified. Further detailed guidance relating to the future planning of Great Eastern Highway is provided in the draft Great Eastern Highway Urban Corridor Strategy.</p> <p>Several mapping changes are proposed as detailed in the Mapping Updates heading in the report.</p>
	<p>Notes that page 6 under mixed use refers to activity nodes and activity corridors. States that a least 5 years ago in Council agenda documents, diagrams were produced to illustrate the proposed locations of such sites. Outlines that if these locations have changed then new diagrams should have been presented for review.</p>	<p>At the 26 September 2023 Ordinary Council Meeting, Council resolved to undertake amendments to the draft Great Eastern Highway Urban Corridor Strategy which includes making the activity nodes and corridors consistent with the Activity Centre Planning Strategy. The City of Belmont is currently undertaking these modifications.</p>
	<p>Notes that page 11 outlines that the City is investigating appropriate parking standards for various land uses along GEH through preparation of a new local planning scheme. Considers that this should not be retrospectively applied to businesses along GEH.</p>	<p>The City cannot retrospectively apply parking requirements to established developments. New parking standards will be applied through the assessment and determination of future development applications.</p>
	<p>Notes that action point 2.1 proposes investigating additional tree planning alongside footpaths. Raises concerns that these trees will in time provide visibility issues with traffic wanting to exit from the DA 6 area onto GEH as the trees mature.</p> <p>Also notes that action point 2.2 proposes investigating the realignment of the footpaths. Considers that depending on which side of the road this is proposed for, it may prove to be impractical because of the already designated road reserves that the paths currently sit within.</p>	<p>The Action states that the City will investigate additional tree planting. Specifics of planting will be further considered by the City in consultation with Main Roads Western Australia.</p> <p>The City proposes to investigate improvements to pedestrian and cyclist infrastructure. This will occur through updates to the Great Eastern Highway Urban</p>

		<p>Corridor Strategy and will be subject to more detailed design and consultation with Main Roads Western Australia at subsequent stages.</p>
		<p><u>Redcliffe Station Neighbourhood Centre (Future)</u></p> <p>Considers that figure 3 of the existing zoning fails to properly illustrate their property, whilst Figure 4 contains it in the Station Zoning and Reservation Plan.</p>
		<p>Under the heading of 'Pedestrians and Cycling Connections and Priority' notes that Figure 5 is described as being 'Potential Pedestrian and Cyclist Upgrades' and the 'Legend' on page 9 is also so labelled. However, notes the detail in the Legend at 'B' and 'C' refers to traffic calming measures being installed.</p>
		<p>Notes that as a result of the closure of Brearley Avenue, the hearses, that are an essential part of Seasons Funerals, and located at their premises have been forced to use Boulder Avenue and Stanton Road as access roads to the site. Outlines that with the further proposed road adjustments (building Road 1 and closing the remaining part of Brearley Ave) the hearses routes to exit are limited.</p> <p>Notes that the long wheel base of the hearses and their low ground clearance of only 15 cm will severely limit if not make entirely impossible the traversability of these vehicles over proposed traffic calming platforms unless the heights are lower than these measurements and spaced well apart. Considers that the business' operation will be continue to be severely impacted by COB planning decisions.</p>
		<p>Does not consider that car parking in the Precinct has been addressed in the proposal. Outlines that Action 2.6 'Liaising with Perth Airport' does not address the issue of parking within the neighbourhood Centre.</p>
		<p>Considers that decisions made in regards to the DA6 area, Redcliffe Station, and the Brearley Avenue closure have had an adverse effect on the reasonable access to their property, diminished its amenity, and impacted on the business that the property houses.</p>
16	A. Perkins 18 Norwood Road Rivervale WA 6103	<p><u>Redcliffe Industrial Area</u></p> <p>States that there is no mention of the Registered Aboriginal Heritage site to the east of Redcliffe Road. Notes that this was an Aboriginal Camp Site.</p> <p>Requests this land be changed to a reserve and be protected.</p>
17.	M. Cardozo 1/132 Epsom Avenue Belmont WA 6104	<p><u>Redcliffe Station Neighbourhood Centre (Future)</u></p> <p>Considers that the City needs to have public consultation on traffic calming measures and road changes being proposed, and the impacts on adjoining streets.</p>
		<p>Figure 3 identifies the current zoning of the Local Centre. It is not intended to identify the zoning of lots adjacent to Great Eastern Highway.</p>
		<p>The legend details pedestrian and cyclist upgrades under each of the street character types. These three-character types are reflected within Figure 5. "B" and "C" traffic calming measures are included because they help facilitate pedestrian and cyclist priority and aim to discourage vehicle movements through the precinct.</p>
		<p>Noted.</p> <p>Specific road network changes will be further considered by the Department of Planning, Lands and Heritage as they progress an Improvement Scheme for the precinct. Any proposed traffic calming measures will be subject to more detailed investigation and planning.</p>
		<p>It is unclear what parking issue the submitter is referring to. Car parking has been directly addressed by the Strategy which states that future development should seek to avoid an oversupply of parking. Action 2.6 also states that the City will liaise with Perth Airport regarding future car parking associated with the Neighbourhood Centre. Car parking will also be addressed by the Improvement Scheme being prepared by the Department of Planning, Lands and Heritage.</p>
		<p>Noted. This comment is not directly related to the draft Activity Centre Planning Strategy.</p>
		<p>Refer to Aboriginal Heritage Site 16694 section of the Council Report.</p>
		<p>The ACPS serves as an overarching guide for the future planning and coordination of the City's activity centres and lays the groundwork for future, more specific planning stages, at which point targeted traffic studies will occur.</p>

		<p>Considers that a community meeting should be called prior to approval of traffic calming proposals.</p>	<p>Future development surrounding the train station will be controlled by the Improvement Scheme currently being prepared by the Department of Planning Lands and Heritage. Once drafted, the Improvement Scheme will be advertised to landowners and residents within the Development Area 6 precinct. One action of the ACPS is to advocate to the State Government for improvements to pedestrian and cyclist priority to be investigated through the preparation of the Improvement Scheme.</p>
18.	<p>B. O'Hara 125 Bulong Avenue Redcliffe WA 6104</p>	<p><u>Redcliffe Industrial Area/Perth Airport</u></p> <p>Notes that Figure 3 depicts the area of land to the rear of the houses on Coolgardie Avenue and long-term airport parking being zoned 'General Industrial'. Believes that this land is listed as an Aboriginal Heritage Site (16694).</p> <p>Queries whether Council supports a change in use from Aboriginal Heritage to General industrial.</p> <p>Queries whether Council has engaged with a range of traditional owners regarding these proposals.</p> <hr/> <p>Queries if Council would change the zone regardless of Proposal 4 of the MRS Central Districts Omnibus Amendment.</p>	<p>Refer to Aboriginal Heritage Site 16694 section of the Council Report.</p> <hr/> <p>Proposal 4 will result in the land being reserved 'Public Purpose' under the MRS. It is appropriate for the City's Local Planning Scheme to be updated to be consistent with the MRS.</p>
19.	<p>Element on behalf of Krisdan Holdings Pty Ltd Owner of Eastgate Shopping Centre 49 Great Eastern Highway Rivervale WA 6103</p>	<p><u>Eastgate</u></p> <p>Notes that whilst the subject site is not immediately ready to progress a redevelopment, it is an opportune time with the progression of the strategic planning strategies that will eventually lead into a new planning scheme, to begin to consider the strategic direction of the Eastgate Shopping Centre.</p> <p>Highlights the Client's intention to progress detailed planning for the subject site to guide future redevelopment opportunities. Notes that this will likely be facilitated via a scheme amendment and supported by a Local Development Plan (LDP) to establish the redevelopment aspirations for the subject site.</p> <p>Prior to preparing this submission an extensive review was undertaken of both the Draft ACS and Draft Great Eastern Highway Corridor Strategy (Draft GEHCS) (currently under review) to underpin the recommendations. A summary of the key recommendations and points are provided below:</p> <ul style="list-style-type: none"> <li>•The subject site is shown as a 'Key Landmark Site' under the Draft GEHCS.</li> <li>•A height of 9-12 storeys is being contemplated for the subject site. The CoB is considering imposing a density code of R-AC1.</li> <li>•The Retail Needs Assessment (RNA) has supported an additional 1,282m2 of retail floorspace.</li> <li>•The immediate low density residential properties will be considered for upcoding as part of the future housing strategy.</li> <li>•Site specific built form controls will need to be reviewed and prepared to achieve the design objectives recommended within the Draft ACS and GEHCS. These controls include:             <ul style="list-style-type: none"> <li>- Activated street-edges and nil setback treatment to GEH;</li> <li>- Improvements to pedestrian connectivity;</li> </ul> </li> </ul>	<p>Noted. Refer to the Eastgate Neighbourhood section of the Report.</p>

	<p>- Retention of the commercial identity of Eastgate Shopping Centre;          - Low transition to residential properties; and          - Provision of an 'Urban Plaza' or similar public space.</p> <p>Considers that the above recommendations and inputs provide a sound basis for the future planning of the subject site. Notwithstanding this, considers that detailed studies and site specific analysis is required to further determine the implementation of these recommendations.</p> <hr/> <p>Density Code</p> <p>Notes that the Draft ACS outlines a series of recommendations relating to the future planning of the subject site. This includes zoning and the applicable density which might be implemented as part of a new planning scheme.</p> <p>Outlines that currently, the subject site is predominantly zoned 'Commercial' under LPS15, however, a small portion of the lot to the south-east fronting Fitzroy Road is currently zoned 'Residential' with an applied density code of R20/40.</p> <p>Notes the suggested zoning and density code for the subject site outlined in the Draft ACS is 'Neighbourhood Centre' with an applied density code of R-AC1. Does not have any objection to the suggested 'Neighbourhood Centre' zone, however, outlines a preference that there is an allowance made within the Draft ACS to flag the need for future detailed planning to occur over the subject site. This is largely due to the various design elements the Draft ACS and GEHCS have suggested. In order to achieve these design elements applying a generic R-AC1 density code does not necessitate these suggested outcomes.</p> <p>Notes a density code of R-AC1, allows for a maximum building height of nine (9) storeys, a nil setback from side and rear boundaries and either a nil or 2m setback from the street boundary. Importantly an R-AC1 density code restricts development to a plot ratio of 3.0. Considers this may have unintended consequences on restricting the development of the site, particularly given the extent of commercial floorspace that is likely to be retained. Notes the CoB justification for applying an R-AC1 density code is to enable building height, whilst achieve an appropriate interface between the subject site and the abutting low-density residential development.</p> <p>Outlines that without any detailed built form modelling completed, it is not known whether the requirements of an R-AC1 density code can be reasonably achieved and generate the most desirable development outcome for the site. This is particularly relevant for development proposals which contain higher amounts of commercial floorspace and are required to achieve compliance with residential development standards which aren't always possible. Whilst a development application can suitably justify any variation, considers that it is far more desirable to progress a planning framework which prescribes planning controls that are more closely suited to the intended development outcome, providing certainty to both the CoB and the Client on the desirable redevelopment scenario.</p> <p>Outlines that whilst the City may intend on reviewing their built form controls to pair with the allocated R-AC1 density code, there should also be the ability for 'future detailed planning' to occur over the subject site given it is a 'Neighbourhood Centre'. Notes that an R-AC0 density code is explicitly used for circumstances where a site warrants strategic planning to occur to guide future development and delivers a site specific outcome. Considers there to be numerous benefits associated with applying an R-AC0 density code to the subject site, including:</p> <ul style="list-style-type: none"> <li>•Allows site specific development parameters to be agreed upon prior to the progression of any redevelopment.</li> </ul>	<p></p> <hr/> <p>Noted. Refer to the Eastgate Neighbourhood section of the Report.</p>
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		<p>•Establishes the redevelopment aspirations for the site so that the community and CoB are clearly informed on the intended outcome.</p> <p>•Allows the proponent to test primary development controls (height, setbacks, plot ratio etc.) to determine the location and scale of the likely building envelopes.</p> <p>•Prescribe development controls that suitably respond to the various street and lot boundary interfaces.</p> <p>•Reduces development approval risk and improves the efficiencies of the development application process.</p> <p>Given the qualities of the subject site and the clear aspirations prescribed within both strategic documents, considers it appropriate for the subject site to have the ability to progress its own strategic planning framework of which an R-AC0 density code would enable for this to occur. States that pairing with the R-AC0 density code would be the requirement to prepare an LDP which would contain the built form controls to coordinate development across the site, meeting the objectives of the Draft ACS and GEHCS and guide future redevelopment.</p> <p>Requests the draft ACS recognise the need for detailed planning to occur over the subject site and that an R-AC0 density code could also be considered appropriate subject to LDP or similar mechanism being progressed.</p> <hr/> <p>Cash-in-Lieu</p> <p>Notes that the Draft ACS references the potential for a payment-in-lieu parking plan. Outlines that it is not clearly articulated within the Draft ACS how this will be implemented. Notes the subject site is bound by Great Eastern Highway and is also situated in a predominantly residential context. Considers there are limited opportunities for on-street car parking to be provided. Furthermore, given the Neighbourhood Centre designation, considers that requiring cash-in-lieu is an onerous strategy with little to no direct benefit for the subject site.</p> <p>Highlights that it is in the best interest of Eastgate to provide a suitable amount of car parking on-site to serve its customers and notes that as part of any future redevelopment this will be assessed accordingly. Does not support the recommendation for a payment-in-lieu parking plan and considers Action 2.4 (appropriate car parking standards) is a suitable recommendation to ensure an appropriate amount of car parking is provided on-site.</p>	
20.	<p>Element on behalf of Belmont Forum Shopping Centre Pty Ltd. Owner of Belmont Forum Shopping Centre Cloverdale WA 6105</p>	<p><u>Belmont Town Centre</u></p> <p>Notes being supportive of the ability for the Belmont Town Centre to further expand and for most other centres to remain relatively unchanged.</p> <hr/> <p><u>General Comments</u></p> <p>Notes the ACPS recommends a wide range of actions aimed at bringing local planning policies, zoning, density and land uses into line with contemporary planning documents. Supports this approach with the following caveats/comments:</p> <p>a. Any requirement for mandatory residential development on the BFSC site through changes to the zoning, density or as a consequence of the preparation of any future Precinct Structure Plan (PSP) is opposed.</p>	<p>Noted. Refer to the Eastgate Neighbourhood section of the Report.</p> <hr/> <p>Noted.</p> <hr/> <p>Residential development within a secondary centre is consistent with Perth and Peel @ 3.5 Million and State Planning Policy 4.2. Residential development will be encouraged and further considered through the preparation of a Precinct Structure Plan.</p>

	<p>b. Any requirement for the preparation of a PSP by the owners of BFSC or for any PSP to be prepared and/or endorsed prior to the determination of future development applications that allow for the appropriate incremental expansion of BFSC is opposed.</p> <p>c. Any changes to the car parking standards for BFSC should be supported by appropriate technical traffic and parking assessments and consistent with actual demand.</p> <p>d. The land use permissibility in the Town Centre should be as per the scheme amendment request which was prepared by element and considered by Council at the Ordinary Council Meeting on 25 July 2023 (Scheme Amendment No. 21).</p> <p>e. Any changes which impact landowners and residents, including any changes to the applicable planning framework or road network should be the subject of further key stakeholder consultation before decisions are made</p>	<p>Refer to the Belmont Town Centre section of the Report.</p> <p>Noted. It is the City's expectation that an appropriate parking standard be investigated through the preparation of a Precinct Structure Plan.</p> <p>The Scheme Amendment Request was considered by Council at the 25 July 2023 Ordinary Council Meeting. Council resolved to initiate an amended version of the amendment for the reasons detailed in the Minutes <a href="https://belmont.wa.gov.au/docs/ecm/ordinary-council-meeting-25-july-2023-minutes-confirmed">belmont.wa.gov.au/docs/ecm/ordinary-council-meeting-25-july-2023-minutes-confirmed</a>. The City will further consider land use permissibility for the Town Centre through the preparation of a precinct structure plan and new local planning scheme.</p> <p>Noted. Further consultation will occur prior to any changes to the planning framework.</p>
	<p>Notes the ACPS recommends a wide range of actions aimed at improving accessibility by all modes of transport, improving the public realm and the interface of buildings with the street, encouraging cultural activities and public art. Supports these actions with the following caveats/comments:</p> <p>a. Any changes which impact landowners and residents, including any changes to the applicable planning framework or road network should be the subject of further key stakeholder consultation before decisions are made.</p> <p>b. Any changes to the road network which restrict access to the BFSC by private vehicles are opposed.</p> <p>c. It is noted that there are difficulties in ensuring that development addresses each street frontage. Any future PSP should clearly identify the key streets or key viable locations for activation in consultation with the relevant owners and tenants.</p>	<p>Noted. Further consultation will occur prior to any changes to the planning framework.</p> <p>Noted. While there will be a focus on providing increased priority to pedestrians and cyclists, the regional relevance of Belmont Town Centre and the role of private vehicles is recognised.</p> <p>Noted.</p>
	<p>Notes the ACPS reflects the potential for an urban open space to be provided on the BFSC site.</p> <p>Opposes this initiative as there is no intention to deliver such a space as part of the future planning of the centre. Considers that urban open space should be located on public property rather than on private land where it would constrain future development options. Considers the two potential locations on public property are more appropriate for use as urban open space.</p> <p>Notes the intent of providing a space to gather and interact is understood, however flags that care needs to be taken in the design and layout of any future open space to ensure that it deters anti-social behaviour.</p>	<p>Refer to the Belmont Town Centre section of the Report.</p>
	<p>Opposes a payment in lieu of parking plan being prepared. Considers there is no obvious planning merit in preparing a payment in lieu of parking plan for the Town Centre as this is generally only required where the minimum amount of car parking identified in a planning policy or local planning</p>	<p>Refer to the Belmont Town Centre section of the Report.</p>

		<p>scheme cannot be met on site and other land has been designated to accommodate parking to meet this need.</p> <p>Notes that State Planning Policy 4.2 - Activity Centres (SPP 4.2), expresses a desire to reduce dependence on private vehicle use and promote active transport options. Outlines that in order to achieve this SPP 4.2 indicates precinct planning should consider mode share targets, a parking cap and the management of car parking in a precinct.</p> <p>Considers the City should implement measures such as pedestrian, cycling and landscaping which can encourage the take up of active transport options, whilst still allowing developments to provide sufficient parking to meet projected need. Suggest this as opposed to investigating and preparing a payment in lieu of parking plan.</p>	
		<p><u>Other Centres/Precincts</u></p> <p>Notes the ACPS contemplates additional retail floorspace at the centres at Eastgate, Redcliffe, Rivervale/Springs and Ascot Waters. Supports this with the following caveats/comments:</p> <ul style="list-style-type: none"> <li>a. It is noted that the additional retail floorspace is generally consistent with the contemporary planning framework and supported by the RNA and actions in Part 2 of the ACPS; and</li> <li>b. Unplanned retail floorspace beyond the allowances set out in the ACPS should not be permitted and future planning controls should contain appropriate provisions to ensure this does not occur.</li> </ul> <p>Requests further clarification of the proposed retail floor area for the Great Eastern Highway East/Golden Gateway precinct and the way such allowances are expected to be implemented and incorporated into the City's Local Planning Framework. Notes the following inconsistencies in the documentation for this site within the relevant documents, as follows:</p> <ul style="list-style-type: none"> <li>a. Page 5 paragraph 3, of Part 2 of the ACPS Golden Gateway document notes the RNA anticipates an increase in retail floorspace with the potential for a neighbourhood centre with an area of 2,700-3,000m<sup>2</sup>;</li> <li>b. The same paragraph indicates a 1,200m<sup>2</sup> centre would be acceptable within the Golden Gateway Precinct.</li> <li>c. The Golden Gateway Local Structure Plan indicates 1,200m<sup>2</sup> retail floorspace is anticipated in the area.</li> </ul> <p>Requests the ACPS be amended to clearly articulate that 1,200m<sup>2</sup> is anticipated in a future local centre and as such a new full line supermarket in this location would not be supported.</p>	<p>Noted.</p> <p>Refer to the Perth Racing Landholdings section of the Council Report.</p> <p>It is not appropriate for the ACPS to be updated to restrict a full line supermarket from establishing within the Golden Gateway precinct when there is a need for a centre to establish, as demonstrated through the RNA.</p>
21.	Perth Airport	<p>5. In relation to the Airport Precinct, considers that it is appropriate for the City to continue to liaise with Perth Airport regarding any further retail floorspace expansion in this area. Requests that the City explicitly advocate for outcomes that are consistent with the ACPS and that do not adversely impact the vitality and sustainability of the City's identified activity centres.</p>	Noted

PO Box 6 Cloverdale, WA 6985	<p><b>Redcliffe Station Neighbourhood Centre (Future)</b></p> <p>The Strategy refers to the “future” Redcliffe Station Neighbourhood Centre, however it is noted the centre already has commenced development on the Perth Airport estate. Perth Airport opened the 3,600m<sup>2</sup> NLA Woolworths supermarket on 27 September 2023, which included a lunch bar/take-away shop and a pharmacy. Other tenancies are proposed to open shortly, including a café on the southern side of the site facing High Street. Perth Airport’s planning and development for this site has been in anticipation of the future growth in the nearby residential population in DA6 – rather than new commercial development.</p>	<p>The Strategy has been updated to state that the Supermarket has been constructed.</p> <p>While the City acknowledges that a supermarket has established, it is not considered that this constitutes a ‘Neighbourhood Centre’. The ‘Neighbourhood Centre’ will include land surrounding the train station which is expected to accommodate a range of smaller commercial tenancies and restaurant/cafes. Consequently, it is appropriate to continue to refer to the centre as “Future Redcliffe Station Neighbourhood Centre.”</p>					
	<p>Perth Airport is located on Commonwealth land and the planning and development of the estate is subject primarily to the Airports Act 1996 (Cth). Under the Airports Act Perth Airport is not permitted to develop residential dwellings under the Airports Act, unless in exceptional circumstances approved by the Commonwealth Minister.</p>	<p>Noted</p>					
	<p>Perth Airport therefore understands, to maximise the positive impact of this Transit Oriented Development (TOD) and leverage the benefits of the Redcliffe Station activity centre, the majority of the commercial development for the activity centre is to be provided by Perth Airport on the airport estate.</p> <p>This will include retail, commercial, office and other suitable, convenient, and high activation land uses. This means that taking into consideration the Perth Airport existing and proposed development, only small-scale non-residential development would be appropriate within the land outside of Perth Airport’s control. On this basis, Perth Airport does not support any significant commercial/retail developments within the Activity Centre in locations off-estate, and would like to advocate for more residential development within the remainder of this centre.</p>	<p>The Department of Planning, Lands and Heritage are currently preparing an Improvement Scheme to guide development surrounding the train station. The Department has advised that the Improvement Scheme will be informed by planning work undertaken by the City, including the draft Activity Centre Plan.</p> <p>The draft Activity Centre Plan provided for a mix of residential and smaller scale retail and commercial uses surrounding the Redcliffe Station.</p> <p>The Retail Needs Assessment prepared in support of this strategy highlighted the need for an additional 3,000sqm of retail floorspace within the Development Area 6 Precinct. It is anticipated that the portion of the neighbourhood centre outside of the Perth Airport estate will contain small scale commercial and convenience retail outlets that are complimentary to development on the Perth Airport estate.</p> <p>The City is committed to ongoing collaboration with the State Government to shape and implement the planning framework for the precinct (Action 1.3).</p>					
	<p>Given Perth Airport’s established demonstrated capability to facilitate commercial and retail developments, Perth Airport has ability to, and plans to continue to deliver non-residential land uses complementary to the airport functionality of the land, while the DA6 planning framework (i.e. Improvement Scheme) is still being developed. These non-residential land uses are complementary to any future residential development within the DA6/Improvement Plan area – providing amenity and acting as a drawcard for future residential development to the area.</p>	<p>Any such development should be in accordance with the RNA modelling and not take away from the function of existing activity centres or development of future activity centres.</p>					
	<p>Comments on selected Actions which relate to Perth Airport are below:</p> <table border="1"> <thead> <tr> <th>Action Number</th> <th>Detail</th> <th>PAPL comment</th> </tr> </thead> <tbody> <tr> <td>1.1</td> <td><u>Zoning</u>  Continue to facilitate and encourage the development of the neighbourhood</td> <td>Re-phrase to state mixed-use development which is predominately residential in nature.</td> </tr> </tbody> </table>	Action Number	Detail	PAPL comment	1.1	<u>Zoning</u>  Continue to facilitate and encourage the development of the neighbourhood	Re-phrase to state mixed-use development which is predominately residential in nature.
Action Number	Detail	PAPL comment					
1.1	<u>Zoning</u>  Continue to facilitate and encourage the development of the neighbourhood	Re-phrase to state mixed-use development which is predominately residential in nature.					

	centre within the Development Area 6 precinct.		the Improvement Scheme will be based) also identifies land surrounding the train station as being suitable to accommodate smaller convenience goods and services.
1.2	Encourage active frontages and high-quality built form as part of the future development of the neighbourhood centre.	Support, however note that non-residential floorspace should be limited.	Refer to previous comment.
2.2	<u>Movement</u> Investigate and implement wayfinding measures at select locations within the walkable catchment of the Redcliffe Station Neighbourhood Centre.	Support.	Noted
2.4	Liaise with Perth Airport to prioritise vehicle access to and from the Centre off Dunreath Drive and increase tree plantings along Central Avenue and Dunreath Drive.	Include liaising on land use mix and all access and streetscape amenity issues.	It is considered that the comment from Perth Airport is adequately covered by the existing wording contained throughout the Strategy. Therefore, no changes to the action are required.
2.6	Liaise with Perth Airport regarding future car parking associated with the neighbourhood centre.	Support – suggest emphasis on encouraging transit-oriented development to reduce dependency on car parking.	Action 2.5 has been updated to include reference to the City of Belmont liaising with Perth Airport to encourage active modes of transport.
3.1	<u>Place</u> Liaise with Perth Airport to ensure the mixture of land uses within the Redcliffe Station Neighbourhood Centre facilitate high levels of activity and a day/night economy.	Suggest change to remove 'high' level and instead state 'appropriate', as some areas within DA6 may be more appropriate to have day-time only activity to preserve residential amenity.	The requested change is considered appropriate because some areas within DA 6 may have a lower level of activity than others.
3.2	Advocate Perth Airport to prioritise development of specialty retail and food and beverage tenancies fronting High Street.	Supportable – also include compatible commercial development.	The requested change is supported because it may be appropriate for compatible commercial tenancies to establish within the neighbourhood centre.
3.4	Liaise with Perth Airport to encourage the inclusion of public art within the future neighbourhood centre development on their land.	Supportable	Noted
3.5	Liaise with Perth Airport to implement placemaking initiatives for the Redcliffe Station Neighbourhood Centre.	Supportable	Noted
Perth Airport appreciates the need for the Redcliffe Station Neighbourhood activity centre to be planned with a walkable pedestrian focus, provide convenience and food/beverage and hospitality land uses which promote an appropriate level of day and night-time activity.			Noted.

		<p>Perth Airport supports the neighbourhood centre level of activity for the Redcliffe Station Precinct, but believe it is important to consider the existing level of retail and commercial development within the Perth Airport area and therefore encourage mostly residential development with only minor additional retail development for the remainder of the DA6 area.</p> <p>Perth Airport has already invested significantly and facilitated a number of developments, which more residential development can benefit from. Perth Airport therefore encourages the planning framework for DA6 to be prioritised to allow for appropriate in-fill within DA6 to leverage from the State Government's and Perth Airport's existing significant investment into the area.</p>	<p>Noted. Refer to Perth Airport section of the Report.</p>
		<p><u>Summary</u></p> <p>Overall Perth Airport supports the intent of the plan in line with the above comments. The draft Strategy will ensure appropriate level of hierarchy for the centre in question, however, the draft Strategy requires some additional detail which acknowledges the amount of existing nearby retail/commercial development within Perth Airport. Welcomes planning frameworks which encourage and facilitate more residential development adjacent to the Perth Airport area, which can benefit from improved connectivity and amenity.</p> <p>Perth Airport commends the City for the work done to raise the profile and acknowledge the importance of the Redcliffe Neighbourhood Activity Centre. Perth Airport is keen to be involved in future planning work for the area and would welcome further engagement with the City.</p>	<p>Noted</p>
<p>22.</p>	<p>Rowe Group on behalf of Perth Racing being the landowner of Ascot Racecourse and a number of surrounding land parcels in Ascot</p>	<p>Notes that Perth Racing is a key stakeholder within the City of Belmont, being the owner and operator of Ascot Racecourse, which underpins the local horse racing community. Perth Racing's landholdings amount to approximately 61ha of land in the suburb of Ascot.</p> <p>Notes that to date, the use of Perth Racing's landholdings has been limited to the operation of the racecourse itself and ancillary activities, including entertainment areas for race days, parking, and administration.</p> <p>Comments that due to changing needs of the horse racing community, Perth Racing is now exploring opportunities to develop several of their landholdings to support their long term operation.</p> <p>Mentions that Perth Racing is now progressing the preparation of a Local Structure Plan for its landholdings in Ascot, meaning its inclusion within the Golden Gateway Local Structure Plan is no longer warranted.</p> <p>Notes that the preparation of the draft ACPS presents an opportunity for Perth Racing to inform the City of its future development intentions as they relate to retail and commercial planning.</p> <p>The key focus of the submission relates to the vacant landholdings to the south of Ascot Racecourse fronting Resolution Drive and Raconteur Drive, including:</p> <ul style="list-style-type: none"> <li>• Lot 51 (No. 2) Raconteur Drive, Ascot</li> <li>• Lot 100 (No. 1) Raconteur Drive, Ascot</li> <li>• Lot 3 (No. 96) Grandstand Road, Ascot</li> </ul> <p><u>Perth Racing's Development Aspirations</u></p> <p>Considers that Perth Racing's landholdings immediately adjacent to Resolution Drive and the south of Ascot Racecourse are appropriately sized and located to enable the successful development of a</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted. The inclusion of Perth Racing's landholdings in the Golden Gateway Local Structure Plan area will need to be considered by Council at a later stage.</p> <p>Noted</p> <p>Noted</p> <p>Refer to Perth Racing Landholdings section of the Report.</p>

	<p>supermarket with complimentary specialty retail, that can serve as the 'core' of an activity centre in this precinct.</p> <p>Mentions that to provide an appropriate transition to the adjacent 'Residential and Stables' precinct, Perth Racing are also exploring opportunities to develop low-scale commercial and/or equine focussed development, such as offices, bulky goods showrooms, and/or vet consulting rooms, immediately adjacent to their proposed activity centre 'core'.</p> <p>Requests the ACPS be modified to identify a future activity centre 'core' on Perth Racing's landholdings, immediately adjacent to Resolution Drive, with immediate potential to develop up to 3,000m<sup>2</sup> (NLA) of retail floorspace.</p> <p>Requests that the ACPS identifies an activity centre 'frame', immediately adjacent to the activity centre 'core', that can accommodate complementary land uses, such as bulky goods showrooms.</p>	
	<p><u>Proposed Activity Centre</u></p> <p>Supports the development of an activity centre in this locality because it will complement Perth Racing's operations at Ascot Racecourse.</p>	<p>Noted.</p>
	<p><u>Activity Centre Location</u></p> <p>Contends that Perth Racing's land presents a greater opportunity to develop the core components of the activity centre within the precinct compared to Daly Street.</p> <p>Considers that there is uncertainty if land surrounding Daly Street could be developed into a successful Local Centre because of land fragmentation, infrastructure requirements, vehicle access limitations, coupled with the presence of existing successful business operations and lack of landowner interest in redevelopment.</p> <p>States that Perth Racing's landholdings immediately adjacent to Resolution Drive are of suitable size to accommodate a supermarket, associated specialty retail, and car parking areas. Also mentions that the land has suitable access and exposure to passing trade from Grandstand Road and Resolution Drive, with secondary access being available from Raconteur Drive. Notes that there is no need to coordinate land assembly and infrastructure upgrades if the development of an activity centre were to occur on the Perth Racing Landholdings.</p>	<p>Refer to Perth Racing Landholdings section of the Report.</p>
	<p><u>Activity Centre Hierarchy &amp; Retail Floorspace</u></p> <p>Notes that the ACPS designates the centre as a 'Local Centre' and that this is consistent with the draft Golden Gateway Local Structure Plan which earmarks 1,200m<sup>2</sup> of retail floorspace within the precinct.</p> <p>Notes that the ACPS has been informed by a Retail Needs Assessment undertaken in accordance with SPP 4.2 and that the findings anticipate a 7,000m<sup>2</sup> retail floorspace increase within the Precinct by 2036 providing for the establishment of a 'Neighbourhood Centre' with 2,700m<sup>2</sup> to 3,000m<sup>2</sup> of retail floorspace.</p> <p>Noting the above, the submitter requests that the ACPS be amended to classify the proposed activity centre as a 'neighbourhood centre' under the Activity Centre Hierarchy with retail floorspace potential of up to 7,000m<sup>2</sup>. Requests that the draft Golden Gateway Local Structure Plan be reviewed in light of these findings, noting that the preparation of the initial Structure Plan pre-dated the RNA.</p>	<p>Refer to Perth Racing Landholdings section of the Report.</p>

		<p><u>Planning for Bulky Goods Showrooms</u> States that the ACPS gives little regard to planning for bulky goods showrooms, despite Great Eastern Highway and other major road networks providing a significant attractor for such development.</p> <p>States that under SPP 4.2 bulky goods showrooms should be located in the activity centre 'frame', rather than as standalone precincts.</p> <p>Considers that there are opportunities for small scale bulky goods showroom development on Perth Racing's landholdings, between the proposed activity centre 'core' and the adjacent Residential and Stables precinct.</p> <p>Requests that the draft ACPS be amended to include recognition of the appropriateness of bulky goods showrooms within the precinct as a use that can complement retail development on Perth Racing's land and provide an interface to the adjacent Residential and Stables precinct.</p> <p><u>Next Steps</u></p> <p>States that Perth Racing is preparing a Local Structure Plan that will address future planning of its landholdings.</p> <p>Mentions that Perth Racing will seek to designate a future activity centre on their landholdings immediately adjacent to Resolution Drive. States that the Structure Plan will be accompanied by a 'Net Benefit Test' justifying the appropriateness of the proposed activity centre in this location.</p> <p>Considers it important that Perth Racing's Local Structure Plan, and the City's ACPS and Golden Gateway Local Structure Plan have aligned scopes and recommendations. In this regard, Perth Racing requests further and continued engagement with the City on matters relating to planning in the locality to support the realisation of Perth Racing's aspirations.</p>	<p>Refer to Perth Racing Landholdings section of the Report.</p> <p>Noted</p> <p>Refer to Perth Racing Landholdings section of the Report.</p> <p>Noted</p>
<b>Agencies</b>			
23.	Department of Communities 1 Brennan Way Belmont WA 6104	<p><u>Activity Centre Planning Strategy – Part One</u></p> <p>Supports the City's initiative to develop an Activity Centre Planning Strategy to guide future development across activity centres. Notes that activity centres are hubs that provide residents access to jobs, retail, civic and community use and a range of other services and amenity. The different roles these centres play in the delivery of support to residents is recognised in the strategy and supported. Ultimately a mix of diverse use and activity is required to support residents across their lifecycle.</p> <p>Highlights that separate dwellings form 64% of the total number of dwellings within the City. Activity centres typically provide opportunities for increased density and opportunities for varied dwelling types, including multiple dwellings within the activity centre and the immediate surrounding area. It provides opportunities to a range of households, close to amenities and transport opportunities. Notes that various actions have identified to deliver strategic objectives.</p> <p>Encourages the City to consider the inclusion of minimum density and height provisions, aspirational dwelling mix and requirements for flexible dwellings that could home people of all abilities and ages in more detailed work.</p>	<p>Noted.</p> <p>The City will further consider dwelling mix through the preparation of a local housing strategy and new local planning scheme.</p>

		<p><u>Belmont Business Park</u></p> <p>Notes that Department of Communities owns 1 Brennan Way, Belmont a 27-dwelling complex. Notes that the Strategy identifies actions to investigate the appropriateness of residential use within the business park; possibly suggesting a zoning change to 'Service Commercial'.</p> <p>Communities is supportive of the retention of housing opportunities within the locality, allowing for redevelopment of residential when the current buildings reach the end of useful life. As such, the Department will be keen to participate in future planning within the precinct.</p>	<p>Noted. The future zoning of properties currently used for residential purposes will be further investigated through the preparation of a new local planning scheme. At this stage, it is considered that further development of residential land uses within the Belmont Business Park could impact the overall potential of the area as a commercial and employment generator.</p>
<p>24.</p>	<p>Water Corporation 629 Newcastle Street Leederville WA 6007</p>	<p><u>Belmont Town Centre Activity Centre</u></p> <p>Notes there is a Wastewater Pump Station and its buffer within the area. Reticulated water and sewerage are currently available to the subject area. Some reticulated sewers and easements are located within land holdings. Drainage infrastructure is located at the rear of lots in Knutsford Avenue.</p> <hr/> <p><u>Belgravia Street Activity Centre, Ascot Activity Centre, Belmay Activity Centre, Francisco Activity Centre, Love Street Activity Centre, The Springs Activity Centre, Belmont Business Park</u></p> <p>Notes reticulated water and sewerage are currently available to the subject area. Some reticulated sewers are located within land holdings.</p> <hr/> <p><u>Eastgate Activity Centre</u></p> <p>Notes reticulated water and sewerage are currently available to the subject area.</p> <hr/> <p><u>Kooyong Activity Centre</u></p> <p>Outlines that reticulated water and sewerage are currently available to the subject area. A DN90 retic water main may need to be upgraded depending on future developments.</p> <hr/> <p><u>Redcliffe Station Activity Centre</u></p> <p>States that reticulated water and sewerage are currently available to the subject area. The future Development Area 6 Structure Plan will determine the future servicing requirements. The Perth Airport Southern Main Drain that traverses the area will need to be considered. The Water Corporation also has land holdings in the area.</p> <hr/> <p><u>Ascot Waters Activity Centre</u></p> <p>Outlines that reticulated water and sewerage are currently available to the subject area. A reticulated water main is located within land holdings.</p> <hr/> <p><u>Belmont Square Activity Centre</u></p> <p>Notes that reticulated water and sewerage are currently available to the subject area. Some reticulated sewers and easements are located within land holdings.</p>	<p>Noted</p>

	<p><u>Epsom Avenue Activity Centre</u></p> <p>Notes that reticulated water and sewerage are currently available to the subject area. Some reticulated sewers are located within land holdings.</p> <hr/> <p><u>Golden Gateway Activity Centre</u></p> <p>Notes that reticulated water and sewerage are currently available to the subject area. When development occurs in the whole Structure Plan area upgrades may be required to the reticulated mains. The Serpentine Trunk Main traverses the area along Daly Street. Some reticulated sewers are located within land holdings.</p> <hr/> <p><u>Wright Street Activity Centre</u></p> <p>Reticulated water and sewerage are currently available to the subject area. A DN90 and DN100 retic water main may need to be upgraded depending on future developments.</p> <hr/> <p><u>Great Eastern Hwy Activity Centre</u></p> <p>Reticulated water and sewerage are currently available to the subject area. The future Great Eastern Highway Urban Corridor Strategy will determine the future servicing requirements.</p> <hr/> <p><u>Kewdale Industrial Area Activity Centre</u></p> <p>Reticulated water is available to the subject area. Reticulated sewerage is not currently available for most of the area, but wastewater planning is in place to service the area.</p> <hr/> <p><u>Perth Airport Activity Centre</u></p> <p>Notes Perth Airport is a major customer and has services available.</p> <hr/> <p><u>Redcliffe Industrial Area Activity Centre</u></p> <p>Reticulated water is available to the subject area. Reticulated sewerage is not currently available for most of the area, but wastewater planning is in place to service the area.</p> <hr/> <p><u>General Comments</u></p> <p>Future developers are expected to provide all water and sewerage reticulation if required. A contribution for water, sewerage and drainage headworks may also be required when development takes place. In addition, the developer may be required to fund new works or the upgrading of existing works and protection of all works. Future developers will need to undertake due diligence when working near Water Corporation assets.</p>	
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		The information provided above is subject to review and may change. If the proposal has not proceeded within the next 12 months, please contact us to confirm that this information is still valid.	
25.	Main Roads Western Australia PO Box 6202	<p><u>Belmont Square</u></p> <p>Form and Function</p> <p>Traffic studies have confirmed that Orrong Road currently operates at capacity, with up to 65,000 vehicles per day using the road. This road distributes traffic to Mitchell Freeway and Graham Farmer Freeway to the north-west and Leach Highway, Roe Highway and Tonkin Highway to the southeast.</p> <p>Orrong Road is Primary Distributor Road which is under the care and control of Main Roads. The Metropolitan Region Scheme has reserved the corridor as an Other Regional Road (ORR).</p> <hr/> <p>Perth and Peel @ 3.5 Million</p> <p>Perth to Peel @ 3.5 million also identifies the reservation is required to accommodate high frequency public transport as identified in Section 4.2, Figure 6 of the Sub Regional Planning Framework (March 2018). Consideration of building setbacks and required intersection treatments are to be explored via the future ACP.</p> <hr/> <p>Traffic</p> <ul style="list-style-type: none"> <li>• A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Activity Centre Plan (ACP).</li> <li>• Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the Road Traffic Code 2000. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</li> <li>• Reduction of speed zoning will require further approval from Main Roads Traffic Management Services.</li> <li>• The extension of the bike lane to the signalised intersection of Oats/Orrong Road will require a preliminary concept to be produced. It is uncertain if adequate land is available to accommodate such improvements within this constrained location. Further approval from Main Roads will be required to modify this intersection.</li> <li>• In accordance with Main Roads Driveway Policy, and DC Policy 5.1 – Regional Roads (Vehicular Access), access should be obtained from the local road. The use of rear laneways and side streets as a way of providing safe alternative vehicular access to properties along Orrong Road are preferred.</li> </ul> <p>Such requirements should be incorporated into any future development provisions contained within the future ACP and such outcomes should be influenced by the future urban form.</p> <hr/> <p>Waste Collection</p>	<p>Noted</p> <hr/> <p>The document is not an Activity Centre Plan, but is a planning strategy that will inform the overarching Local Planning Strategy and Local Planning Scheme. Building setbacks and treatments will be further examined as part of the preparation of a new scheme and at development application stage.</p> <hr/> <p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>The City already requires this through the application of Local Planning Policy No. 2. This policy may need to be reviewed depending on the final design of upgrades to Orrong Road.</p> <p>The requirements mentioned are addressed by the actions of the ACPS. It should be noted that an ACP is not currently proposed to be prepared for this centre.</p> <hr/> <p>Noted. Waste collection will be further considered at development stage.</p>

	<p>Resource and waste collection via the state road network is to be avoided, and as part of any redevelopment is to be facilitated onsite or occur via collection on the local road network. Such provisions should be incorporated into the future ACP.</p>	
	<p><b>Built Form</b></p> <p>The City is required to ensure development is located outside the Other Regional Road Reserve (ORRR). Such provisions/development standards should be incorporated into the future ACP to ensure such encroachments do not occur and orderly and proper planning is facilitated.</p>	<p>Noted. This will be considered by the City at development application stage if a proposal to redevelop the centre is received. No change to the ACPS is required.</p>
	<p><b>Pedestrian Movements</b></p> <p>Pedestrian access around Primary Regional Roads is an important issue and requires further investigation, especially regarding how connectivity can be improved when traversing the State Road network. Early engagement with Main Roads is encouraged.</p>	<p>Noted</p>
	<p><b>Stormwater</b></p> <p>Stormwater drainage from the ACP area shall not discharge to, or impact upon, land reserved as Primary Regional Road under the Metropolitan Region Scheme.</p>	<p>Noted</p>
	<p><b>Future Road Planning</b></p> <p>A long-term planning study to inform required changes to the Primary Regional Road Reservation is currently underway. An expressway concept is being considered as a possible option. There will be further consultation in the future when the concept is funded for additional development.</p> <p>The upgrade and widening of Orrong Road is not in the Main Roads current 4-year forward estimated construction program. All projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.</p>	<p>Noted. The City will continue to liaise with Main Roads WA regarding future Orrong Road upgrades/works (Action 2.2).</p>
	<p><b>Noise</b></p> <p>Future planning proposals must consider mitigation measures against the impacts of transport noise from Orrong Road, in accordance with State Planning Policy 5.4 – Road and Rail Noise if noise sensitive uses are proposed. An acoustic report will be required to be submitted with future proposals if noise sensitive uses are proposed.</p>	<p>Noted</p>
	<p><b>Pre-lodgement Service</b></p> <p>Main Roads encourages the City to capitalise on our pre-lodgement consultation service, prior to a formal referral of the ACP, especially where development is proposed adjacent to or have the potential to impact on the State Road network.</p> <p>Further information on the pre-lodgement consultation process can be found on the Main Roads website at <a href="http://mainroads.wa.gov.au">mainroads.wa.gov.au</a> &gt; Technical &amp; Commercial &gt; Planning &amp; Development.</p>	<p>Noted</p>
	<p><b>Belvidere Street</b></p> <p>A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Activity Centre Plan (ACP).</p>	<p>Refer to Traffic Modelling section of the Council Report.</p>

	<p>Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the Road Traffic Code 2000. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</p> <p>Reduction of speed zoning will require further approval from Main Roads Traffic Management Services.</p>	<p>Noted</p> <p>Noted</p>
	<p><u>Wright Street</u></p> <p>Form and Function</p> <p>Traffic studies have confirmed that Orrong Road currently operates at capacity, with up to 65,000 vehicles per day using the road. This road distributes traffic to Mitchell Freeway and Graham Farmer Freeway to the north-west and Leach Highway, Roe Highway and Tonkin Highway to the southeast.</p> <p>Orrong Road is Primary Distributor Road which is under the care and control of Main Roads. The Metropolitan Region Scheme has reserved the corridor as an Other Regional Road (ORR).</p>	<p>Noted</p>
	<p>Perth and Peel @ 3.5 Million</p> <p>Perth to Peel @ 3.5 million also identifies the reservation is required to accommodate high frequency public transport as identified in Section 4.2, Figure 6 of the Sub Regional Planning Framework (March 2018). Consideration of building setbacks and required intersection treatments are to be explored via the future ACP.</p>	<p>The document is not an Activity Centre Plan, but is a planning strategy that will inform the overarching Local Planning Strategy and Local Planning Scheme. Building setbacks and treatments will be further examined as part of the preparation of a new scheme and at development application stage.</p>
	<p>Traffic</p> <ul style="list-style-type: none"> <li>• A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Activity Centre Plan (ACP).</li> <li>• Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the Road Traffic Code 2000. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</li> <li>• Reduction of speed zoning will require further approval from Main Roads Traffic Management Services.</li> <li>• The extension of the cycling lane to the signalised intersection of Wright Street/Orrong Road will require a preliminary concept to be produced. It is uncertain if adequate land is available to accommodate such improvements within this constrained location. Further approval from Main Roads will be required to modify this intersection.</li> <li>• In accordance with Main Roads Driveway Policy, and DC Policy 5.1 – Regional Roads (Vehicular Access), access should be obtained from the local road. The use of rear laneways and side streets as a way of providing safe alternative vehicular access to properties along Orrong Road are preferred.</li> </ul> <p>Such requirements should be incorporated into any future development provisions contained within the future ACP and such outcomes should be influenced by the future urban form.</p>	<p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>The City already requires this through the application of Local Planning Policy No. 2. This policy may need to be reviewed depending on the final design of upgrades to Orrong Road.</p> <p>The requirements mentioned are addressed by the actions of the ACPS. It should be noted that an ACP is not proposed to be prepared for this centre.</p>

	<p><u>Waste Collection</u></p> <p>Resource and waste collection via the state road network is to be avoided, and as part of any redevelopment is to be facilitated onsite or occur via collection on the local road network. Such provisions should be incorporated into the future ACP.</p>	<p>Noted. Waste collection will be further considered at development stage.</p>
	<p><u>Built Form</u></p> <p>The City is required to ensure development is located outside the Other Regional Road Reserve (ORRR). Such provisions/development standards should be incorporated into the future ACP to ensure such encroachments do not occur and orderly and proper planning is facilitated.</p>	<p>Noted. This will be considered by the City at development application stage if a proposal to redevelop the centre is received. No change to the ACPS is required.</p>
	<p><u>Pedestrian Movements</u></p> <p>Pedestrian access around Primary Regional Roads is an important issue and requires further investigation, especially regarding how connectivity can be improved when traversing the State Road network. Early engagement with Main Roads is encouraged.</p>	<p>Noted</p>
	<p><u>Stormwater</u></p> <p>Stormwater drainage from the ACP area shall not discharge to, or impact upon, land reserved as Primary Regional Road under the Metropolitan Region Scheme.</p>	<p>Noted</p>
	<p><u>Future Road Planning</u></p> <p>A long-term planning study to inform required changes to the Primary Regional Road Reservation is currently underway. An expressway concept is being considered as a possible option. There will be further consultation in the future when the concept is funded for additional development.</p> <p>The upgrade and widening of Orrong Road is not in the Main Roads current 4-year forward estimated construction program. All projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.</p>	<p>Noted. The City will continue to liaise with Main Roads WA regarding future Orrong Road upgrades/works (Action 2.2).</p>
	<p><u>Noise</u></p> <p>Future planning proposals must consider mitigation measures against the impacts of transport noise from Orrong Road, in accordance with State Planning Policy 5.4 – Road and Rail Noise if noise sensitive uses are proposed. An acoustic report will be required to be submitted with future development applications if noise sensitive uses are proposed.</p>	<p>Noted</p>
	<p><u>Pre-lodgement Service</u></p> <p>Main Roads encourages the City to capitalise on our pre-lodgement consultation service, prior to a formal referral of the ACP, especially where development is proposed adjacent to or have the potential to impact on the State Road network.</p> <p>Further information on the pre-lodgement consultation process can be found on the Main Roads website at <a href="http://mainroads.wa.gov.au">mainroads.wa.gov.au</a> &gt;Technical &amp; Commercial &gt; Planning &amp; Development.</p>	<p>Noted</p>
	<p><u>Golden Gateway</u></p>	<p>Noted</p>

	<p><b>Form and Function</b></p> <p>Great Eastern Highway currently operates with up to 53,000 vehicles per day using the road. This road distributes traffic east-west and through to Graham Farmer Freeway, Orrong Road and Tonkin Highway north and south. It is one of the main east-west links within the Perth metropolitan transport network.</p> <p>Great Eastern Highway is Primary Distributor Road which is under the care and control of Main Roads. The Metropolitan Region Scheme has reserved the road as a Primary Regional Road (PRR).</p> <hr/> <p><b>Perth and Peel @ 3.5 Million</b></p> <p>Perth to Peel @ 3.5 million (March 2018) identifies Great Eastern Highway as an:</p> <ul style="list-style-type: none"> <li>• 'Urban Corridor' in Plan 1 of the Central Sub-regional Planning Framework Part 1</li> <li>• and;</li> <li>• 'Secondary Freight Road' of the freight network in Plan 9 of the Central Sub-regional Planning Framework Part 2.</li> </ul> <p>As an urban corridor it is to provide a connection between station precincts, activity and industrial centres, higher-density residential development with proximity to public transport while ensuring minimal impact on the surrounding urban form and the operational efficiency of the regional transport network. Consideration of building setbacks and required intersection treatment are to be explored via the future Local Centre.</p> <hr/> <p><b>Traffic</b></p> <ul style="list-style-type: none"> <li>• A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Local Centre for Context Action No. 1.1, 1.2 and 1.4 of the ACP Strategy.</li> <li>• Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the Road Traffic Code 2000. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</li> <li>• Movement Action 2.6 of the ACP Strategy is to implement the road and street treatments as contained with the draft Golden Gateway Structure Plan. Any intersection treatment upgrades with Great Eastern Highway requires consideration of Main Roads.</li> </ul> <hr/> <p><b>Infrastructure Contributions</b></p> <p>In terms of future development/subdivision, the ACP Strategy should consider how infrastructure can be coordinated and funded to address the needs of the community. Forward planning for transport infrastructure upgrades should be identified part of the local planning framework process. The City is encouraged to establish a Developer Contribution Plan under the provisions of State Planning Policy 3.6 – Infrastructure Contributions to ensure upgrades are appropriately funded and considered based on the proposed staging of the subdivision/development.</p> <hr/> <p><b>Vehicular Access</b></p>	<p></p> <hr/> <p>Noted.</p> <hr/> <p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted</p> <p>Noted. The City is currently undertaking modifications to the Golden Gateway Local Structure Plan (including the Movement and Access Strategy).</p> <hr/> <p>This comment is addressed by the draft Golden Gateway Local Structure plan which states the following:</p> <p><i>"The City of Belmont will establish an appropriate funding strategy for the Structure Plan Area. As part of the strategy, a Development Contribution Area (DCA) within LPS 15, under which a Development Contribution Plan (DCP) may be implemented to contribute to the funding of the public infrastructure requirements to facilitate development in the Structure Plan Area will be considered."</i></p> <hr/>
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	<ul style="list-style-type: none"> <li>In accordance with Main Roads Driveway Policy, Development Control Policy 5.1 – Regional Roads (Vehicular Access), Draft Great Eastern Highway Urban Corridor Strategy and the Vehicle Access Strategy, access should be obtained from right of ways, communal streets, easements (rights of carriageway or rights of reciprocal access) and secondary streets. The use of right of ways, communal streets, easements (rights of carriageway or rights of reciprocal access) and secondary streets as a way of providing safe alternative vehicular access to properties along Great Eastern Highway are preferred.</li> </ul> <p>Such development provisions should be incorporated into the new local planning policy/built form controls for Context Action No. 1.5 and Place Action No. 3.3 of the ACP Strategy and such outcomes should be influenced by the future urban form.</p> <ul style="list-style-type: none"> <li>All existing vehicle access to Great Eastern Highway is as per the agreed Vehicle Access Strategy (see attached). This Vehicle Access Strategy has been endorsed previously via formal adoption of the City’s Council of Elected Members.</li> </ul>	<p>Noted</p> <p>These matters are addressed by the Great Eastern Highway Urban Corridor Strategy. At this stage, it is anticipated that the Great Eastern Highway Urban Corridor Strategy (which seeks to limit access onto Great Eastern Highway) will be adopted as a local planning policy.</p> <p>Vehicle access arrangements will be guided by the Great Eastern Highway Urban Corridor Strategy which at this stage is expected to be adopted as a Local Planning Policy. The draft Great Eastern Highway Urban Corridor Strategy primarily reflects a ‘rear access, rear parking’ configuration, with a limited number of properties shown as having ‘rear access, front parking’ arrangement. Whilst there may be differences between the MRWA Strategy and the draft Great Eastern Highway Urban Corridor Strategy, both documents achieve the same outcome which is to remove direct access onto Great Eastern Highway.</p>
	<p>Transport and Noise</p> <p>Noise sensitive development within the ACP Strategy must consider mitigation measures against the impacts of transport noise from the PRR, in accordance with State Planning Policy 5.4 – Road and Rail Noise. An acoustic report complying with State Planning Policy 5.4 – Road and Rail Noise is required to be submitted with any proposed noise sensitive development.</p>	<p>Noted</p>
	<p>Built Form</p> <ul style="list-style-type: none"> <li>The City are required to ensure development is located outside the PRR reserve. The primary setback to any building is to be measured from the edge of the PRR reserve boundary rather than the allotment boundary.</li> <li>In relation to Movement Action 2.2 of the ACP Strategy, Main Roads advises all future landscaping and tree planting that grows in excess of 1.0 metres high shall be located outside the PRR reserve of Great Eastern Highway.</li> <li>Main Roads previous comments on the Great Eastern Highway Urban Corridor Strategy advised the City needs to ensure there is adequate land available to facilitate future provisions of utilities, cycle paths, landscaping and other improvements as identified in the Corridor Strategy will all need to occur beyond the existing kerb limits.</li> </ul> <p>Such development provisions should be incorporated into the new local planning policy/built form controls for Context Action No. 1.5 and Place Action No. 3.3 of the ACP Strategy, to ensure building encroachments do not occur and orderly and proper planning is facilitated.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>These matters are addressed by the Great Eastern Highway Urban Corridor Strategy. At this stage, it is anticipated that the Great Eastern Highway Urban Corridor Strategy (which seeks to limit access onto Great Eastern Highway) will be adopted as a local planning policy.</p>
	<p>Waste Collection</p>	<p>Noted. Waste collection will be further considered at development stage.</p>

	<p>Resource and waste collection via Great Eastern Highway is to be avoided, and as part of any redevelopment is to be facilitated onsite or occur via collection on the local road network. Such development provisions should be incorporated into the into the new local planning policy/built form controls for Context Action No. 1.5 and Place Action No. 3.3 of the ACP Strategy.</p>	
<p><b>Stormwater</b></p> <p>Stormwater drainage from the site shall not discharge to, or impact upon, land reserved as PRR under the Metropolitan Region Scheme.</p>	<p>Noted</p>	
<p><b>Signage</b></p> <p>The ACP Strategy should advise that signage and wayfinding approvals will need to comply with Main Roads requirements should they be abutting or visible from the State road network.</p>	<p>The need to comply with Main Roads requirements is noted. If signage is proposed along Great Eastern Highway, Main Roads will be consulted. This will form part of the investigations when a local centre is established (Action 2.3).</p>	
<p><b>Pedestrian Movements</b></p> <p>Movement Action 2.1 of the ACP Strategy is to investigate and implement upgrades to footpath connections as contained with the draft Golden Gate Structure Plan. Pedestrian access around Great Eastern Highway and improving connectivity traversing the highway requires consideration of Main Roads previous comments.</p>	<p>Noted. This matter will be addressed through updates to the Golden Gateway Local Structure Plan, and the updated Movement and Access Strategy.</p>	
<p><b>Place and Movement</b></p> <p>Work is underway within the Transport Portfolio to introduce a "Movement and Place" framework, promising improved guidance on transport and land use integration for Western Australia. The City should consider implementing "Movement and Place" planning principles as part of the local planning framework.</p>	<p>Noted. It is considered that the principles of Movement and Place are considered by the Activity Centre Planning Strategy, and the Great Eastern Highway Urban Corridor Strategy. The City will continue to integrate these principles into the local planning framework.</p>	
<p><b>Pre-lodgement Service</b></p> <p>Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network.</p> <p>Further information on the pre-lodgement consultation process can be found on Main Roads website at <a href="http://mainroads.wa.gov.au">mainroads.wa.gov.au</a> &gt; Technical &amp; Commercial &gt; Planning &amp; Development.</p>	<p>Noted</p>	
<p><b>Belmont Town Centre</b></p> <p>All future planning proposals should be accompanied by a comprehensive Transport Impact Assessment (TIA). The TIA is to ensure that necessary upgrades are identified and planned. Roads, together with public transport and integrated walking and cycling paths, provide a safe, connected and efficient transport network as well as access to jobs, schools, the shopping centre, physical activity, community activities and open spaces.</p> <p>The report is to include intersection and/or network modelling as appropriate as well as an assessment of intersection controls for key intersections. It should also provide guidance to where developer contributions be required be apportioned to each development. Such report should be undertaken to support any future planning applications including but not limited to Precinct plans, Structure Plans, Subdivision and Development Applications.</p>	<p>Noted</p> <p>Noted</p>	

	<p>Where alternative access is available, Main Roads' preference is for allotments to not have direct access onto the Primary Regional Road. This position is reflected within Western Australian Planning Commission (WAPC) Development Control Policy 5.1 Regional Roads (Vehicular Access).</p> <p>Abernethy Road is not a State Road at this time, however is likely to become a State Road in the medium term. Main Roads recommends the City of Belmont to refer the application to the WAPC for comment due to Abernethy Road being classified as Other Regional Roads.</p> <p>Any future noise sensitive development adjacent to a major transport corridor must implement measures to ameliorate the impact of transport noise and comply with WAPC SPP 5.4.</p> <p>The City is recommended to consult with the PTA regarding the location of bus stops and associated assets.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted.</p>
	<p><u>Belgravia Street</u></p> <p>Traffic</p> <ul style="list-style-type: none"> <li>• A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Activity Centre Plan (ACP).</li> <li>• Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the <i>Road Traffic Code 2000</i>. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</li> <li>• Reduction of speed zoning will require further approval from Main Roads Traffic Management Services.</li> </ul> <p>Such requirements should be incorporated into any future development provisions contained within the future ACP and such outcomes should be influenced by the future urban form.</p> <p>Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State Road network.</p> <p>Further information on the pre-lodgement consultation process can be found on Main Roads website at <a href="http://mainroads.wa.gov.au">mainroads.wa.gov.au</a> &gt; Technical &amp; Commercial &gt; Planning &amp; Development Main Roads requests a copy of the City's final determination on this proposal to be sent to <a href="mailto:planninginfo@mainroads.wa.gov.au">planninginfo@mainroads.wa.gov.au</a>.</p>	<p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted</p> <p>Noted</p> <p>Traffic matters will be further considered at development application or detailed design stage. Therefore, no changes to the ACPS actions are required. The City will liaise with Main Roads where necessary.</p> <p>Noted</p>
	<p><u>Love Street</u></p> <p>Traffic</p> <ul style="list-style-type: none"> <li>• A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Activity Centre Plan (ACP).</li> <li>• Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the <i>Road Traffic Code 2000</i>. Any future proposals for the installation</li> </ul>	<p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted</p>

	<p>and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</p> <ul style="list-style-type: none"> <li>Reduction of speed zoning will require further approval from Main Roads Traffic Management Services.</li> </ul> <p>Such requirements should be incorporated into any future development provisions contained within the future ACP and such outcomes should be influenced by the future urban form.</p> <p>Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State Road network.</p> <p>Further information on the pre-lodgement consultation process can be found on Main Roads website at <a href="http://mainroads.wa.gov.au">mainroads.wa.gov.au</a> &gt; Technical &amp; Commercial &gt; Planning &amp; Development Main Roads requests a copy of the City's final determination on this proposal to be sent to <a href="mailto:planninginfo@mainroads.wa.gov.au">planninginfo@mainroads.wa.gov.au</a>.</p>	<p>Noted</p> <p>The requirements mentioned are addressed by the actions of the ACPS. It should be noted that an ACP is not currently proposed to be prepared for this centre. The City will liaise with Main Roads where necessary.</p> <p>Noted</p>
	<p><u>Eastgate</u></p> <p>Form and Function</p> <p>Traffic counts have confirmed that Great Eastern Highway (south of Abernathy Road) currently operates with up to 60.406 vehicles per day using the road (2021/22 average Monday to Friday). This State road distributes traffic to Mitchell Freeway and Graham Farmer Freeway to the north-west and Leach Highway, Roe Highway and Tonkin Highway to the southeast/northeast. This road also connects traffic through to Canning Highway, Albany Highway and Orrong Road to the southwest.</p> <p>Great Eastern Highway is a Primary Distributor Road under the care and control of Main Roads. The Metropolitan Region Scheme has reserved the corridor as a Primary Regional Road (PRR).</p>	<p>Noted</p> <p>Noted</p>
	<p>Traffic</p> <ul style="list-style-type: none"> <li>A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Activity Centre Plan (ACP). It is noted that the site is currently under constructed as per an approved development application. Should retail floorspace increase in future in accordance with the ACP then a revised TIA will be required to assess any additional impacts to the State road network.</li> <li>Local traffic treatments, and modifications to will require further approval from Main Roads under the Road Traffic Code 2000. Any future proposals for modifications to the local road network must follow Main Roads' approvals process.</li> <li>Reduction of speed zoning will require further approval from Main Roads Traffic Management Services.</li> <li>A Vehicular Access Strategy for this location has been developed and agreed to in consultation with the City . Vehicular access is not permitted from Great Eastern Highway</li> </ul>	<p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted</p> <p>Noted</p> <p>Noted. The site is also considered by the Great Eastern Highway Urban Corridor Strategy which seeks to limit access from Great Eastern Highway.</p>

		<p>and shall be provided from the local road in accordance with Development Control Policy 5.1 – Regional Roads (Vehicular Access).</p> <p>Such requirements should be incorporated into any future development provisions contained within the future ACP and such outcomes should be influenced by the future urban form.</p>	<p>The requirements mentioned are addressed by the actions of the ACPS.</p>
		<p><b>Waste Collection</b></p> <p>Resource and waste collection via the state road network is to be avoided, and as part of any redevelopment is to be facilitated onsite or occur via collection on the local road network. Such provisions should be incorporated into the future ACP.</p>	<p>Noted. Waste collection will be further considered at development stage.</p>
		<p><b>Built Form</b></p> <p>The City is required to ensure development is located outside the Primary Regional Road Reserve (PRRR). Such provisions/development standards should be incorporated into the future ACP to ensure such encroachments do not occur and orderly and proper planning is facilitated.</p>	<p>This will be considered at development application stage if a proposal to redevelop is received. It is not considered necessary for the ACPS to be amended to reflect this information.</p>
		<p><b>Pedestrian/Cyclist Movements</b></p> <p>Pedestrian access around Primary Regional Roads is an important issue and requires further investigation, specifically regarding how connectivity can be improved when traversing the State Road network. Early engagement with Main Roads is encouraged.</p> <p>Modifications to footpaths and bike lanes to Great Eastern Highway will require a preliminary concept(s) to be produced. It is uncertain if adequate land is available to accommodate such improvements within this constrained location. Further approval from Main Roads will be required.</p>	<p>Noted. Improvements to pedestrian and cyclist movements will be subject to further investigation (Action 2.1) and consultation with Main Roads.</p> <p>Noted</p>
		<p><b>Signage</b></p> <p>Any future development applications proposing signage which is visible from the State Road will require referral to Main Roads for comment.</p>	<p>Noted</p>
		<p><b>Stormwater</b></p> <p>Stormwater drainage from the ACP area shall not discharge to, or impact upon, land reserved as Primary Regional Road under the Metropolitan Region Scheme. This is a requirement for all future development applications.</p>	<p>Noted</p>
		<p><b>Surrey Road Underpass</b></p> <p>Tree planting within the Primary Regional Road Reservation of Surrey Road underpass and Great Eastern Highway may be permitted should the trees be planted in removable pots; however deep soil planting is not permitted. The underpass is under Main Roads ownerships and any modification to the underpass should be referred to Main Roads for comment and obtaining relevant approvals.</p>	<p>Planting will be subject to further investigation and consultation with Main Roads.</p>

	<p>Noise</p> <p>Future planning proposals must consider mitigation measures against the impacts of transport noise from Great Eastern Highway, in accordance with State Planning Policy 5.4 – Road and Rail Noise if noise sensitive uses are proposed. An acoustic report will be required to be submitted with future development applications for noise sensitive uses.</p>	<p>Noted. Noise will be further considered at subdivision and/or development stage.</p>
	<p>Pre-lodgement Service</p> <p>Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State Road network.</p> <p>Further information on the pre-lodgement consultation process can be found on Main Roads website at <a href="http://mainroads.wa.gov.au">mainroads.wa.gov.au</a> &gt; Technical &amp; Commercial &gt; Planning &amp; Development</p>	<p>Noted</p>
	<p><u>The Springs</u></p> <p>Form and Function</p> <p>Traffic counts have confirmed that Great Eastern Highway (south of Abernathy Road) currently operates with up to 60,406 vehicles per day using the road (2021/22 average Monday to Friday). This State road distributes traffic to Mitchell Freeway and Graham Farmer Freeway to the north-west and Leach Highway, Roe Highway and Tonkin Highway to the southeast/northeast. This road also connects traffic through to Canning Highway, Albany Highway and Orrong Road to the southwest.</p> <p>Great Eastern Highway is a Primary Distributor Road under the care and control of Main Roads. The Metropolitan Region Scheme has reserved the corridor as a Primary Regional Road (PRR).</p>	<p>Noted</p> <p>Noted</p>
	<p>Traffic</p> <ul style="list-style-type: none"> <li>• A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Activity Centre Plan (ACP). It is noted that the site is currently under constructed as per an approved development application. Should retail floorspace increase in future in accordance with the ACP then a revised TIA will be required to assess any additional impacts to the State road network.</li> <li>• Local traffic treatments, and modifications to will require further approval from Main Roads under the Road Traffic Code 2000. Any future proposals for modifications to the local road network must follow Main Roads' approvals process.</li> <li>• Reduction of speed zoning will require further approval from Main Roads Traffic Management Services. A Vehicular Access Strategy for this location has been developed and agreed to in consultation with the City (see attached). Vehicular access is not permitted from Great Eastern Highway and shall be provided from the local road in accordance with Development Control Policy 5.1 – Regional Roads (Vehicular Access).</li> </ul> <p>Such requirements should be incorporated into any future development provisions contained within the future ACP and such outcomes should influenced by the future urban form.</p>	<p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted</p> <p>Noted</p> <p>The requirements mentioned are addressed by the actions of the ACPS. The City will liaise and seek approval from Main Roads where required.</p>

	<p><b>Signage</b></p> <p>Any additional signage visible from the State Road will require referral to Main Roads.</p> <hr/> <p><b>Verge Treatments</b></p> <p>Street tree planting within the Primary Regional Road Reservation (PRRR) may be permitted should the trees be planted in removable pots; however deep soil planting is not permitted. Plans for improvements to landscaping within the PRRR require further approval from Main Roads.</p> <hr/> <p><b>Other Comments</b></p> <p>Alfresco dining is not permitted within the Great Eastern Highway PRRR.</p> <hr/> <p><b>Pre- lodgement service</b></p> <p>Main Roads encourages the City to capitalise on our pre-lodgement consultation service, prior to a formal referral of the ACP, especially where development is proposed adjacent to or have the potential to impact on the State Road network.</p> <p>Further information on the pre-lodgement consultation process can be found on the Main Roads website at <a href="http://mainroads.wa.gov.au">mainroads.wa.gov.au</a> &gt;Technical &amp; Commercial &gt; Planning &amp; Development.</p> <hr/> <p><u>Ascot Waters</u></p> <p><b>Traffic</b></p> <ul style="list-style-type: none"> <li>• A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Local Centre for Context Action No. 1.2 and 1.4 of the ACP Strategy. The TIA should also provide guidance to where developer contributions are required be apportioned to each development.</li> <li>• Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the Road Traffic Code 2000. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</li> </ul> <hr/> <p><u>Francisco Street</u></p> <p><b>Traffic</b></p> <ul style="list-style-type: none"> <li>• A Transport Impact Statement (TIS) or Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) as part of future redevelopment to occur within the Activity Centre Plan (ACP) for the City's assessment.</li> <li>• Reduction of speed zoning will require further approval from Main Roads Traffic Management Services.</li> </ul>	<p>Noted</p> <hr/> <p>Planting will be subject to further investigation and consultation with Main Roads.</p> <hr/> <p>Noted</p> <hr/> <p>Noted</p> <hr/> <p>Refer to Traffic Modelling section of the Council Report.</p> <hr/> <p>Noted</p> <hr/> <p>Refer to Traffic Modelling section of the Council Report.</p> <hr/> <p>Noted</p>
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	<p>Local traffic treatments and modifications to line marking / wayfinding will require further approval from Main Roads under the <i>Road Traffic Code 2000</i>.</p>	<p>Noted</p>
	<p><u>Kooyong Village</u></p> <p>Traffic</p> <ul style="list-style-type: none"> <li>• A Transport Impact Statement (TIS) or Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) as part of future redevelopment to occur within the Activity Centre Plan (ACP) for the City's assessment.</li> <li>• Reduction of speed zoning will require further approval from Main Roads Traffic Management Services.</li> </ul> <p>Local traffic treatments and modifications to line marking / wayfinding will require further approval from Main Road under the <i>Road Traffic Code 2000</i>.</p>	<p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted</p> <p>Noted</p>
	<p><u>Redcliffe Station Neighbourhood Centre</u></p> <p>Form and Function</p> <p>Traffic studies have confirmed that Great Eastern Highway currently operates with up to 53,000 vehicles per day using the road. This road distributes traffic east-west and through to Tonkin Highway. Dunreath Drive is also a purpose-built distributor road that connects to the ACP area and the Perth Airport.</p> <p>Great Eastern Highway and Tonkin Highway are Primary Distributor Roads which are under the care and control of Main Roads. The Metropolitan Region Scheme has reserved the corridors as Primary Regional Roads (PRR).</p>	<p>Noted</p> <p>Noted</p>
	<p><u>Perth to Peel @ 3.5 Million</u></p> <p>Perth to Peel @ 3.5 million identifies Tonkin Highway as part of the main north-south route for road movements, along with Mitchell and Kwinana Freeway.</p> <p>Great Eastern Highway in the vicinity of this ACP is proposed to become a high-frequency public transit route. The improved public transport along this route will cater for high density residential and activity centres with increased population catchments.</p>	<p>Noted</p> <p>Noted</p>
	<p>Traffic</p> <ul style="list-style-type: none"> <li>• A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Activity Centre Plan (ACP).</li> <li>• Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the <i>Road Traffic Code 2000</i>. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</li> <li>• Reduction of speed zoning will require further approval from Main Roads Traffic Management Services.</li> </ul>	<p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted</p> <p>Noted</p>

	<p><b>Waste Collection</b></p> <p>Resource and waste collection via the state road network is to be avoided, and as part of any redevelopment is to be facilitated onsite or occur via collection on the local road network. Such provisions should be incorporated into the future ACP.</p>	<p>Noted. Waste collection will be further considered at development stage.</p>
	<p><b>Pedestrian Movements</b></p> <p>Pedestrian access around Primary Regional Roads is an important issue and requires further investigation, especially regarding how connectivity can be improved when traversing the State Road network. Early engagement with Main Roads is encouraged.</p>	<p>Noted. The City will advocate to the State Government for improvements to pedestrian and cyclist priority to be investigated through the preparation of the Improvement Scheme - Action 2.1.</p>
	<p><b>Future Road Planning</b></p> <p>A long-term planning study to inform required changes to the Great Eastern Highway and Great Eastern Highway Bypass Reservation is currently underway. There will be further consultation in the future when the concept is funded for additional development.</p> <p>The upgrade and widening of Great Eastern Highway and Bypass Reservation is not in the Main Roads current 4-year forward estimated construction program. All projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.</p> <p>The works associated with 'Tonkin Gap' are due to be finalised in late 2023 and may have additional traffic generation impacts on this location until the works are finalised.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>
	<p><b>Noise</b></p> <p>The future ACP planning proposals must consider mitigation measures against the impacts of transport noise from Great Eastern Highway, in accordance with State Planning Policy 5.4 – Road and Rail Noise for proposed noise sensitive uses. An acoustic report will be required to be submitted with the ACP if noise sensitive uses are proposed.</p>	<p>Noted. Noise will be further considered at subdivision and/or development stage.</p>
	<p><b>Pre-lodgement Service</b></p> <p>Main Roads encourages the City to capitalise on our pre-lodgement consultation service, prior to a formal referral of the ACP, especially where development is proposed adjacent to or have the potential to impact on the State Road network.</p> <p>Further information on the pre-lodgement consultation process can be found on the Main Roads website at <a href="http://mainroads.wa.gov.au">mainroads.wa.gov.au</a> &gt;Technical &amp; Commercial &gt; Planning &amp; Development.</p>	<p>Noted</p>
	<p><b>Ascot</b></p> <p><b>Form and Function</b></p> <p>Traffic studies have confirmed that Great Eastern Highway currently operates with up to 53,000 vehicles per day using the road. This road distributes traffic east-west and through to Tonkin Highway.</p>	<p>Noted</p>

	<p>Great Eastern Highway is a Distributor Road which is under the care and control of Main Roads. The Metropolitan Region Scheme has reserved the corridors as a Primary Regional Road (PRR).</p> <hr/> <p>Perth to Peel @ 3.5 Million</p> <p>Great Eastern Highway in the vicinity of this ACP is proposed to become a high-frequency public transit route. The improved public transport along this route will cater for high density residential and activity centres with increased population catchments.</p> <hr/> <p>Traffic</p> <ul style="list-style-type: none"> <li>• A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Activity Centre Plan (ACP).</li> <li>• Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the <i>Road Traffic Code 2000</i>. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</li> <li>• The future ACP must identify how it will adhere to the existing Vehicle Access Strategy for Great Eastern Highway</li> </ul> <hr/> <p>Waste Collection</p> <p>Resource and waste collection via the state road network is to be avoided, and as part of any redevelopment is to be facilitated onsite or occur via collection on the local road network. Such provisions should be incorporated into the future ACP.</p> <hr/> <p>Built Form</p> <p>The City is required to ensure development is located outside the Primary Regional Road Reserve (PRRR). Such provisions/development standards should be incorporated into the future ACP to ensure such encroachments do not occur and orderly and proper planning is facilitated.</p> <hr/> <p>Pedestrian Movements</p> <p>Pedestrian access around Primary Regional Roads is an important issue and requires further investigation, especially regarding how connectivity can be improved when traversing the State Road network. Early engagement with Main Roads is encouraged.</p> <hr/> <p>Stormwater</p>	<p>Noted</p> <hr/> <p>Noted</p> <hr/> <p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted</p> <p>While an ACP is not proposed to be prepared, the Vehicle Access Strategy will be further considered at development application stage. This matter is also addressed by the Great Eastern Highway Urban Corridor Strategy which seeks to limit access onto Great Eastern Highway. The draft Great Eastern Highway Urban Corridor Strategy primarily reflects a 'rear access, rear parking' configuration, with a limited number of properties shown as having 'rear access, front parking' arrangement. Whilst there may be differences between the MRWA Strategy and the draft Great Eastern Highway Urban Corridor Strategy, both documents achieve the same outcome which is to remove direct access onto Great Eastern Highway.</p> <hr/> <p>Noted. Waste collection will be further considered at development stage.</p> <hr/> <p>Noted. This will be addressed at development application stage if redevelopment of the centre is proposed.</p> <hr/> <p>The City will investigate improvements to pedestrian and cycling priority and advocate for increased priority for pedestrians and cyclists crossing Great Eastern Highway (Action 2.1). Main Roads will be engaged with.</p>
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	<p>Stormwater drainage from the ACP area shall not discharge to, or impact upon, land reserved as Primary Regional Road under the Metropolitan Region Scheme.</p>	<p>Noted</p>
	<p>Future Road Planning</p> <ul style="list-style-type: none"> <li>• Main Roads are currently undertaking planning studies in relation to the Great Eastern Highway Bypass. The impacts of this study findings may include reduced direct access onto Great Eastern Highway from this precinct. This should be identified in the Planning Strategy to inform future developments.</li> <li>• Land set aside for road purposes inside the Primary Regional Road reservation, will in the future form part of additional road widening in this locality. This will include additional turning lanes into Coolgardie Avenue.</li> <li>• A long-term planning study to inform required changes to the Great Eastern Highway and Bypass Reservation is currently underway. There will be further consultation in the future when the concept is funded for additional development.</li> <li>• The upgrade and widening of Great Eastern Highway and Bypass Reservation is not in the Main Roads current 4-year forward estimated construction program. All projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.</li> </ul>	<p>It isn't necessary for this to be addressed by the Strategy because Local Planning Scheme No. 15 already deals with reduced access onto Great Eastern Highway for development in the 'Mixed Use' zone.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
	<p>Noise</p> <p>The future ACP planning proposals must consider mitigation measures against the impacts of transport noise from Great Eastern Highway, in accordance with State Planning Policy 5.4 – Road and Rail Noise for proposed noise sensitive uses. An acoustic report will be required to be submitted with the ACP if noise sensitive uses are proposed.</p>	<p>Noted. Noise will be further considered at the development application stage.</p>
	<p>Pre-lodgement Service</p> <p>Main Roads encourages the City to capitalise on our pre-lodgement consultation service, prior to a formal referral of the ACP, especially where development is proposed adjacent to or have the potential to impact on the State Road network.</p> <p>Further information on the pre-lodgement consultation process can be found on the Main Roads website at <a href="http://mainroads.wa.gov.au">mainroads.wa.gov.au</a> &gt;Technical &amp; Commercial &gt; Planning &amp; Development.</p>	<p>Noted</p>
	<p><u>Redcliffe Industrial Area</u></p> <p>Form and Function</p> <p>Great Eastern Highway (GEH) is an important transport route providing connection to the Eastern States and it is one of the main east-west links within the Perth metropolitan transport network. Vehicles utilising this route include Restrictive Access Vehicles (RAV's). Great Eastern Highway is a Distributor Road which is under the care and control of Main Roads. The Metropolitan Region Scheme has reserved the corridors as a Primary Regional Road (PRR).</p> <p>Perth to Peel @ 3.5 Million</p>	<p>Noted</p>

	<p>Perth to Peel @ 3.5 million identifies Tonkin Highway as part of the main network north-south route for moving people and freight within the Perth Metropolitan Area.</p> <p>Given the Redcliffe Train Station and the Perth Airport close proximity to this ACP, Great Eastern Highway plays an important role as a transport route. Improved public transport along this route will cater for future residential and activity centres with increased population catchments.</p> <hr/> <p><b>Traffic</b></p> <ul style="list-style-type: none"> <li>• A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future ACP.</li> <li>• Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the Road Traffic Code 2000. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</li> <li>• The future ACP must identify how it will adhere to the existing Vehicle Access Strategy for Great Eastern Highway. A Vehicular Access Strategy for this location has been adopted in this location. Vehicular Access is not permitted from Great Eastern Highway and shall be provided from the local road in accordance with DC Policy 5.1 - Regional Roads (Vehicular Access).</li> </ul> <p>Such requirements should be incorporated into any future development provisions contained within the future ACP and such outcomes should be influenced by the future urban form.</p> <hr/> <p><b>Waste Collection</b></p> <p>Resource and waste collection via the state road network is to be avoided, and as part of any redevelopment is to be facilitated onsite or occur via collection on the local road network. Such provisions should be incorporated into the future ACP.</p> <hr/> <p><b>Built Form</b></p> <p>The City is required to ensure development is located outside the Primary Regional Road Reserve (PRRR). Such provisions/development standards should be incorporated into the future ACP to ensure such encroachments do not occur and orderly and proper planning is facilitated.</p> <hr/> <p><b>Pedestrian Movements</b></p> <p>Pedestrian access around Primary Regional Roads is an important issue and requires further investigation, especially regarding how connectivity can be improved when traversing the State Road network. Early engagement with Main Roads is encouraged.</p> <hr/> <p><b>Future Road Planning</b></p> <p>A long-term planning study to inform required changes to the Great Eastern Highway and Bypass Reservation is currently underway. There will be further consultation in the future when the concept is funded for additional development.</p>	<p>Noted</p> <p>Noted</p> <hr/> <p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted</p> <p>Noted. This will further be considered at development application stage. Access onto Great Eastern Highway is also considered by the Great Eastern Highway Urban Corridor Strategy which seeks to limit access onto Great Eastern Highway.</p> <p>The requirements mentioned are addressed by the actions of the ACPS. It should be noted that an ACP is not proposed to be prepared for this centre.</p> <hr/> <p>Noted. Waste collection will be further considered at development stage.</p> <hr/> <p>This aspect will be further considered at development application stage.</p> <hr/> <p>Noted. Action 2.1 proposes to investigate improvements to cyclist and pedestrian infrastructure within the Redcliffe Industrial Area.</p> <hr/> <p>Noted</p>
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	<p>The upgrade and widening of Great Eastern Highway and Bypass Reservation is not in the Main Roads current 4-year forward estimated construction program. All projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.</p>	<p>Noted</p>
	<p>Noise</p> <p>The future ACP future planning proposals must consider mitigation measures against the impacts of transport noise from Great Eastern Highway, in accordance with State Planning Policy 5.4 – Road and Rail Noise for proposed noise sensitive uses. An acoustic report will be required to be submitted for future noise sensitive uses.</p>	<p>Noted. Noise will be further considered at development application stage.</p>
	<p>Pre-lodgement Service</p> <p>Main Roads encourages the City to capitalise on our pre-lodgement consultation service, prior to a formal referral of the ACP, especially where development is proposed adjacent to or have the potential to impact on the State Road network.</p> <p>Further information on the pre-lodgement consultation process can be found on the Main Roads website at <a href="http://mainroads.wa.gov.au">mainroads.wa.gov.au</a> &gt;Technical &amp; Commercial &gt; Planning &amp; Development.</p>	<p>Noted</p>
	<p><u>Great Eastern Highway</u></p> <p>Form and Function</p> <p>This section of Great Eastern Highway currently operates with up to 53,000 vehicles per day using the road. This road is distributes traffic east-west and through to Graham Farmer Freeway, Orrong Road and Tonkin Highway north and south. It is one of the main east-west links within the Perth metropolitan transport network.</p> <p>Great Eastern Highway is Primary Distributor Road which is under the care and control of Main Roads. The Metropolitan Region Scheme has reserved the road as a Primary Regional Road (PRR).</p>	<p>Noted</p> <p>Noted</p>
	<p>Perth to Peel @ 3.5 Million</p> <p>Perth to Peel @ 3.5 million (March 2018) identifies Great Eastern Highway as an:</p> <ul style="list-style-type: none"> <li>• 'Urban Corridor' in Plan 1 of the Central Sub-regional Planning Framework Part 1 and;</li> <li>• 'Secondary Freight Road' of the freight network in Plan 9 of the Central Subregional Planning Framework Part 2.</li> </ul>	<p>Noted</p>
	<p>Traffic</p> <ul style="list-style-type: none"> <li>• A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Specialised Centre for Context Action No. 1.1-1.7 of the ACP Strategy.</li> </ul>	<p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted</p>

	<ul style="list-style-type: none"> <li>Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the <i>Road Traffic Code 2000</i>. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</li> <li>Movement Action 2.2 and 2.3 of the ACP Strategy investigates improvements to footpaths and cycle lanes along Great Eastern Highway. Main Roads previous comments on the Great Eastern Highway Urban Corridor Strategy advised it is uncertain if there is adequate land available to accommodate such improvements within PRR reserve of Great Eastern Highway. Further approval from Main Roads will be required to modify Great Eastern Highway and any intersection treatments.</li> </ul>	<p>Noted. The width of the PRR will be further considered by the City as part of investigating improvements to pedestrian and cycle lanes along Great Eastern Highway. This aspect will also be further considered by the Great Eastern Highway Urban Corridor Strategy.</p>
	<p><b>Infrastructure Contributions</b></p> <p>In terms of future development/subdivision, the ACP Strategy should consider how infrastructure can be coordinated and funded to address the needs of the community. Forward planning for transport infrastructure upgrades should be identified part of the local planning framework process. The City is encouraged to establish a Developer Contribution Plan under the provisions of State Planning Policy 3.6 – Infrastructure Contributions to ensure upgrades are appropriately funded and considered based on the proposed staging of the subdivision/development.</p>	<p>The ACPS is an overarching document that will guide future development of the City's activity centres. Funding arrangements will be further considered as part of subsequent planning for development along the corridor.</p>
	<p><b>Vehicular Access</b></p> <ul style="list-style-type: none"> <li>In accordance with Main Roads Driveway Policy, Development Control Policy 5.1 – Regional Roads (Vehicular Access), Draft Great Eastern Highway Urban Corridor Strategy and the Vehicle Access Strategy, access should be obtained from right of ways, communal streets, easements (rights of carriageway or rights of reciprocal access) and secondary streets. The use of right of ways, communal streets, easements (rights of carriageway or rights of reciprocal access) and secondary streets as a way of providing safe alternative vehicular access to properties along Great Eastern Highway are preferred. Such development provisions should be incorporated into the built form controls for Movement Action No. 2.6 and Place Action 3.2 of the ACP Strategy and such outcomes should be influenced by the future urban form.</li> <li>All existing vehicle access to Great Eastern Highway is as per the agreed Vehicle Access Strategy. This Vehicle Access Strategy has been endorsed previously via formal adoption of the City's Council of Elected Members.</li> </ul>	<p>Action 2.6 states that the City will continue to maintain a high level of private and service vehicle access as required to support existing and future developments having due regard to the recommendations of the draft Great Eastern Highway Urban Corridor Strategy. The draft Great Eastern Highway Urban Corridor Strategy seeks to promote rear access and rear parking whereby access is from side streets consistent with SPP 5.1. Therefore, no change is considered necessary to the Strategy.</p> <p>Vehicle access arrangements will be guided by the Great Eastern Highway Urban Corridor Strategy which at this stage is expected to be adopted as a Local Planning Policy. The draft Great Eastern Highway Urban Corridor Strategy primarily reflects a 'rear access, rear parking' configuration, with a limited number of properties shown as having 'rear access, front parking' arrangement. Whilst there may be differences between the MRWA Strategy and the draft Great Eastern Highway Urban Corridor Strategy, both documents achieve the same outcome which is to remove direct access onto Great Eastern Highway.</p>
	<p><b>Transport Road Noise</b></p> <p>Noise sensitive development within the ACP Strategy must consider mitigation measures against the impacts of transport noise from the PRR, in accordance with State Planning Policy 5.4 – Road and Rail Noise. An acoustic report complying with State Planning Policy 5.4 – Road and Rail Noise is required to be submitted with proposed noise sensitive development.</p>	<p>Noted. Noise will be further considered at development application stage.</p>
	<p><b>Built Form</b></p>	

	<ul style="list-style-type: none"> <li>• The City are required to ensure development is located outside the PRR reserve. The primary setback to any building is to be measured from the edge of the PRR reserve boundary rather than the allotment boundary.</li> <li>• In relation to Movement Action 2.1 of the ACP Strategy, Main Roads advises all future landscaping and tree planting that grows in excess of 1.0 metres high shall be located outside the PRR reserve of Great Eastern Highway.</li> <li>• Main Roads previous comments on the Great Eastern Highway Urban Corridor Strategy advised the City needs to ensure there is adequate land available to facilitate future provisions of utilities, cycle paths, landscaping and other improvements as identified in the Corridor Strategy will all need to occur beyond the existing kerb limits.</li> </ul> <p>Such development provisions should be incorporated into the new local planning policy/built form controls for Movement Action No. 2.1, 2.2, 2.3 and Place Action No. 3.2 of the ACP Strategy, to ensure building encroachments do not occur and orderly and proper planning is facilitated.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>These matters are addressed by the Great Eastern Highway Urban Corridor Strategy. At this stage, it is anticipated that the Great Eastern Highway Urban Corridor Strategy (which seeks to limit access onto Great Eastern Highway) will be adopted as a local planning policy.</p>
	<p><b>Waste Collection</b></p> <p>Resource and waste collection via Great Eastern Highway is to be avoided, and as part of any redevelopment is to be facilitated onsite or occur via collection on the local road network. Such development provisions should be incorporated into the into the new local planning policy/built form controls for Movement Action No. 2.6 of the ACP Strategy.</p>	<p>Noted. Waste collection will be further considered at development stage.</p>
	<p><b>Stormwater</b></p> <p>Stormwater drainage from the site shall not discharge to, or impact upon, land reserved as PRR under the Metropolitan Region Scheme.</p>	<p>Noted</p>
	<p><b>Signage</b></p> <p>The ACP Strategy should advise that signage and wayfinding approvals will need to comply with Main Roads requirements should they be abutting or visible from the State road network.</p>	<p>The need to comply with Main Roads requirements is noted. If signage is proposed along Great Eastern Highway, Main Roads will be consulted. There is no need for the ACPS to be modified to include this information.</p>
	<p><b>Pedestrian Movements</b></p> <p>Movement Action 2.2 of the ACP Strategy is to investigate improvements to footpaths along Great Eastern Highway for adequate separation of pedestrians and motorists. Pedestrian access around Great Eastern Highway and improving connectivity traversing the highway requires consideration of Main Roads previous comments on the Great Eastern Highway Urban Corridor Strategy. Draft Golden Gateway Local Structure Plan and Movement and Access Strategy document supporting the Golden Gateway Local Structure Plan.</p>	<p>Noted. Comments from Main Roads Western Australia will be further considered through updates to the draft Great Eastern Highway Urban Corridor Strategy, and the draft Golden Gateway Local Structure Plan.</p>
	<p>Work is underway within the Transport Portfolio to introduce a "Movement and Place" framework, promising improved guidance on transport and land use integration for Western Australia. The City should consider implementing "Movement and Place" planning principles as part of the local planning framework.</p>	<p>Noted. It is considered that the principles of Movement and Place are considered by the Activity Centre Planning Strategy, and the Great Eastern Highway Urban Corridor Strategy. The City will continue to integrate these principles into the local planning framework.</p>

	<p>Future Road Planning</p> <p>The Great Eastern Highway / Kooyong Road intersection upgrades are listed in the Main Roads current 4-year forward estimated construction program.</p> <p>The upgrade and widening of Great Eastern Highway from Tonkin Highway to Great Eastern Highway Bypass is not in the Main Roads current 4-year forward estimated construction program. All projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.</p>	<p>Noted</p>
	<p>Pre-lodgement Service</p> <p>Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network.</p> <p>Further information on the pre-lodgement consultation process can be found on Main Roads website at <a href="http://mainroads.wa.gov.au">mainroads.wa.gov.au</a> &gt; Technical &amp; Commercial &gt; Planning &amp; Development.</p>	<p>Noted</p>
	<p><u>Kewdale Industrial Area</u></p> <p>Traffic</p> <ul style="list-style-type: none"> <li>• A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Activity Centre Plan (ACP)</li> <li>• Generally, planning proposals for the industrial area should be accompanied by a comprehensive Transport Impact Assessment (TIA). The TIA is required to understand the impacts of the development upon the surrounding network and to ensure that necessary upgrades are identified and planned.</li> <li>• The report is to include intersection and/or network modelling as appropriate as well as an assessment of intersection controls for key intersections. It should also provide guidance to where developer contributions be required be apportioned to each development. Such report should be undertaken to support any future applications including but not limited to Precinct plans, Structure Plans, Subdivision and Development Applications.</li> <li>• Where alternative vehicular access is available, Main Roads' preference is for allotments to not have direct access onto the Primary Regional Road. This position is reflected within Development Control Policy 5.1 Regional Roads (Vehicular Access).</li> <li>• Portions of Tonkin Highway, Leach Highway and Orrong Road are proclaimed Control of Access roads pursuant to Section 28A of the <i>Main Roads Act 1930</i>. New access to Control of Access Road are not permitted. Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the <i>Road Traffic Code 2000</i>. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</li> <li>• Reduction of speed zoning will require further approval from Main Roads Traffic Management Services.</li> </ul>	<p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted.</p> <p>Noted</p> <p>Noted</p>
	<p>Form and Function</p> <ul style="list-style-type: none"> <li>• Perth and Peel@3.5million identifies Tonkin Highway as a Primary Freight Corridor and Leach Highway, Abernethy Road and Kewdale Road as Secondary Freight Corridors of the</li> </ul>	<p>Noted</p>

		<p>Freight network. They are also important transport links to the Kewdale Industrial Centre. Vehicles using this route include Restricted Access Vehicles (RAV4 and RAV7).</p> <ul style="list-style-type: none"> <li>The ACP should advise any changes to the RAV to service future development will be subject to a separate approval process. Main Roads is the relevant authority to issue such approvals. Information about adding or amending a road on a RAV Network can be found in the Heavy Vehicles Access Requirements in WA section of the Main Roads website.</li> <li>Abernethy Road is not a State Road at this time, however is likely to become a State Road in the medium term. Main Roads recommends the City of Belmont to refer the application to the Western Australian Planning Commission (WAPC) for comment due to Abernethy Road being classified as Other Regional Roads.</li> </ul>	<p>The ACPS does not identify changes to the RAV network because no changes are proposed. Should future changes be proposed, Main Roads will be consulted.</p> <p>Noted</p>
		<p><b>Future Road Planning</b></p> <p>Main Roads are currently undertaking project development investigations to determine the ultimate configuration of Orrong Road. Access arrangements for properties on Orrong Road may be impacted in future by additional land required for this project. The upgrading/widening of Orrong road is not within Main Roads current 4-year forward estimated construction program and all projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the project provided. Where a Planning Control Area (PCA) is in place, approval for development is required from the WAPC as well as under any relevant planning scheme, unless the PCA imposes requirements to the contrary.</p>	<p>Noted</p>
		<p><b>Waste Collection</b></p> <p>Resource and waste collection via the State Road network is to be avoided, and as part of any redevelopment is to be facilitated onsite or occur via collection on the local road network. Such provisions should be incorporated into the future ACP.</p>	<p>Noted. Waste collection will be further considered at development stage.</p>
		<p><b>Signage</b></p> <p>The ACP Strategy should advise that signage and wayfinding approvals will need to comply with Main Roads requirements should they be abutting or visible from the State Road.</p>	<p>The need to comply with Main Roads requirements is noted. If signage is proposed along a State Road, Main Roads will be consulted. There is no need for this level of information to be captured within the draft Strategy.</p>
		<p><b>Pedestrian Movements</b></p> <p>Pedestrian access around Primary Regional Roads is an important issue and requires further investigation, especially regarding how connectivity can be improved when traversing the State Road network. Early engagement between the City and Main Roads is encouraged.</p>	<p>The City will investigate improvements to pedestrian and cycling priority and advocate for increased priority for pedestrians and cyclists. Main Roads WA will be consulted with where required.</p>
		<p><b>Pre-lodgement Service</b></p> <p>Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network. Further information on the pre-lodgement consultation process can be found on Main Roads website at <a href="http://mainroads.wa.gov.au">mainroads.wa.gov.au</a> &gt; Technical &amp; Commercial &gt; Planning &amp; Development. Given the ACP and background studies are yet to be developed,</p>	<p>Noted</p>

	<p><u>Belmont Business Park</u></p> <p>General</p> <p>Figure 1 Belmont Business Park Locality Map of the ACP Strategy incorrectly identifies Great Eastern Highway as 'Tonkin Highway'.</p> <hr/> <p>Form and Function</p> <p>This section of Great Eastern Highway currently operates with up to 53,000 vehicles per day using the road. This road is distributes traffic east-west and through to Graham Farmer Freeway, Orrong Road and Tonkin Highway north and south. It is one of the main east-west links within the Perth metropolitan transport network.</p> <p>Great Eastern Highway is Primary Distributor Road which is under the care and control of Main Roads. The Metropolitan Region Scheme has reserved the road as a Primary Regional Road (PRR).</p> <hr/> <p>Perth to Peel @ 3.5 Million</p> <p>Perth to Peel @ 3.5 million (March 2018) identifies Great Eastern Highway as an:</p> <ul style="list-style-type: none"> <li>• 'Urban Corridor' in Plan 1 of the Central Sub-regional Planning Framework Part 1 and;</li> <li>• 'Secondary Freight Road' of the freight network in Plan 9 of the Central Sub-regional Planning Framework Part 2.</li> </ul> <hr/> <p>Traffic</p> <ul style="list-style-type: none"> <li>• A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Specialised Centre for Context Action No. 1.2 of the ACP Strategy.</li> <li>• Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the <i>Road Traffic Code 2000</i>. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</li> <li>• Movement Action 2.2 and 2.3 of the ACP Strategy investigates improvements to footpaths and cycle lanes along appropriate roads within the future Specialised Centre. Main Roads previous comments on the Great Eastern Highway Urban Corridor Strategy advised it is uncertain if there is adequate land available to accommodate such improvements within PRR reserve of Great Eastern Highway. Further approval from Main Roads will be required to modify State Roads.</li> </ul> <hr/> <p>Infrastructure Contributions</p> <p>In terms of future development/subdivision, the ACP Strategy should consider how infrastructure can be coordinated and funded to address the needs of the community. The City is encouraged to establish a Developer Contribution Plan under the provisions of State Planning Policy 3.6 – Infrastructure Contributions to ensure upgrades are appropriately funded and considered based on the proposed staging of the subdivision/development.</p>	<p>Noted. This has been updated as per the schedule of modifications.</p> <hr/> <p>Noted</p> <p>Noted</p> <hr/> <p>Noted</p> <hr/> <p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted</p> <p>Noted. The width of the PRR will be further considered by the City as part of investigating improvements to pedestrian and cycle lanes along Great Eastern Highway. This aspect will also be further considered by the Great Eastern Highway Urban Corridor Strategy.</p> <hr/> <p>The ACPS is an overarching document that will guide future development of the City's activity centres. Funding arrangements will be further considered as part of subsequent planning for development along the corridor.</p>
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	<p><b>Vehicular Access</b></p> <ul style="list-style-type: none"> <li>All existing vehicle access to Great Eastern Highway is as per the agreed Vehicle Access Strategy. This Vehicle Access Strategy has been endorsed by Council.</li> <li>In accordance with Main Roads Driveway Policy, Development Control Policy 5.1 – Regional Roads (Vehicular Access), Draft Great Eastern Highway Urban Corridor Strategy and the Vehicle Access Strategy, access should be obtained from right of ways, communal streets, easements (rights of carriageway or rights of reciprocal access) and secondary streets. The use of right of ways, communal streets, easements (rights of carriageway or rights of reciprocal access) and secondary streets as a way of providing safe alternative vehicular access to properties along Great Eastern Highway are preferred.</li> </ul> <p>Such development provisions should be incorporated into the new local planning policy/built form controls for Context Action No. 1.2, Movement Action 2.6 and Place Action No. 3.2 of the ACP Strategy.</p>	<p>Vehicle access arrangements will be guided by the Great Eastern Highway Urban Corridor Strategy which at this stage is expected to be adopted as a Local Planning Policy. The draft Great Eastern Highway Urban Corridor Strategy primarily reflects a 'rear access, rear parking' configuration, with a limited number of properties shown as having 'rear access, front parking' arrangement. Whilst there may be differences between the MRWA Strategy and the draft Great Eastern Highway Urban Corridor Strategy, both documents achieve the same outcome which is to remove direct access onto Great Eastern Highway.</p> <p>Noted</p> <p>These matters are addressed by the Great Eastern Highway Urban Corridor Strategy. At this stage, it is anticipated that the Great Eastern Highway Urban Corridor Strategy (which seeks to limit access onto Great Eastern Highway) will be adopted as a local planning policy.</p>
	<p><b>Transport Road Noise</b></p> <p>Noise sensitive development within the ACP Strategy must consider mitigation measures against the impacts of transport noise from the PRR, in accordance with State Planning Policy 5.4 – Road and Rail Noise. An acoustic report complying with State Planning Policy 5.4 – Road and Rail Noise is required to be submitted with proposed noise sensitive development.</p>	<p>Noted. Noise will be further considered as part of future development applications.</p>
	<p><b>Built Form</b></p> <ul style="list-style-type: none"> <li>The City are required to ensure development is located outside the PRR reserve. The primary setback to any building is to be measured from the edge of the PRR reserve boundary rather than the allotment boundary.</li> <li>Main Roads previous comments on the Great Eastern Highway Urban Corridor Strategy advised the City needs to ensure there is adequate land available to facilitate future provisions of utilities, cycle paths, landscaping and other improvements as identified in the Corridor Strategy will all need to occur beyond the existing kerb limits.</li> </ul> <p>Such development provisions should be incorporated into the new local planning policy/built form controls for Movement Action No. 2.1, 2.2, 2.3 and Place Action No. 3.2 of the ACP Strategy, to ensure building encroachments do not occur and orderly and proper planning is facilitated.</p>	<p>Noted.</p> <p>Noted.</p> <p>These matters are addressed by the Great Eastern Highway Urban Corridor Strategy. At this stage, it is anticipated that the Great Eastern Highway Urban Corridor Strategy (which seeks to limit access onto Great Eastern Highway) will be adopted as a local planning policy.</p>
	<p><b>Waste Collection</b></p>	

	<p>Resource and waste collection via Great Eastern Highway is to be avoided, and as part of any redevelopment is to be facilitated onsite or occur via collection on the local road network. Such development provisions should be incorporated into the into the new local planning policy/built form controls for Context Action No. 1.2, Movement Action No. 2.6 and Place Action No. 3.2 of the ACP Strategy.</p>	<p>Noted. Waste collection will be further considered at development stage.</p>
	<p><b>Stormwater</b> Stormwater drainage from the site shall not discharge to, or impact upon, land reserved as PRR under the Metropolitan Region Scheme.</p>	<p>Noted</p>
	<p><b>Signage</b> The ACP Strategy should advise that signage and wayfinding approvals will need to comply with Main Roads requirements should they be abutting or visible from the State road network.</p>	<p>The need to comply with Main Roads requirements is noted. If signage is proposed along a State Road, Main Roads will be consulted.</p>
	<p><b>Pedestrian Movements</b> Movement Action 2.2 of the ACP Strategy is to investigate improvements to footpaths along high traffic roads for adequate separation of pedestrians and motorists. Pedestrian access around Great Eastern Highway and improving connectivity traversing the highway requires consideration of Main Roads previous comments on the Great Eastern Highway Urban Corridor Strategy, Draft Golden Gateway Local Structure Plan, and Movement and Access Strategy document supporting the Golden Gateway Local Structure Plan.</p>	<p>Noted. This matter will be addressed through updates to the Golden Gateway Local Structure Plan associated Movement and Access Strategy and Great Eastern Highway Urban Corridor Strategy.</p>
	<p><b>Place and Movement</b> Work is underway within the Transport Portfolio to introduce a "Movement and Place" framework, promising improved guidance on transport and land use integration for Western Australia. The City should consider implementing "Movement and Place" planning principles as part of the local planning framework.</p>	<p>Noted. It is considered that the principles of Movement and Place are considered by the Activity Centre Planning Strategy, and the Great Eastern Highway Urban Corridor Strategy. The City will continue to integrate these principles into the local planning framework.</p>
	<p><b>Pre-lodgement Service</b> Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network. Further information on the pre-lodgement consultation process can be found on Main Roads website at <a href="http://mainroads.wa.gov.au">mainroads.wa.gov.au</a> &gt; Technical &amp; Commercial &gt; Planning &amp; Development.</p>	<p>Noted</p>
	<p><b>Belmay</b> <b>Traffic</b></p> <ul style="list-style-type: none"> <li>A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Activity Centre Plan (ACP).</li> </ul>	<p>Refer to Traffic Modelling section of the Council Report.  Noted</p>

		<ul style="list-style-type: none"> <li>Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the <i>Road Traffic Code 2000</i>. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</li> <li>Reduction of speed zoning will require further approval from Main Roads Traffic Management Services.</li> </ul> <p>Such requirements should be incorporated into any future development provisions contained within the future ACP and such outcomes should be influenced by the future urban form.</p>	<p>Noted</p> <p>The requirements mentioned are addressed by the actions of the ACPS. It should be noted that an ACP is not proposed to be prepared for this centre.</p>
	<p><u>Epsom Avenue</u></p> <p>Traffic</p>	<ul style="list-style-type: none"> <li>A Transport Impact Assessment (TIA) is to be prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 as part of the future Activity Centre Plan (ACP).</li> <li>Local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the <i>Road Traffic Code 2000</i>. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval.</li> <li>Reduction of speed zoning will require further approval from Main Roads Traffic Management Services.</li> </ul> <p>Such requirements should be incorporated into any future development provisions contained within the future ACP and such outcomes should be influenced by the future urban form.</p>	<p>Refer to Traffic Modelling section of the Council Report.</p> <p>Noted</p> <p>Noted</p> <p>The requirements mentioned are addressed by the actions of the ACPS. It should be noted that an ACP is not currently proposed to be prepared for this centre.</p>

## LIST OF PROPOSED AMENDMENTS

Document	Modification No.	Section/Page	Change
Part One	1	Snapshot Page 5	Update statistics with most recent census data. Include reference source data.
	2	Activity Centre Locations – Page 12	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
Belmont Town Centre	3	Belmont Town Centre – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads in close proximity to the centre.
	4	Pedestrian and Cycling Connections and Priority 12	Reformat to increase the size of Figure 6 and include road names.
Belvidere Street	5	Belvidere Street – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
	6	Belvidere Street Neighbourhood Centre Zoning – Page 6	Increase size of Figure 3 so that it is more legible.
	7	Residential Density Within the Centre – Page 7	Increase size of text on Figure 4 so that it is more legible.
	8	Pedestrian and Cycling Connections and Priority – Page 11	Increase size of text and include road names on Figure 5 so that it is more legible.
	9	Public Transport – Page 12	Increase size of text and include road names on Figure 6 so that it is more legible.
Eastgate	10	Eastgate – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads in close proximity to the centre.
	11	Existing Centre Boundary and Zoning – Page 6	Update Figure 4 and the corresponding text to delineate the portion of 49 Great Eastern Highway currently zoned 'Commercial' from the section currently zoned 'Residential'.

Attachment 12.1.3 Schedule of Modifications

	12	Residential Density Within the Centre – Page 7	Amend Action 1.3 from “ <i>Investigate whether it is appropriate to introduce a residential density code of R-AC1 over Eastgate Neighbourhood Centre</i> ” to “ <i>Investigate whether it is appropriate to introduce a residential density code of R-AC0 or R-AC1 over Eastgate Neighbourhood Centre</i> ”.  Update the corresponding text under the heading ‘Residential Density within the Centre’ to include reference the appropriateness of both an R-AC0 and R-AC1 density code being investigated for the centre.
	13	Pages 1, 2, 9, 19 & 20	Updated imagery included.
Kooyong Village	14	Kooyong Village – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
Future Redcliffe Neighbourhood Centre	15	Redcliffe Station Neighbourhood Centre – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
	16	Redcliffe Station Neighbourhood Centre – Page 3  Redcliffe Station Neighbourhood Centre – Zoning/Reservation – Page 5  Place – Page 12  Land Use Mix – Page 13	Update wording to reflect the Woolworth Supermarket as having been constructed.
	17	Private Vehicles and Road Network – Page 11	Amend Action 2.5 to reference briefing Perth Airport about road network modifications. The Action will change from “ <i>Investigate and implement appropriate road network modifications to prioritise active modes of transport</i> ” to “ <i>Investigate and implement appropriate road network modifications to prioritise active modes of transport, and brief Perth Airport accordingly.</i> ”

Attachment 12.1.3 Schedule of Modifications

	18	Land Use Mix – Page 13	Amend Action 3.1 to include reference to an appropriate level of activity. The Action will change from “ <i>Liaise with Perth Airport to ensure the mixture of land uses within the Redcliffe Station Neighbourhood Centre facilitate high levels of activity and a day/night economy</i> ” to “ <i>Liaise with Perth Airport to ensure the mixture of land uses within the Redcliffe Station Neighbourhood Centre facilitate appropriate levels of activity and a day/night economy</i> ”.
	19	Street Activation – Page 13	Amend Action 3.2 to reference advocating for compatible commercial tenancies fronting High Street. The Action will change from “ <i>Advocate Perth Airport to Prioritise development of specialty retail and food and beverage tenancies fronting High Street</i> ” to “ <i>advocate Perth Airport to prioritise development of specialty retail, food and beverage, and compatible commercial tenancies fronting High Street.</i> ”
Ascot	20	Ascot – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
	21	Residential Density within the Centre – Page 6	Amend Action 1.2 from “ <i>Investigate whether it is appropriate to introduce a residential density code of R-AC1 over land within the Ascot Local Centre</i> ” to “ <i>Investigate whether it is appropriate to introduce a residential density code of R-AC0 or R-AC1 over land within the Ascot Local Centre</i> ”.  Update the corresponding text under the heading ‘Residential Density within the Centre’ to include reference the appropriateness of both an R-AC0 and R-AC1 density code being investigated for the centre.
Ascot Waters	22	Ascot Waters – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
Belgravia Street	23	Belgravia Street – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
Belmay	24	Belmay Local Centre – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
Belmont Square	25	Belmont Square – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
Epsom Avenue	26	Epsom Avenue – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.

## Attachment 12.1.3 Schedule of Modifications

Francisco Street	27	Francisco Street – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
Golden Gateway	28	Golden Gateway – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
	29	Golden Gateway Local Centre Boundary and Zoning – Page 5	Update text to clarify retail floorspace allocation within the future Golden Gateway Centre.
Love Street	30	Love Street – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
The Springs	31	The Springs – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
Wright Street	32	Wright Street – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
Redcliffe Industrial Area	33	Redcliffe Industrial Area – Page 3	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
Perth Airport	34	Perth Airport – Figure 1	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
Kewdale Industrial Area	35	Kewdale Industrial Area – Figure 1	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
Great Eastern Highway	36	Great Eastern Highway – Figure 1	Update Figure 1 to include an aerial background and show additional areas of public open space and roads.
Belmont Business Park	37	Belmont Business Park – Figure 1	Update Figure 1 to show all Public Open Space, additional roads, aerial background, and remove “Tonkin Highway” label and replace it with “Great Eastern Highway”.

## 12.2 Proposed - Local Planning Policy No. 19 – Short-term rental accommodation

Voting Requirement	:	Simple Majority
Subject Index	:	LPP15/019
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	Nil
Applicant	:	City of Belmont
Owner	:	N/A
Responsible Division	:	Development and Communities

### Council role

#### Legislative

Includes adopting local laws, local planning schemes and policies.

### Purpose of report

For Council to consider adopting draft Local Planning Policy No. 19 – Short-Term Rental Accommodation (LPP 19) (refer Attachment 12.2.1) for the purpose of public advertising.

### Summary and key issues

- Short Term Rental Accommodation (STRA) refers to holiday homes, units, or apartments that are available for short-term stay, and are typically facilitated through online platforms or management agents.
- Short Term Rental Accommodation includes both 'hosted' options, where a permanent resident is present, and 'unhosted' arrangements, offering guests exclusive use of the entire property.
- The term STRA does not include traditional tourist accommodation land uses such as 'Hotel', 'Motel' and 'Caravan Park'.
- Over the past decade, the rise of online booking platforms has significantly increased the number of properties originally approved for residential use, being used for STRA.

- If not appropriately managed, STRA can pose potential issues in respect to the erosion of long term housing supply, housing affordability, and amenity issues.
- In November 2023 the State Government released a Position Statement titled Planning for Tourism and Short-Term Rental Accommodation and associated guidelines. These documents identify Local Planning Policy as an appropriate planning instrument for Local Governments to regulate STRA.
- Consistent with the Position Statement, draft LPP 19 has been prepared to set out the criteria to be applied when assessing applications for STRA. The Policy aims to ensure that STRA uses are located and managed appropriately to protect the supply and amenity of long-term residential accommodation.
- It is recommended that Council adopt draft LPP 19 for the purpose of public advertising.

### Officer Recommendation

That Council adopt and advertise the Draft Local Planning Policy No. 19 'Short-Term Rental Accommodation' as detailed in Attachment 12.2.1 for public comment in accordance with the provisions of Schedule 2, Part 2, Clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, by way of:

- Publishing a notice in the Perth Now newspaper.
- Displaying a notice and information on the City's website and at the City's Civic Centre.

### Location

This Policy applies to all development applications for STRA land uses within the City of Belmont local government area.

### Consultation

Consultation is a statutory process required under Clause 4 of the Deemed Provisions of the Local Planning Scheme Regulations for making or amending a local planning policy.

Clause 4(1)(a) of the Deemed Provisions requires the draft Policy and a notice to be published on the City's website. If the local government considers it appropriate, a notice shall also be published in a local newspaper circulating within the Scheme area and the Policy made available for viewing at a location in the district. The notice shall advise the public as to the location of where the draft local planning policy may be inspected, the subject and nature of the local planning policy and in what form and during what period (being not less than 21 days) submissions may be made.

After the conclusion of the advertising period, Council is required to review the draft Policy considering any submissions received and may either adopt the Policy with or without modifications or not proceed with the Policy.

## **Strategic Community Plan implications**

In accordance with the 2020 – 2040 Strategic Community Plan:

### **Goal 1: Liveable Belmont**

**Strategy:** 1.4 Attract public and private investment and businesses to our City and support the retention, growth and prosperity of our local businesses

### **Goal 5: Responsible Belmont**

**Strategy:** 5.4 Advocate and provide for affordable and diverse housing choices

**Strategy:** 5.5 Engage and consult the community in decision-making

**Strategy:** 5.6 Deliver effective, fair and transparent leadership and decision-making, reflective of community needs and aspirations

**Strategy:** 5.7 Engage in strategic planning and implement innovative solutions to manage growth in our City

## **Policy implications**

Draft LPP 19

Should Council ultimately adopt LPP 19, it will form the basis to guide assessment of future applications for STRA uses.

## **Statutory environment**

*Planning and Development (Local Planning Schemes) Regulations 2015*

The procedure for making a local planning policy is outlined under Clause 4 of the LPS Regulations - Deemed Provisions.

*City of Belmont Local Planning Scheme No. 15*

Local Planning Scheme No. 15 (LPS 15) contains the following general definition for 'Short-term Accommodation':

"Means temporary accommodation provided either continuously or from time to time with no guest accommodated for periods totaling more than 3 months in any 12 month period."

Local Planning Scheme No. 15 also defines various STRA land uses and specifies their permissibility through the Zoning Table. An extract of these from LPS 15 is contained in Attachment 12.2.2. If a particular land use is not listed in the table, it is considered a 'Use Not Listed' and is advertised accordingly.

## **Background**

### **Parliamentary Inquiry**

A Parliamentary Inquiry into short-stay accommodation in Western Australia (WA) was initiated in 2019 due to the rapid expansion of STRA. This enquiry focused on the substantial increase in residential properties being used for STRA and the competition with traditional tourist accommodation. In response to the findings and recommendations of the Inquiry, the State Government released a Position Statement, associated Guidelines, and a Registration Scheme in November 2023.

### **State Position Statement, Guidelines**

The Position Statement and Guidelines serve as a guide for the appropriate location and management of tourism and STRA land uses through WA's planning framework. For the purpose of the Position Statement, 'Tourist accommodation' encompasses traditional forms of accommodation such as cabins, chalets, caravan parks, hotels, motels and tourist developments.

On the other hand, STRA encompasses single houses, grouped dwellings (units), or multiple dwellings (apartments) available for brief leasing periods, typically facilitated through online booking platforms or management agents. These lodgings fall into two categories; hosted, with a permanent resident present, and unhosted, granting guests exclusive use of the entire property.

Model land use classes and definitions pertaining to STRA will eventually be incorporated into the LPS Regulations. At present, LPS 15 contains the following land use classifications; 'Bed and Breakfast', 'Holiday Accommodation', 'Holiday House', 'Serviced Apartment' and 'Short-Stay Accommodation'.

The Position Statement and Guidelines seek local governments to consider the impacts STRA can have on long-term housing supply and outlines the key considerations for appropriately locating these uses outside of 'Tourism' zones. These include:

- Proximity to tourist amenity and attractions;
- Accessibility to public transport; and
- Locations that minimise adverse interface issues and amenity impacts.

The Position Statement also provides for the preparation of local planning policies to address the following matters:

- Locational criteria
- Car parking
- Waste management
- Preparation and approval of a management plan
- Managing potential noise and nuisance
- Time limited approvals (i.e., 12 months in the first instance).

### **Registration Scheme**

The State Government is also implementing a STRA register hosted by the Department of Energy, Mines, Industry Regulation, and Safety. It is anticipated the register will open in mid-2024, with all STRA providers (both hosted and un-hosted) required to register their property by 1 January 2025. Short Term Rental Accommodation providers will however have until 1 January 2026 to provide evidence of their compliance with local planning requirements, in order to remain registered.

### **Future Model Land Uses**

Currently there is a lack of consistency in local planning schemes across the State for the land uses used for both tourist accommodation and STRA. The State has announced that in first quarter of 2024 they intend to release model land uses that will rationalise the number of uses and create consistent land use definitions. Local governments will be expected to consider these upon release and promptly commence scheme amendments to incorporate these into their planning schemes.

As part of the future scheme amendment process, the City will have the opportunity to consider the appropriateness of these uses, once they are known, within the City's respective zones. Notwithstanding the above, it is considered necessary to continue with the policy to guide the current situation.

### **Current Situation**

Belmont's proximity to Perth Airport, the Perth CBD, Optus Stadium, and the Swan River has made it a desirable location for both traditional tourist accommodation and STRA land uses, as detailed in the Background Report (Attachment 12.2.3).

The background report analyses the tourist accommodation along Great Eastern Highway, revealing a supply of approximately 1400 rooms. These room numbers have been cross referenced with Tourism WA occupancy rates for Belmont, which indicates an ample supply of tourist accommodation in Belmont.

The City has observed a rise in STRA applications within residential areas. This trend highlights issues such as:

- The erosion of long-term housing stock and dwellings within the rental market, particularly at a time when listings and vacancy rates are at historic lows (0.2%).
- Housing affordability via reduction in long-term housing stock, which can lead to increased rental prices due to the decreased supply. Furthermore, investors may be willing to pay a premium for properties that can generate higher rental income through STRA compared to traditional long-term rentals.
- Undermining intended residential density outcomes by residential development being converted to STRA.
- Land use conflict between residential and commercial uses. The State Administrative Tribunal (SAT) has established that STRA is a commercial use.
- Lack of tourist amenities and public transport accessibility in residential locations.
- A disconnect between STRA and the traditional tourist accommodation, which is predominantly located along Great Eastern Highway.

Considering the above observations, it is evident that while Belmont does not face a shortage of traditional tourist accommodation, there is a need to protect long-term housing outcomes. In light of this, it is crucial for the City to carefully manage the impact of STRA. This involves striking a balance between promoting tourism, ensuring the availability of affordable, long-term housing, and preserving the residential character and overall amenity of Belmont.

## **Report**

### **Local Planning Policy No. 19**

Draft LPP 19 has been prepared to contain the criteria in which all applications for STRA will be assessed against. The key assessment provisions of draft LPP 19 relate to the following:

- Scope

- Locational criteria
- Instances where STRA will not be supported
- Car parking
- Operational requirements
- Amenity
- Approval periods.

Further information on these aspects is discussed in further detail below.

## **Scope**

The draft policy is not intended to apply to the following forms of traditional tourist accommodation and other forms of temporary accommodation, which are either non-commercial or are subject to alternative guidance or legislation, or by their nature involve a higher level of management. These exclusions include:

- Hotels and motels;
- Caravan parks (inclusive of chalets and cabins associated with this use);
- Lodging house and Boarding house;
- House swapping and house sitting;
- Personal use of a holiday home or the sharing of a holiday home with the owner's family and friends;
- Student exchange accommodation;
- Workforce accommodation; and
- Residential parks, park home parks, lifestyle villages.

Therefore, after excluding the above, the draft policy will apply to the following land uses:

- Short-stay Accommodation
- Bed and Breakfast
- Holiday Accommodation
- Holiday House
- Serviced Apartments

## **Locational Criteria**

Under LPS 15 applications for STRA and Serviced Apartments land uses can be considered within the following zones as per the Zoning Table:

USE CLASSES	Residential	Mixed Use	Mixed Business	Residential and Stables	Special Development Precinct
Bed and Breakfast	D	A	X	A	A
Holiday Accommodation	X	X	X	X	X
Serviced Apartments	D	D	A	X	D

Note: 'Short-stay Accommodation' and 'Holiday House' are not contained within the Zoning Table and will be treated as a 'Use Not Listed'. 'Use Not Listed' can be applied for in any zone.

While STRA and Serviced Apartments applications can be considered throughout the above zones, draft LPP 19 introduces specific criteria to guide STRA locations within them. This criteria aims to position STRA and Serviced Apartments near established tourist accommodation and major public transport routes that connect to tourist destinations. Also, the criteria seek to protect the residential zone by curbing the unchecked spread of STRA, with a focus on protecting long-term residential housing availability and maintaining residential amenity.

The locational criteria for STRA and Serviced Apartments includes Residential, Mixed Use, or Commercial zones in selected areas, as detailed in Figures 1 and 2 below. These are:

- The immediate street block on the southern side of Great Eastern Highway (between Graham Farmer Freeway/Orrong Road and Tonkin Highway).
- North of Great Eastern Highway between Brighton Road and Stoneham Street.



Figure 1 locational criteria

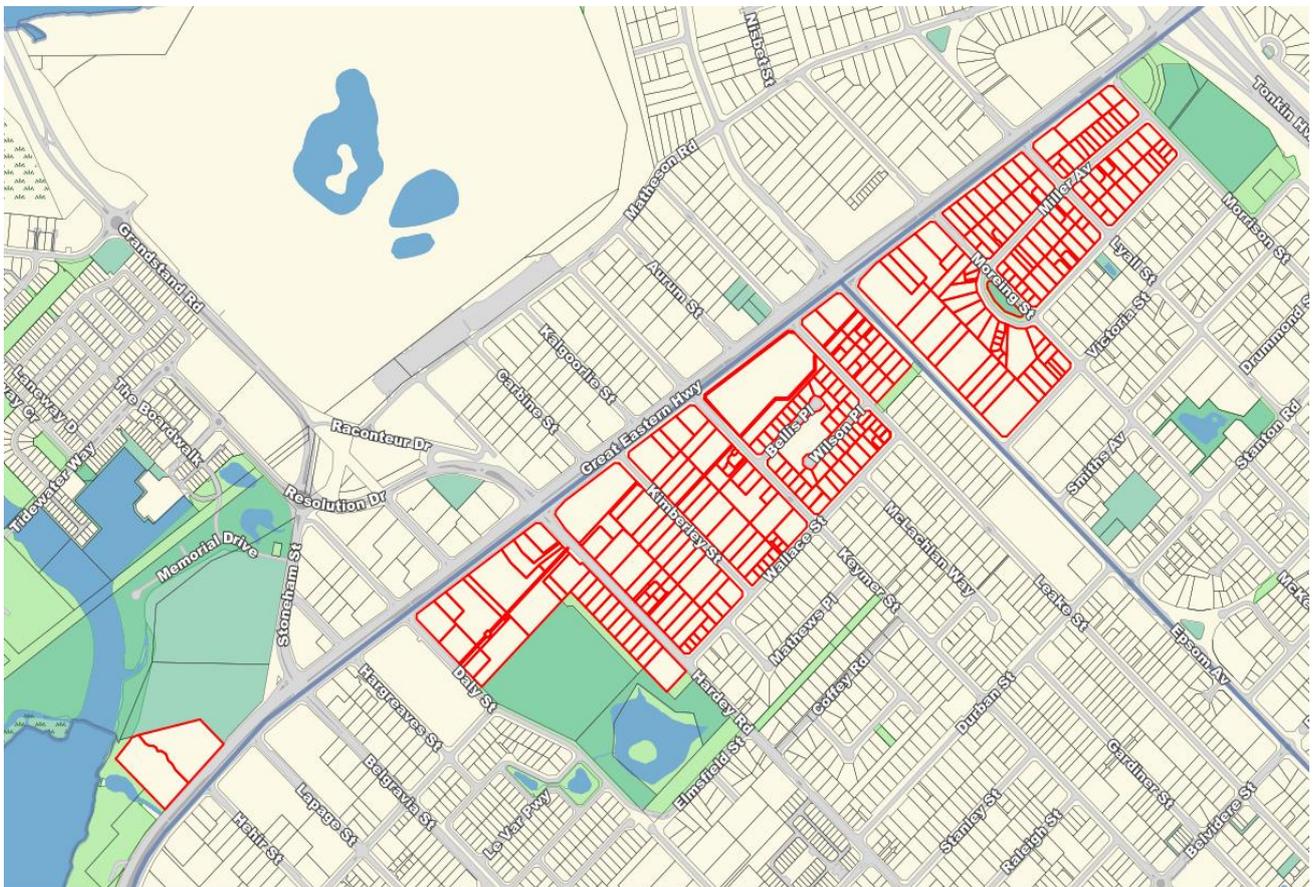


Figure 2: Locational criteria

The objectives of this locational approach are to:

- Position STRA and Serviced Apartments close to existing tourist accommodation along Great Eastern Highway.
- Ensure visitor accessibility through public transport and proximity to key destinations like the airport, Perth CBD, Optus Stadium, and the Swan River.
- Mitigate the spread of STRA in residential areas, addressing concerns about housing supply and amenity impacts.

It is noted the locational criteria includes residential zoned land in the immediate street block on the southern side of Great Eastern Highway, between Graham Farmer Freeway/Orrong Road and Tonkin Highway. This acknowledges that these areas, despite being residential, are situated near existing tourist accommodation and key public transport routes on Great Eastern Highway. This proximity makes them more suitable for STRA compared to other residential zones within the City.

It is important to note that even within the identified locational areas, all STRA applications will be subject to further assessment against the remaining provisions of the policy. Just because a proposal is within the locational area, it does not automatically follow it will be acceptable.

In conclusion, the locational criteria in draft LPP 19 present a balanced approach by allowing STRA in strategically chosen areas. This method has been developed to balance the current supply and location of existing tourist accommodation in Belmont with the need to protect and preserve long-term housing options.

### **Instances where STRA will not be supported**

Local Planning Policy No. 19 outlines instances in which STRA will not be supported, these are as follows:

- Local Planning Policy No. 19 restricts STRA applications to areas identified in Part 8.1. Applications outside of this will not be supported.
- Within multiple dwelling complexes, the ad hoc placement of STRA uses will not be supported, unless the proposal involves changing the use of all dwellings to a form of tourist accommodation.
- Short Term Rental Accommodation applications associated with grouped dwellings on lots smaller than 350m<sup>2</sup> will not be supported. This position reflects the confined living arrangements typical of smaller lots and the increased sensitivity to amenity impacts in such settings.

- Local Planning Policy No. 19 restricts STRA on flexible density coded sites that exceed the base density code. This ensures that residential housing approved under these provisions remains for residential purposes. This aligns with the intended outcome of facilitating increased residential density via flexible density zoning.

The above criteria collectively aim to regulate and guide the strategic implementation of STRA in a manner that aligns with broader planning objectives.

### Car parking

The draft Position Statement does not specify parking standards for STRA uses but provides for local planning policies to contain parking standards.

Draft LPP 19 stipulates that parking for STRA uses is to be provided in accordance with the minimum standards in Table 1 below.

Dwelling Type	Location A (Within 250m of a high frequency bus route or 800m of a train station).	Location B (Not within Location A).
1 bedroom dwellings	1 bay per dwelling	1 bay per dwelling
2+ bedroom dwellings	1 bay per dwelling	2 bays per dwelling

Table 1: Proposed car parking standards

In addition to these parking standards, LPP 19 also contains the following requirements:

- All parking to comply with Table 1 must be provided on-site.
- Strata and community title developments are prohibited from using visitor parking to meet the parking requirements of Table 1.
- A Transport Impact Statement or Assessment will be required in support of proposals in the instances outlined in the Department of Planning, Lands and Heritage (DPLH) Transport Impact Assessment Guidelines.

These provisions are considered appropriate for the following reasons:

- They are generally consistent with the requirements of the Residential Design Codes (R-Codes). Where the R-Codes standard was providing for part of a parking bay (e.g. 0.75 or 1.25 bays) these have been rounded up to the nearest whole number. This is considered a reasonable approach given that a portion of a bay would not be assigned to a dwelling within a development.

- The locational criteria support STRA uses establishing within walking distance of Great Eastern Highway, which accommodates a high frequency bus route providing connections to various tourist attractions as described in the Background Report.

It is considered that the parking standards and measures contained within draft LPP 19 will ensure an appropriate amount of parking is provided on-site and that parking is managed appropriately.

### **Operational Requirements**

Local Planning Policy No. 19 is proposed to require any application for STRA to include the following accompanying documents:

- A Management Plan to address issues like anti-social behavior, stay durations, occupancy limits, guest procedures, parking management, and complaints handling.
- A Code of Conduct to cover expected guest behavior, quiet periods, noise compliance, check-in/out procedures, pet management (if applicable), parking rules, waste management, common property use, strata by-laws (if applicable), emergency contacts, and consequences of breaching the code.
- A Complaints Register is required for applications proposing amendments or extensions to existing STRA developments.
- If under the Strata Titles Act 1985, relevant Strata company or Lot owner approvals must accompany the development approval application.
- For serviced apartments, making it clear that on bona fide on site management is a necessary requirement.

If approved, the implementation of the Management Plan will become a mandatory condition of any STRA approval. Compliance with this plan is required and gives the City a robust enforcement mechanism under the *Planning and Development Act 2005*.

The operational requirements in LPP 19 aim to ensure responsible STRA management by mitigating impacts on amenity and addressing key areas of concern such as noise, parking, and guest behavior.

### **Amenity**

Local Planning Policy No. 19 establishes a robust framework that not only limits the location of STRA but also sets out clear expectations and requirements for their management. This framework is designed to effectively manage the amenity impacts associated with STRA operations, ensuring operators are fully aware of their responsibilities. The amenity impacts of each STRA proposal will be assessed based on their individual circumstances and the specific context of

the proposal. Therefore, the acceptability of the proposal may vary; it can be considered acceptable, unacceptable, or only acceptable subject to certain conditions, depending on how it aligns with or affects the locality.

### **Approval Period**

The State’s Position Statement says an initial approval for STRA land uses can be granted for a limited time (e.g., 12 months) and then extended for a longer period (e.g., three to five years or permanently) so there is an opportunity to review the appropriateness of the proposal considering its initial operation period.

If an application is approved, the City will grant a time-limited approval for up to 12 months in the first instance. Following the expiration of this approval period, the subject development can only continue if the City decides to approve a new application, removes the time limit condition, or extends the approval terms.

If the City is satisfied with the management of the STRA, it may renew the approval for up to three years, considering the accommodation's performance. If not satisfied, the renewal may be refused.

### **Conclusion**

Local Planning Policy No. 19 establishes comprehensive guidelines for STRA in the City of Belmont, aligning their location with existing tourist accommodation. It presents a robust framework detailing the required information and the circumstances under which STRA will be considered, with a view of preserving local character and ensuring long-term housing is protected.

### **Financial implications**

The costs associated with the preparation and advertising of draft LPP 19 are accommodated within the Planning Department’s operational budget.

### **Environmental implications**

There are no environmental implications associated with this report.

### **Social implications**

The draft LPP 19 aims to ensure that STRA uses are located and managed appropriately to protect the supply and amenity of long-term residential accommodation.

## Attachment details

### Attachment No and title

1. Local Planning Policy 19 [**12.2.1** - 10 pages]
2. Extract Land Use Definitions and Zoning Table [**12.2.2** - 1 page]
3. Background Report [**12.2.3** - 9 pages]

# CITY OF BELMONT

## Short-Term Rental Accommodation

### **Local Planning Policy No. 19**

*Pursuant to Schedule 2, Part 2, Clause 4 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015.*

#### **1. Policy Basis**

The City of Belmont is an appealing location for short-term rental accommodation (STRA) uses due to its proximity to Perth Airport, the Perth CBD, Optus Stadium and the Swan River. Therefore, there is a need to ensure STRA uses are located and managed appropriately to protect the supply and amenity of long-term residential accommodation.

This Local Planning Policy contains the standards and objectives in which the City will assess applications for STRA.

#### **2. Policy Application**

This Policy applies to development applications for STRA and Serviced Apartments.

STRA is the collective name given to holiday homes, units or apartments offered for short-term letting, often through an online booking platform or management agent.

STRA is either hosted (where a host is present) or unhosted (where guests have exclusive use of an entire house, unit or apartment). Commonly, they can be:

- a) a family holiday home, periodically offered as a short-term rental;
- b) a property purchased for the sole intent of operating a short-term rental operation; and
- c) spare bedrooms and areas within a home, offered to let on a short-term basis.

The land use definitions for the various forms of STRA and classification table is outlined in Section 7.

#### **3. Policy Exclusions**

This Policy is not intended to apply to the following forms of traditional tourist accommodation and other forms of temporary accommodation that are subject to alternative guidance or legislation:

- Hotels and motels;
- Caravan parks (inclusive of chalets and cabins associated with this use);
- Tourist development;
- Lodging house and Boarding house;
- House swapping and house sitting;
- Personal use of a holiday home or the sharing of a holiday home with the owner's family and friends;

- Student exchange accommodation;
- Workforce accommodation; and
- Residential parks, park home parks, lifestyle villages.

#### 4. **Policy Objectives**

The objectives of this Policy are to:

- (a) Provide guidance and standards for operators seeking to establish and operate STRA.
- (b) Ensure STRA is appropriate for its location by being located near other short-term accommodation and tourist accommodation uses (such as hotels and motels) and accessible for visitors by being near high frequency public transport routes.
- (c) Ensure STRA does not adversely impact on the character and amenity of the surrounding residential area or nearby residents.
- (d) Safeguard the primary purpose of residential areas in providing residential dwellings which are affordable and available on a long-term basis.
- (e) Ensure dwellings located within the flexible density coded areas which have been developed above the base density coding are providing long-term and affordable residential accommodation.

#### 5. **Terms Used**

Guest	<i>A person who is accommodated within a short-term accommodation on a temporary basis for a fee but is not subject to a Residential Tenancy Agreement.</i>
Host / Keeper	<i>Means a person who permanently resides at the dwelling and is responsible for its upkeep and management of the accommodation.</i>
Anti-Social Behaviour	<i>Means actions and behaviours that threaten the amenity of the locality, and includes but is not limited to swearing, shouting, abusive, threatening behaviour, raised voices, parties and loud music.</i>
Strata Company	<i>A body corporate constituted under section 32 of the Strata Titles Act 1985 whether for a strata scheme or a survey-strata scheme.</i>

#### 6. **Accompanying Information**

Pursuant to Clause 63(1)(d) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, an application for development approval for any STRA use is to include the submission of a detailed Management Plan and Code of Conduct that addresses, but is not limited to, the following matters:

##### 6.1. **Management Plan**

The Management Plan is to address, but is not limited to, the following:

- Control of anti-social behaviour and the potential conflict between guests and permanent residents of the area;
- Minimum and maximum lengths of stay;
- Maximum occupancy limit;
- Guest arrival and departure procedures;
- Car parking management;
- Complaints management and after-hours complaints procedure including:
  - o Nature of complaint
  - o Date and time of complaint
  - o Complainant
  - o Description of how complaint was addressed and whether feedback was provided to complainant.
- The provision of a contact telephone number of the accommodation owner and operator to neighbouring properties for business-hours and after-hours complaints; and
- Explanation of how guests are informed of the Code of Conduct prior to and on arrival.

### **6.2. Code of Conduct**

The Code of Conduct is to address, but is not limited to, the following matters:

- The expected behaviour of guests.
- Periods of 'quiet time', noting that parties are not permitted;
- Reasonable noise expectations (in compliance with the *Environmental Protection (Noise) Regulations 1997*);
- Details regarding guest check-in and check-out procedures;
- Expected control and maintenance of pets (if permitted at the property);
- Details of any car parking restrictions applicable to the area, and clarification on:
  - o the maximum number of vehicles that can park on a property; and
  - o that parking on surrounding properties and within the street and verge area is not permitted;
- Details regarding waste management which specifies the expectations on guests about general rubbish and bin collection;
- Rules and maintenance relating to the use of all common property and common facilities (if applicable);
- Information on relevant strata by-laws (if applicable);
- Emergency contact information;
- Contact details of emergency services, the City's Rangers Department and the Belmont Community Watch; and
- Implications of breaching the code of conduct.

The Code of Conduct shall be provided in the form of an information booklet for guests at the accommodation, and online prior to arrival.

**6.3. Complaints Register**

A complaints register should accompany any application proposing to amend or extend an existing approval.

**6.4. Strata Approval**

If a landowner requires approval under the *Strata Titles Act 1985*, approval from any relevant Strata company or other Strata Lot owners shall accompany any application for development approval.

**7. Land Use Definitions and Classification Table**

The City’s Local Planning Scheme No. 15 (LPS 15) contains the following general definition for short-term accommodation:

*“Means temporary accommodation provided either continuously or from time to time with no guest accommodated for periods totalling more than 3 months in any 12-month period.”*

LPS 15 defines various STRA land uses and outlines the associated permissibility as per the Zoning Table. If a defined land use is not contained within the Zoning Table, it will be treated as a ‘Use Not Listed’ and advertised accordingly.

The types of STRA that are subject to this policy are defined as follows:

<b>Land Use</b>	<b>LPS 15 definition</b>	<b>Characteristics and Application</b>
Short-stay Accommodation	Means the accommodation of short stay guests providing on site facilities for the convenience of guests and, management of the development, where occupation by any person is limited to a maximum of three months in any 12-month period and excludes any other use falling within a use class specifically defined in this scheme.	This use shall apply where only a singular dwelling in a Grouped or Multiple Dwelling development is proposed for STRA.
Bed and Breakfast	Means a dwelling – (a) Used by a resident of the dwelling to provide short-term accommodation, including breakfast, on a commercial basis for not more than 4 adult persons or one family; and (b) containing not more than 2 guest bedrooms.	This must be hosted accommodation, with the host of the accommodation residing at the premises at all times while the Bed and Breakfast is in operation. There should be access to a separate bathroom provided for guests, as well as access to a dining area and laundry facilities.  This use may occur within a single house, grouped dwelling or multiple dwelling.

Holiday Accommodation	Means two or more dwellings on one lot used to provide short-stay accommodation for persons other than the owner of the lot.	Applies to Grouped Dwelling and Multiple Dwelling developments where two or more dwellings are proposed to be used for short-term accommodation.
Holiday house	Means a single dwelling on one lot used to provide short-stay accommodation but does not include a bed and breakfast.	This use shall apply to Single House developments, where the whole house is proposed to be used for the purposes of short-term accommodation.
Serviced apartments	Means a group of units or apartments providing – (a) self-contained short stay accommodation for guests; and (b) any associated reception or recreational facilities.	Applications for serviced apartments shall include either an associated reception or recreational facilities as per the below:  <u>Reception</u> An entrance, foyer or lobby, with a reception desk which shall be attended by staff.  <u>Recreational Facilities</u> Amenities such as a sporting court, health studio, gym, pool, sauna, playground or games room.

**8. Assessment Criteria**

STRA and Serviced Apartments will generally only be supported where the following criteria (Section 8.1 to 8.3) are met:

**8.1. Location**

- The site is within the Residential, Mixed Use or Commercial zone; and
- Is within the street block from the southern side of Great Eastern Highway (between Graham Farmer Freeway/Orrong Road and Tonkin Highway (as illustrated in Appendix 1); or
- Is located north of Great Eastern Highway between Brighton Road and Stoneham Street (as illustrated in Appendix 1).

**8.2. Car Parking**

- Car parking must be provided in accordance with the below minimum standards:

Dwelling Type	Location A	Location B
<b>1 bedroom dwellings</b>	1 bay per dwelling	1 bay per dwelling
<b>2+ bedroom dwellings</b>	1 bay per dwelling	2 bays per dwelling

*\* Location A: within 800m walkable catchment of a train station and/or 250m of a transit stop of a high-frequency route or within the defined boundaries of an activity centre.*

*Location B: Not within Location A.*

- All car parking associated with the use must be wholly contained on the subject site.
- Strata and community title developments must not rely on the use of visitor car parking bays.
- A Transport Impact Statement or Assessment will be required in support of proposals in the instances outlined in the Department of Planning, Lands and Heritage Transport Impact Assessment Guidelines.

### **8.3. Amenity**

- The City will evaluate the potential amenity impacts of each STRA proposal, considering their individual circumstances and the specific local context.
- STRA proposals that detrimentally impact the surrounding locality's amenity will not be supported.
- The evaluation of a proposal will focus on the inherent suitability of each proposed use, as presented in the application, with specific attention to its details and how it impacts amenity of the locality. Conditions of approval should not be used to support proposals that are inherently unsuitable.
- In reviewing STRA proposals, the City will assess proposed management measures to consider if they are reasonable, enforceable, and effective in maintaining amenity.
- STRA proposals must, at a minimum, demonstrate compliance with the Environmental Protection (Noise) Regulations 1997. However, compliance does not automatically translate into acceptable noise impacts from a planning amenity perspective. The City will consider factors such as arrival times, use of outdoor areas, proximity to adjoining dwellings, and other relevant aspects.

### **8.4. Instances in which STRA will not be supported**

- a. STRA applications will not be supported in locations outside of the area identified in part 8.1 of this Policy.
- b. Applications within a multiple dwelling complex which propose the ad hoc location of STRA uses will not be supported.
- c. STRA applications will not be supported where associated with a grouped dwelling which has a lot size of less than 350m<sup>2</sup>.
- d. STRA will not be supported on flexible residential density coded sites which have been developed above the base density code.

## **9. Development Approval**

### **9.1. Approval Period**

If approved, the City will issue a time-limited approval of up to 12 months in the first instance. This approval will be of no further effect unless the City resolves to grant approval to a new development application, amends the original approval to delete the condition(s) limiting the

time of approval or extends the terms of the approval under Clause 77 of the Deemed Provisions.

Where the Local Government is satisfied the STRA has been appropriately managed, an approval of the renewal application for a period of up to three years may be granted. In determining this, the City would have regard to the performance of the accommodation over the previous period, and if not satisfactory, the application may not be supported.

### **9.2. Conditions**

In approving an application for development approval, the City may impose conditions including, but not limited to the following:

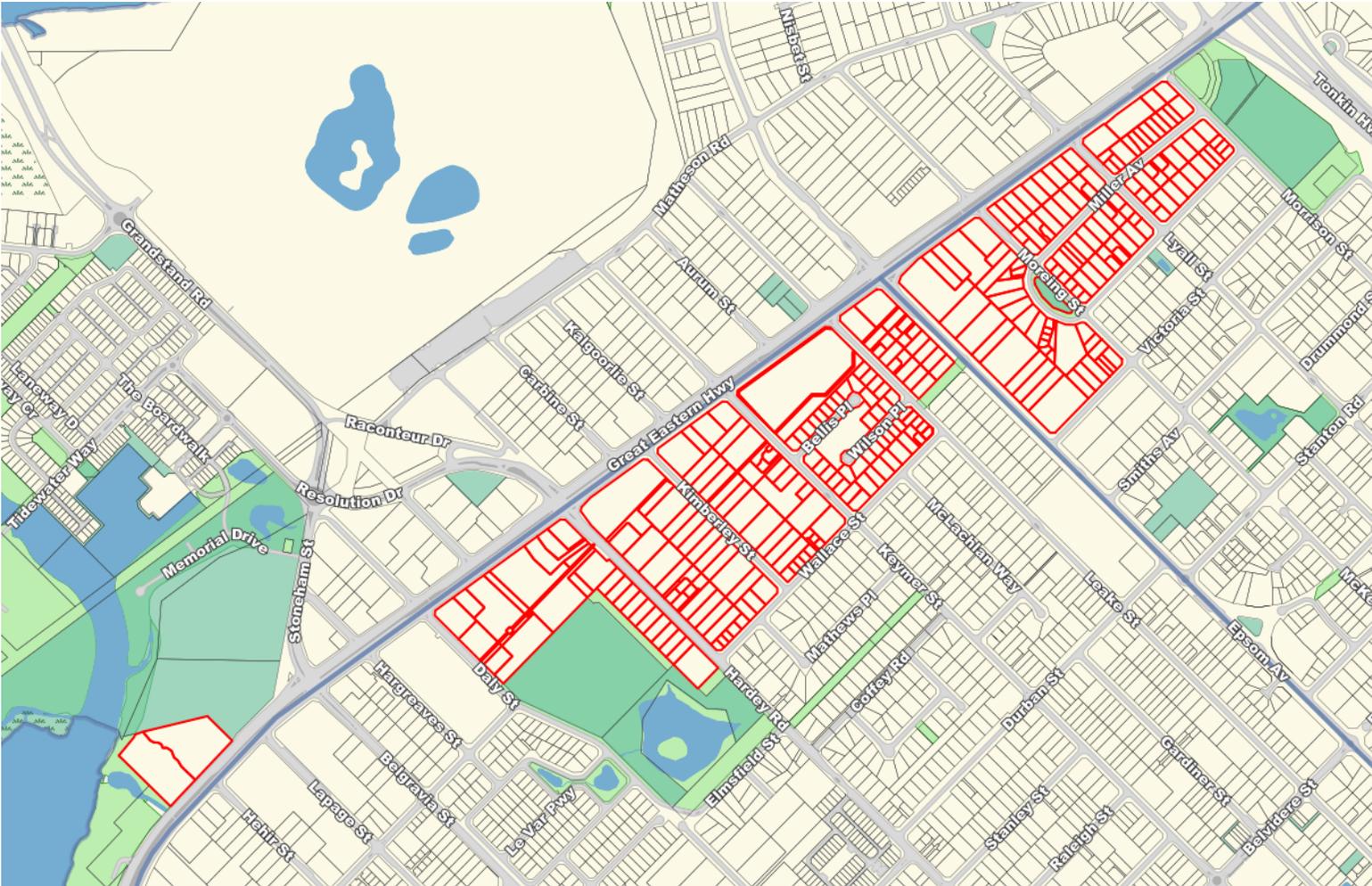
- There shall be no more than six short-stay guests or one family residing at the property at any one time.
- The whole property is to be rented as one booking only. No bedrooms or other areas of the house are to be rented on an individual basis.
- Prior to commencement of the use, the landowner shall implement the approved Management Plan (as well as any subsequently update and approved versions of the Management Plan) to the satisfaction of the City.
- The STRA operator shall supply the emergency contact details of the management agent or owner to address complaints from surrounding residents that require urgent attention.
- The landowner shall maintain a complaint register and outline the measures taken to address any complaints.
- The minimum length of stay, in certain circumstances.

### **9.3. Other Approvals**

This policy does not exempt STRA from the requirement to obtaining any other necessary approvals, including, but not limited to building or health approvals.

**Appendix 1**





**GOVERNANCE REFERENCES**

<b>Statutory Compliance</b>	<i>Planning and Development Act 2005 Planning and Development (Local Planning Schemes) Regulations 2015 Local Planning Scheme No. 15</i>
<b>Industry Compliance</b>	
<b>Organisational Compliance</b>	
<b>Process Links</b>	

**LOCAL PLANNING POLICY ADMINISTRATION**

<b>Directorate</b>	<b>Officer Title</b>	<b>Contact</b>
Development & Communities	Manager Planning Services	9477 7222
<b>Document Date</b>	<b>Review Cycle</b>	<b>Next Due</b>
	Triennial	
<b>Version</b>	<b>Decision to Advertise</b>	<b>Decision to Adopt</b>
		<b>Synopsis</b>

DRAFT

**Attachment 2 – LPS 15 Extract**

**LPS 15 Land Use Definitions**

<b>Land Use</b>	<b>LPS 15 definition</b>
Short-stay Accommodation	Means the accommodation of short stay guests providing on site facilities for the convenience of guests and, management of the development, where occupation by any person is limited to a maximum of three months in any 12-month period and excludes any other use falling within a use class specifically defined in this scheme.
Bed and Breakfast	Means a dwelling – (a) Used by a resident of the dwelling to provide short-term accommodation, including breakfast, on a commercial basis for not more than 4 adult persons or one family; and (b) containing not more than 2 guest bedrooms.
Holiday Accommodation	Means two or more dwellings on one lot used to provide short-stay accommodation for persons other than the owner of the lot.
Holiday House	Means a single dwelling on one lot used to provide short-stay accommodation but does not include a bed and breakfast.
Serviced Apartments	Means a group of units or apartments providing – (a) self-contained short stay accommodation for guests; and (b) any associated reception or recreational facilities.

**Zoning Table**

<b>USE CLASSES</b>	<b>Residential</b>	<b>Town Centre</b>	<b>Commercial</b>	<b>Mixed Use</b>	<b>Mixed Business</b>	<b>Industrial</b>	<b>Service Station</b>	<b>Places of Public Assembly</b>	<b>Residential and Stables</b>	<b>Special Development Precinct</b>
Bed and Breakfast	D	X	X	A	X	X	X	X	A	A
Holiday Accommodation	X	X	X	X	X	X	X	X	X	X
Serviced Apartments	D	X	X	D	A	X	X	X	X	D

Note: 'Short-stay Accommodation' and 'Holiday house' are not contained within the Zoning Table and will be treated as a 'Use Not Listed' and advertised accordingly.

## Background Report – Short-Term Rental Accommodation

### Introduction

Short-term rental accommodation (STRA) refers to holiday homes, units or apartments which can be booked for a limited amount of time per year through booking platforms such as Airbnb. The prevalence of properties being used for STRA has increased rapidly in Western Australia. This is particularly evident within the City of Belmont, due to the proximity of the airport, Perth CBD, Optus Stadium, and the Swan River (Figure 1).

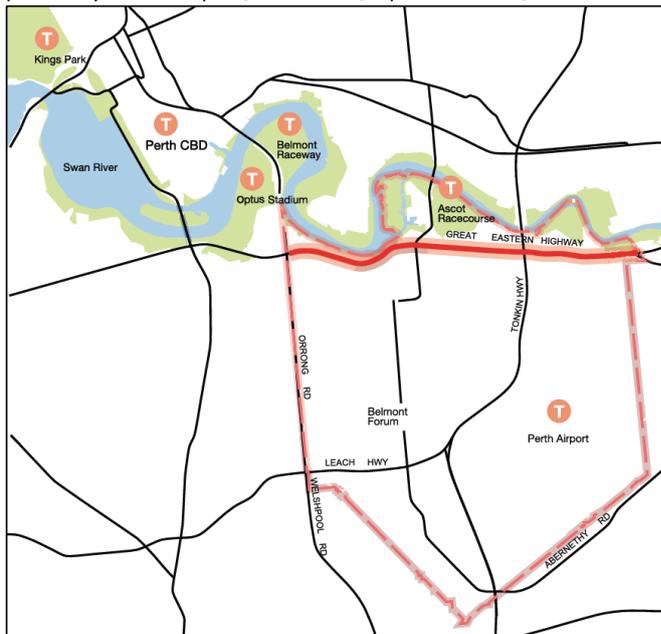


Figure 1: City of Belmont in proximity to tourist attractions

In response to the growth of STRA across Western Australia, the Department of Planning, Lands and Heritage (DPLH) has recently released a Position Statement and associated Guidelines titled *Planning for Tourism and Short-term Rental Accommodation*. This provides information and guidance for local governments to prepare their own local planning policies to manage size, location and potential amenity impacts of this form of accommodation.

This background report, will provide an overview of the State's Planning Framework, including the Position Statement and evaluate the existing state of play for STRA within the City of Belmont. In addition, the report will provide recommendations to inform the City's Local Planning Policy 19 - Short-Term Rental Accommodation.

### State Planning Framework

#### Position Statement: Planning for Tourism and Short-term Rental Accommodation

DPLH released a Position Statement in November 2023 – *Planning for Tourism and Short-Term Rental Accommodation*. This guides appropriate locations and management of STRA land uses through the planning framework.

The document also stipulates that local governments should consider impacts on long-term housing supply and outlines the key considerations for appropriately locating STRA outside of 'Tourism' zones. These include:

- Proximity to tourist amenity and attractions; and
- Accessibility to public transport; and
- Locations to minimise adverse interface issues and amenity impacts.

## Attachment 12.2.3 Background Report

The Position Statement also provides for a local planning policy to address the following:

- Car parking
- Waste management
- Preparation and approval of a management plan
- Managing potential noise and nuisance
- Time limited approvals (i.e., 12 months in the first instance)
- Locational criteria

### Perth and Peel @3.5 million

Perth and Peel @3.5 million identifies Great Eastern Highway (from Graham Farmer Freeway to Tonkin Highway) as a high-priority transit route and urban corridor. Great Eastern Highway accommodates high frequency bus services which connect to a variety of destinations (Perth CBD, key activity centres) and passenger rail.

Perth and Peel@3.5 million also sets infill dwellings targets for local governments across the Perth Metropolitan Region. In terms of Belmont, the document has set a target of an additional 10,410 dwellings being delivered between 2011 to 2050.

### **Current Situation**

#### Location of Tourist Accommodation and STRA

'Tourist accommodation' encompasses traditional forms of accommodation such as cabins, chalets, caravan parks, hotels, motels, and tourist developments. On the other hand, STRA encompasses single houses, grouped dwellings (units), or multiple dwellings (apartments) available for brief leasing periods, typically facilitated through online booking platforms or management agents.

The City has seen a concentration of tourist accommodation and STRA uses being approved and established near Great Eastern Highway, as illustrated in Figure 2. This includes a range of accommodation options such as hotels, motels, serviced apartments, and bed and breakfasts, that cater to varying economic preferences including:

- Aloft
- Quest Ascot
- Ingot
- Perth Ascot Central Apartment Hotel
- Ibis
- Great Eastern Highway Motor Lodge
- Sanno Marracoonda
- Country Comfort
- Econo Lodge
- Airport Apartments
- Swan River Hotel
- Perth Central Caravan Park

## Attachment 12.2.3 Background Report



Figure 2: Approved tourist accommodation and STRA locations close to Great Eastern Highway

It is considered that several tourist accommodations and STRA uses are located in close proximity to Great Eastern Highway as it contains high frequency public transport which facilitates connections to the Perth CBD and other attractions.

However, a review of AirDNA (a platform which tracks STRA data) has revealed a much larger spread of STRA uses which are currently operating across the City, the vast majority without the necessary approvals. This includes entire multiple dwelling developments being used unlawfully for STRA uses without the customer service staff, facilities and amenities. Figure 3 below shows the location of both approved and unapproved STRA uses within the City of Belmont.

It is clear from Figure 3, that STRA uses are emerging in residential areas and areas with no tourist amenity or accessibility to public transport. This is not considered appropriate, particularly given DPLH's Position Statement outlines that local government should consider the following in seeking to guide the location of STRA:

- Provision and access to tourist amenity and public transport services
- Adequate standard of services and infrastructure (water and other services)
- Locations to minimise adverse interface issues, particularly amenity impacts on surrounding residential
- Risk of natural hazards (particularly bushfire)

In light of the above, it is considered appropriate for STRA uses to establish within close proximity to Great Eastern Highway, to ensure they are located near similar uses and close to tourist amenities. This will be further explained in the summary and recommendations section of this report.

## Attachment 12.2.3 Background Report

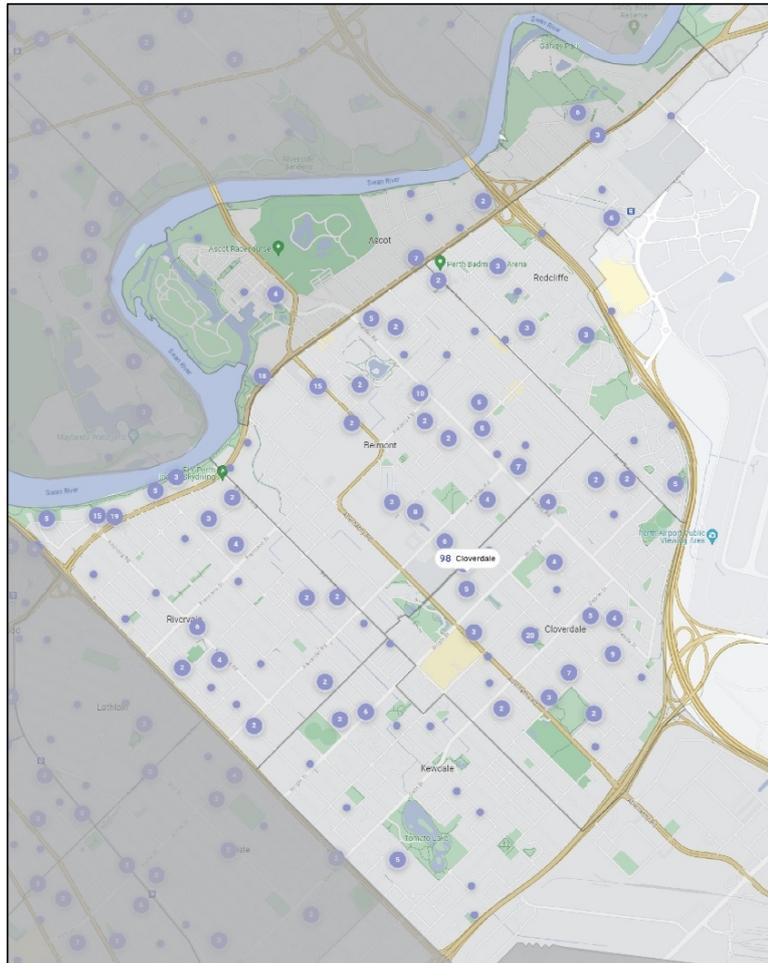


Figure 3: Short-term rental accommodation (AirDNA, 2023)

### Occupancy of Tourist Accommodation and Serviced Apartments

In 2018-2019, visitors to the City of Belmont spent 337,510 nights in various forms of tourist accommodation including hotels and motels and in serviced apartments (Tourism WA, 2022). During the same period, there were 385,440 rooms available in the hotels, motels and serviced apartments located along Great Eastern Highway (Tourism WA, 2022). This indicates an excess of more than 47,930 vacant hotel, motel, and serviced apartment rooms, adjacent to Great Eastern Highway during this period. This data does not include forms of STRA such as holiday homes and units and, bed and breakfasts.

This data also doesn't include tourist accommodation which is not located adjacent to Great Eastern Highway. Furthermore, since this data was collected, there have been additional tourist accommodation facilities developed, including Quest Ascot and Ingot Hotel. These two developments alone have provided an additional 118,990 rooms per year. Further to this, Perth Airport is planning to develop a hotel in the Airport Central Precinct, which is estimated to offer 91,250 rooms per year. Therefore, it is evident that there is not a shortfall of accommodation already located within the City of Belmont.

### Long-Term Housing Supply

Perth and Peel@3.5 Million states that by 2050, 215,000 additional dwellings will be required in the Perth Metropolitan Central sub-region. For the City of Belmont specifically, a target of 10,410 new dwellings has been set.

## Attachment 12.2.3 Background Report

To assist in meeting these dwelling targets and facilitating in the delivery of affordable, long-term housing, the City's planning framework provides for higher density development near services and amenities required by residents. It is therefore important that STRA does not establish within any of the City's flexible density coded sites which have been developed above the base density code.

These properties were identified in the Local Housing Strategy as being suitable for new housing and infill development. If these properties were to be used for STRA, it would undermine the intent of the objectives of the Local Housing Strategy, and would constrain the delivery of long-term housing, stunting the City's ability to meet State's dwelling targets.

### Long-Term Housing Demand

The Australian Housing and Urban Research Institute (AHURI) outlines that Australia is currently experiencing a period of very low rental vacancy rates and rising rent levels, which has led to a rental crisis. The percentage of untenanted rental properties was at 0.9% in 2022, and this pressure has pushed up rent prices to the highest they have ever been at \$527 a week across Australia (AHURI, 2022).

Data has been used for postcode 6104, inclusive of the suburbs of Ascot, Belmont, and Redcliffe, as this is the area surrounding Great Eastern Highway in the location identified as appropriate for STRA land uses.

In 2021, ABS census data found the median weekly rent for all types of dwellings in the City ranges from Ascot (\$400), Belmont (\$350) and Redcliffe (\$350), compared to WA (\$340). Since 2018, postcode 6104 (Belmont, Ascot, and Redcliffe) has experienced an upward trend in weekly rental prices – as seen in Figure 4 (SQM Research, 2024). As of January 2024, the average weekly rent for postcode 6104 was \$547 for a unit, and \$679 for a house.



Figure 4: Weekly Rents, postcode 6104, 2009 – 2024 (SQM Research, 2024)

The City has a population that heavily rely on rental properties, with 44% of the population renting, compared to 27% in Western Australia (ABS, 2021). As of November 2023, postcode 6104 (Belmont, Ascot, and Redcliffe) was experiencing a significantly low rental vacancy rate of 0.2% (SQM Research). The rental vacancy rate has greatly declined since it peaked in June 2017 at 6.7% indicative of the current rental crisis - demonstrated in Figure 5.

There is a need to safeguard existing housing stock and supply new housing to mitigate the current crisis of unaffordable and unavailable rental housing. To ensure that adequate long-term housing is provided across the City of Belmont, measures need to be put in place to control the number of STRA land uses which can establish.

## Attachment 12.2.3 Background Report

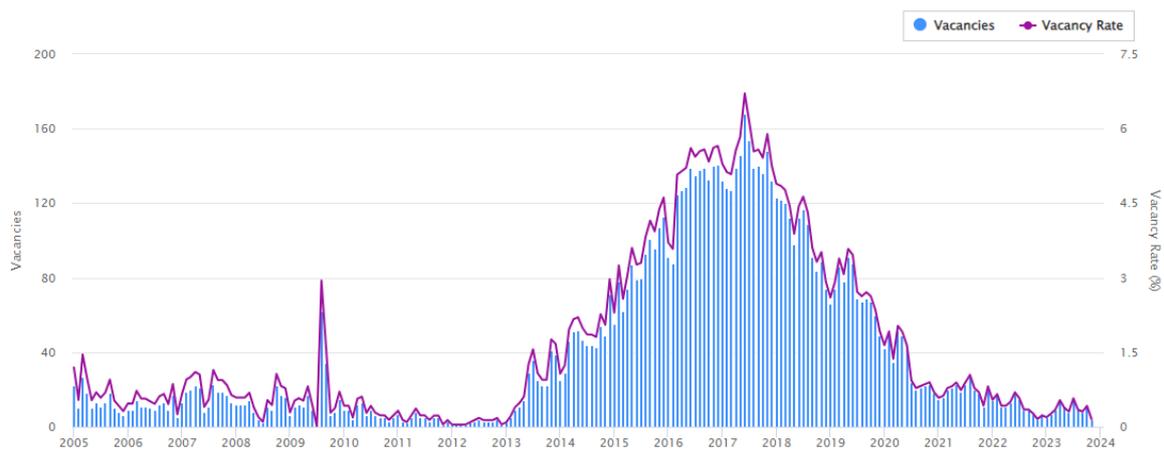


Figure 5: Residential Vacancy Rates, postcode 6104, 2005 – 2024 (SQM Research, 2024)

### Residential Amenity

The State Administrative Tribunal has found that forms of STRA are in essence a commercial use of residential properties and have potential amenity impacts which require careful consideration.

The proposed locational criteria outlined in the summary and recommendations section of this report, aim to streamline the provision of STRA within designated areas, preventing their sporadic emergence in residential neighbourhoods that lack compatible uses and tourist amenities. In addition to the locational criteria, a Management Plan and Code of Conduct should be submitted in support of development applications for short-term rental accommodation uses.

The Code of Conduct will address factors such as the expected behaviour of guests, guest arrival and departure procedures, rules regarding noise, car parking, and common property. The Management Plan will address factors such as occupancy limits, minimum and maximum durations of stay and complaints procedures.

It is considered necessary for these uses to be supported by these management measures to ensure as little impacts as possible on the amenity of surrounding residential areas.

In addition to this, STRA will only be considered in multiple dwelling developments where all dwellings are proposed to change to a form of STRA. This is appropriate due to STRA having greater amenity impacts for multiple dwelling developments which often contain a range of shared facilities and areas.

### **Summary and Recommendations**

It is evident that both tourist accommodation and STRA is already established near Great Eastern Highway. It is considered appropriate for STRA land uses to continue to develop in this location due to:

- Great Eastern Highway containing a high frequency bus network.
- The commercial nature of STRA being better suited to locating near lots adjacent to Great Eastern Highway, as these are zoned 'Mixed Use' and 'Commercial'.
- The Great Eastern Highway providing connections to the Perth CBD, Perth Airport, and other attractions; and
- It is resulting in STRA land uses being concentrated in one area.

It is not considered appropriate for STRA land uses to establish outside of this area as it results in these uses:

- Not being near high frequency public transport which can take guests to key tourist attractions, Perth CBD, and the Airport.

## Attachment 12.2.3 Background Report

- Bleeding into more suburban, residential neighbourhoods, or sensitive areas such as the 'Residential and Stables' zone. Locating in areas which do not provide an appropriate level of amenity for tourists.
- Establishing within high quality redevelopment areas such as The Springs and Golden Gateway, where the immediate focus is for providing long-term housing which meets the needs of the City's growing population.
- Impacting on the supply of affordable and long-term housing for existing and future residents in addition to the City meeting the State's dwelling targets.

In addition, there is no shortage of existing land uses which provide accommodation for visitors to the area.

Consistent with the above, it is recommended that STRA be limited to:

- Sites within the Residential, Mixed Use or Commercial zone; and
- Within the immediate street block from the southern side of Great Eastern Highway (between Graham Farmer Freeway/Orrong Road and Tonkin Highway (as illustrated in Appendix 1); or
- Located north of Great Eastern Highway between Brighton Road and Stoneham Street (as illustrated in Appendix 1).

**Appendix 1**



Figure 6 Potential STRA locations



## 12.3 Scheme Amendment 22 - Amendments to the land use permissibility of Warehouse in the Mixed Use zone

Voting Requirement	:	Simple Majority
Subject Index	:	LPS15/022
Location/Property Index	:	Various
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	Nil
Applicant	:	N/A
Owner	:	Various
Responsible Division	:	Development and Communities

### Council role

**Legislative** Includes adopting local laws, local planning schemes and policies.

### Purpose of report

For Council to consider adopting Amendment No. 22 to the City of Belmont Local Planning Scheme No. 15 (LPS 15) for the purpose of advertising.

### Summary and key issues

- There have been recent examples of the 'Warehouse' land use seeking to establish in prominent locations along key arterial routes, such as Great Eastern Highway (GEH).
- While the use may be acceptable in some zones fronting GEH, there is concern about the use extending into the Mixed Use zone. The 'Warehouse' use is currently designated as a 'D' ('Discretionary') use in the 'Mixed Use' zone under LPS 15.
- The 'Warehouse' land use has inherent use and built form characteristics that present challenges for the 'Mixed Use' zone. It generally requires large floor spaces, has minimal on-site activity primarily because of storage function

with a small number of employees, and very few customers visiting the site, and offers minimally activated street facades.

- It is considered that these outcomes do not align with the intent of the 'Mixed Use' zone under LPS 15, the Draft Corridor Strategy, or Perth and Peel @ 3.5 Million. Given this, 'Warehouse' land use is proposed to be prohibited within the 'Mixed Use' zone.
- The amendment also includes updating the 'Warehouse' land use definition to align with the Model Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations). Additionally, this amendment includes an update to the 'Mixed Use' zone objective.
- It is recommended that Council initiate Amendment No. 22 to LPS 15 as a 'complex' amendment.

### Officer Recommendation

That Council:

1. Pursuant to Section 75 of the *Planning and Development Act 2005*, adopts for the purpose of advertising the following amendment to Local Planning Scheme No. 15:
  - i. Deleting the existing definition of 'Warehouse' in Schedule 1 – Land Use Definitions of the Scheme Text and inserting the following definition:

“Warehouse/Storage: means premises including indoor or outdoor facilities used for

    - a) The storage of goods, equipment, plant or materials; or
    - b) The display or the sale by wholesale of goods.”
  - ii. Inserting the following text after the existing 'Mixed Use' zone objective under Clause 3.2 – Objectives of the Zones of the Scheme Text as follows:

“To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.”
  - iii. Modifying Table 1 – Zoning Table in the Scheme Text by designating 'Warehouse/Storage' as an 'X' (not permitted) land use in the 'Mixed Use Zone'.
2. Pursuant to Clause 35 (2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, determines that Amendment No. 22

to Local Planning Scheme No. 15 is a 'Complex' amendment, for the following reasons:

- i. The Amendment is not consistent with the 2011 Local Planning Strategy. This Strategy identifies 'Warehouse' as an appropriate use in the 'Mixed Use' zone.
  - ii. The Amendment is not a standard or basic amendment.
3. Forwards Amendment No. 22 to Local Planning Scheme No. 15 to the Western Australian Planning Commission for comment, pursuant to Clause 37 (2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and subject to no objection being received from the Commission, advertise the amendment for public comment for a period of 60 days in accordance with Clause 38 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
  4. Forwards Amendment No. 22 to Local Planning Scheme No. 15 to the Environmental Protection Agency for comment, pursuant to Section 81 the *Planning and Development Act 2005*, and subject to no objection being received from the Environmental Protection Agency, advertise the amendment for public comment for a period of 60 days in accordance with Clause 38 of the *Planning and Development (Local Planning Scheme) Regulations 2015*.

## Location

Amendment No. 22 applies to the following areas:

- In relation to land use permissibility, land zoned as 'Mixed Use' (shown in Figures 1 to 4) under LPS 15. This zoning is generally located within a 400m margin along GEH, except for one lot in Cloverdale (275 Belmont Avenue, at the corner of Fulham Street); and
- In relation to land use definition, developments for 'Warehouse/Storage' facilities on all zoned land within the City of Belmont.



Figure 1: Mixed Use Zone – Rivervale



Figure 2: Mixed Use Zone – Redcliffe



Figure 3: Mixed Use Zone - Cloverdale



Figure 4: Mixed Use Zone – Ascot and Belmont

## Consultation

The *Planning and Development Act 2005* requires scheme amendments to be advertised in accordance with the Regulations. The details of the consultation required by the Regulations is outlined in the 'Statutory Environment' section of this report.

## Strategic Community Plan implications

In accordance with the 2020 – 2040 Strategic Community Plan:

### Goal 5: Responsible Belmont

**Strategy:** 5.5 Engage and consult with the community in decision-making

**Strategy:** 5.6 Deliver effective, fair and transparent leadership and decision-making, reflective of community needs and aspirations

**Strategy:** 5.7 Engage in strategic planning and implement innovative solutions to manage growth in our City

## Policy implications

### Perth and Peel @ 3.5 million

The State strategic framework documented under the Western Australian Planning Commission (WAPC) 'Perth and Peel @ 3.5 million' informs the statutory direction of the City. The Perth and Peel region will need to accommodate significant population growth by 2050 with an additional 1.5 million people requiring approximately 800,000 new homes.

The 'Perth and Peel @ 3.5 million' strategic planning framework requires that a substantial amount of this growth (i.e. 47%) be delivered through infill developments. It identifies that the City of Belmont population will increase from 37,360 to 60,260 people by 2050 and to accommodate that increase an additional 10,410 dwellings will be required.

Perth and Peel @ 3.5 Million promotes the concept of 'Urban Corridors' as a way of achieving integrated land use and transport outcomes. Great Eastern Highway is identified as an urban corridor within the document. The framework suggests that focus should be given to investigating increased residential densities and mixed land uses along urban corridors.

### Local Planning Strategy

The City's existing Local Planning Strategy (2011) notes the following land uses as being appropriate in the 'Mixed Use' zone:

- Residential
- Hotel
- Motel
- Office
- Showroom
- Warehouse
- Fast Food/Takeaway
- Light Industry (where appropriate).

Despite the 2011 Strategy designating 'Warehouse' as a fitting land use in the 'Mixed Use' zone, it is considered outdated and incongruent with the strategic direction outlined in Perth and Peel @ 3.5 Million and the City's Draft Corridor Strategy. Additional discussion on this matter is available in the 'Report' section.

The strategic direction set by Perth and Peel @ 3.5 Million and the Draft Corridor Strategy will play a pivotal role in shaping a new local planning strategy and scheme. To ensure timely addressing of concerns outlined in the 'Background' section of this report, it is imperative to advance the amendment before preparing these new documents.

### **Draft Great Eastern Highway Urban Corridor Strategy**

The Draft Corridor Strategy, initially adopted in May 2018 and later modified after public consultation in September 2023, outlines the transformation of the GEH corridor into an urban boulevard with varied land uses. The Strategy will be implemented through Scheme provisions, structure planning and local planning policies.

In accordance with Clause 67(2b) of the Regulations, due regard must be given to the Strategy when assessing development proposals on land within the corridor area. Further discussion on this matter is provided in the 'Report' section.

## **Statutory environment**

### **Local Planning Scheme No. 15**

In accordance with Table 1 of LPS 15, 'Warehouse' is classified as a 'D' (Discretionary) land use within the 'Mixed Use' zone, meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval.

## **Planning and Development (Local Planning Schemes) Regulations 2015**

The Regulations and associated Local Planning Scheme template assist local government planners and industry in the preparation, review or amendment of their local planning schemes to align with the Model Provisions (Schedule 1 of the Regulations).

The Model Provisions, along with any essential local variations approved by the Minister, should be gradually integrated into Local Planning Schemes through the scheme amendment process whenever an opportunity arises.

Table 1 displays the existing definitions in LPS 15 for 'Warehouse/Storage' land use and the 'Mixed Use' zone objective, in comparison to the Model Provisions. The relevant amendments to the Scheme in alignment with the Model Provisions will be discussed in the 'Report' section.

	<b>Existing in LPS 15</b>	<b>Model Provisions (LPS Regulations)</b>
'Warehouse / storage' land-use definition	<p>Warehouse: means premises used to store or display goods and includes premises on the same land used for:</p> <ul style="list-style-type: none"> <li>a) The work of administration or accounting;</li> <li>b) The selling of goods by wholesale; or</li> <li>c) The provision of amenities for employees, incidental to any of those warehouse operations.</li> </ul>	<p>Warehouse/storage: means premises including indoor or outdoor facilities used for:</p> <ul style="list-style-type: none"> <li>a) The storage of goods, equipment, plant or materials; or</li> <li>b) The display or the sale by wholesale of goods.</li> </ul>
'Mixed Use' Zone objective	<p>The Mixed Use Zone is intended to allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health,</p>	<p>To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.</p> <p>To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances</p>

	<p>welfare and safety of its residents.</p> <p>Buildings should be of a high standard of architectural design set in pleasant garden surrounds with limited vehicular access from properties to primary roads.</p>	<p>detrimental to the amenity of the district or to the health, welfare and safety of its residents.</p>
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Table 1: Existing LPS 15 definitions and model provisions

From preliminary discussions, officers at the Department of Planning, Lands and Heritage (DPLH) have indicated in principle support for the above as it will make LPS 15 more aligned with the Model Provisions.

### **Amendment Types and Consultation Requirements**

Section 75 of the *Planning and Development Act 2005 (PD Act)* provides for an amendment to be made to a local planning scheme. The procedures for amending a local planning scheme are set out within Part 5 of the Regulations.

The Regulations specify three different types of Scheme amendments, being 'basic', 'standard' and 'complex'. The main differences between the amendment classifications are the differing advertising requirements. Clause 35(2) of the Regulations requires a resolution of the local government specifying the type of amendment and the reasons for the classification.

Irrespective of the classification of the amendment, where a responsible authority (being the local government) has resolved to amend a Scheme, it shall be forwarded to the Environmental Protection Authority (EPA) as per Section 81 of the PD Act to determine whether the Amendment requires an environmental assessment.

Amendment 22 is considered to be a complex amendment as described in the 'Report' section of this report. The process to initiate and advertise a complex scheme amendment, under Clause 37 and 38, is as follows:

1. Submission of Proposed Complex Amendment to the Commission:
  - The local government must submit two copies of the proposed complex amendment to a local planning scheme to the Commission.
  - Submission must occur within 21 days of the local government resolution, or a longer period if allowed by the Commission.
2. Commission Examination and Advice:

- Within 60 days of receiving the documents, or a longer period as permitted by the Minister or an authorised person, the Commission must examine the documents.
  - The Commission advises the local government of any required modifications before advertising the amendment.
3. Advertisement of Complex Amendment:
- Upon Commission's satisfaction with the suitability of the complex amendment:
    - The local government must prepare a notice approved by the Commission, including details of the purpose of the amendment, availability to the public, submission process, and submission period.
  - Advertising involves:
    - Publishing the notice and the amendment on the City of Belmont's website;
    - Publishing the notice in the local newspaper;
    - Displaying the notice on public notice boards; and
    - Providing copies to relevant public authorities that are considered to be affected by the amendment.
  - Submissions can be made during a 60-day period after the first publication, or a longer period approved by the Commission.

After the conclusion of the advertising period, Council is required to consider the submissions and pass a resolution to either support the amendment, with or without modification, or not support the amendment. After passing a resolution, the amendment is to be forwarded to the WAPC to review and provide a recommendation to the Minister for Planning.

## **Background**

The City of Belmont has large areas of commercial and industrial zones where there is a significant number of warehouses.

A trend that has been identified involving warehouses targeting prominent locations on key arterial routes, such as GEH to capitalise on the significant passing traffic. Specifically, there has been a noticeable increase in the number of 'Warehouse' (Self Storage) facilities seeking to establish in these locations.

This development pattern, particularly within the Mixed Use zone of GEH, requires a detailed examination of how the use integrates into the urban landscape and affects the strategic development goals for the area.

The following observations about warehouses have been identified:

- Limited Street Activation
  - Warehouses generally do not contribute to street activation due to the inactive nature of the use that has low employee and customer numbers.
  - Although some proposals attempt to incorporate activation elements, such as windows or design features facing the street, the inherent nature of the use does not support genuine activation.
- Undesirable Built Form
  - In the context of the 'Mixed Use' zone, warehouses present an undesirable built form. They are generally characterised by large blank facades, expansive floor areas, high ceilings, and truck access needs.
- Compatibility and Integration
  - The above factors mean the 'Warehouse' land use lacks compatibility within the 'Mixed Use' zone.

Considering the above factors and the objectives of the 'Mixed Use' zone, it is appropriate to make 'Warehouse' an 'X' (not permitted) use within the 'Mixed Use' zone.

### **Examples**

In 2022, a 'Warehouse' development (Self Storage Facility) was approved at 197 – 201 Great Eastern Highway in the Mixed Business zone. It became evident that the choice of location on GEH was primarily driven by the site's high visibility to passing traffic. This is in contrast to the land use's actual requirements, which require minimal public access and parking. This contradiction emphasises that the prime motivation for such locations is advertising prominence rather than operational necessity.

While this may be considered acceptable in the 'Mixed Business' zone because of the limited number of properties fronting GEH, there is a concern over this use beginning to extend into the 'Mixed Use' zone.

In 2023 an application was lodged for a significant 'Warehouse' (Self Storage) within the 'Mixed Use' zone at 97 – 107 Great Eastern Highway, Rivervale. In December 2023 this proposal was refused by the Metro Inner South Joint Development Assessment Panel. The reasons for refusal align with the

rationale for this amendment. The elevation for this development is shown in Figures 5 – 6 below.



Figure 5 – Elevation to GEH



Figure 6 – Elevation to St Kilda Road

This above example highlights the issues the largely inherent built form outcomes of the use. This shows the significantly large building that spans the entire frontage of a street block, featuring extensive elevations with limited openings. As a result, both the use and building lack activation.

### Current context of 'Mixed Use' zone

When considering the appropriateness of this use it is necessary to do so in the context of the development which has occurred in the 'Mixed Use' zone as described below.

#### Western End

The western end of the 'Mixed Use' zone along GEH in Rivervale is opposite the high-density 'Springs' development. Key features include the Eastgate Shopping Centre with shops, food outlets, and gyms. Further east along GEH there are multiple hotels, office spaces, and higher-density residential

apartments such as on Tanunda Drive. It is located near the Swan River which adds to the area's appeal, with a mix of amenities for residents and visitors.

#### Mid-section East of Belgravia

The mid-section Mixed Use zone of GEH, east of Belgravia has several hotels, serviced apartments, and the Ascot Precinct serving as a commercial centre. It also has numerous food outlets, showrooms, and is near the Ascot Racecourse.

#### East of Tonkin Highway

The Mixed Use zone East of Tonkin Highway presents a mix of uses, including hotels, restaurants, small-scale commercial centres, service stations, and historic light industry uses. With close proximity to Perth Airport and the new Redcliffe train station, this area is convenient and well-connected for residents and visitors.

Given the above context, the 'Mixed Use' zone is evidently evolving towards its intended objective of a mix of commercial, residential, and tourist accommodation land uses that align with the strategic goals of the zone. It is apparent that the 'Warehouse' land use is increasingly incompatible and undesirable within this context. It also is important to recognise that the City of Belmont contains significant areas where 'Warehouse' land use is generally more suitable, particularly within the 'Mixed Business' and 'Industrial' zones.

## Report

### Permissibility in the Zoning Table

The 'Warehouse' land use is not considered appropriate in the 'Mixed Use' zone for the following reasons:

- The 'Warehouse' use does not align with the broader strategic intent for the Mixed Use section of GEH, as set out by Perth and Peel @ 3.5 Million and the City's Draft Corridor Strategy.

Perth and Peel @ 3.5 Million promotes the concept of 'Urban Corridors' as a way of achieving integrated land use and transport outcomes. Great Eastern Highway is identified as an urban corridor within the document with a focus given to investigating increased residential densities and mixed land uses along urban corridors. Having regard to Perth and Peel @ 3.5 Million, the City has prepared the draft Corridor Strategy to guide the incremental renewal over time of GEH to deliver a high quality and amenity rich multi use urban boulevard, with improved transport choices, housing and job growth. The nature of 'Warehouse' land uses is considered as incongruent with this intent and incompatible with the range of land uses deemed suitable for an urban corridor.

- The objective for the 'Mixed Use' zone is proposed to be amended to align with the Model Provisions. This specifically mentions a requirement for uses to be active at street level (detailed in the next section of this report). 'Warehouse' land uses are inherently inactive and therefore inconsistent with the proposed 'Mixed Use' zone objective.
- Land in the Mixed Use zone adjacent to GEH holds high potential due to its proximity to the river, provision of services, and access to high frequency transport. Consequently, the establishment of self-storage facilities along GEH is considered detrimental to the intent of this strategically significant land.
- Although the draft Corridor Strategy has not yet been endorsed, proceeding with the amendment is considered necessary. As outlined in the background section of this report, there has been an increasing trend for 'Warehouse' use on GEH, concerningly now going into the Mixed Use zone. Given this, it is necessary to advance this amendment to ensure future developments align with the strategic vision for the corridor.

### **'Mixed Use' zone Objective**

The proposed amendment seeks to incorporate the following sentence at the end of the existing objective (drawn from the Model Provisions):

“To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.”

This addition underscores a commitment to fostering a blend of active and compatible land uses and promoting a vibrant streetscape with diverse activities that is consistent with Perth and Peel @ 3.5 Million and the Draft Corridor Strategy. This vision stands in contrast to the nature of 'Warehouse' (self storage facilities) land uses, which lack active street level engagement. Therefore, it is considered appropriate to amend the existing objective to align with the Model Provisions.

### **Amendment Type**

The Regulations specify three different types of Scheme amendments, being 'basic', 'standard' and 'complex'. Clause 35(2) of the Regulations requires a resolution of the local government specifying the type of amendment and the reasons for the classification.

A complex amendment is identified by the Regulations as meaning:

- “(a) an amendment that is not consistent with a local planning strategy for the scheme that has been endorsed by the Commission;
- (b) an amendment that is not addressed by any local planning strategy;

- (c) an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality;
- (d) an amendment made to comply with an order made by the Minister under section 76 or 77A of the Act;
- (e) an amendment to identify or amend a development contribution area or to prepare or amend a development contribution plan.”

The proposed amendment is considered to be a 'complex' amendment for the following reasons:

- The Amendment is not consistent with the 2011 Local Planning Strategy. This Strategy identifies 'Warehouse' as an appropriate use in the 'Mixed Use' zone.
- The amendment is not a standard or basic amendment.

### **Conclusion**

The 'Warehouse' land is considered inconsistent with 'Mixed Use' zone, and its objectives. Therefore, it is appropriate to designate 'Warehouse' an 'X' land use within the 'Mixed Use' zone.

It is also considered appropriate to update the 'Mixed Use' zone objective and the 'Warehouse' definition to align with the Model Provisions set by the State Government.

It is recommended that Amendment No. 22 be supported by Council for the purpose of advertising.

### **Financial implications**

The costs associated with the preparation and advertising of Amendment No. 22 are accommodated within the Planning Department's operational budget.

### **Environmental implications**

There are no environmental implications associated with this report.

### **Social implications**

There are no social implications associated with this report.

## Attachment details

Attachment No and title
Nil

## 12.4 Tender 09-2023 - Belvidere Street Revitalisation Design

Voting Requirement	:	Simple Majority
Subject Index	:	114/2023-09
Location/Property Index	:	Belvidere Street, Belmont
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	22 August 2023 Ordinary Council Meeting - Belvidere Streetscape Revitalisation Project Business Case
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Infrastructure Services

### Council role

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

### Purpose of report

To seek Council approval to award Tender 09/2023 - Belvidere Street Streetscape Revitalisation – Detailed Design Documentation.

### Summary and key issues

At the 22 August 2023 Ordinary Council Meeting (OCM) Council unanimously endorsed The Belvidere Streetscape Revitalisation Project Business Case.

The City is now seeking to engage a suitably qualified and experienced Lead Design Consultant to prepare a detailed design and documentation set for the Stage 1 of Belvidere Streetscape Revitalisation Project (the Project).

The scope of work primarily consists of preparation of a full design and documentation pack up to Issue for Tender status.

The process is to include all technical investigations and assessments required to inform the detailed design and documentation and associated stakeholder engagement to facilitate the design process.

This report outlines the process undertaken to invite and evaluate tender responses received for Tender 09/2023 – Belvidere Street Revitalisation Design and includes a recommendation to award the contract to Talis Consultants in accordance with the requirements of the *Local Government Act 1995*.

### Officer Recommendation

That Council accepts the tender submitted by Talis Consultants for Tender 09/2023 – Belvidere Street Revitalisation Design as specified for the lump sum of \$268,220 excluding GST.

### Location

Belvidere Street, Belmont – Somers Street to Leake Street

### Consultation

In 2022, the City procured design consultant Hatch Roberts Day to develop three streetscape concept designs (design scenarios) to facilitate community feedback on a preferred design option. The findings from the community consultation helped inform the business case options prior to Council consideration at the 22 August 2023 Ordinary Council Meeting.

### Strategic Community Plan implications

In accordance with the 2020 – 2040 Strategic Community Plan:

#### Goal 5: Responsible Belmont

**Strategy:** 5.2 Manage the City’s assets and financial resources in a responsible manner and provide the best possible services for the community

**Strategy:** 5.3 Invest in services and facilities for our growing community

### **Goal 3: Natural Belmont**

**Strategy:** 3.4 Provide green spaces for recreation, relaxation and enjoyment.

### **Goal 2: Connected Belmont**

**Strategy:** 2.2 Make our City more enjoyable, connected and safe for walking and Cycling.

## **Policy implications**

City of Belmont Policy 29 – Purchasing

This policy aims to deliver a high level of accountability whilst providing a flexible, efficient and effective procurement framework.

City of Belmont Policy 45 - Environmental Purchasing

This policy aims to clarify the principles, considerations and responsibilities for considering life cycle environmental impacts when purchasing or procuring goods and services.

The process associated with this quotation was undertaken in accordance with these policy requirements, therefore there are no policy implications.

## **Statutory environment**

This issue is governed in the main by the *Local Government Act 1995*, in particular Section 3.57 which states:

'3.57. Tenders for providing goods or services

(1) A local government is required to invite tenders before it enters into a contract of a prescribed kind under which another person is to supply goods or services.

(2) Regulations may make provision about tenders'

The *Local Government (Functions and General) Regulations 1996* Regulation 11(2)(b) exempts the need for a public tender if:

11. When tenders have to be publicly invited:

(1) Tenders are to be publicly invited according to the requirements of this Division before a local government enters

into a contract for another person to supply goods or services if the consideration under the contract is, or is expected to be, more, or worth more, than \$250,000 unless subregulation (2) states otherwise.

- (2) Tenders do not have to be publicly invited according to the requirements of this Division if –
  - (a) the supply of the goods or services is associated with a state of emergency; or
  - (b) the supply of the goods or services is to be obtained through the WALGA Preferred Supplier Program.....'

## **Background**

The Belvidere Street Activity Centre Precinct (the Precinct) is a key local activity centre within the Belmont/Redcliffe area.

The Precinct operates as a local shopping main street and provides for a range of services catering to the daily needs of residents. The project seeks to deliver major upgrades to the existing public areas of the street to stimulate economic activity and provide a more inviting and safer pedestrian environment.

In 2022, the City procured design consultant Hatch Roberts Day to develop three streetscape concept designs (design scenarios) to facilitate community feedback on a preferred design option. The streetscape concept designs were developed alongside technical information derived from a traffic and parking analysis, a public life study, an opinion of probable cost, staging options, and 3D visualisations.

To assist Council with determining a direction for this priority project, the project team prepared a Business Case assessing each of the design scenarios and the project delivery approach. The Business Case compares the strategic alignment, benefits and disbenefits, business needs, achievability of solution, risk, timeframe, cost, maintenance and operational impacts of the three options. At the 22 August 2023 Ordinary Council Meeting, Council endorsed the Project Business Case

An invitation to tender for the detailed design documentation for the Project was advertised in The West Australian on Saturday, 23 September 2023, closing at 2pm on Tuesday, 24 October 2023.

Twenty-eight prospective tenderers viewed the tender documents from the City's eTendering portal, and five responses were received from:

- BPA Engineering
- Emerge Associates
- Hatch Roberts Day
- Porter Consulting Engineers
- Talis Consultants

The prices quoted by the respondents are detailed in Confidential Attachment 12.4.1.

## Report

The Evaluation Panel consisted of the Project Delivery Coordinator, Coordinator Parks and Coordinator Arts and Place. Each panel member has signed a Declaration of Confidentiality and Impartiality form confirming that they have no known conflict of interest to disclose.

The procurement process and evaluation was supported by the Manager City Projects and Coordinator Procurement and Contracts.

The responses received were assessed on the same selection criteria included within the invitation to quote, being:

	<b>CRITERIA</b>	<b>WEIGHTING</b>
1	Relevant Experience, Skills and Project Team	30%
2	Demonstrated Understanding	45%
3	Price	25%

Confidential Attachment 12.4.2 – Tender 09-2023 Evaluation Scorecard, details the evaluation panel’s assessment of the submission and demonstrates that the response provided by Talis Consultants satisfies the criteria requirements.

Talis Consultants have compiled a well-established project team that has worked together on several projects of similar scope, scale and complexity. The list of consultants and sub-consultants have the necessary skills, qualifications, and experience to satisfactorily deliver the scope of works.

Talis Consultants have provided an appropriate price breakdown that meets the relevant requirements of the scope of works and the capability to provide additional services if necessary. The methodology prepared is clear and concise with identified milestones, deliverables, risks, and mitigation measures.

Sufficient allowances have been made in the price breakdown to satisfactorily deliver the scope of works.

Talis Consultants are therefore the recommended supplier.

### **Financial implications**

There are sufficient funds in the 2023-24 budget to cover this tender. Funds not required will be held in reserve as contingency for the project; for example, to cover the costs of technical support during the construction or for design variations.

### **Environmental implications**

There are no environmental implications associated with this report.

### **Social implications**

There are no social implications associated with this report.

### **Attachment details**

<b>Attachment No and title</b>	
1.	CONFIDENTIAL REDACTED - Price Schedule (Confidential Matter in Accordance with Local Government Act 1995 Section 5.23(2)(c)(e)) [ <b>12.4.1</b> - 1 page]
2.	CONFIDENTIAL REDACTED - Evaluation Matrix (Confidential Matter in Accordance with Local Government Act 1995 Section 5.23(2)(c)(e)) [ <b>12.4.2</b> - 1 page]

## **12.5 Request for Rate Exemption - Gumala Investments Pty Ltd for 2/255 Fulham Street, Cloverdale 6105; 2/274 Belmont Avenue, Kewdale 6105 AND 3/274 Belmont Avenue, Kewdale 6105**

Voting Requirement	: Simple Majority
Subject Index	: 98/008
Location/Property Index	: 2/255 Fulham Street, Cloverdale, 6105, 2/274 Belmont Avenue, Kewdale 6105 and 3/274 Belmont Avenue, Kewdale 6105
Application Index	: N/A
Disclosure of any Interest	: Nil
Previous Items	: Nil
Applicant	: Gumala Investments Pty Ltd
Owner	: Gumala Investments Pty Ltd
Responsible Division	: Corporate and Governance

### **Council role**

When Council determines an application/matter that directly affect a person's rights and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of quasi-judicial authority include local planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.

### **Quasi-Judicial**

### **Purpose of report**

To consider a request for rate exemption for Gumala Investments Pty Ltd (GIPL).

### **Summary and key issues**

Gumala Trust on behalf of Gumala Investments Pty Ltd (GIPL) have made an objection against the rate book in accordance with sections 6.26 (2) (g) and 6.53 of the *Local Government Act 1995*.

Documentation has been provided to support their request for a rate exemption on the basis that the properties are used exclusively for charitable purposes.

### Officer Recommendation

That Council endorse the rate exemption for the properties known as 2/255 Fulham Street, Cloverdale 6105, 2/274 Belmont Avenue, Cloverdale 6105 and 3/274 Belmont Avenue, Cloverdale 6105 under section 6.26 (2)(g) and section 6.53 of the *Local Government Act 1995* effective from 1 July 2023.

### Location

Strata Lot 11 on Strata Plan 42900 known as 2/255 Fulham Street, Cloverdale 6105



Strata Lot 2 on Strata Plan 33687 known as 2/274 Belmont Avenue, Kewdale, and Strata Lot 3 on Strata Plan 33687 known as 3/274 Belmont Avenue, Kewdale 6105.



## Consultation

There has been no specific consultation undertaken in respect to this matter.

## Strategic Community Plan implications

In accordance with the 2020 – 2040 Strategic Community Plan:

### **Goal 5: Responsible Belmont**

**Strategy:** 5.2 Manage the City's assets and financial resources in a responsible manner and provide the best possible services for the community.

## Policy implications

There are no policy implications associated with this report.

## Statutory environment

The relevant sections of the *Local Government Act 1995* that apply are:

6.26. Rateable land

- (1) Except as provided in this section all land within a district is rateable land.
- (2) The following land is not rateable land — ..
  - (g) land used exclusively for charitable purposes;”and ..’

#### ‘6.53. Land becoming or ceasing to be rateable land

Where during a financial year —

- (a) land that was not rateable becomes rateable land; or
  - (b) rateable land becomes land that is not liable to rates, the owner of that land —
    - (c) is liable for rates proportionate to the portion of the year during which the land is rateable land; or
    - (d) is entitled to a refund of an amount proportionate to the portion of the year during which the land is not rateable land,
- as the case requires.’

#### ‘6.76. Grounds of objection

- (1) A person may, in accordance with this section, object to the rate record of a local government on the ground —
  - (a) that there is an error in the rate record —
    - (i) with respect to the identity of the owner or occupier of any land; or
    - (ii) on the basis that the land or part of the land is not rateable land; or
  - (b) if the local government imposes a differential general rate, that the characteristics of the land recorded in the rate record as the basis for imposing that rate should be deleted and other characteristics substituted.
- (2) An objection under subsection (1) is to —
  - (a) be made to the local government in writing within 42 days of the service of a rate notice under section 6.41; and
  - (b) identify the relevant land; and
  - (c) set out fully and in detail the grounds of objection.

- (3) An objection under subsection (1) may be made by the person named in the rate record as the owner of land or by the agent or attorney of that person.'

## **Background**

The properties in question are used by GIPL as Trustee of the General Gumala Foundation Trust exclusively for charitable purposes under 6.26(2)(g) of the *Local Government Act 1995*.

Gumala Aboriginal Corporation (GAC) was created in 1996 to represent the collective interests of the Traditional Owners – the Banjima, Yinhawangka and Nyiyaparli people of the Pilbara region of Western Australia following negotiations with Hamersley Iron Pty Ltd.

As a result of these negotiations, the Yandi Land use Agreement (YLUA) was signed 1 March 1997 with GAC as the manager of the General Gumala Foundation. The GAC is a Charitable Trust for the distribution of the compensation monies from the YLUA.

GAC has become one of Australia's largest Aboriginal corporations. Its unique and transformational approach to poverty alleviation in a socially complex environment is enabling economic, social and community development solutions for Traditional Owners.

GIPL as Trustees for the General Gumala Foundation work towards alleviating poverty, sickness, suffering, misfortune, and destitution of the Traditional Owners, which is done through both community and targeted program development including priority housing assistance.

GIPL is working in partnership with GAC and has developed a housing program that offers sustainable housing to its' members, addressing the current housing crisis and subsequent impacts on health and wellbeing of the Traditional Owners.

To be eligible for the priority housing assistance, one must be a Gumala member, meet income eligibility limits, and either:

- be an Elder with urgent housing need;
- be referred by a specialist service;
- be homeless or in current housing that is unsuitable or uninhabitable;
- have an ongoing health condition requiring relocation for treatment; or
- live in a home that is affected by significant overcrowding.

Each property is used for the purpose of providing accommodation to members with a health condition that requires medical treatment and where that medical treatment is not available in the area where they permanently reside. Due to the medical treatment, when required, the members carer/immediate family may also reside for the duration of that treatment.

## Report

GIPL have provided documentation requesting rate exemption under section 6.26(2)(g) of the *Local Government Act 1995*. The following supporting documentation has been supplied:

- The Rates and Charitable Land Use Exemptions Application has been completed for each property (this document was created jointly by the WA Rates Officers Association and the Western Australian Local Government Association to ensure consistency with exemption requests).
- Statutory Declaration confirming the use of each property.
- Memorandum and Articles of Association of Gumala Investments Pty Ltd (Constitution)
- Notice of Endorsement for Charity Tax Concessions with the Australian Taxation Office.
- Copy of the Certificate of registration under the Australian Charities and Not-for-profits Commission (ACNC).
- Consolidated Trust Deed (General Gumala Foundation) between Clarie Boyd (Founder and Gumala Aboriginal Corporation (GAC)(Manager) and Gumala Investments Pty Ltd (Trustee)

## Financial implications

All three properties are currently rated as residential.

Below is a table showing the individual rates components and the total loss of income for the 2023-24 financial year.

Assessment	Property Address	Rate Levy
265360	2/225 Fulham Street, Cloverdale 6105	\$1,048.36
181625	2/274 Belmont Avenue, Kewdale, 6105	\$984.82
181633	3/274 Belmont Avenue, Kewdale, 6105	\$968.93
	<b>TOTAL</b>	<b>\$3,002.11</b>

The Emergency Services Levy is still applicable to the property and must be paid in full and the payment forwarded to the Department of Fire and Emergency Services as per their current legislative requirements.

### **Environmental implications**

There are no environmental implications associated with this report.

### **Social implications**

Continued provision of social and affordable housing ensures that the community has access to the services and facilities it needs and assists in developing community capacity.

### **Attachment details**

<b>Attachment No and title</b>
Nil

## **12.6 Request for Rate Exemption - Australian Executor Trustees for 318 Epsom Avenue, Cloverdale, 6105 and 3/42 McGlenn Way, Cloverdale 6105**

Voting Requirement	:	Simple Majority
Subject Index	:	98/008
Location/Property Index	:	318 Epsom Avenue, Cloverdale 6105 and 3/42 McGlenn Way, Cloverdale 6105
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	Nil
Applicant	:	Australian Executors Trustees Limited
Owner	:	Australian Executors Trustees Limited
Responsible Division	:	Corporate and Governance

### **Council role**

When Council determines an application/matter that directly affect a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of quasi-judicial authority include local planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.

### **Quasi-Judicial**

### **Purpose of report**

To consider a request for rate exemption for Australian Executors Trustees Limited (AET) for the properties at 318 Epsom Avenue, Cloverdale 6105 and 3/42 McGlenn Way, Cloverdale 6105.

### **Summary and key issues**

AET have made an objection against the rate book in accordance with sections 6.26 (2) (g) and 6.53 of the *Local Government Act 1995*.

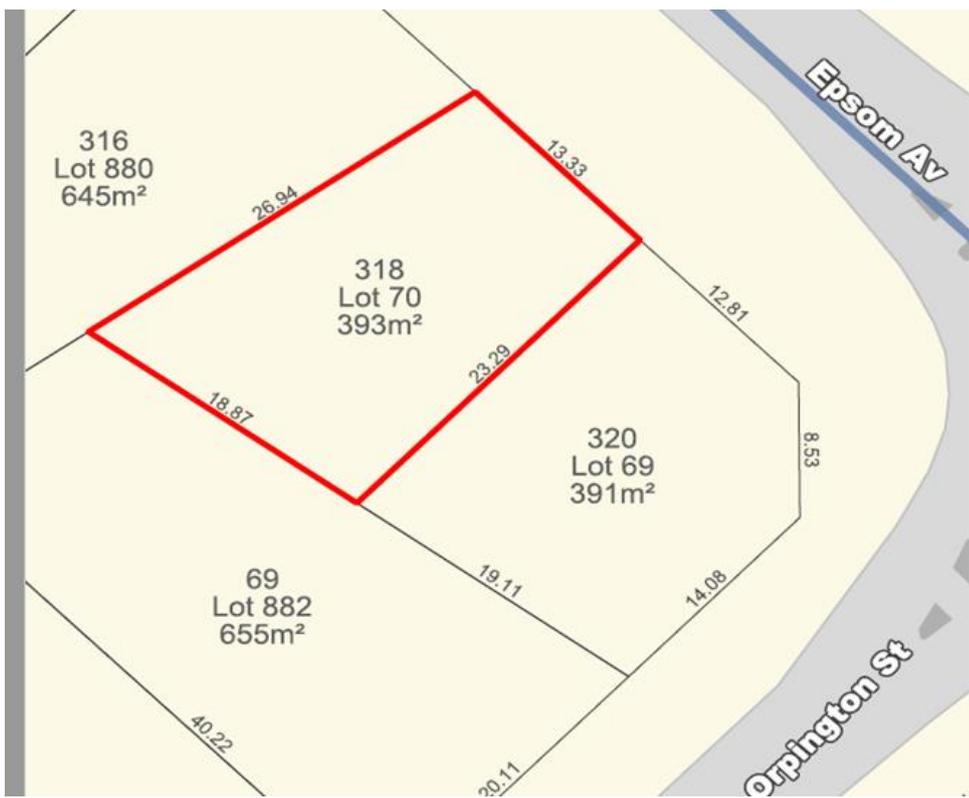
Documentation has been provided to support their request for a rate exemption on the basis that the properties are used exclusively for charitable purposes.

**Officer Recommendation**

That Council endorse the rate exemption for the properties known as 318 Epsom Avenue, Cloverdale 6105 and 3/42 McGlinn Way, Cloverdale 6105 under section 6.26 (2)(g) and Section 6.53 of the *Local Government Act 1995* effective from 1 July 2023.

**Location**

Lot 70 on Diagram 98989 known as 318 Epsom Avenue, Cloverdale 6105



and Strata Lot 3 on Strata Plan 64592 known as 3/42 McGlinn Way, Cloverdale 6105



## Consultation

There has been no specific consultation undertaken in respect to this matter.

## Strategic Community Plan implications

In accordance with the 2020 – 2040 Strategic Community Plan:

### Goal 5: Responsible Belmont

**Strategy:** 5.2 Manage the City's assets and financial resources in a responsible manner and provide the best possible services for the community.

## Policy implications

There are no policy implications associated with this report.

## Statutory environment

The relevant sections of the *Local Government Act 1995* that apply are:

### 6.26. Rateable land

- (1) Except as provided in this section all land within a district is rateable land.
- (2) The following land is not rateable land — ..

(g) land used exclusively for charitable purposes;”  
and ..’

‘6.53. Land becoming or ceasing to be rateable land

Where during a financial year —

- (a) land that was not rateable becomes rateable land; or
- (b) rateable land becomes land that is not liable to rates,

the owner of that land —

- (c) is liable for rates proportionate to the portion of the year during which the land is rateable land; or
- (d) is entitled to a refund of an amount proportionate to the portion of the year during which the land is not rateable land,

as the case requires.’

‘6.76. Grounds of objection

- (1) A person may, in accordance with this section, object to the rate record of a local government on the ground —
  - (a) that there is an error in the rate record —
    - (i) with respect to the identity of the owner or occupier of any land; or
    - (ii) on the basis that the land or part of the land is not rateable land; or
  - (b) if the local government imposes a differential general rate, that the characteristics of the land recorded in the rate record as the basis for imposing that rate should be deleted and other characteristics substituted.
- (2) An objection under subsection (1) is to —
  - (a) be made to the local government in writing within 42 days of the service of a rate notice under section 6.41; and
  - (b) identify the relevant land; and
  - (c) set out fully and in detail the grounds of objection.
- (3) An objection under subsection (1) may be made by the person named in the rate record as the owner of land or by the agent or attorney of that person.’

## Background

Both properties in question are used by AET exclusively for charitable purposes under 6.26(2)(g) of the *Local Government Act 1995*.

AET is the Trustee for the Eastern Guruma Charitable Trust No.2. (EGC). The Trustee of the EGC is a not for profit organisation whose Australian Charities and Not-for-profits Commission (ACNC) registration notes its primary activity is connected with the Native Title Trust that operates with specific objectives. The Trust was established in July 2000 for the relief of poverty, advancement of education, promotion of health and health care services, provision of transport and communication services and the promotion and protection of Aboriginal culture.

The EGC Housing Policy Program exists for the purpose of facilitating the purchase of appropriate housing, including the provision of affordable housing for Eastern Guruma People. Promoting secure housing and home ownership can be a driver of wealth creation. It can also create stronger incentives for employment and can break the welfare cycle for Aboriginal families and alleviate the challenges associated with poverty, misfortune, destitution, disadvantage, dispossession, ill-health, and suffering.

In this instance, both properties were purchased by AET for exclusive occupancy of Eastern Guruma Aboriginal Traditional Owners, their families and other dependants rent free for a period of up to five years. The current occupancy agreements state no more than four people reside in each property at one time. Any maintenance needed at the property is paid for by EGC.

Internal consultation has been undertaken with the City's Planning Services team, confirming that these properties correspond with the approvals that are documented in the City's records.

## Report

AET have provided documentation requesting rate exemption under section 6.26(2)(g) of the *Local Government Act 1995*. The following supporting documentation has been supplied:

- The Rates and Charitable Land Use Exemptions Application has been completed for each property (this document was created jointly by the WA Rates Officers Association and the Western Australian Local Government Association to ensure consistency with exemption requests).
- Statutory Declaration confirming the use of the property.
- Notice of Endorsement for Charity Tax Concessions with the Australian Taxation Office.

- Copy of the Certificate of registration under the Australian Charities and Not-for-profits Commission (ACNC).
- Housing Policy.
- Deed of Settlement ECG.

## Financial implications

Both properties are currently rated as residential.

Below is a table showing the individual rates components and the total loss of income for 2023/2024

Assessment	Property Address	Rates Levy
111143	318 Epsom Avenue, Cloverdale 6105	\$1,080.12
315223	3/42 McGlenn Way, Cloverdale 6105	\$1,254.85
	<b>TOTAL</b>	<b>\$2,334.97</b>

The Emergency Services Levy is still applicable to the property and must be paid in full and the payment forwarded to the Department of Fire and Emergency Services as per their current legislative requirements.

## Environmental implications

There are no environmental implications associated with this report.

## Social implications

Continued provision of social and affordable housing ensures that the community has access to the services and facilities it needs and assists in developing community capacity.

## Attachment details

Attachment No and title
Nil

## 12.7 Accounts for Payment December 2023

Voting Requirement	:	Simple Majority
Subject Index	:	54/007-Creditors-Payment Authorisations
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	NIL
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	Surpreet Kaur
Responsible Division	:	Corporate and Governance

### Council role

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

### Purpose of report

To present to Council the list of expenditure paid for the period 01 December 2023 to 31 December 2023 under delegated authority.

### Summary and key issues

A list of payments is presented to the Council each month for confirmation and endorsement in accordance with the *Local Government (Financial Management) Regulations 1996*.

#### Officer Recommendation

That the Authorised Payment Listing for December 2023 as provided under Attachment 12.7.1 be received.

## Location

Not applicable.

## Consultation

There has been no specific consultation undertaken in respect to this matter.

## Strategic Community Plan implications

In accordance with the 2020 – 2040 Strategic Community Plan:

### **Goal 5: Responsible Belmont**

**Strategy:** 5.2 Manage the City's assets and financial resources in a responsible manner and provide the best possible services for the community

**Strategy:** 5.6 Deliver effective, fair and transparent leadership and decision-making, reflective of community needs and aspirations

## Policy implications

There are no policy implications associated with this report.

## Statutory environment

Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996* states:

“If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared:

- (a) the payee's name;
- (b) the amount of the payment;
- (c) the date of the payment; and
- (d) sufficient information to identify the transaction.”

(3) A list prepared under sub regulation (1) is to be presented to Council at the next ordinary meeting of Council after the list is prepared; and recorded in the minutes of that meeting.

Regulation 13A of the *Local Government (Financial Management) Regulations 1996* effective from 1 September 2023 states:

- (1) If a local government has authorised an employee to use a credit, debit or other purchasing card, a list of payments made using the card must be prepared each month showing the following for each payment made since the last such list was prepared —
  - (a) the payee's name;
  - (b) the amount of the payment;
  - (c) the date of the payment;
  - (d) sufficient information to identify the payment.
- (2) A list prepared under subregulation (1) must be —
  - (a) presented to the council at the next ordinary meeting of the council after the list is prepared; and
  - (b) recorded in the minutes of that meeting.

## **Background**

Council has delegated to the Chief Executive Officer under Delegation 1.1.18 to make payment from the Municipal and Trust Fund account. In accordance with Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996*, where this power has been delegated, a list of payments each month is to be compiled and presented to Council.

## **Report**

The following summary of payments are recommended for confirmation and endorsement.

<b>Payment type</b>	<b>Payment reference</b>	<b>\$</b>
<b>Municipal Fund Cheques</b>	788875-788876	1,482.05
<b>Municipal Fund EFTs</b>	EF087561 to EF087887	7,677,320.02
<b>Municipal Fund Payroll</b>	December 2023	2,434,869.10
<b>Trust Fund EFT</b>	EF087888 to EF087899	40,755.00
<b>Total Payments for December 2023</b>		<b>10,152,494.82</b>

A copy of the Authorised Payment Listing is included as Attachment 12.7.1.

### **Financial implications**

All expenditure included in the Authorised Payment Listing is in accordance with Council's Annual budget.

### **Environmental implications**

There are no environmental implications associated with this report.

### **Social implications**

There are no social implications associated with this report.

### **Attachment details**

<b>Attachment No. and title</b>
1. December 2023 payments [ <b>12.7.1</b> - 9 pages]

# Attachment 12.7.1 December 2023 payments



City of Belmont					
Accounts for Payment - 27/11/2023 to 31/12/2023					Compiled : 22/12/23 14:20
Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
<b>Contractors</b>					
EF087561	29/11/23	00083	Ascot Veterinary Hospital	\$161.55	Pound Expenses
EF087565	29/11/23	00147	Dormakaba Australia Pty Ltd	\$5,379.88	Op Centre-Main Gate Repair
EF087568	29/11/23	00187	Statewide Bearings	\$94.96	Plant Parts & Repairs
EF087569	29/11/23	00195	Bin Bath Australia Pty Ltd	\$783.75	Cleaning Services
EF087571	29/11/23	00221	John Hughes Group	\$2,639.26	Plant Parts & Repairs
EF087573	29/11/23	00247	CAI Fences	\$21,110.10	Fencing-Variou Parks
EF087576	29/11/23	00294	City of Canning	\$1,080.00	Rubbish Removals
EF087577	29/11/23	00295	Capital Recycling	\$9,350.00	Rubbish Removals
EF087579	29/11/23	00346	Action Couriers	\$150.25	Courier Service
EF087580	29/11/23	00391	Chemistry Centre (WA) t/as ChemCentre	\$1,845.32	Professional Fees - Testing
EF087583	29/11/23	00412	Dowsing Group Pty Ltd	\$99,952.34	Concrete Contractor-Profiling and Concrete Various Locations
EF087585	29/11/23	00491	Fujifilm Business Innovation Australia	\$225.07	Photocopy Expenses
EF087586	29/11/23	00585	Hydroquip Pumps	\$47,578.30	Pump Maintenance - Various Parks
EF087587	29/11/23	00608	Programmed Skilled Workforce Ltd	\$4,177.93	Labour/Personnel Hire
EF087588	29/11/23	00613	Qualcon Laboratories Pty Ltd	\$7,804.50	Core Analysis and Asphalt Testing- Various Location
EF087590	29/11/23	00668	IRS Pty Ltd - Industrial Rubber Supplies	\$316.90	Plant Parts & Repairs
EF087591	29/11/23	00699	Markeforce Pty Ltd	\$894.14	Advertising & Printing
EF087592	29/11/23	00718	Major Motors Pty Ltd	\$2,192.45	Plant Parts & Repairs
EF087594	29/11/23	00726	T-Quip	\$1,514.98	Plant Parts & Repairs
EF087595	29/11/23	00736	McLeods	\$4,063.51	Legal Expenses
EF087596	29/11/23	00738	Lloyd George Acoustics Pty Ltd	\$5,797.00	Professional Fees - Consulting
EF087597	29/11/23	00784	Bucher Municipal	\$3,247.57	Plant Parts & Repairs
EF087598	29/11/23	00815	New Town Toyota	\$1,404.22	Plant Parts & Repairs
EF087599	29/11/23	00830	Canon Production Printing Australia Pty Ltd	\$410.07	Photocopy Expenses
EF087601	29/11/23	00917	Positive Auto Electrics	\$3,028.51	Plant Parts & Repairs
EF087602	29/11/23	00931	Sonic HealthPlus Pty Ltd	\$646.80	Pre Employment Medicals
EF087604	29/11/23	00972	Recco Auto Parts	\$179.74	Plant Parts & Repairs
EF087606	29/11/23	00988	Reece Australia Pty Ltd	\$2,490.04	Plumbing Maintenance/Supplies
EF087607	29/11/23	00989	PAV Perth Audiovisual - Royal Pride Pty Ltd	\$1,231.88	Plant/Equipment Hire
EF087610	29/11/23	01088	Sports Turf Technology Pty Ltd	\$1,771.00	Gardening Maintenance
EF087611	29/11/23	01090	St John Ambulance Australia Inc	\$4,587.55	First Aid Service-Imaginarium
EF087612	29/11/23	01112	Sunny Industrial Brushware	\$686.40	Plant Parts & Repairs
EF087614	29/11/23	01133	J Tagz Pty Ltd	\$162.80	Pound Expenses
EF087615	29/11/23	01138	E & M J Roshier Pty Ltd	\$435.36	Plant Parts & Repairs
EF087616	29/11/23	01180	Position Partners	\$1,177.00	Survey Expenses
EF087617	29/11/23	01186	Zircodata Pty Ltd	\$2,022.63	Records Storage
EF087618	29/11/23	01233	Stihl Shop Redcliffe	\$2,918.25	Tools/Tool Repairs
EF087619	29/11/23	01243	WARP Pty Ltd	\$113,238.76	Traffic Control-Variou Locations
EF087621	29/11/23	01255	Wattleup Tractors	\$605.14	Plant Parts & Repairs
EF087623	29/11/23	01317	WA Hino Sales & Service	\$2,963.75	Plant Parts & Repairs
EF087626	29/11/23	01409	BCA Consultants Pty Ltd	\$4,235.00	Airconditioning/Refrigeration Maintenance
EF087630	29/11/23	01499	Porter Consulting Engineers	\$26,796.00	Professional Fees - Design Urban Road Safety Program
EF087631	29/11/23	01507	The Pressure King	\$31,756.79	Graffiti Removal-Variou Location
EF087632	29/11/23	01533	WC Convenience Management	\$5,462.61	Building Maintenance
EF087636	29/11/23	01712	Donegan Enterprises Pty Ltd	\$42,117.69	Variou Parks Repairs and Maintenance
EF087637	29/11/23	01713	M P Rogers and Associates	\$1,283.33	Professional Fees - Garvey Park Foreshore
EF087638	29/11/23	01714	Total Eden Pty Ltd - Nutrien Water	\$6,155.67	Reticulation Parts & Repairs
EF087639	29/11/23	01731	Charter Plumbing and Gas	\$13,127.92	Plumbing Maintenance/Supplies
EF087640	29/11/23	01760	Department of Local Government, Sport & Cultural Industries	\$2,085.60	Professional Fees -Standard Panel Fee
EF087641	29/11/23	01772	Data3 Limited	\$3,758.96	Computer Software Maintenance
EF087644	29/11/23	02023	YMCA of Perth Youth and Community Services Inc	\$80,752.93	Provision of Youth Services - October 23
EF087645	29/11/23	02059	Western Resource Recovery Pty Ltd	\$275.00	Rubbish Removals
EF087647	29/11/23	02172	Miss Maud	\$423.95	Catering/Catering Supplies
EF087648	29/11/23	02207	Wilson Security	\$134,648.86	Security Services
EF087650	29/11/23	02298	Pelican Linemarking	\$330.00	Line Marking
EF087654	29/11/23	02387	Triton Electrical Contractors Pty Ltd	\$4,331.80	Electrical Contractor
EF087655	29/11/23	02393	Zipform Pty Ltd	\$5,744.39	Postage-Rates Notices
EF087656	29/11/23	02410	System Maintenance T/A Systems By Ballantyne	\$3,949.48	Plumbing Maintenance/Supplies
EF087657	29/11/23	02411	Allsports Linemarking	\$4,208.75	Line Marking-Gerry Archer
EF087659	29/11/23	02425	Prestige Alarms	\$11,568.15	Security Services
EF087661	29/11/23	02458	Technology One Ltd	\$127,185.17	Computer Software Maintenance- SaaS Annual Fee & Licences
EF087662	29/11/23	02589	Zenien	\$11,072.46	Security Services
EF087663	29/11/23	02627	Dunbar Services WA Pty Ltd	\$3,547.50	Cleaning Services
EF087664	29/11/23	02779	Natural Area Holdings Pty Ltd	\$5,784.35	Gardening - Plants/Supplies
EF087665	29/11/23	02837	GLG Greenlife Group	\$30,506.76	Verge Mowing - Various Parks
EF087666	29/11/23	02844	Chandler Macleod Group Ltd	\$1,943.60	Labour/Personnel Hire
EF087668	29/11/23	03031	Retch Rubber	\$2,890.46	Plant Parts & Repairs-Morgan Park Softball Rubber
EF087670	29/11/23	03366	Daimler Trucks Perth	\$942.57	Plant Parts & Repairs
EF087671	29/11/23	03464	Bridgestone Australia Ltd	\$2,918.55	Plant Parts & Repairs
EF087672	29/11/23	03498	Talis Consultants Pty Ltd	\$2,294.26	Professional Fees - Design
EF087673	29/11/23	03504	Classic Tree Services	\$30,420.06	Tree Pruning Within CoB
EF087674	29/11/23	03567	Gardner Autos Pty Ltd t/as Gardner Isuzu	\$2,221.00	Plant Parts & Repairs
EF087675	29/11/23	03794	Testel Australia Pty Ltd	\$99.00	Electrical Contractor
EF087676	29/11/23	03824	Konica Minolta	\$1,693.66	Photocopy Expenses
EF087679	29/11/23	04105	Cleanflow Environmental Solutions	\$7,009.78	Drainage Maintenance-Variou Locations
EF087680	29/11/23	04131	Total Green Recycling Pty Ltd	\$474.98	Rubbish Removals
EF087682	29/11/23	04246	Bibliotheca Australia Pty Ltd	\$329.71	Computer Software Maintenance
EF087683	29/11/23	04256	CT63 Hydraulics	\$120.00	Plant Parts & Repairs
EF087684	29/11/23	04320	ABM Landscaping	\$3,791.21	Bricks/Bricklaying
EF087685	29/11/23	04454	FM Contract Solutions Pty Ltd	\$1,785.24	Auditing of Client Sites - September 23
EF087686	29/11/23	04482	Allan Davies & Trevor Chudleigh Architects	\$8,184.00	Professional Fees - Architect
EF087688	29/11/23	04496	Azure Painting Pty Ltd	\$2,475.00	Painting Contractor- Op Centre and Playgrounds Buildings
EF087689	29/11/23	04579	Mills Recruitment	\$9,250.90	Labour/Personnel Hire
EF087690	29/11/23	04594	Website Weed and Pest W A Pty Ltd	\$21,214.56	Weed Control
EF087691	29/11/23	04645	Instant Products Hire	\$4,742.94	Plant/Equipment Hire
EF087692	29/11/23	04693	Allwest Plant Hire Australia Pty Ltd	\$10,434.28	Plant/Equipment Hire
EF087694	29/11/23	04917	Environmental Industries Pty Ltd	\$19,752.63	Landscape Maintenance - Ascot Waters
EF087695	29/11/23	04958	Eco Bin (Aust) Pty Ltd	\$1,607.34	Rubbish Removals
EF087696	29/11/23	04963	Centigrade	\$6,140.11	Airconditioning/Refrigeration Maintenance
EF087697	29/11/23	04974	Turf Care WA Pty Ltd	\$129,735.24	Turf Renovation -Various Parks
EF087699	29/11/23	05002	Parties Kids Remember	\$1,200.00	Music/Entertainment Expenses-The Imaginarium
EF087701	29/11/23	05252	AAAC Towing Pty Ltd	\$1,424.50	Towing Vehicles
EF087702	29/11/23	05317	F5 Coffee Co	\$55.60	Catering/Catering Supplies
EF087703	29/11/23	05339	Elliotts Filtration Pty Ltd	\$1,012.00	Reticulation Parts & Repairs

# Attachment 12.7.1 December 2023 payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF087704	29/11/23	05344	Veolia Recycling and Recovery Pty Ltd (Previously Suez)	\$698,327.85	Rubbish Removals
EF087705	29/11/23	05370	OKMG Pty Ltd	\$2,750.00	FOGO Google Display Campaign
EF087706	29/11/23	05427	Horizon West Landscape & Irrigation Pty Ltd	\$264.00	Gardening Contractor-Assorted Plants
EF087707	29/11/23	05493	Daphn	\$6,875.00	Computer Software Maintenance
EF087708	29/11/23	05523	Go Doors Pty Ltd	\$6,151.45	Building Maintenance-Variou Locations
EF087709	29/11/23	05642	Steve's Sand Sifting for Playground Services	\$6,270.20	Sand Sifting-Variou Parks
EF087710	29/11/23	05692	Newground Water Services Pty Ltd	\$77,850.30	Reticulation Installation-Variou Locations
EF087711	29/11/23	05738	Double G (WA) Pty Ltd t/as Think Water Perth	\$7,440.40	Irrigation Maintenance
EF087713	29/11/23	05771	Alsco Pty Ltd	\$183.77	Cleaning Services
EF087714	29/11/23	05809	Specialized Cleaning Group t/as Clean Sweep	\$11,893.20	Weekly Service - Belmont Carparks
EF087715	29/11/23	05840	Commercial Aquatics Australia Pty Ltd	\$665.50	Oasis Expenses
EF087716	29/11/23	05916	All the Lights	\$1,650.00	Music/Entertainment Expenses-The Imaginarium
EF087717	29/11/23	05920	Boults Black and White Light	\$21,718.38	Electrical Contractor-The Imaginarium
EF087718	29/11/23	05944	Delron Cleaning Pty Ltd - Ventia	\$104,190.85	Cleaning Services - Various Locations
EF087719	29/11/23	05945	Motorola Solutions Australia Pty Ltd	\$1,777.25	Two Way Radio Expenses-Imaginarium
EF087720	29/11/23	05953	DADAA Limited	\$1,108.80	Music/Entertainment Expenses- Art Awards
EF087722	29/11/23	06008	Lessen with Peg - Rethink Waste	\$450.00	Music/Entertainment Expenses-Senior Dance
EF087723	29/11/23	06026	Cameron the Magician	\$1,000.00	Music/Entertainment Expenses-The Imaginarium
EF087724	29/11/23	06031	Williams Creative Company PL tas Proof The Band	\$2,529.45	Music/Entertainment Expenses- Various Events
EF087725	29/11/23	06067	TK Elevator Australia Pty Ltd	\$4,957.74	Building Maintenance
EF087727	29/11/23	06094	Boyan Electrical Services	\$14,313.62	Electrical Contractor
EF087728	29/11/23	06104	Flick Anticimex Pty Ltd	\$3,622.96	Pest Control
EF087729	29/11/23	06188	Cannington Retravision	\$1,225.40	Electrical Goods
EF087730	29/11/23	06203	Ngala Boodja Aboriginal Land Care	\$23,703.00	Maintenance of Natural Areas COB
EF087731	29/11/23	06210	366 Solutions Pty Ltd	\$3,162.50	Computer Software Maintenance- Belnet Project
EF087732	29/11/23	06256	Twerk Noir Productions - Anania Tagaro	\$1,750.00	Music/Entertainment Expenses-The Imaginarium
EF087733	29/11/23	06276	Efficient Site Services (WA)	\$24,890.25	Gardening Maintenance
EF087734	29/11/23	06282	Dell Financial Services Pty Ltd	\$6,259.37	Plant/Equipment Hire December 2023
EF087735	29/11/23	06293	Freo Fire Maintenance Services Pty Ltd	\$14,427.45	Fire Equipment/Service
EF087736	29/11/23	06297	Swan Cafe	\$30.00	Catering/Catering Supplies
EF087737	29/11/23	06304	Prestige Property Maintenance	\$10,286.25	Landscape Maintenance - Various Locations
EF087739	29/11/23	06345	SoCo Studios - Travis Hayto Photography	\$1,276.00	Photography/Framing Expenses
EF087740	29/11/23	06362	Marjan Partitions Pty Ltd t/as M & M Interiors	\$748.00	Building Construction-ILU Refurbishment
EF087741	29/11/23	06377	Choiceone Pty Ltd	\$34,279.04	Labour/Personnel Hire
EF087742	29/11/23	06389	Netstar Australia Pty Ltd	\$192.50	Security Services-Tracking Units
EF087743	29/11/23	06414	Complete Glass & Glazing Services	\$531.58	Road Building Contractor-Belmont Hub Repairs
EF087744	29/11/23	06472	Overall Perth Gutter Cleaning	\$9,700.00	Cleaning Services
EF087745	29/11/23	06561	Pinyo Fordham	\$280.00	Professional Fees - Marketing
EF087746	29/11/23	06580	Omnicom Media Group	\$11,790.85	Advertising
EF087747	29/11/23	06592	Grosvenor Engineering Group	\$24,854.40	Electrical Contractor-Variou Locations
EF087748	29/11/23	06623	Glen Flood Group Pty Ltd T/as GFG Consulting	\$4,248.20	Professional Fees - Building-Volcano Park
EF087749	29/11/23	06629	Toby Z. Magic	\$600.00	Imaginarium festival
EF087750	29/11/23	06633	D.C.W. Enterprises T/as Rural Fencing Supplies	\$148.50	Fencing
EF087751	29/11/23	06642	Event Artillery Pty Ltd	\$6,465.00	Catering/Catering Supplies-Civic Dinner
EF087752	29/11/23	06654	Billi Australia Pty Ltd	\$722.74	Office Equipment Maintenance
EF087753	29/11/23	06662	Tool Kit Depot	\$3,729.93	Tools/Tool Repairs
EF087762	01/12/23	06608	Programmed Skilled Workforce Ltd	\$1,687.95	Labour/Personnel Hire
EF087763	01/12/23	06707	LoGo Appointments	\$2,836.95	Labour/Personnel Hire
EF087767	01/12/23	01675	WA Bus and Coachlines Pty Ltd	\$363.98	Bus-Constable Care
EF087768	01/12/23	01714	Total Eden Pty Ltd - Nutrien Water	\$262.99	Reticulation Parts & Repairs
EF087769	01/12/23	01731	Charter Plumbing and Gas	\$7,704.14	Plumbing Maintenance/Supplies
EF087770	01/12/23	01772	Data3 Limited	\$236,740.12	Computer Software Maintenance-Microsoft Q365 Renewal
EF087771	01/12/23	02043	Risk Management & Safety Systems Pty Ltd	\$16,449.71	Computer Software Maintenance-SAAS Annual Licence
EF087772	01/12/23	02103	Motor Trade Association of WA	\$195.00	Audit Fee
EF087773	01/12/23	02290	Belmont Potters Group Inc	\$2,400.00	Ceramics Workshop
EF087776	01/12/23	02741	Spare Parts Puppet Theatre Inc	\$330.00	Music/Entertainment Expenses
EF087777	01/12/23	02844	Chandler Macleod Group Ltd	\$6,810.87	Labour/Personnel Hire
EF087779	01/12/23	03419	Gott Health	\$1,870.00	Community Exercise Classes
EF087781	01/12/23	04105	Cleanflow Environmental Solutions	\$4,232.29	Drainage Maintenance-Variou Locations
EF087782	01/12/23	04106	Effects Picture Framing	\$705.00	Photography/Framing Expenses
EF087783	01/12/23	04391	Lifeskills Australia	\$209.00	Professional Fees - Analysis
EF087786	01/12/23	04974	Turf Care WA Pty Ltd	\$1,131.57	Turf Renovation -Variou Parks
EF087788	01/12/23	05127	Champion Music	\$385.00	Music/Entertainment Expenses-Variou Events
EF087789	01/12/23	05283	IRP Pty Ltd	\$6,727.60	Labour/Personnel Hire
EF087790	01/12/23	05703	Vital Interpreting Personnel - Auslan (WA) Pty Ltd	\$1,791.77	Auslan Interpreting- Imaginarium
EF087791	01/12/23	06129	AKJC Hospitality Group - 8 Yolks Cafe	\$2,990.90	Catering/Catering Supplies-Economic Development
EF087792	01/12/23	06203	Ngala Boodja Aboriginal Land Care	\$2,458.50	Maintenance of Natural Areas COB
EF087793	01/12/23	06228	Wunjo Arts	\$1,299.40	Library-Entertainment Expense
EF087794	01/12/23	06334	Foodbank WA	\$4,999.50	Community Nutrition Classes
EF087795	01/12/23	06362	Marjan Partitions Pty Ltd t/as M & M Interiors	\$13,943.28	Building Construction-ILU Refurbishment
EF087798	01/12/23	06438	Marketlife Pty Ltd T/As Erin Madeley Consulting	\$6,567.00	Music/Entertainment Expenses- Various events
EF087799	01/12/23	06491	Crisdale Recruitment Group	\$2,322.94	Labour/Personnel Hire
EF087800	01/12/23	06528	Diplomatik Pty Ltd	\$1,957.52	Professional Fees - Recruitment Services
EF087801	01/12/23	06564	Jessica Taylor	\$4,662.69	Library-Entertainment Expense
EF087802	01/12/23	06679	Deafinite Connection	\$2,926.00	Music/Entertainment Expenses-The Imaginarium
EF087804	01/12/23	06712	Ozpond Solutions	\$4,812.50	Gardening Contractor
EF087817	08/12/23	00013	Air-Met Scientific Pty Ltd	\$407.00	Plant Parts & Repairs
EF087818	08/12/23	00230	Jackson McDonald	\$869.00	Legal Expenses
EF087820	08/12/23	00247	CAI Fences	\$4,220.70	Fencing-Variou Parks
EF087821	08/12/23	00585	Hydroquip Pumps	\$2,123.00	Pump Maintenance - Various Parks
EF087823	08/12/23	00736	McLeods	\$607.20	Legal Expenses
EF087824	08/12/23	00738	Lloyd George Acoustics Pty Ltd	\$2,376.00	Professional Fees - Consulting
EF087825	08/12/23	01074	Shred-X Pty Ltd	\$199.21	Rubbish Removals
EF087826	08/12/23	01122	Department of Biodiversity, Conservation and Attractions	\$2,200.00	Environmental Expenses
EF087830	08/12/23	01499	Porter Consulting Engineers	\$40,573.50	Professional Fees - Design Urban Road Safety Program
EF087831	08/12/23	01549	Community Arts Network WA - CANWA	\$5,500.00	Lullabies Project
EF087832	08/12/23	01735	Air Roofing Co Pty Ltd	\$28,215.00	Building Construction-Oasis Roof Repairs
EF087833	08/12/23	01772	Data3 Limited	\$9,049.15	Computer Software Maintenance-Microsoft Q365 Renewal
EF087834	08/12/23	01831	Mow Master Turf Equipment	\$210.00	Plant Parts & Repairs
EF087835	08/12/23	01976	Ecoscape Australia Pty Ltd	\$30,242.30	Landscaping - Wilson Park Precinct
EF087837	08/12/23	02844	Chandler Macleod Group Ltd	\$4,758.56	Labour/Personnel Hire
EF087839	08/12/23	03419	Gott Health	\$3,850.00	Community Exercise Classes
EF087840	08/12/23	03599	Donald Cant Watts Corke (WA) Pty Ltd	\$2,640.00	Professional Fees - Building
EF087841	08/12/23	04154	Kinetica Circus Arts Ltd	\$6,600.00	Imaginarium-Music/Entertainment Expenses
EF087842	08/12/23	04161	Play Check	\$605.00	Comprehensive Playground Audit
EF087844	08/12/23	04496	Azure Painting Pty Ltd	\$6,589.00	Painting Contractor- Op Centre and Playgrounds Buildings
EF087845	08/12/23	04779	One 20 Productions	\$61,070.90	Plant/Equipment Hire-The Imaginarium
EF087846	08/12/23	05401	Creative Spaces	\$16,918.00	Professional Fees - Inharmonious Histories Exhibit
EF087848	08/12/23	05493	Daphn	\$1,897.50	Computer Software Maintenance

# Attachment 12.7.1 December 2023 payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF087849	08/12/23	05589	Merit Consulting Group	\$1,338.70	Rubbish Removals
EF087850	08/12/23	05623	Tree Planting and Watering - Baroness Holdings	\$125,504.69	Street Tree Watering Services for CoB
EF087851	08/12/23	05642	Steve's Sand Sifting for Playground Services	\$5,038.20	Sand Sifting-Variou Parks
EF087852	08/12/23	05729	James Clive Kearing - Nyoonaie	\$3,750.00	Music/Entertainment Expenses-Welcome to Country
EF087853	08/12/23	05776	Level 5 Design Pty Ltd	\$660.00	Professional Fees - Planning
EF087855	08/12/23	05883	Star Metal - Steelscape Nominees	\$3,632.39	Oasis- Handrails & Balustrading
EF087856	08/12/23	05892	Frontline Interiors	\$2,655.40	Building Maintenance-Museum Cabinets
EF087857	08/12/23	06027	Curate Arts Incorporated	\$1,650.00	Music/Entertainment Expenses- Various Events
EF087858	08/12/23	06031	Williams Creative Company PL tas Proof The Band	\$4,345.00	Music/Entertainment Expenses- Various Events
EF087860	08/12/23	06254	Sky High Burlesque - Delza Skye	\$1,500.00	Music/Entertainment Expenses-Seniors Week
EF087862	08/12/23	06295	Savana Environmental	\$242.00	Rubbish Removals
EF087864	08/12/23	06371	RP Data Pty Ltd T/as CoreLogic Asia Pacific	\$7,516.87	Professional Fees - Property Estimator Subscription
EF087865	08/12/23	06384	Hire Society	\$1,572.37	Plant/Equipment Hire-Citizenship Ceremony
EF087866	08/12/23	06528	Diplomatik Pty Ltd	\$2,245.39	Professional Fees - Recruitment Services
EF087867	08/12/23	06582	AKT Constructions (WA) Pty Ltd	\$5,886.30	Belmont Bus Station Panel Repairs
EF087868	08/12/23	06608	Robert Walters Pty Ltd	\$1,934.47	Labour/Personnel Hire
EF087871	08/12/23	06657	Vassilios Perakis	\$1,275.00	Catering/Catering Supplies
EF087872	08/12/23	06691	Wood Recruitment Pty Ltd	\$2,397.05	Labour/Personnel Hire
EF087873	08/12/23	06701	Therese Cruise	\$175.00	Labour/Personnel Hire
EF087875	08/12/23	06715	Mondo 2021 Pty Ltd	\$3,125.00	Catering/Catering Supplies
EF087901	14/12/23	00118	Australia Post	\$4,100.47	Postage
EF087906	14/12/23	00346	Action Couriers	\$48.86	Courier Service
EF087908	14/12/23	00557	City Subaru	\$1,146.00	Plant Parts & Repairs
EF087910	14/12/23	00707	LoGo Appointments	\$4,879.74	Labour/Personnel Hire
EF087911	14/12/23	00983	R M Surveys	\$2,491.50	Survey Expenses
EF087912	14/12/23	01074	Shred-X Pty Ltd	\$11.07	Rubbish Removals
EF087914	14/12/23	01090	St John Ambulance Australia Inc	\$400.40	First Aid Service-Seniors Dance
EF087919	14/12/23	01508	Danish Patisserie - Cakes West Pty Ltd	\$259.82	Catering/Catering Supplies
EF087920	14/12/23	02172	Miss Maud	\$344.70	Catering/Catering Supplies
EF087921	14/12/23	02216	Western Australia Police	\$102.00	Volunteer National Police Check August 2023
EF087923	14/12/23	02418	Programmed Property Services Pty Ltd	\$2,970.00	Gardening Maintenance Contract
EF087926	14/12/23	02851	Perth Scientific Pty Ltd	\$77.11	Plant Parts & Repairs
EF087927	14/12/23	02863	Civil Survey Solutions Pty Ltd	\$26,537.50	Computer Software Maintenance-Autocad Licence
EF087928	14/12/23	03032	Hisco Pty Ltd/Reward Hospitality	\$92.33	Catering/Catering Supplies
EF087931	14/12/23	03593	Philip Swain	\$1,471.25	Labour/Personnel Hire
EF087933	14/12/23	03789	BPA Engineering	\$1,856.25	Professional Fees - Engineering-Hub Driveway Ramp
EF087934	14/12/23	03794	Testel Australia Pty Ltd	\$190.96	Electrical Contractor
EF087935	14/12/23	04026	HK Calibration Technologies Pty Ltd	\$533.50	Plant Parts & Repairs
EF087936	14/12/23	04067	Taylor Burrell Barnett	\$7,433.80	Professional Fees - Planning-Golden Gateway Local
EF087937	14/12/23	04125	Pressure Cleaner Shop WA/Industrial Cleaning Equipment	\$207.90	Plant Parts & Repairs
EF087938	14/12/23	04137	Greive Panelbeaters	\$1,000.00	Plant Parts & Repairs
EF087942	14/12/23	04524	Moore Australia WA Pty Ltd	\$4,400.00	Financial Reporting Workshop
EF087943	14/12/23	04579	Mills Recruitment	\$10,181.64	Labour/Personnel Hire
EF087944	14/12/23	04594	Website Weed and Pest W A Pty Ltd	\$2,849.00	Weed Control
EF087945	14/12/23	04742	Oliver's Reupholstery Service	\$3,680.60	Office Furniture- Ottoman
EF087947	14/12/23	05016	Cyclus Pty Ltd	\$206.80	Labour/Personnel Hire
EF087948	14/12/23	05127	Champion Music	\$742.50	Music/Entertainment Expenses-Variou Events
EF087949	14/12/23	05237	Crown Perth	\$18,244.50	Christmas Function- Final Payment
EF087950	14/12/23	05240	Otiom Planning Group Pty Ltd	\$10,917.50	Professional Fees - Analysis-Abernethy Road Precinct Zone 1
EF087951	14/12/23	05283	IRP Pty Ltd	\$2,450.14	Labour/Personnel Hire
EF087952	14/12/23	05614	Culture Counts (Australia) Pty Ltd	\$2,200.00	Computer Software Maintenance-Cultural Counts
EF087953	14/12/23	05692	Newground Water Services Pty Ltd	\$9,687.70	Reticulation Installation-Variou Locations
EF087954	14/12/23	05783	Emma Williamson	\$2,514.30	Design Review Panel Meeting
EF087956	14/12/23	05974	Stuart Hayward-Stuart on Stage	\$800.00	Music/Entertainment Expenses-Carols in Park
EF087957	14/12/23	06335	Hatch Pty Ltd	\$19,215.72	Professional Fees - Planning-Belvidere Street
EF087958	14/12/23	06420	Pool Heating Solutions WA Pty Ltd	\$120.00	Building Maintenance
EF087960	14/12/23	06438	Marketliffe Pty Ltd T/As Erin Madeley Consulting	\$17,952.00	Music/Entertainment Expenses- Various events
EF087961	14/12/23	06454	Gorman Design Engineering P/L - T/as Basketball Ringleader	\$91,487.00	Belmont Oasis Stadium - Basketball backboard replacement
EF087962	14/12/23	06522	Kieran Togher T/as Toppo Digital	\$2,021.25	Computer Software Maintenance
EF087966	14/12/23	06627	Azure Entertainment T/A Lady Velvet Cabaret	\$2,200.00	Imaginarium festival
EF087967	14/12/23	06649	Sancar T/A Electrical Consultancy WA	\$8,857.20	Electrical Contractor
EF087968	14/12/23	06655	4Healthcare Pty Ltd T/A Aidacare	\$719.81	Plumbing Maintenance/Supplies
EF087970	14/12/23	06688	A J & S J Whitmore Pty Ltd T/as Whitmore Consulting	\$2,200.00	Professional Fees - Analysis- Bank Benchmarking
EF087971	14/12/23	06697	Common Ground Trails Pty Ltd	\$9,922.00	Professional Fees-Garvey Park Trail Development Plan
EF087972	14/12/23	06702	Shireen Sampson	\$192.50	Labour/Personnel Hire
EF087973	14/12/23	06703	Perth Concrete Scanning Pty Ltd	\$687.50	Survey Expenses
EF087975	14/12/23	06718	Empire Roofing Services	\$4,130.00	Building Maintenance
EF087976	14/12/23	06722	Sherril Louise Staltari T/A Stala Contemporary	\$1,200.00	Library-Entertainment Expense
EF087977	14/12/23	06726	PJA Holdings (Australia) Pty Ltd	\$3,520.00	Audit Fee
EF087989	21/12/23	00033	ATF Services Pty Ltd - Aust Temporary Fencing	\$551.65	Fencing-Peet Park
EF087992	21/12/23	00147	Dormakaba Australia Pty Ltd	\$466.15	OP Centre-Main Gate Repair
EF087995	21/12/23	00230	Jackson McDonald	\$3,262.05	Legal Expenses
EF087999	21/12/23	00247	CAI Fences	\$1,188.00	Fencing-Variou Parks
EF088001	21/12/23	00294	City of Canning	\$2,160.00	Rubbish Removals
EF088002	21/12/23	00295	Capital Recycling	\$19,722.12	Rubbish Removals
EF088004	21/12/23	00390	Landgate	\$1,101.06	Title Searches
EF088005	21/12/23	00391	Chemistry Centre (WA) t/as ChemCentre	\$3,702.40	Professional Fees - Testing
EF088006	21/12/23	00394	Child & Adolescent Health Service - Dept of Health WA	\$721.86	Immunisation Expenses
EF088008	21/12/23	00412	Dowsing Group Pty Ltd	\$78,691.04	Concrete Contractor-Profiling and Concrete Variou Locations
EF088011	21/12/23	00491	Fujifilm Business Innovation Australia	\$2,566.45	Photocopy Expenses
EF088012	21/12/23	00496	Garrards Pty Ltd	\$3,936.24	Pest Control
EF088013	21/12/23	00501	Infor Global Solutions (ANZ) Pty Ltd	\$2,332.00	Training
EF088014	21/12/23	00557	City Subaru	\$4,642.79	Plant Parts & Repairs
EF088015	21/12/23	00585	Hydroquip Pumps	\$6,140.20	Pump Maintenance - Variou Parks
EF088016	21/12/23	00608	Programmed Skilled Workforce Ltd	\$10,805.84	Labour/Personnel Hire
EF088017	21/12/23	00613	Qualcon Laboratories Pty Ltd	\$6,264.50	Core Analysis and Asphalt Testing- Variou Location
EF088019	21/12/23	00665	Kennards Hire Pty Ltd	\$299.00	Plant/Equipment Hire
EF088021	21/12/23	00699	Marketforce Pty Ltd	\$20,836.37	Advertising & Printing
EF088022	21/12/23	00707	LoGo Appointments	\$12,038.50	Labour/Personnel Hire
EF088023	21/12/23	00718	Major Motors Pty Ltd	\$6,290.72	Plant Parts & Repairs
EF088024	21/12/23	00726	T-Quip	\$489.85	Plant Parts & Repairs
EF088025	21/12/23	00736	McLeods	\$19,859.10	Legal Expenses
EF088026	21/12/23	00815	New Town Toyota	\$3,225.20	Plant Parts & Repairs
EF088028	21/12/23	00855	Pacific Biologics Pty Ltd	\$2,794.00	Pest Control
EF088029	21/12/23	00931	Sonic HealthPlus Pty Ltd	\$1,609.30	Pre Employment Medicals
EF088030	21/12/23	00972	Recco Auto Parts	\$448.80	Plant Parts & Repairs
EF088031	21/12/23	00988	Reece Australia Pty Ltd	\$419.17	Plumbing Maintenance/Supplies
EF088032	21/12/23	00989	PAV Perth Audiovisual - Royal Pride Pty Ltd	\$2,000.53	Plant/Equipment Hire
EF088033	21/12/23	01002	RAC Businesswise Vehicle Breakdowns	\$105.00	Plant Parts & Repairs

# Attachment 12.7.1 December 2023 payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF088034	21/12/23	01058	Slater-Gartrell Sports	\$5,489.00	Centenary Park-Cricket Wickets & Synthetic Turf
EF088035	21/12/23	01059	Sledgehammer Concrete Cutting Service	\$715.50	Concrete Contractor
EF088037	21/12/23	01074	Shred-X Pty Ltd	\$66.01	Rubbish Removals
EF088038	21/12/23	01088	Sports Turf Technology Pty Ltd	\$1,056.00	Gardening Maintenance
EF088039	21/12/23	01112	Sunny Industrial Brushware	\$719.40	Plant Parts & Repairs
EF088042	21/12/23	01138	E & M J Rosher Pty Ltd	\$405.86	Plant Parts & Repairs
EF088044	21/12/23	01186	ZircoDATA Pty Ltd	\$2,196.83	Records Storage
EF088047	21/12/23	01233	Stihl Shop Redcliffe	\$350.90	Tools/Tool Repairs
EF088049	21/12/23	01243	WARP Pty Ltd	\$114,275.72	Traffic Control-Variou Locations
EF088051	21/12/23	01255	Wattleup Tractors	\$1,839.22	Plant Parts & Repairs
EF088057	21/12/23	01358	Kevrek Australia Pty Ltd	\$1,166.00	Plant Parts & Repairs
EF088059	21/12/23	01393	Comestibles	\$1,186.00	Catering/Catering Supplies
EF088064	21/12/23	01507	The Pressure King	\$37,236.67	Graffiti Removal-Variou Location
EF088065	21/12/23	01533	WC Convenience Management	\$5,462.61	Building Maintenance
EF088069	21/12/23	01712	Donegan Enterprises Pty Ltd	\$17,756.93	Various Parks Repairs and Maintenance
EF088070	21/12/23	01713	M P Rogers and Associates	\$6,285.19	Professional Fees - Garvey Park Foreshore
EF088071	21/12/23	01714	Total Eden Pty Ltd - Nutrien Water	\$8,640.32	Reticulation Parts & Repairs
EF088072	21/12/23	01731	Charter Plumbing and Gas	\$15,342.62	Plumbing Maintenance/Supplies
EF088074	21/12/23	01772	Data3 Limited	\$37,753.16	Computer Software Maintenance-Adobe Annual Licence
EF088076	21/12/23	01976	Ecoscape Australia Pty Ltd	\$31,893.40	Landscaping - Wilson Park Precinct
EF088078	21/12/23	02023	YMCA of Perth Youth and Community Services Inc	\$80,752.93	Provision of Youth Services - November 23
EF088079	21/12/23	02050	Australfire WA	\$5,924.60	Traffic Control-ATC Survey
EF088081	21/12/23	02091	The Mighty Booths	\$799.00	Photography/Framing Expenses-Lets Celebrate Belmont
EF088083	21/12/23	02207	Wilson Security	\$134,227.83	Security Services
EF088084	21/12/23	02298	Pelican Linemarking	\$2,420.00	Line Marking
EF088085	21/12/23	02303	Ultimo Catering and Events	\$5,733.00	Catering- Council Dinner
EF088087	21/12/23	02378	C R Kennedy & Co Pty Ltd	\$6,877.00	Subscription-Smartnet Pro
EF088088	21/12/23	02387	Triton Electrical Contractors Pty Ltd	\$3,839.00	Electrical Contractor
EF088089	21/12/23	02410	System Maintenance T/A Systems By Ballantyne	\$457.38	Plumbing Maintenance/Supplies
EF088090	21/12/23	02411	Allsports Linemarking	\$1,061.50	Line Marking-Gerry Archer
EF088091	21/12/23	02418	Programmed Property Services Pty Ltd	\$17,270.00	Gardening Maintenance Contract
EF088093	21/12/23	02425	Prestige Alarms	\$13,392.50	Security Services
EF088095	21/12/23	02458	Technology One Ltd	\$1,182.50	Computer Software Maintenance- SaaS Annual Fee & Licences
EF088097	21/12/23	02568	Freiberg Office Solutions Pty Ltd	\$1,572.51	Gardening Contractor
EF088098	21/12/23	02589	Zenien	\$8,595.70	Security Services
EF088099	21/12/23	02627	Dunbar Services WA Pty Ltd	\$2,820.40	Cleaning Services
EF088100	21/12/23	02640	Visual Inspirations Australia Pty Ltd	\$13,200.00	Christmas Decoration- Civic Centre & The Hub
EF088102	21/12/23	02672	Ruah Community Services	\$16,962.73	Preventive Domestic Violence Services
EF088103	21/12/23	02779	Natural Area Holdings Pty Ltd	\$21,289.62	Gardening - Plants/Supplies
EF088105	21/12/23	02837	GLG Greenlife Group	\$32,057.13	Verge Mowing - Various Parks
EF088106	21/12/23	02840	ALS Environmental - Australian Laboratory Services	\$536.80	Professional Fees - Testing
EF088107	21/12/23	02844	Chandler Macleod Group Ltd	\$7,214.14	Labour/Personnel Hire
EF088108	21/12/23	02849	Total Nissan and Kia - Total Autos (1990)	\$310.00	Plant Parts & Repairs
EF088111	21/12/23	02941	Taman Tools - Quality Nominees Pty Ltd	\$11,361.13	Tools/Tool Repairs
EF088112	21/12/23	03031	Retech Rubber	\$21,906.29	Plant Parts & Repairs-Morgan Park Softball Rubber
EF088114	21/12/23	03142	Redfish Technologies Pty Ltd	\$61,463.29	Electrical Contractor-Live Streaming Upgrade
EF088116	21/12/23	03197	West Coast Turf	\$33,894.30	Turf Maintenance-Variou Parks
EF088118	21/12/23	03464	Bridgestone Australia Ltd	\$3,274.91	Plant Parts & Repairs
EF088119	21/12/23	03504	Classic Tree Services	\$18,404.65	Tree Pruning Within CoB
EF088120	21/12/23	03543	Labyrinth Constructions	\$21,350.00	Building Construction-Property Maintenance
EF088121	21/12/23	03567	Gardner Autos Pty Ltd t/as Gardner Isuzu	\$3,106.05	Plant Parts & Repairs
EF088124	21/12/23	03824	Konica Minolta	\$2,026.17	Photocopy Expenses
EF088130	21/12/23	04105	Cleanflow Environmental Solutions	\$28,673.75	Drainage Maintenance-Variou Locations
EF088131	21/12/23	04115	Denada Surveys Pty Ltd	\$1,078.00	Survey Expenses
EF088132	21/12/23	04120	Randstad Pty Ltd	\$7,665.16	Labour/Personnel Hire
EF088133	21/12/23	04246	Bibliotheca Australia Pty Ltd	\$85.21	Computer Software Maintenance
EF088134	21/12/23	04259	Urbis Pty Ltd	\$22,000.00	Professional Fees - Strategic Advice - Abernethy Rd Zone 2
EF088135	21/12/23	04320	ABM Landscaping	\$880.00	Bricks/Bricklaying
EF088137	21/12/23	04400	The Freedom Fairies	\$9,179.31	Music/Entertainment -Lets Celebrate Belmont
EF088139	21/12/23	04643	Nyoongar Outreach Services Inc	\$6,875.00	Security Services
EF088140	21/12/23	04693	Allwest Plant Hire Australia Pty Ltd	\$10,292.85	Plant/Equipment Hire
EF088141	21/12/23	04713	Festoon Lighting Perth	\$400.00	Plant/Equipment Hire
EF088143	21/12/23	04963	Centigrade	\$3,762.96	Airconditioning/Refrigeration Maintenance
EF088144	21/12/23	04974	Turf Care WA Pty Ltd	\$34,643.19	Turf Renovation -Variou Parks
EF088145	21/12/23	05053	Creative Flooring Pty Ltd	\$1,100.00	Floor Coverings-Civic Centre Foyer
EF088150	21/12/23	05127	Champion Music	\$423.50	Music/Entertainment Expenses-Variou Events
EF088151	21/12/23	05131	Perth City Skoda and Perth City Nissan	\$454.00	Plant Parts & Repairs
EF088152	21/12/23	05198	Kasama's Thai Kitchen	\$2,650.00	Catering/Catering Supplies- Volunteers Day
EF088153	21/12/23	05235	Ben Sgherza, Independent Disability Consultant	\$250.00	Professional Fees - Analysis
EF088154	21/12/23	05252	AAAC Towing Pty Ltd	\$1,127.50	Towing Vehicles
EF088155	21/12/23	05268	Eva Fernandez	\$820.00	Photography/Framing Expenses
EF088156	21/12/23	05283	IRP Pty Ltd	\$8,687.36	Labour/Personnel Hire
EF088157	21/12/23	05336	West-Sure Group Pty Ltd	\$572.33	Security Services
EF088158	21/12/23	05339	Elliotts Filtration Pty Ltd	\$998.80	Reticulation Parts & Repairs
EF088159	21/12/23	05344	Veolia Recycling and Recovery Pty Ltd (Previously Suez)	\$532,419.05	Rubbish Removals
EF088160	21/12/23	05401	Creative Spaces	\$660.00	Professional Fees - Inharmonious Histories Exhibit
EF088162	21/12/23	05427	Horizon West Landscape & Irrigation Pty Ltd	\$8,514.00	Gardening Contractor-Assorted Plants
EF088164	21/12/23	05493	Daphn	\$6,641.25	Computer Software Maintenance
EF088165	21/12/23	05568	Allstate Kerbing and Concrete	\$1,144.00	Kerbing Contractor
EF088166	21/12/23	05657	Erin Rover - Perth Sax Rockers	\$1,500.00	Music/Entertainment Expenses-Belmont Fair
EF088167	21/12/23	05670	RID Australia	\$13,992.96	Health Safety-ESR CLAG Councils
EF088168	21/12/23	05692	Newground Water Services Pty Ltd	\$14,053.49	Reticulation Installation-Variou Locations
EF088170	21/12/23	05738	Double G (WA) Pty Ltd t/as Think Water Perth	\$17,768.85	Irrigation Maintenance
EF088171	21/12/23	05751	Traffic Systems West	\$1,540.00	Survey Expenses
EF088172	21/12/23	05758	Branch Arboriculture	\$490.00	Gardening Contractor
EF088174	21/12/23	05771	AlSCO Pty Ltd	\$185.70	Cleaning Services
EF088175	21/12/23	05783	Emma Williamson	\$2,175.00	Design Review Panel Meeting
EF088176	21/12/23	05809	Specialized Cleaning Group t/as Clean Sweep	\$18,745.32	Weekly Service - Belmont Carparks
EF088177	21/12/23	05819	Ritz Drycleaners	\$396.40	Cleaning Services
EF088179	21/12/23	05838	Petstock Pty Ltd	\$49.97	Pound Expenses
EF088180	21/12/23	05840	Commercial Aquatics Australia Pty Ltd	\$5,118.66	Oasis Expenses- Monthly Maintenance
EF088181	21/12/23	05883	Star Metal - Steelscape Nominees	\$2,725.80	Oasis- Handrails & Balustrading
EF088183	21/12/23	05897	HopgoodGanim Lawyers	\$1,100.00	Legal Expenses
EF088184	21/12/23	05944	Deiron Cleaning Pty Ltd - Ventia	\$101,420.37	Cleaning Services - Variou Locations
EF088186	21/12/23	06067	TK Elevator Australia Pty Ltd	\$1,014.24	Building Maintenance
EF088188	21/12/23	06094	Boyan Electrical Services	\$57,113.45	Electrical Contractor
EF088189	21/12/23	06104	Flick Anticimex Pty Ltd	\$3,067.46	Pest Control
EF088190	21/12/23	06160	SEEK Limited	\$3,908.08	Advertising
EF088192	21/12/23	06203	Ngala Boodja Aboriginal Land Care	\$7,375.50	Maintenance of Natural Areas COB

Attachment 12.7.1 December 2023 payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF088193	21/12/23	06210	366 Solutions Pty Ltd	\$402.27	Computer Software Maintenance- Belnet Project
EF088194	21/12/23	06276	Efficient Site Services (WA)	\$1,925.00	Gardening Maintenance
EF088195	21/12/23	06282	Dell Financial Services Pty Ltd	\$26,745.04	Plant/Equipment Hire December 2023
EF088196	21/12/23	06293	Freo Fire Maintenance Services Pty Ltd	\$5,308.47	Fire Equipment/Service
EF088197	21/12/23	06304	Prestige Property Maintenance	\$7,780.30	Landscape Maintenance - Various Locations
EF088198	21/12/23	06337	MowScape Pty Ltd	\$5,344.16	Turf Maintenance
EF088199	21/12/23	06345	SoCo Studios - Travis Hayto Photography	\$5,445.00	Photography/Framing Expenses
EF088200	21/12/23	06362	Marjan Partitions Pty Ltd t/as M & M Interiors	\$52,275.99	Building Construction-ILU Refurbishment
EF088201	21/12/23	06374	Vaughn Mcquire	\$1,210.00	Music/Entertainment Expenses
EF088202	21/12/23	06377	Choiceone Pty Ltd	\$31,421.84	Labour/Personnel Hire
EF088203	21/12/23	06379	Diamond Chain Media	\$1,750.00	Music/Entertainment Expenses-Belmont Fair
EF088204	21/12/23	06389	Netstar Australia Pty Ltd	\$192.50	Security Services
EF088206	21/12/23	06401	Flamingo Strings	\$350.00	Music/Entertainment Expenses-Belmont Fair
EF088208	21/12/23	06472	Overall Perth Gutter Cleaning	\$2,590.00	Cleaning Services
EF088209	21/12/23	06473	Corporate Hands Pty Ltd	\$528.00	Community Exercise Classes
EF088211	21/12/23	06491	Crisdale Recruitment Group	\$1,732.98	Labour/Personnel Hire
EF088213	21/12/23	06501	The Sweet Box Cart	\$1,440.00	Catering/Catering Supplies
EF088216	21/12/23	06522	Kieran Togher T/as Topo Digital	\$742.50	Computer Software Maintenance
EF088217	21/12/23	06528	Diplomatik Pty Ltd	\$7,659.90	Professional Fees - Recruitment Services
EF088219	21/12/23	06580	Omnicom Media Group	\$6,197.44	Advertising
EF088221	21/12/23	06591	Blue Tang (WA) T/A The Reef Unit Trust	\$11,550.00	Professional Fees - Design-Faulkner Civic Precinct Ornamental Lakes
EF088222	21/12/23	06592	Grosvenor Engineering Group	\$2,725.25	Electrical Contractor-Variou Locations
EF088223	21/12/23	06604	The Honey B's Perth	\$300.00	Library-Entertainment Expense
EF088224	21/12/23	06608	Robert Walters Pty Ltd	\$1,654.40	Labour/Personnel Hire
EF088226	21/12/23	06619	Baaz Security Services Pty Ltd	\$507.32	Security Services
EF088227	21/12/23	06623	Glen Flood Group Pty Ltd T/as GFG Consulting	\$2,534.40	Professional Fees -Volcano playground
EF088230	21/12/23	06648	Reece's Event Hire	\$282.70	Plant/Equipment Hire
EF088234	21/12/23	06691	Wood Recruitment Pty Ltd	\$3,331.39	Labour/Personnel Hire
EF088235	21/12/23	06693	Southside Fencing WA	\$2,569.25	Fencing
EF088240	21/12/23	06733	Christopher Berry	\$444.00	Music/Entertainment Expenses
EF088241	21/12/23	06737	Advanced Building Engineers-ABE	\$9,680.00	Professional Fees - Building-Finn Close Boardwalk
EF088243	21/12/23	06743	East African Coffee	\$600.00	Catering/Catering Supplies
EF088248	21/12/23	99966	MAIA Financial Pty Ltd	\$19,491.53	Plant/Equipment Hire-Belmont Oasis Cardio
<b>Contractors Total</b>				<b>\$5,624,517.87</b>	
<b>Councillor Payments</b>					
EF087803	01/12/23	06704	Christopher John Kulczycki	\$24.00	Councillor Reimbursement - Parking
EF087974	14/12/23	06704	Christopher John Kulczycki	\$12.00	Councillor Reimbursement - Parking
EF088058	21/12/23	01369	Philip Marks	\$15,294.34	Councillor Sitting Fee
EF088082	21/12/23	02145	Robert Rossi	\$31,253.96	Councillor Sitting Fee
EF088127	21/12/23	03916	Bernard Ryan	\$9,115.00	Councillor Sitting & ICT Fee
EF088147	21/12/23	05084	Jenny Davis	\$9,115.00	Councillor Sitting & ICT Fee
EF088148	21/12/23	05085	George Sekulla	\$9,115.00	Councillor Sitting & ICT Fee
EF088178	21/12/23	05828	Deborah Sessions	\$13,835.35	Councillor Sitting Fee / Parking Reimbursement
EF088191	21/12/23	06162	Natalie Carter	\$9,115.00	Councillor Sitting & ICT Fee
EF088236	21/12/23	06704	Christopher John Kulczycki	\$15,735.33	Councillor Sitting Fee / Course Reimbursement
EF088242	21/12/23	06738	Tamak Vijay(Vijay Vijay)	\$6,935.33	Councillor Sitting & ICT Fee
<b>Councillor Payments Total</b>				<b>\$119,550.31</b>	
<b>Credit Card 2310</b>					
EF087980	15/12/23	03526	Rapid Global	\$27.50	System Testing Fee
EF087980	15/12/23	03526	Printzone	\$193.47	Printing
EF087980	15/12/23	03526	Library Ideas	\$1,989.56	Books/CDs/DVDs
EF087980	15/12/23	03526	Commonwealth Bank	\$1,476.02	Reversal of Duplicate Refund Nov23
EF087980	15/12/23	03526	SP Wallace Bishop	\$149.00	Equipment - Mayor's Office
EF087980	15/12/23	03526	Officeworks	\$8.90	Stationery & Printing
EF087980	15/12/23	03526	Canva	\$164.99	Subscription
EF087980	15/12/23	03526	Google	\$9.24	Subscription
EF087980	15/12/23	03526	Facebook	\$718.77	Advertising
EF087980	15/12/23	03526	Winners Circle	\$5.99	Gratuity Card
<b>Credit Card 2310 Total</b>				<b>\$4,743.44</b>	
<b>Credit Card 4739</b>					
EF087983	15/12/23	06409	Chat GPT	\$63.96	Subscription
EF087983	15/12/23	06409	Event Brite	\$20.00	Refund- Event Ticket
EF087983	15/12/23	06409	Event Brite	\$39.00	Subscription
EF087983	15/12/23	06409	Event Brite	\$69.99	Subscription
EF087983	15/12/23	06409	Event Brite	\$115.29	Subscription
EF087983	15/12/23	06409	Google	\$9.24	Subscription
EF087983	15/12/23	06409	News Pty Ltd	\$28.00	Subscription
<b>Credit Card 4739 Total</b>				<b>\$345.48</b>	
<b>Credit Card 7996</b>					
EF087981	15/12/23	05121	CPP Convention Centre	\$6.56	Parking
EF087981	15/12/23	05121	Star Phones	\$118.00	Phone Accessories
<b>Credit Card 7996 Total</b>				<b>\$124.56</b>	
<b>Credit Card 8380</b>					
EF087982	15/12/23	06342	Facebook	\$1,250.00	Advertising
EF087982	15/12/23	06342	Event Brite	\$5.00	Subscription
EF087982	15/12/23	06342	Google	\$1,210.07	Subscription
EF087982	15/12/23	06342	Event Brite	\$10.00	Subscription
EF087982	15/12/23	06342	Event Brite	\$10.00	Subscription
EF087982	15/12/23	06342	Wanewsdit	\$66.46	Subscription
EF087982	15/12/23	06342	CBA	-\$4.00	CBA Refund
EF087982	15/12/23	06342	Adobe	\$39.59	Subscription
EF087982	15/12/23	06342	Facebook	\$796.57	Advertising
EF087982	15/12/23	06342	Campaign Monitor	\$1,373.90	Subscription
EF087982	15/12/23	06342	Microsoft	\$1,738.52	Subscription
EF087982	15/12/23	06342	Twilio	\$31.51	Subscription
<b>Credit Card 8380 Total</b>				<b>\$6,527.62</b>	
<b>Fuels and Utilities</b>					
EF087620	29/11/23	01252	Water Corporation	\$2,377.72	Water, Annual & Excess
EF087658	29/11/23	02422	Connect Call Centre Services	\$867.35	Phone/Internet expenses
EF087738	29/11/23	06322	Code Research Pty Ltd t/as PWD	\$3,201.70	Phone/Internet expenses
EF087775	01/12/23	02422	Connect Call Centre Services	\$894.30	Phone/Internet expenses
EF087797	01/12/23	06424	Telstra Limited	\$11,890.39	Phone/Internet expenses
EF087828	08/12/23	01252	Water Corporation	\$9,564.52	Water, Annual & Excess
EF087829	08/12/23	01274	Synergy	\$15,520.22	Light, Power, Gas
EF087836	08/12/23	02471	Western Power	\$3,300.00	Light, Power, Gas
EF087917	14/12/23	01252	Water Corporation	\$3,962.21	Water, Annual & Excess
EF087918	14/12/23	01274	Synergy	\$8,776.55	Light, Power, Gas
EF087924	14/12/23	02471	Western Power	\$3,962.20	Light, Power, Gas
EF087925	14/12/23	02631	Ampol - Caltex	\$17,274.14	Fuel, Oil, Additives

Attachment 12.7.1 December 2023 payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF087930	14/12/23	03592	Steven Harling	\$195.95	Fuel, Oil, Additives
EF087959	14/12/23	06424	Telstra Limited	\$3,938.90	Phone/Internet expenses
EF087990	21/12/23	00042	Alinta Energy	\$542.30	Light, Power, Gas
EF088050	21/12/23	01252	Water Corporation	\$7,111.16	Water, Annual & Excess
EF088055	21/12/23	01274	Synergy	\$43,940.31	Light, Power, Gas
EF088096	21/12/23	02471	Western Power	\$5,291.76	Light, Power, Gas
EF088207	21/12/23	06424	Telstra Limited	\$13,930.07	Phone/Internet expenses
EF088225	21/12/23	06614	Oracle Customer Management Solutions	\$865.17	Phone/Internet expenses
EF088237	21/12/23	06707	Motorpass 1617-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-5911-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-0085-Coles Express Perth	\$274.91	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-0591-BP Express	\$215.02	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-3934-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-8922-Puma Dianella	\$286.82	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-9327-BP Welshpool	\$161.91	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-6978-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-2466-BP Bibra Lake	\$297.15	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-5578-Puma Burswood	\$430.10	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-5523-Coles Express Cloverdale	\$572.65	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-4232-Coles Express Cloverdale	\$79.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-1411-7 eleven Carlisle	\$308.62	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-1611-Coles Express Cloverdale	\$697.03	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-2823-Ampol Morely	\$475.29	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-1178-BP Express Carlisle	\$366.01	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-5974-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-7657-Coles Express Cloverdale	\$655.34	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-9084-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-2681-Coles Express Cloverdale	\$411.26	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-7944-Coles Express Cloverdale	\$347.85	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-3289-Caltex Welshpool	\$818.44	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-5561-BP Carlisle	\$157.99	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-5103-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-5818-7 Eleven Lansdale	\$314.12	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-9157-Caltex Mount Lawley	\$106.32	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-1893-Ampol Midvale	\$601.95	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-3239-Ampol Karrinyup	\$109.25	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-7149-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-5173-Coles Express Cloverdale	\$624.70	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-3748-BP Carlisle	\$606.36	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-1754-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-5447-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-2710-Caltex Mount Lawley	\$221.76	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-9603-Atlas Fuel Ascot	\$220.47	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-1917-7 Eleven Kelmscott	\$121.91	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-6284-Caltex Mount Lawley	\$137.90	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-1305-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-9357-Ampol Forrestdale	\$495.17	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-1615-Coles Express Bull creek	\$366.27	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-3839-Ampol Belmont	\$131.52	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-3847-BP Mindarie	\$363.43	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-2474-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-4361-Liberty Gosnells	\$485.99	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-3567-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-6390-Ampol Bentley	\$362.51	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-4083-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-4201-Ampol Ascot	\$363.97	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-7886-Ampol Kingsley	\$221.02	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-5490-Ampol Bunbury	\$313.79	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-5997-BP Cannington	\$404.49	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-4031-Vib Bayswater	\$243.27	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-0034-Ampol Murdoch	\$236.45	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-0091-Ampol Applecross	\$171.24	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-4565-Ampol Willetton	\$396.41	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-3741-Ampol Cannington	\$78.44	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-0327-B Express Carlisle	\$105.87	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-0177-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-1658-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-6153-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-7033-Caltex Upper Swan	\$557.21	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-7872- 7-Eleven Butler	\$22.93	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-5317-Atlas Fuel Ascot	\$140.37	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-6117-Coles Express Cloverdale	\$316.53	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-4903-Better Choice Stratton	\$334.33	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-2562-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-3517-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-4060-Coles Express Bayswater	\$241.17	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-0387-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-1187-Puma Burswood	\$249.44	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-6973-Ampol Murdoch	\$216.95	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-3142-Coles Express Banksia Grove	\$360.35	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-4565-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-9357-BP Kewdale	\$149.11	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-4878-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088237	21/12/23	06707	Motorpass-4886-WEX Card Fee	\$3.00	Fuel, Oil, Additives
			<b>Fuels and Utilities Total</b>	<b>\$174,424.28</b>	
<b>Materials</b>					
EF087562	29/11/23	00099	Ausrecord Pty Ltd	\$134.75	Stationery & Printing
EF087566	29/11/23	00162	ExBo Visual - Bokay Signage	\$1,648.35	Signs
EF087567	29/11/23	00185	Benara Nurseries	\$4,942.44	Gardening - Assorted Tress
EF087570	29/11/23	00220	Burswood Trophies	\$159.50	Badges & Pendants
EF087572	29/11/23	00233	Bunzl Limited	\$4,149.11	Cleaning Products
EF087574	29/11/23	00278	Chefmaster Australia	\$1,776.75	Cleaning Products
EF087578	29/11/23	00317	Coles Supermarkets Aust Pty Ltd	\$78.45	Groceries
EF087581	29/11/23	00396	Di Candilo Steel City	\$104.50	Metal Goods
EF087582	29/11/23	00406	Domus Nursery	\$14,404.70	Gardening - Assorted Plants
EF087584	29/11/23	00414	Dulux Australia	\$238.14	Paint & Accessories
EF087589	29/11/23	00653	Humes - Holcim (Australia) Pty Ltd QLD	\$6,205.76	Concrete Products
EF087593	29/11/23	00723	Marindust Sales	\$660.00	Hardware
EF087603	29/11/23	00967	Red Dot Stores - Belmont	\$245.71	Craft/Display Materials

# Attachment 12.7.1 December 2023 payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF087605	29/11/23	00986	Reface Industries Pty Ltd	\$381.39	Books/CDs/DVDs
EF087608	29/11/23	01031	Brady Australia Pty Ltd T/As Seton Australia	\$4,772.31	Belmont Oasis- Baby Change Tables
EF087609	29/11/23	01083	SERCUL South East Regional Centre for Urban Landcare	\$1,578.03	Gardening Maintenance
EF087613	29/11/23	01119	Sunny Sign Company Pty Ltd - Timelio Pty Ltd	\$3,795.00	Bollards
EF087624	29/11/23	01325	Poolegrave Signs and Engraving	\$220.00	Signs
EF087625	29/11/23	01398	Winc Australia Pty Ltd	\$2,865.77	Stationery & Printing
EF087628	29/11/23	01426	Sprayline Spraying Equipment	\$90.30	Gardening Maintenance
EF087633	29/11/23	01570	Blackwoods	\$1,820.51	Hardware
EF087642	29/11/23	01955	Image Extra - Starmix Holdings Pty Ltd	\$3,358.15	Building Material
EF087643	29/11/23	01983	Whistlers Products Pty Ltd	\$1,161.60	Corporate Gifts-Mayoral Dinner
EF087646	29/11/23	02088	Lock Stock & Farrell Locksmith	\$1,495.89	Hardware
EF087652	29/11/23	02320	Ambius Indoor Plants	\$527.91	Gardening - Plants Maintenance
EF087660	29/11/23	02431	ASB Branded Merchandise - ASB Marketing Pty Ltd	\$5,197.50	Promotional Items
EF087667	29/11/23	02862	James Bennett Pty Ltd	\$233.41	Books/CDs/DVDs
EF087669	29/11/23	03144	COS Complete Office Supplies Pty Ltd	\$549.78	Stationery & Printing
EF087677	29/11/23	03824	Denmac Holdings Pty Ltd	\$19,745.00	Spring Artwork Refurb
EF087678	29/11/23	04053	Totally Workwear TWW	\$538.70	Safety Clothing/Equipment
EF087681	29/11/23	04145	T J Depiazzi and Sons	\$8,447.73	Gardening - Plants/Supplies
EF087687	29/11/23	04491	Woolworths Group - Functions/Catering only	\$477.40	Groceries
EF087693	29/11/23	04759	StrataGreen	\$440.25	Gardening - Plants/Supplies
EF087700	29/11/23	05055	Statewide Cleaning Supplies	\$525.69	Cleaning Products
EF087712	29/11/23	05770	Kwik Kopy Perth CBD	\$1,670.67	Stationery & Printing
EF087721	29/11/23	05992	Corsign WA	\$990.00	Signs
EF087726	29/11/23	06084	Asphaltech Pty Ltd	\$161,902.53	Asphalt- Various Locations
EF087760	01/12/23	00203	BOC Gases Australia Ltd	\$19.80	Welding Equipment/Supplies
EF087764	01/12/23	01019	Barmah Hats	\$386.10	Safety Clothing/Equipment
EF087765	01/12/23	01073	Spotlight Pty Ltd	\$87.90	Craft/Display Materials
EF087766	01/12/23	01265	Westbooks	\$1,289.47	Books/CDs/DVDs
EF087778	01/12/23	02862	James Bennett Pty Ltd	\$192.30	Books/CDs/DVDs
EF087784	01/12/23	04394	JB Hi-Fi Belmont Forum - Library purchases	\$385.65	Books/CDs/DVDs
EF087785	01/12/23	04491	Woolworths Group - Functions/Catering only	\$509.08	Groceries
EF087787	01/12/23	05011	Bullet Produce (was WA Fresh)	\$433.50	Groceries
EF087796	01/12/23	06385	Belmont Liquor Store (Cellarbrations at Belmont)	\$120.50	Beverages
EF087819	08/12/23	00231	Bunnings Group Ltd	\$180.33	Hardware
EF087838	08/12/23	02862	James Bennett Pty Ltd	\$477.15	Books/CDs/DVDs
EF087843	08/12/23	04491	Woolworths Group - Functions/Catering only	\$486.46	Groceries
EF087847	08/12/23	05432	Bloomin Boxes	\$1,749.00	Flowers-Civic Dinners
EF087854	08/12/23	05790	One Shade Sails	\$1,230.00	Gardening - Plants/Supplies
EF087859	08/12/23	06234	Brandworx Australia	\$369.53	Uniforms
EF087861	08/12/23	06288	Perth Materials Blowing Pty Ltd	\$12,041.69	Gardening Maintenance - Belmont Oasis
EF087902	14/12/23	00148	Bladon WA Pty Ltd	\$731.50	Promotional Items
EF087903	14/12/23	00203	BOC Gases Australia Ltd	\$138.20	Welding Equipment/Supplies
EF087905	14/12/23	00317	Coles Supermarkets Aust Pty Ltd	\$68.00	Groceries
EF087907	14/12/23	00406	Domus Nursery	\$524.16	Gardening - Assorted Plants
EF087913	14/12/23	01083	SERCUL South East Regional Centre for Urban Landcare	\$2,172.03	Gardening Maintenance
EF087922	14/12/23	02320	Ambius Indoor Plants	\$563.82	Gardening - Plants Maintenance
EF087939	14/12/23	04145	T J Depiazzi and Sons	\$3,791.54	Gardening - Plants/Supplies
EF087940	14/12/23	04471	Booktopia	\$126.96	Books/CDs/DVDs
EF087941	14/12/23	04491	Woolworths Group - Functions/Catering only	\$82.72	Groceries
EF087946	14/12/23	05011	Bullet Produce (was WA Fresh)	\$433.50	Groceries
EF087964	14/12/23	06577	Templates	\$1,930.50	Computer Software-Outlook Templates
EF087988	21/12/23	00009	Cafe Corporate	\$760.00	Groceries
EF087991	21/12/23	00131	Dsatoo Pty Ltd	\$684.73	Gardening - Plants/Supplies
EF087994	21/12/23	00203	BOC Gases Australia Ltd	\$19.80	Welding Equipment/Supplies
EF087996	21/12/23	00231	Bunnings Group Ltd	\$297.17	Hardware
EF087997	21/12/23	00233	Bunzl Limited	\$3,458.08	Cleaning Products
EF088003	21/12/23	00317	Coles Supermarkets Aust Pty Ltd	\$227.10	Groceries
EF088007	21/12/23	00406	Domus Nursery	\$3,071.83	Gardening - Assorted Plants
EF088009	21/12/23	00414	Dulux Australia	\$63.29	Paint & Accessories
EF088010	21/12/23	00430	B & J Catalano Pty Ltd	\$1,803.63	Road/Drainage Material-Ferricrete
EF088018	21/12/23	00664	Kmart Australia Limited	\$100.00	Stationery & Printing
EF088027	21/12/23	00850	Pacific Safety Wear Malaga	\$865.48	Safety Clothing/Equipment
EF088036	21/12/23	01066	Snap Belmont - Belsnap Pty Ltd	\$159.50	Stationery & Printing
EF088040	21/12/23	01115	All Foods Belmont IGA Belvidere Street	\$389.75	Groceries
EF088041	21/12/23	01119	Sunny Sign Company Pty Ltd - Timelio Pty Ltd	\$544.50	Bollards
EF088043	21/12/23	01183	Total Packaging (WA) Pty Ltd	\$3,432.00	Cleaning Products
EF088045	21/12/23	01202	Tudor House (WA) Pty Ltd	\$72.00	Flags
EF088046	21/12/23	01206	Access Icon Pty Ltd t/a Cascada	\$11,836.00	Concrete Products
EF088052	21/12/23	01261	Wesfarmers Kleenheat Gas Pty Ltd	\$159.10	Welding Equipment/Supplies
EF088053	21/12/23	01265	Westbooks	\$420.75	Books/CDs/DVDs
EF088056	21/12/23	01325	Poolegrave Signs and Engraving	\$3,151.50	Signs
EF088061	21/12/23	01398	Winc Australia Pty Ltd	\$3,264.82	Stationery & Printing
EF088062	21/12/23	01423	Iplex Pipelines Australia Pty Ltd	\$4,933.68	Drainage Materials
EF088063	21/12/23	01474	Natsync Environmental	\$770.00	Gardening Maintenance
EF088066	21/12/23	01568	Allstate Safety Products	\$180.40	Safety Clothing/Equipment
EF088067	21/12/23	01570	Blackwoods	\$1,972.45	Hardware
EF088075	21/12/23	01955	Image Extra - Starmix Holdings Pty Ltd	\$3,982.00	Building Material
EF088077	21/12/23	02021	RSEA Pty Ltd	\$982.29	Safety Clothing/Equipment
EF088080	21/12/23	02088	Lock Stock & Farrell Locksmith	\$7,086.80	Hardware
EF088086	21/12/23	02356	City of Fremantle	\$200.00	Library Minecraft Server Program
EF088094	21/12/23	02431	ASB Branded Merchandise - ASB Marketing Pty Ltd	\$1,730.30	Promotional Items
EF088101	21/12/23	02656	The Label Factory	\$172.06	Stationery & Printing
EF088104	21/12/23	02794	Premier Workplace Solutions	\$1,691.80	Safety Clothing/Equipment
EF088109	21/12/23	02862	James Bennett Pty Ltd	\$1,882.25	Books/CDs/DVDs
EF088115	21/12/23	03144	COS Complete Office Supplies Pty Ltd	\$504.27	Stationery & Printing
EF088122	21/12/23	03630	Direct Trades Supply Pty Ltd	\$654.50	Hardware
EF088123	21/12/23	03660	Safe T Card Australia Pty Ltd	\$261.80	Safety Clothing/Equipment
EF088126	21/12/23	03856	SEM Distribution - newspaper delivery	\$291.52	Publications/Newspapers
EF088128	21/12/23	04053	Totally Workwear TWW	\$607.27	Safety Clothing/Equipment
EF088136	21/12/23	04394	JB Hi-Fi Belmont Forum - Library purchases	\$69.95	Books/CDs/DVDs
EF088138	21/12/23	04471	Booktopia	\$64.98	Books/CDs/DVDs
EF088142	21/12/23	04763	Merchandising Libraries Pty Ltd	\$241.51	Books/CDs/DVDs
EF088146	21/12/23	05055	Statewide Cleaning Supplies	\$1,040.36	Cleaning Products
EF088161	21/12/23	05402	Heatley Sales Pty Ltd	\$891.48	Safety Clothing/Equipment
EF088163	21/12/23	05465	QBD Books	\$566.80	Books/CDs/DVDs
EF088169	21/12/23	05701	Bing Technologies Pty Ltd	\$6.01	Stationery & Printing
EF088173	21/12/23	05770	Kwik Kopy Perth CBD	\$1,231.44	Stationery & Printing
EF088182	21/12/23	05890	Living Turf	\$31,985.80	Gardening - Turf Maintenance
EF088185	21/12/23	05992	Corsign WA	\$2,300.32	Signs

# Attachment 12.7.1 December 2023 payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF088187	21/12/23	06084	Asphalttech Pty Ltd	\$362,158.15	Asphalt- Various Locations
EF088214	21/12/23	06504	Prompt Sheetmetal Industries	\$1,815.00	Gardening - Plants/Supplies
EF088218	21/12/23	06577	Templates	\$330.00	Computer Software-Outlook Templates
EF088220	21/12/23	06589	OverDrive Australia Pty Ltd	\$571.81	Books/CDs/DVDs
EF088229	21/12/23	06644	Urban Resources Pty Ltd	\$1,191.94	Sand/Soil
EF088231	21/12/23	06681	Prefet Pty Ltd T/A Minuteman Press Perth	\$3,614.37	Stationery & Printing
EF088232	21/12/23	06682	Total Project Solutions	\$98,694.19	Lights & Light Fittings-Security Office Fitout - Progress Claim
EF088238	21/12/23	06721	Trademark Graphics	\$1,425.60	Stationery & Printing
EF088239	21/12/23	06732	Sydel Nominees Pty Ltd T/as Imagesource Digital Solutions	\$834.90	Stationery & Printing
<b>Materials Total</b>				<b>\$859,774.10</b>	
<b>Other</b>					
EF087564	29/11/23	00123	Australian Communications & Media Authority	\$743.00	Land Mobile Licence
EF087575	29/11/23	00285	City of Armadale	\$515.39	Printing Services
EF087600	29/11/23	00865	PBF Australia Ltd	\$11,502.00	PBF Corporate Membership Renewal
EF087622	29/11/23	01270	Perth Racing - WA Turf Club	\$2,520.84	Line Marking Sponsorship Reimbursements
EF087635	29/11/23	01676	Cloverdale Primary School	\$2,000.00	Donation-Pastoral Care Support
EF087653	29/11/23	02377	Faulkner Park Board Management	\$14,842.39	Faulkner Park Board Management Monthly Contribution
EF087754	29/11/23	99998	Emmaline Yearsley	\$91.42	Cloth Nappy Rebate
EF087755	29/11/23	99998	Hugh Allan	\$604.87	Vendor Pension Rebate
EF087756	29/11/23	99998	Diana Maynard	\$925.95	Vendor Pension Rebate
EF087757	29/11/23	99998	Stephen John Butcher	\$616.12	Rates Refund
EF087758	29/11/23	99998	J Radisich	\$760.98	Vendor Pension Rebate
EF087759	29/11/23	99998	LF Marney	\$760.98	Vendor Pension Rebate
EF087774	01/12/23	02368	Belmont Senior Citizens Club Inc	\$130.00	Senior Week- Morning Tea
EF087780	01/12/23	03850	Amina Currimbhoy	\$32.50	Staff Reimbursement
EF087805	01/12/23	06735	Sarah Walrodt	\$159.49	Staff Reimbursement
EF087809	01/12/23	99998	Ultimate Additions	\$147.00	Application Fee Refund
EF087810	01/12/23	99998	Nola Margaret & Daniel Bending	\$238.28	Your Neighbour Grant
EF087811	01/12/23	99998	Nicole Randazzo	\$669.13	Vendor Pension Rebate
EF087812	01/12/23	99998	Jonathan Tarry	\$330.00	Belmont Artist Talk
EF087813	01/12/23	99998	Julie Smith	\$546.34	Vendor Pension Rebate
EF087814	01/12/23	99998	Pauline Frances Best	\$556.09	Vendor Pension Rebate
EF087815	01/12/23	99998	Motivate Reality Pty	\$356.45	Rates Refund
EF087869	08/12/23	06613	Host Tel	\$194.00	State Emergency Services Expense
EF087870	08/12/23	06615	Stuart Downing	\$104.37	Staff Reimbursement
EF087874	08/12/23	06714	Hayley Thompson	\$207.95	Staff Reimbursement
EF087876	08/12/23	06739	Gemma Carter-Nguyen	\$36.45	Staff Reimbursement
EF087877	08/12/23	99998	Karelle Anne Dixon	\$887.80	Vendor Pension Rebate
EF087878	08/12/23	99998	Rocorp Constructions	\$295.00	Application Fee Refund
EF087879	08/12/23	99998	Blue Diamond Machinery	\$6,286.00	Rates Refund
EF087880	08/12/23	99998	Caroline Francella	\$250.00	Your Neighbour Grant
EF087881	08/12/23	99998	Rent Choice	\$386.05	Rates Refund
EF087882	08/12/23	99998	Gavin Murton	\$1,000.00	Rates Refund
EF087883	08/12/23	99998	Imagine Global	\$190.30	Credit Refund
788875	14/12/23	00889	Petty Cash - Finance	\$1,482.05	Petty Cash Recoup
EF087900	14/12/23	00116	OneMusic - Australasian Performing Right Assoc	\$1,973.14	Subscription
EF087904	14/12/23	00260	Belmont Primary School	\$2,000.00	Donation-Pastoral Care Support
EF087915	14/12/23	01236	Department of Fire and Emergency Services	\$7,150.09	Emergency Services Levy
EF087929	14/12/23	03453	Clare Bridges	\$12,564.85	Staff Reimbursement - Employee Expense
EF087963	14/12/23	06553	Darren Trengove	\$59.40	Staff Reimbursement
EF087965	14/12/23	06613	Host Tel	\$327.30	State Emergency Services Expense
EF087969	14/12/23	06663	Rebecca Hall	\$87.00	Staff Reimbursement
EF087978	14/12/23	99998	Leanne Mahoney	\$400.00	National Sport Donation
EF087979	14/12/23	99998	Roger Holdings	\$156.23	Vendor Pension Rebate
EF087984	19/12/23	01236	Department of Fire and Emergency Services	\$611,626.04	Emergency Services Levy
EF087985	20/12/23	99998	Australia Post Platinum Mastercard	\$900.00	Adachi -Sister City
EF087986	20/12/23	99998	Australia Post Platinum Mastercard	\$2,900.00	Adachi -Sister City
EF087987	20/12/23	99998	Australia Post Platinum Mastercard	\$900.00	Adachi -Sister City
788876	21/12/23	00893	Petty Cash - Library	\$449.30	Petty Cash Recoup
EF087993	21/12/23	00179	Belmont Sports and Recreation Club (Inc)	\$251.00	Club Kitchen Hire
EF087998	21/12/23	00242	Cabcharge Australia Pty Ltd	\$53.29	Taxi Fares
EF088000	21/12/23	00285	City of Armadale	\$1,144.14	Printing Services
EF088054	21/12/23	01270	Perth Racing - WA Turf Club	\$2,520.84	Line Marking Sponsorship Reimbursements
EF088060	21/12/23	01396	Volunteering WA	\$627.00	Membership Fee-Volunteers WA
EF088073	21/12/23	01761	Royal WA Historical Society Inc	\$85.00	Membership Fee
EF088092	21/12/23	02421	Illion Australia Pty Ltd	\$880.00	Subscription
EF088110	21/12/23	02939	Public Libraries WA Inc	\$25.63	Membership Fee
EF088113	21/12/23	03071	Department of Transport - Vehicle Owner Searches	\$576.40	Vehicle Ownership Searches
EF088117	21/12/23	03453	Clare Bridges	\$1,211.61	Staff Reimbursement
EF088125	21/12/23	03850	Amina Currimbhoy	\$159.85	Staff Reimbursement
EF088129	21/12/23	04079	Belmont Men's Shed Inc	\$13,750.00	Grants General-Accommodation Support July to Sept 2023
EF088210	21/12/23	06478	Carly Grapes	\$44.70	Staff Reimbursement
EF088233	21/12/23	06685	Chantelle Gilbert	\$35.34	Staff Reimbursement
EF088244	21/12/23	06744	Vishal Sharma	\$70.00	Staff Reimbursement
EF088245	21/12/23	06745	Alex Bott	\$22.28	Staff Reimbursement
EF088246	21/12/23	06746	Brandon Pang	\$20.00	Staff Reimbursement
EF088247	21/12/23	06749	Jessica Elsegood	\$20.56	Staff Reimbursement
EF088249	21/12/23	99998	Kelly Barton	\$213.01	Your Neighbour Grant
EF088250	21/12/23	99998	AS & SR Miller	\$312.83	Rates Refund
EF088251	21/12/23	99998	HD White & KS White	\$2,687.17	Rates Refund
EF088252	21/12/23	99998	Carols Petrushko Hua Zuniga	\$1,516.03	Rates Refund
EF088253	21/12/23	99998	A & J Blinco	\$604.93	Rates Refund
<b>Other Total</b>				<b>\$718,694.15</b>	
<b>Property, Plant &amp; Equipment</b>					
EF087629	29/11/23	01428	Innova Group Pty Ltd - Mity Lite Tables	\$2,695.00	Office Furniture-Trestle Tables
EF087649	29/11/23	02254	PLE Computers	\$77.31	Computer Hardware
EF087651	29/11/23	02310	Exteria Pty Ltd - Landmark Engineering	\$2,929.30	Street Furniture-Parkway & Wilson Park
EF087955	14/12/23	05962	Active Discovery	\$76,962.60	Playground Equipment-The Crescent Playground Renewal
EF088020	21/12/23	00676	J & K Hopkins	\$3,244.00	Street Furniture- Various Parks
EF088205	21/12/23	06400	4Park Pty Ltd T/A Forpark Australia	\$54,450.00	Playground Equipment-Morgan Playground
EF088228	21/12/23	06640	Arteil (WA) Pty Ltd	\$11,704.00	Office Furniture- Executive Chairs
<b>Property, Plant &amp; Equipment Total</b>				<b>\$152,062.21</b>	
<b>Salaries/Wages</b>					
WG301123	30/11/23	COB	City of Belmont Payroll	\$132,766.30	Salaries/Wages
EF087806	01/12/23	99952	Child Support Agency	\$3,044.25	Salaries/Wages
EF087807	01/12/23	99954	City of Belmont Social Club	\$380.00	Salaries/Wages
EF087808	01/12/23	99962	LGRCEU - WA Shire Councils Union	\$231.00	Salaries/Wages
EF087816	05/12/23	99971	SuperChoice	\$157,372.02	Superannuation Contribution
SL071223	07/12/23	COB	City of Belmont Payroll	\$669,260.85	Salaries/Wages



## 12.8 Accounts for Payment January 2024

Voting Requirement	:	Simple Majority
Subject Index	:	54/007-Creditors-Payment Authorisations
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	NIL
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	Surpreet Kaur
Responsible Division	:	Corporate and Governance

### Council role

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

### Purpose of report

To present to Council the list of expenditure paid for the period 01 January 2024 to 31 January 2024 under delegated authority.

### Summary and key issues

A list of payments is presented to the Council each month for confirmation and endorsement in accordance with the *Local Government (Financial Management) Regulations 1996*.

#### Officer Recommendation

That the Authorised Payment Listing for January 2024 as provided under Attachment 12.8.1 be received.

## Location

Not applicable.

## Consultation

There has been no specific consultation undertaken in respect to this matter.

## Strategic Community Plan implications

In accordance with the 2020 – 2040 Strategic Community Plan:

### **Goal 5: Responsible Belmont**

**Strategy:** 5.2 Manage the City's assets and financial resources in a responsible manner and provide the best possible services for the community

**Strategy:** 5.6 Deliver effective, fair and transparent leadership and decision-making, reflective of community needs and aspirations

## Policy implications

There are no policy implications associated with this report.

## Statutory environment

Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996* states:

“If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared:

- (a) the payee's name;
- (b) the amount of the payment;
- (c) the date of the payment; and
- (d) sufficient information to identify the transaction.”

(3) A list prepared under sub regulation (1) is to be presented to Council at the next ordinary meeting of Council after the list is prepared; and recorded in the minutes of that meeting.

Regulation 13A of the *Local Government (Financial Management) Regulations 1996* effective from 1 September 2023 states:

- (1) If a local government has authorised an employee to use a credit, debit or other purchasing card, a list of payments made using the card must be prepared each month showing the following for each payment made since the last such list was prepared —
  - (a) the payee's name;
  - (b) the amount of the payment;
  - (c) the date of the payment;
  - (d) sufficient information to identify the payment.
- (2) A list prepared under subregulation (1) must be —
  - (a) presented to the council at the next ordinary meeting of the council after the list is prepared; and
  - (b) recorded in the minutes of that meeting.

## **Background**

Council has delegated to the Chief Executive Officer under Delegation 1.1.18 to make payment from the Municipal and Trust Fund account. In accordance with Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996*, where this power has been delegated, a list of payments each month is to be compiled and presented to Council.

## **Report**

The following summary of payments are recommended for confirmation and endorsement.

<b>Payment type</b>	<b>Payment reference</b>	<b>\$</b>
<b>Municipal Fund Cheques</b>		Nil
<b>Municipal Fund EFTs</b>	EF088258-EF088684 EF088271-EF088713	3,271,326.37
<b>Municipal Fund Payroll</b>	January 2024	1,813,295.39
<b>Trust Fund EFT</b>	EF088313-EF088314	73,275.98
<b>Total Payments for January 2024</b>		<b>5,157,897.74</b>

A copy of the Authorised Payment Listing is included as Attachment 12.8.1.

### **Financial implications**

All expenditure included in the Authorised Payment Listing is in accordance with Council's Annual budget.

### **Environmental implications**

There are no environmental implications associated with this report.

### **Social implications**

There are no social implications associated with this report.

### **Attachment details**

<b>Attachment No. and title</b>
1. January 2024 payments [ <b>12.8.1</b> - 7 pages]

# Attachment 12.8.1 January 2024 payments



City of Belmont					
Accounts for Payment - January 2024					Compiled : 05/02/24 09:18
Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
<b>Contractors</b>					
EF088258	05/01/24	00221	John Hughes Group	\$29,191.06	Plant Purchase
EF088259	05/01/24	00230	Jackson McDonald	\$27,500.00	Legal Expenses - IA 2023 Review
EF088261	05/01/24	00251	Catalyse Pty Ltd	\$58,157.09	MARKYT Business Scorecard Fee & Strategic Plan
EF088263	05/01/24	00390	Landgate	\$464.23	Title Searches
EF088264	05/01/24	00586	Iris Consulting Group Pty Ltd	\$264.00	Professional Fees - Analysis
EF088265	05/01/24	00608	Programmed Skilled Workforce Ltd	\$8,067.75	Labour/Personnel Hire
EF088266	05/01/24	00613	Qualcon Laboratories Pty Ltd	\$1,196.25	Core Analysis and Asphalt Testing - Various Location
EF088267	05/01/24	00736	McLeods	\$1,183.60	Legal Expenses
EF088268	05/01/24	00859	Cannington Mazda( Prev Parkland Mazda)	\$43,077.70	Plant Purchase
EF088269	05/01/24	00988	Reece Australia Pty Ltd	\$4,344.99	Plumbing Maintenance/Supplies
EF088275	05/01/24	01731	Charter Plumbing and Gas	\$484.91	Plumbing Maintenance/Supplies
EF088277	05/01/24	02303	Ultimo Catering and Events	\$38,583.04	Catering - Council Dinner
EF088279	05/01/24	02844	Chandler Macleod Group Ltd	\$8,619.32	Labour/Personnel Hire
EF088284	05/01/24	03941	Metro Bee Services	\$165.00	Bee Removal
EF088285	05/01/24	04301	Michael Page - Page Personnel	\$1,013.94	Labour/Personnel Hire
EF088286	05/01/24	04391	Lifeskills Australia	\$418.00	Professional Fees - Analysis
EF088287	05/01/24	04454	FM Contract Solutions Pty Ltd	\$892.62	Auditing of Client Sites - November 23
EF088288	05/01/24	04579	Mills Recruitment	\$8,907.15	Labour/Personnel Hire
EF088289	05/01/24	04917	Environmental Industries Pty Ltd	\$18,945.85	Landscape Maintenance - Ascot Waters
EF088291	05/01/24	05190	Mark Foote	\$396.00	Building Maintenance
EF088292	05/01/24	05283	IRP Pty Ltd	\$7,985.45	Labour/Personnel Hire
EF088293	05/01/24	05523	Go Doors Pty Ltd	\$600.60	Building Maintenance - Various Locations
EF088295	05/01/24	06129	AKJC Hospitality Group - 8 Yolks Cafe	\$1,619.00	Catering/Catering Supplies - Various Events
EF088296	05/01/24	06130	Amalgam Recruitment	\$2,093.43	Labour/Personnel Hire
EF088297	05/01/24	06210	366 Solutions Pty Ltd	\$506.00	Computer Software Maintenance - Belnet Project
EF088298	05/01/24	06367	Linearity Pty Ltd t/as CCA Productions	\$1,571.02	Building Maintenance
EF088300	05/01/24	06491	Crisdale Recruitment Group	\$1,769.86	Labour/Personnel Hire
EF088301	05/01/24	06528	Diplomatik Pty Ltd	\$7,315.74	Professional Fees - Recruitment Services
EF088302	05/01/24	06561	Pinyo Fordham	\$80.00	Professional Fees - Marketing
EF088303	05/01/24	06592	Grosvenor Engineering Group	\$14,375.05	Electrical Contractor - Various Locations
EF088304	05/01/24	06628	Larry D DJ Degree	\$1,050.00	Music/Entertainment Expenses - Imaginarium
EF088305	05/01/24	06697	Common Ground Trails Pty Ltd	\$7,583.40	Professional Fees - Garvey Park Trail Development Plan
EF088315	12/01/24	00083	Ascot Veterinary Hospital	\$454.00	Pound Expenses
EF088316	12/01/24	00118	Australia Post	\$1,692.27	Postage
EF088318	12/01/24	00230	Jackson McDonald	\$1,197.90	Legal Expenses - IA 2023 Review
EF088320	12/01/24	00256	Cardie International Fireworks	\$7,213.00	Fireworks - Carols in the Park
EF088322	12/01/24	00608	Programmed Skilled Workforce Ltd	\$2,039.87	Labour/Personnel Hire
EF088323	12/01/24	00686	Listech Pty Ltd	\$1,188.00	Annual Licence Subscription
EF088324	12/01/24	00699	Marketforce Pty Ltd	\$820.48	Advertising & Printing
EF088325	12/01/24	00707	LoGo Appointments	\$2,261.13	Labour/Personnel Hire
EF088326	12/01/24	00736	McLeods	\$5,138.10	Legal Expenses
EF088327	12/01/24	00760	Alison M Barrett, Art Consultant	\$357.50	Public Art Project Consultancy
EF088337	12/01/24	01908	Urban Development Institute of Australia WA	\$786.00	Seminar Registration - Constructing with Confidence
EF088339	12/01/24	02050	Austraffic WA	\$5,544.00	Traffic Control - Surveys
EF088340	12/01/24	02172	Miss Maud	\$541.40	Catering/Catering Supplies
EF088344	12/01/24	02451	Carlisle Events Hire Pty Ltd	\$7,353.50	Plant/Equipment Hire - Carols in Park
EF088345	12/01/24	02614	Monsterball Amusements & Hire	\$2,245.00	Plant/Equipment Hire - Harmony Fest Inflatables
EF088347	12/01/24	02672	Ruah Community Services	\$16,962.73	Labour/Personnel Hire
EF088348	12/01/24	02844	Chandler Macleod Group Ltd	\$5,841.03	Labour/Personnel Hire
EF088351	12/01/24	03419	Gott Health	\$3,300.00	Community Exercise Classes
EF088352	12/01/24	03504	Classic Tree Services	\$11,880.00	Tree Pruning Within CoB
EF088355	12/01/24	04067	Taylor Burrell Barnett	\$1,731.13	Professional Fees - Planning
EF088356	12/01/24	04109	Heroes Framing & Memorabilia	\$246.83	Photography/Framing Expenses
EF088357	12/01/24	04161	Play Check	\$1,210.00	Comprehensive Playground Audit
EF088359	12/01/24	04301	Michael Page - Page Personnel	\$506.97	Labour/Personnel Hire
EF088360	12/01/24	04391	Lifeskills Australia	\$209.00	Professional Fees - Analysis
EF088363	12/01/24	04538	Sitech (WA) Pty Ltd	\$2,904.00	Plant Parts & Repairs
EF088364	12/01/24	04579	Mills Recruitment	\$6,187.50	Labour/Personnel Hire
EF088365	12/01/24	04723	Future Logic	\$5,418.16	Computer Software Maintenance - Dell Networking Transceiver
EF088368	12/01/24	04779	One 20 Productions	\$28,417.62	Plant/Equipment Hire - Various Events
EF088369	12/01/24	04889	Reading Entertainment Australia Pty Ltd	\$5,800.00	Reading Cinemas Blockbusters
EF088370	12/01/24	05154	Tanks for Hire	\$858.00	Plant/Equipment Hire
EF088371	12/01/24	05283	IRP Pty Ltd	\$6,826.93	Labour/Personnel Hire
EF088374	12/01/24	05471	Sideshow Amusements Pty Ltd	\$15,400.00	Ride Hire - Lets Celebrate Belmont Fair
EF088375	12/01/24	05493	Daphn	\$1,897.50	Computer Software Maintenance
EF088376	12/01/24	05642	Steve's Sand Sifting for Playground Services	\$4,593.60	Sand Sifting-Variuos Parks
EF088377	12/01/24	05819	Ritz Drycleaners	\$310.70	Cleaning Services
EF088378	12/01/24	05902	PASES Aqua Pty Ltd	\$1,309.00	Tomato Lake - Aquatic Revegetation
EF088379	12/01/24	05945	Motorola Solutions Australia Pty Ltd	\$836.35	Radio Hire - Lets Celebrate Belmont Fair
EF088380	12/01/24	05952	Australian School of Performing Arts Pty Ltd	\$990.00	Belmont Carols - Australian Girls Choir
EF088382	12/01/24	06031	Williams Creative Company PL tas Proof The Band	\$1,265.00	Music/Entertainment Expenses - Lets Celebrate Belmont Fair
EF088383	12/01/24	06094	Boyan Electrical Services	\$2,804.46	Electrical Contractor
EF088385	12/01/24	06130	Amalgam Recruitment	\$1,585.93	Labour/Personnel Hire
EF088386	12/01/24	06160	SEEK Limited	\$716.32	Advertising
EF088387	12/01/24	06188	Cannington Retravision	\$227.70	Electrical Goods
EF088389	12/01/24	06203	Ngala Boobja Aboriginal Land Care	\$13,998.82	Maintenance of Natural Areas COB
EF088390	12/01/24	06259	Enchanted Characters - Enchanted Stiltwalking	\$3,740.00	Music/Entertainment Expenses - Lets Celebrate Belmont Fair
EF088391	12/01/24	06276	Efficient Site Services (WA)	\$3,509.00	Gardening Maintenance
EF088394	12/01/24	06362	Marjan Partitions Pty Ltd t/as M & M Interiors	\$12,049.10	Building Construction - ILU Refurbishment
EF088395	12/01/24	06414	Complete Glass & Glazing Services	\$5,555.00	Road Building Contractor - Repairs Various Locations

# Attachment 12.8.1 January 2024 payments

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
EF088397	12/01/24	06428	Ausark Wildlife Education	\$1,920.00	Lets Celebrate Belmont - Petting Zoo
EF088398	12/01/24	06438	Marketlife Pty Ltd T/As Erin Madeley Consulting	\$8,470.00	Music/Entertainment Expenses - Various Events
EF088399	12/01/24	06451	Evergreen Synthetic Grass	\$5,995.00	Belmont Bowling Club - Synthetic Green
EF088400	12/01/24	06468	Perth Bouncy Castle Hire	\$13,128.50	Lets Celebrate Belmont Fair - Inflatables & Bouncy Castle
EF088402	12/01/24	06528	Diplomatik Pty Ltd	\$1,784.79	Professional Fees - Recruitment Services
EF088404	12/01/24	06602	Perth Symphony Orchestra	\$8,250.00	Perth Symphony - Lets Celebrate Belmont
EF088405	12/01/24	06608	Robert Walters Pty Ltd	\$8,307.20	Labour/Personnel Hire
EF088408	12/01/24	06691	Wood Recruitment Pty Ltd	\$4,414.10	Labour/Personnel Hire
EF088409	12/01/24	06731	Market Creations Agency Pty Ltd	\$2,810.50	Professional Fees - Marketing Review and Additions to Style Guide
EF088428	19/01/24	00346	Action Couriers	\$35.94	Courier Service
EF088429	19/01/24	00394	Child & Adolescent Health Service - Dept of Health WA	\$721.86	Immunisation Expenses
EF088431	19/01/24	00707	LoGo Appointments	\$4,213.29	Labour/Personnel Hire
EF088432	19/01/24	01002	RAC Businesswise Vehicle Breakdowns	\$105.00	Plant Parts & Repairs
EF088435	19/01/24	01243	WARP Pty Ltd	\$2,044.24	Traffic Control - Various Locations
EF088440	19/01/24	01499	Porter Consulting Engineers	\$4,697.00	Professional Fees - Design Urban Road Safety Program
EF088443	19/01/24	01772	Data3 Limited	\$8,917.95	Computer Software Maintenance
EF088444	19/01/24	01976	Ecoscape Australia Pty Ltd	\$33,062.70	Landscaping - Wilson Park Precinct
EF088445	19/01/24	02234	Blackwell and Associates Pty Ltd	\$1,980.00	Professional Fees - Planning
EF088446	19/01/24	02290	Belmont Potters Group Inc	\$4,600.00	Ceramic Workshops
EF088447	19/01/24	02393	Zipform Pty Ltd	\$5,890.27	Postage - Rates Notices
EF088450	19/01/24	03504	Classic Tree Services	\$10,368.88	Tree Pruning Within CoB
EF088451	19/01/24	03543	Labyrinth Constructions	\$3,377.00	Building Construction - Property Maintenance
EF088454	19/01/24	03906	EPT Elec Power Technologies Pty Ltd	\$2,214.30	Computer Hardware Maintenance
EF088456	19/01/24	04115	Denada Surveys Pty Ltd	\$14,025.00	Survey Expenses - Feature Surveys at Various Parks
EF088457	19/01/24	04120	Randstad Pty Ltd	\$9,042.48	Labour/Personnel Hire
EF088458	19/01/24	04137	Greive Panelbeaters	\$500.00	Plant Parts & Repairs
EF088459	19/01/24	04161	Play Check	\$605.00	Comprehensive Playground Audit
EF088462	19/01/24	04579	Mills Recruitment	\$6,157.15	Labour/Personnel Hire
EF088463	19/01/24	04889	Reading Entertainment Australia Pty Ltd	\$18,232.00	Reading Cinemas Blockbusters
EF088465	19/01/24	05016	Cyclus Pty Ltd	\$1,740.75	Labour/Personnel Hire
EF088466	19/01/24	05175	SJR Civil Consulting Pty Ltd	\$6,720.00	Professional Fees - Abernethy Road - Road Safety Inspection
EF088467	19/01/24	05240	Otium Planning Group Pty Ltd	\$22,277.48	Professional Fees - Analysis - Abernethy Road Precinct Zone 1
EF088468	19/01/24	05336	West-Sure Group Pty Ltd	\$416.24	Security Services
EF088469	19/01/24	05401	Creative Spaces	\$14,982.00	Professional Fees - Harmonious Exhibition Design & Install
EF088471	19/01/24	05572	Pack & Send Welshpool	\$629.00	Postage
EF088472	19/01/24	05589	Merit Consulting Group	\$1,197.90	Rubbish Removals
EF088473	19/01/24	05776	Level 5 Design Pty Ltd	\$840.00	Professional Fees - Planning
EF088474	19/01/24	05783	Emma Williamson	\$2,175.00	Design Review Panel Meeting
EF088475	19/01/24	05799	Chivers Asphalt Pty Ltd	\$5,445.00	Asphalt Reinstatement
EF088476	19/01/24	05838	Petstock Pty Ltd	\$89.94	Pound Expenses
EF088477	19/01/24	06027	Curate Arts Incorporated	\$605.00	Music/Entertainment Expenses - Choir Performance
EF088478	19/01/24	06032	Acrobatch	\$2,728.00	Music/Entertainment Expenses - Carols in the Park
EF088480	19/01/24	06130	Amalgam Recruitment	\$1,300.46	Labour/Personnel Hire
EF088481	19/01/24	06362	Marjan Partitions Pty Ltd t/as M & M Interiors	\$2,500.19	Building Construction - ILU Refurbishment
EF088483	19/01/24	06434	Quash Soundproofing	\$9,980.30	Building Maintenance - Doors Installation Function Room and Chamber
EF088484	19/01/24	06458	ES2 Pty Ltd	\$21,790.15	Manage Engine Software - Annual Subscription
EF088485	19/01/24	06491	Crisdale Recruitment Group	\$4,461.51	Labour/Personnel Hire
EF088486	19/01/24	06528	Diplomatik Pty Ltd	\$2,418.11	Professional Fees - Recruitment Services
EF088487	19/01/24	06529	Lorena Grant Pty Ltd	\$3,428.70	Library-Entertainment Expense - Public Art Maintenance
EF088488	19/01/24	06561	Pinyo Fordham	\$120.00	Professional Fees - Marketing
EF088489	19/01/24	06592	Grosvenor Engineering Group	\$514.25	Electrical Contractor - Various Locations
EF088490	19/01/24	06608	Robert Walters Pty Ltd	\$2,288.00	Labour/Personnel Hire
EF088494	19/01/24	06687	SJC Building Group	\$10,642.50	Building Maintenance - Miles Park
EF088495	19/01/24	06691	Wood Recruitment Pty Ltd	\$1,870.88	Labour/Personnel Hire
EF088496	19/01/24	06699	All G Investments- Total Tint Solutions	\$8,213.04	Building Maintenance - Civic Centre Foyer
EF088497	19/01/24	06718	Empire Roofing Services	\$4,500.00	Rivervale Community Centre - Repair Box
EF088498	19/01/24	06760	Northwest Community Group Inc.	\$300.00	Professional Fees - Analysis
EF088511	25/01/24	00294	City of Canning	\$630.00	Rubbish Removals
EF088512	25/01/24	00346	Action Couriers	\$35.41	Courier Service
EF088513	25/01/24	00412	Dowsing Group Pty Ltd	\$5,979.61	Concrete Contractor - Profiling and Concrete Various Locations
EF088514	25/01/24	00847	Piano Magic	\$1,975.45	Music Expenses - Piano Repair
EF088515	25/01/24	00855	Pacific Biologics Pty Ltd	\$31,297.20	Pest Control
EF088516	25/01/24	01002	RAC Businesswise Vehicle Breakdowns	\$1,480.00	Plant Parts & Repairs
EF088517	25/01/24	01074	Shred-X Pty Ltd	\$481.97	Rubbish Removals
EF088520	25/01/24	01255	Wattlup Tractors	\$518.40	Plant Parts & Repairs
EF088522	25/01/24	01268	Western Australian Electoral Commission	\$149,206.24	Local Government Election Costs - October 23
EF088524	25/01/24	01507	The Pressure King	\$21,498.76	Graffiti Removal - Various Location
EF088525	25/01/24	02290	Belmont Potters Group Inc	\$90.00	Ceramic Workshops
EF088527	25/01/24	02451	Carlisle Events Hire Pty Ltd	\$1,051.60	Plant/Equipment Hire - Lets Celebrate Belmont
EF088529	25/01/24	02627	Dunbar Services WA Pty Ltd	\$36.30	Cleaning Services
EF088530	25/01/24	02844	Chandler Macleod Group Ltd	\$6,725.47	Labour/Personnel Hire
EF088532	25/01/24	03197	West Coast Turf	\$2,455.00	Turf Maintenance - Various Parks
EF088533	25/01/24	03361	All Fence U Rent Pty Ltd	\$2,644.27	Fencing - Lets Celebrate Belmont
EF088534	25/01/24	03498	Talis Consultants Pty Ltd	\$2,731.67	Professional Fees - Design
EF088536	25/01/24	04579	Mills Recruitment	\$6,157.15	Labour/Personnel Hire
EF088537	25/01/24	04889	Reading Entertainment Australia Pty Ltd	\$1,360.00	Reading Cinemas Blockbusters
EF088539	25/01/24	05283	IRP Pty Ltd	\$1,652.64	Labour/Personnel Hire
EF088541	25/01/24	05493	Daphn	\$19,923.75	Computer Software Maintenance - CoB Website Rebrand
EF088542	25/01/24	05623	Tree Planting and Watering - Baroness Holdings	\$85,928.05	Street Tree Watering Services for CoB
EF088545	25/01/24	06094	Boyan Electrical Services	\$74.49	Electrical Contractor
EF088546	25/01/24	06293	Freo Fire Maintenance Services Pty Ltd	\$20.02	Fire Equipment/Service
EF088547	25/01/24	06334	Foodbank WA	\$193.60	Community Nutrition Classes
EF088548	25/01/24	06337	MowScape Pty Ltd	\$5,344.16	Turf Maintenance
EF088549	25/01/24	06345	SoCo Studios - Travis Hayto Photography	\$990.00	Photography/Framing Expenses
EF088550	25/01/24	06414	Complete Glass & Glazing Services	\$352.00	Road Building Contractor - Repairs Various Locations

# Attachment 12.8.1 January 2024 payments

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
EF088551	25/01/24	06608	Robert Walters Pty Ltd	\$5,634.35	Labour/Personnel Hire
EF088552	25/01/24	06619	Baaz Security Services Pty Ltd	\$11,403.49	Security Services - Various Events
EF088553	25/01/24	06672	Waterlink Elements	\$27,255.25	Reticulation Parts & Repairs - Filters Maintenance
EF088554	25/01/24	06691	Wood Recruitment Pty Ltd	\$2,397.05	Labour/Personnel Hire
EF088556	25/01/24	06723	Minaxi May	\$1,315.00	Community Nutrition Classes
EF088566	30/01/24	00195	Bin Bath Australia Pty Ltd	\$1,155.00	Cleaning Services
EF088567	30/01/24	00221	John Hughes Group	\$545.85	Plant Parts & Repairs
EF088573	30/01/24	00295	Capital Recycling	\$14,017.81	Rubbish Removals
EF088574	30/01/24	00390	Landgate	\$30.50	Title Searches
EF088575	30/01/24	00391	Chemistry Centre (WA) t/as ChemCentre	\$1,845.32	Professional Fees - Testing
EF088577	30/01/24	00491	Fujifilm Business Innovation Australia	\$211.86	Photocopy Expenses
EF088578	30/01/24	00496	Garrards Pty Ltd	\$2,811.60	Pest Control
EF088579	30/01/24	00585	Hydroquip Pumps	\$803.00	Pump Maintenance - Various Parks
EF088580	30/01/24	00608	Programmed Skilled Workforce Ltd	\$5,020.34	Labour/Personnel Hire
EF088581	30/01/24	00613	Qualcon Laboratories Pty Ltd	\$434.50	Core Analysis and Asphalt Testing - Various Location
EF088582	30/01/24	00699	Marketforce Pty Ltd	\$24,084.32	Advertising & Printing
EF088583	30/01/24	00718	Major Motors Pty Ltd	\$8,079.80	Plant Parts & Repairs
EF088584	30/01/24	00726	T-Quip	\$1,586.75	Plant Parts & Repairs
EF088585	30/01/24	00734	McIntosh and Son WA	\$3,630.40	Plant Parts & Repairs
EF088586	30/01/24	00736	McLeods	\$15,175.21	Legal Expenses
EF088587	30/01/24	00815	New Town Toyota	\$1,560.50	Plant Parts & Repairs
EF088588	30/01/24	00830	Canon Production Printing Australia Pty Ltd	\$430.57	Photocopy Expenses
EF088590	30/01/24	00859	Cannington Mazda( Prev Parkland Mazda)	\$2,648.10	Plant Parts & Repairs
EF088591	30/01/24	00917	Positive Auto Electrics	\$1,270.28	Plant Parts & Repairs
EF088592	30/01/24	00931	Sonic HealthPlus Pty Ltd	\$929.60	Pre Employment Medicals
EF088593	30/01/24	00972	Recco Auto Parts	\$161.66	Plant Parts & Repairs
EF088594	30/01/24	00988	Reece Australia Pty Ltd	\$747.99	Plumbing Maintenance/Supplies
EF088595	30/01/24	01090	St John Ambulance Australia Inc	\$3,759.25	First Aid Service - Various Events
EF088596	30/01/24	01112	Sunny Industrial Brushware	\$1,062.60	Plant Parts & Repairs
EF088597	30/01/24	01138	E & M J Rosher Pty Ltd	\$106.37	Plant Parts & Repairs
EF088598	30/01/24	01149	The Lifting Company Pty Ltd	\$5,864.10	Plant Parts & Repairs
EF088600	30/01/24	01186	Zircodata Pty Ltd	\$2,255.20	Records Storage
EF088601	30/01/24	01192	Martins Trailer Parts Pty Ltd	\$22.29	Plant Parts & Repairs
EF088602	30/01/24	01201	Truckline	\$41.51	Plant Parts & Repairs
EF088604	30/01/24	01233	Stihl Shop Redcliffe	\$1,711.35	Tools/Tool Repairs
EF088605	30/01/24	01243	WARP Pty Ltd	\$90,043.50	Traffic Control - Various Locations
EF088607	30/01/24	01255	Wattleup Tractors	\$5,278.84	Plant Parts & Repairs
EF088609	30/01/24	01358	Kevrek Australia Pty Ltd	\$352.00	Plant Parts & Repairs
EF088611	30/01/24	01411	Award Irrigation Pty Ltd - Award Contracting	\$825.00	Reticulation Installation
EF088612	30/01/24	01533	WC Convenience Management	\$5,462.61	Building Maintenance
EF088614	30/01/24	01614	Maxwell Robinson & Phelps	\$202.00	Pest Control
EF088615	30/01/24	01712	Donegan Enterprises Pty Ltd	\$53,883.75	Various Parks Repairs and Maintenance
EF088616	30/01/24	01714	Total Eden Pty Ltd - Nutrien Water	\$7,182.57	Reticulation Parts & Repairs
EF088617	30/01/24	01731	Charter Plumbing and Gas	\$8,652.60	Plumbing Maintenance/Supplies
EF088618	30/01/24	02023	YMCA of Perth Youth and Community Services Inc	\$80,752.93	Provision of Youth Services - December 23
EF088621	30/01/24	02136	Underground Power Development Pty Ltd	\$1,265.00	Professional Fees - Design - Wilson Park Site
EF088623	30/01/24	02207	Wilson Security	\$134,227.83	Security Services
EF088624	30/01/24	02216	Western Australia Police	\$102.00	Volunteer National Police Check
EF088625	30/01/24	02234	Blackwell and Associates Pty Ltd	\$1,440.00	Professional Fees - Planning
EF088626	30/01/24	02378	C R Kennedy & Co Pty Ltd	\$1,960.00	Subscription - Smartnet Pro
EF088627	30/01/24	02387	Triton Electrical Contractors Pty Ltd	\$715.00	Electrical Contractor
EF088628	30/01/24	02410	System Maintenance T/A Systems By Ballantyne	\$411.84	Plumbing Maintenance/Supplies
EF088629	30/01/24	02411	Allsports Linemarking	\$2,653.75	Line Marking - Gerry Archer
EF088630	30/01/24	02425	Prestige Alarms	\$11,044.00	Security Services
EF088633	30/01/24	02568	Freiberg Office Solutions Pty Ltd	\$1,540.00	Op Centre - Security Office Fitout
EF088634	30/01/24	02589	Zenien	\$15,302.73	Security Services
EF088635	30/01/24	02711	CPG Research and Advisory Pty Ltd	\$3,300.00	Professional Fees - Analysis
EF088636	30/01/24	02779	Natural Area Holdings Pty Ltd	\$4,840.00	Gardening Maintenance
EF088638	30/01/24	03366	Daimler Trucks Perth	\$2,251.67	Plant Parts & Repairs
EF088639	30/01/24	03464	Bridgestone Australia Ltd	\$2,035.07	Plant Parts & Repairs
EF088640	30/01/24	03504	Classic Tree Services	\$53,770.64	Tree Pruning Within CoB
EF088641	30/01/24	03537	Mackay Urban Design	\$1,199.99	Professional Fees - Planning
EF088642	30/01/24	03543	Labyrinth Constructions	\$5,489.00	Building Construction - Property Maintenance
EF088643	30/01/24	03707	Access Unlimited International Pty Ltd	\$137.50	Plant Parts & Repairs
EF088644	30/01/24	03824	Konica Minolta	\$21,656.39	Photocopy Expenses
EF088646	30/01/24	04105	Cleanflow Environmental Solutions	\$13,285.03	Drainage Maintenance - Various Locations
EF088647	30/01/24	04302	Southern Cross Housing Ltd	\$7,297.37	Independent Living Units - Management Fess
EF088648	30/01/24	04320	ABM Landscaping	\$440.00	Bricks/Bricklaying
EF088651	30/01/24	04496	Azure Painting Pty Ltd	\$10,560.00	Painting Contractor - Painting at Various Locations
EF088652	30/01/24	04529	Southern Cross Care (WA) Inc	\$6,103.01	Independent Living Units - Management Fees
EF088653	30/01/24	04594	Website Weed and Pest W A Pty Ltd	\$21,214.56	Weed Control - COB
EF088654	30/01/24	04645	Instant Products Hire	\$3,977.23	Plant/Equipment Hire - Lets Celebrate Belmont
EF088655	30/01/24	04693	Allwest Plant Hire Australia Pty Ltd	\$7,511.43	Plant/Equipment Hire - December 2023
EF088656	30/01/24	04794	Stiles Electrical Services Pty Ltd	\$4,380.75	Electrical Contractor - Miles Park
EF088657	30/01/24	04917	Environmental Industries Pty Ltd	\$18,945.85	Landscape Maintenance - Ascot Waters
EF088658	30/01/24	04963	Centigrade	\$1,761.14	Airconditioning/Refrigeration Maintenance
EF088659	30/01/24	04974	Turf Care WA Pty Ltd	\$45,870.21	Turf Renovation - Various Parks
EF088663	30/01/24	05228	Office of the Auditor General	\$82,005.00	Audit Fee - June 2023
EF088664	30/01/24	05252	AAAC Towing Pty Ltd	\$407.00	Towing Vehicles
EF088665	30/01/24	05283	IRP Pty Ltd	\$2,203.52	Labour/Personnel Hire
EF088666	30/01/24	05339	Elliotts Filtration Pty Ltd	\$998.80	Reticulation Parts & Repairs
EF088667	30/01/24	05427	Horizon West Landscape & Irrigation Pty Ltd	\$264.00	Gardening Contractor - Assorted Plants
EF088668	30/01/24	05523	Go Doors Pty Ltd	\$8,187.55	Building Maintenance - Various Locations
EF088669	30/01/24	05568	Allstate Kerbing and Concrete	\$2,007.50	Kerbing Contractor
EF088670	30/01/24	05692	Newground Water Services Pty Ltd	\$596.48	Reticulation Installation

# Attachment 12.8.1 January 2024 payments

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
EF088671	30/01/24	05738	Double G (WA) Pty Ltd t/as Think Water Perth	\$17,321.70	Irrigation Maintenance
EF088672	30/01/24	05771	AlSCO Pty Ltd	\$183.77	Cleaning Services
EF088673	30/01/24	05840	Commercial Aquatics Australia Pty Ltd	\$27,971.16	Oasis Expenses - Monthly Maintenance
EF088674	30/01/24	05897	Hopgood/Ganirm Lawyers	\$1,100.00	Legal Expenses
EF088675	30/01/24	05920	Boult's Black and White Light	\$8,921.07	Electrical Contractor - Carols in the Park and Lets Celebrate
EF088676	30/01/24	05944	Delron Cleaning Pty Ltd - Ventia	\$1,622.38	Cleaning Services - Various Locations
EF088677	30/01/24	05953	DADAA Limited	\$580.80	Music/Entertainment Expenses
EF088679	30/01/24	06031	Williams Creative Company PL tas Proof The Band	\$1,512.50	Music/Entertainment Expenses - Lets Celebrate Belmont Fair
EF088680	30/01/24	06067	TK Elevator Australia Pty Ltd	\$1,014.24	Building Maintenance
EF088682	30/01/24	06094	Boyan Electrical Services	\$35,202.74	Electrical Contractor
EF088683	30/01/24	06104	Flick Anticimex Pty Ltd	\$3,655.16	Pest Control
EF088685	30/01/24	06130	Amalgam Recruitment	\$994.06	Labour/Personnel Hire
EF088686	30/01/24	06164	Brianology	\$200.00	Electrical Contractor
EF088687	30/01/24	06276	Efficient Site Services (WA)	\$5,181.00	Gardening Maintenance
EF088688	30/01/24	06282	Dell Financial Services Pty Ltd	\$6,259.37	Plant/Equipment Hire January 2023
EF088689	30/01/24	06293	Freo Fire Maintenance Services Pty Ltd	\$2,982.35	Fire Equipment/Service
EF088690	30/01/24	06304	Prestige Property Maintenance	\$2,836.35	Landscape Maintenance - Various Locations
EF088691	30/01/24	06345	SoCo Studios - Travis Hayto Photography	\$4,125.00	Photography/Framing Expenses
EF088692	30/01/24	06377	Choiceone Pty Ltd	\$32,987.52	Labour/Personnel Hire
EF088693	30/01/24	06389	Netstar Australia Pty Ltd	\$192.50	Security Services
EF088694	30/01/24	06472	Overall Perth Gutter Cleaning	\$300.00	Cleaning Services
EF088695	30/01/24	06491	Crisdale Recruitment Group	\$3,539.72	Labour/Personnel Hire
EF088696	30/01/24	06528	Diplomatik Pty Ltd	\$978.76	Professional Fees - Recruitment Services
EF088697	30/01/24	06575	Tomato Lake Cafe	\$624.60	Catering/Catering Supplies
EF088698	30/01/24	06580	Omicorn Media Group	\$7,524.41	Advertising
EF088699	30/01/24	06591	Blue Tang (WA) T/A The Reef Unit Trust	\$11,000.00	Professional Fees - Design-Faulkner Civic Precinct Ornamental Lakes
EF088700	30/01/24	06592	Grosvenor Engineering Group	\$12,005.45	Electrical Contractor - Various Locations
EF088701	30/01/24	06611	Women's Health Care Association	\$773.20	Music/Entertainment Expenses
EF088704	30/01/24	06623	Glen Flood Group Pty Ltd T/as GFG Consulting	\$3,270.30	Professional Fees - Volcano Playground- Detailed Design
EF088705	30/01/24	06635	West to West Group	\$8,811.00	Building Maintenance-Glass House Roller Blinds
EF088706	30/01/24	06689	Holborne Lenhoff Massey	\$2,956.00	Legal Expenses
EF088708	30/01/24	06691	Wood Recruitment Pty Ltd	\$1,724.72	Labour/Personnel Hire
EF088710	30/01/24	06712	Ozipond Solutions	\$4,812.50	Gardening Contractor
EF088711	30/01/24	06724	Auslan Stage Left	\$935.00	Christmas Carols 2 x Auslan Interpreters
EF088712	30/01/24	06740	3E Consulting Engineers Pty Ltd	\$2,475.00	Professional Fees - Design
<b>Contractors Total</b>				<b>\$2,299,798.08</b>	
<b>Credit Card 2310</b>					
EF088422	18/01/24	03526	Winners Circle	\$2.00	Christmas Raffle Tickets
EF088422	18/01/24	03526	Locktec Australia	\$344.60	Stationery & Printing
EF088422	18/01/24	03526	Dept of Justice	\$171.70	Application Fee
EF088422	18/01/24	03526	Google	\$9.24	Subscription
EF088422	18/01/24	03526	Dance Teaching Ideas	\$94.00	Education Resources
EF088422	18/01/24	03526	Officeworks	\$323.00	Stationery & Printing
EF088422	18/01/24	03526	BIG W	\$700.00	Employee Expenses
EF088422	18/01/24	03526	Western Power	\$498.91	Application Fee
EF088422	18/01/24	03526	Coles Supermarkets Aust Pty Ltd	\$200.00	Employee Expenses
<b>Credit Card 2310 Total</b>				<b>\$2,343.45</b>	
<b>Credit Card 4739</b>					
EF088424	18/01/24	06409	Google	\$9.24	Subscription
EF088424	18/01/24	06409	Western Power	\$498.91	Application Fee
EF088424	18/01/24	06409	Asic	\$80.00	Company Information
EF088424	18/01/24	06409	ChatGPT	\$31.33	Subscription
EF088424	18/01/24	06409	ChatGPT	\$31.33	Subscription
EF088424	18/01/24	06409	SAI Global	\$830.10	Annexure for Tender
EF088424	18/01/24	06409	News Pty Ltd	\$28.00	Subscription
<b>Credit Card 4739 Total</b>				<b>\$1,508.91</b>	
<b>Credit Card 8380</b>					
EF088423	18/01/24	06342	Red Rooster	\$200.00	Meeting Refreshments
EF088423	18/01/24	06342	Google	\$1,000.00	Subscription
EF088423	18/01/24	06342	Microsoft	\$1,677.99	Subscription
EF088423	18/01/24	06342	Adobe	\$39.59	Subscription
EF088423	18/01/24	06342	Campaign Monitor	\$1,373.90	Subscription
EF088423	18/01/24	06342	Twilio	\$31.26	Subscription
EF088423	18/01/24	06342	Dominos	\$150.00	Meeting Refreshments
EF088423	18/01/24	06342	Eventbrite	\$69.99	Subscription
EF088423	18/01/24	06342	Eventbrite	\$69.99	Subscription
EF088423	18/01/24	06342	Eventbrite	\$69.99	Subscription
EF088423	18/01/24	06342	Eventbrite	\$39.00	Subscription
EF088423	18/01/24	06342	Google	\$859.76	Subscription
EF088423	18/01/24	06342	Facebook	\$392.67	Advertising
EF088423	18/01/24	06342	Letters from Sweden	\$85.08	Subscription
EF088423	18/01/24	06342	Eventbrite	\$69.99	Subscription
<b>Credit Card 8380 Total</b>				<b>\$6,129.21</b>	
<b>Fuels and Utilities</b>					
EF088256	05/01/24	00042	Alinta Energy	\$166.55	Light, Power, Gas
EF088272	05/01/24	01252	Water Corporation	\$29,753.96	Water, Annual & Excess
EF088273	05/01/24	01274	Synergy	\$10,420.43	Light, Power, Gas
EF088281	05/01/24	03592	Steven Harling	\$50.27	Fuel, Oil, Additives
EF088330	12/01/24	01252	Water Corporation	\$309.40	Water, Annual & Excess
EF088332	12/01/24	01274	Synergy	\$36,452.61	Light, Power, Gas
EF088343	12/01/24	02422	Connect Call Centre Services	\$991.38	Phone/Internet expenses
EF088346	12/01/24	02631	Ampol - Caltex	\$18,460.21	Fuel, Oil, Additives
EF088392	12/01/24	06322	Code Research Pty Ltd t/as PWD	\$561.00	Phone/Internet expenses
EF088396	12/01/24	06424	Telstra Limited	\$3,938.90	Phone/Internet expenses
EF088336	12/01/24	01759	Dean Locke	\$84.64	Fuel, Oil, Additives

Attachment 12.8.1 January 2024 payments

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
EF088425	19/01/24	00042	Alinta Energy	\$585.25	Light, Power, Gas
EF088437	19/01/24	01252	Water Corporation	\$1,896.90	Water, Annual & Excess
EF088439	19/01/24	01274	Synergy	\$30,192.94	Light, Power, Gas
EF088452	19/01/24	03592	Steven Harling	\$106.79	Fuel, Oil, Additives
EF088482	19/01/24	06424	Telstra Limited	\$12,062.13	Phone/Internet expenses
EF088430	19/01/24	00530	Natasha Griggs	\$78.06	Fuel, Oil, Additives
EF088508	25/01/24	00042	Alinta Energy	\$334.35	Light, Power, Gas
EF088519	25/01/24	01252	Water Corporation	\$261.25	Water, Annual & Excess
EF088535	25/01/24	03592	Steven Harling	\$81.13	Fuel, Oil, Additives
EF088555	25/01/24	06707	Motorpass 1617-WEX Card Fee	\$3.00	Fuel, Oil, Additives
EF088564	30/01/24	00042	Alinta Energy	\$67.00	Light, Power, Gas
EF088570	30/01/24	00264	Castrol Australia Pty Ltd	\$378.69	Fuel, Oil, Additives
EF088606	30/01/24	01252	Water Corporation	\$6,952.15	Water, Annual & Excess
EF088703	30/01/24	06614	Oracle Customer Management Solutions	\$5,211.48	Phone/Internet expenses
<b>Fuels and Utilities Total</b>				<b>\$173,946.45</b>	
<b>Materials</b>					
EF088255	05/01/24	00009	Cafe Corporate	\$149.19	Groceries
EF088260	05/01/24	00231	Bunnings Group Ltd	\$143.69	Hardware
EF088262	05/01/24	00317	Coles Supermarkets Aust Pty Ltd	\$480.60	Groceries
EF088270	05/01/24	01066	Snap Belmont - Belsnap Pty Ltd	\$64.27	Stationery & Printing
EF088274	05/01/24	01398	Winc Australia Pty Ltd	\$158.80	Stationery & Printing
EF088276	05/01/24	01906	Frazzoon Enterprises	\$3,918.68	Signs
EF088280	05/01/24	02862	James Bennett Pty Ltd	\$192.30	Books/CDs/DVDs
EF088282	05/01/24	03660	Safe T Card Australia Pty Ltd	\$1,135.20	Safety Clothing/Equipment
EF088283	05/01/24	03856	SEM Distribution - newspaper delivery	\$291.52	Publications/Newspapers
EF088290	05/01/24	05011	Bullet Produce (was WA Fresh)	\$1,300.50	Groceries
EF088294	05/01/24	06005	MDM Entertainment Pty Ltd	\$94.58	Books/CDs/DVDs
EF088299	05/01/24	06385	Belmont Liquor Store (Cellarbrations at Belmont)	\$1,652.00	Beverages - Civic Dinner
EF088317	12/01/24	00203	BOC Gases Australia Ltd	\$162.61	Welding Equipment/Supplies
EF088319	12/01/24	00231	Bunnings Group Ltd	\$1,000.11	Hardware
EF088328	12/01/24	00778	Modern Teaching Aids Pty Ltd	\$3,739.89	Books/CDs/DVDs
EF088331	12/01/24	01265	Westbooks	\$439.69	Books/CDs/DVDs
EF088333	12/01/24	01398	Winc Australia Pty Ltd	\$173.60	Stationery & Printing
EF088338	12/01/24	01983	Whistlers Products Pty Ltd	\$1,572.73	Civic Dinner - Gifts
EF088341	12/01/24	02201	Neverfail Springwater Limited	\$29.90	Beverages
EF088349	12/01/24	02862	James Bennett Pty Ltd	\$1,188.84	Books/CDs/DVDs
EF088350	12/01/24	03401	Signwave Belmont	\$826.17	Signs
EF088354	12/01/24	04053	Totally Workwear TWW	\$188.95	Safety Clothing/Equipment
EF088358	12/01/24	04177	Artcom Fabrication	\$823.90	Stationery & Printing
EF088361	12/01/24	04394	JB Hi-Fi Belmont Forum - Library purchases	\$1,191.16	Books/CDs/DVDs
EF088362	12/01/24	04471	Booktopia	\$99.92	Books/CDs/DVDs
EF088367	12/01/24	04759	StrataGreen	\$7,342.83	Gardening - Plants/Supplies
EF088372	12/01/24	05432	Bloomin Boxes	\$225.00	Flowers
EF088373	12/01/24	05465	QBD Books	\$290.97	Books/CDs/DVDs
EF088381	12/01/24	06005	MDM Entertainment Pty Ltd	\$94.27	Books/CDs/DVDs
EF088388	12/01/24	06201	C-Wise	\$1,856.80	Gardening - Plants/Supplies
EF088403	12/01/24	06589	OverDrive Australia Pty Ltd	\$1,576.64	Books/CDs/DVDs
EF088427	19/01/24	00132	Bolinda Publishing Pty Ltd	\$544.32	Books/CDs/DVDs
EF088433	19/01/24	01073	Spotlight Pty Ltd	\$162.20	Craft/Display Materials
EF088434	19/01/24	01083	SERCUL South East Regional Centre for Urban Landcare	\$1,578.03	Gardening Maintenance
EF088438	19/01/24	01265	Westbooks	\$1,178.04	Books/CDs/DVDs
EF088449	19/01/24	03144	COS Complete Office Supplies Pty Ltd	\$55.02	Stationery & Printing
EF088453	19/01/24	03856	SEM Distribution - newspaper delivery	\$254.94	Publications/Newspapers
EF088455	19/01/24	04053	Totally Workwear TWW	\$368.90	Safety Clothing/Equipment
EF088460	19/01/24	04394	JB Hi-Fi Belmont Forum - Library purchases	\$1,903.89	Books/CDs/DVDs
EF088461	19/01/24	04491	Woolworths Group - Functions/Catering only	\$217.21	Groceries
EF088464	19/01/24	05011	Bullet Produce (was WA Fresh)	\$1,755.50	Groceries
EF088470	19/01/24	05432	Bloomin Boxes	\$75.00	Flowers
EF088492	19/01/24	06681	Prefet Pty Ltd T/A Minuteman Press Perth	\$314.60	Stationery & Printing
EF088493	19/01/24	06682	Total Project Solutions	\$102,772.27	Security Office Fitout - Progress Claim
EF088509	25/01/24	00185	Benara Nurseries	\$4,131.60	Gardening - Assorted Tress
EF088510	25/01/24	00203	BOC Gases Australia Ltd	\$19.80	Welding Equipment/Supplies
EF088521	25/01/24	01263	West Australian Newspapers Ltd	\$293.37	Publications/Newspapers
EF088526	25/01/24	02431	ASB Branded Merchandise - ASB Marketing Pty Ltd	\$10,648.00	Promotional Items
EF088528	25/01/24	02498	City of South Perth	\$7,060.36	Impound Cats & Dogs - Nov 2023
EF088538	25/01/24	05011	Bullet Produce (was WA Fresh)	\$420.00	Groceries
EF088540	25/01/24	05402	Heatley Sales Pty Ltd	\$1,440.69	Safety Clothing/Equipment
EF088543	25/01/24	05890	Living Turf	\$17,217.20	Gardening - Turf Maintenance
EF088544	25/01/24	05966	Light Application Pty Ltd	\$4,951.10	Lights & Light Fittings-Belmont Hub
EF088563	30/01/24	00009	Cafe Corporate	\$586.50	Groceries
EF088565	30/01/24	00152	Baileys Fertilisers	\$2,090.00	Gardening - Plants/Supplies
EF088568	30/01/24	00231	Bunnings Group Ltd	\$80.92	Hardware
EF088569	30/01/24	00233	Bunzl Limited	\$4,369.30	Cleaning Products
EF088571	30/01/24	00278	Chefmaster Australia	\$911.31	Cleaning Products
EF088576	30/01/24	00414	Dulux Australia	\$267.28	Paint & Accessories
EF088589	30/01/24	00850	Pacific Safety Wear Malaga	\$7,311.34	Safety Clothing/Equipment
EF088599	30/01/24	01173	Global Spill Control	\$234.08	Cleaning Products
EF088603	30/01/24	01206	Access Icon Pty Ltd t/a Cascada	\$5,918.00	Concrete Products
EF088608	30/01/24	01325	Poolegrave Signs and Engraving	\$825.00	Signs
EF088610	30/01/24	01398	Winc Australia Pty Ltd	\$571.77	Stationery & Printing
EF088613	30/01/24	01570	Blackwoods	\$552.76	Hardware
EF088619	30/01/24	02088	Lock Stock & Farrell Locksmith	\$1,352.50	Hardware
EF088622	30/01/24	02201	Neverfail Springwater Limited	\$44.85	Beverages
EF088631	30/01/24	02431	ASB Branded Merchandise - ASB Marketing Pty Ltd	\$2,828.39	Promotional Items
EF088632	30/01/24	02459	A1 Steel & Alloy	\$1,320.00	Bin Poles

# Attachment 12.8.1 January 2024 payments

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
EF088645	30/01/24	04053	Totally Workwear TWW	\$952.96	Safety Clothing/Equipment
EF088649	30/01/24	04394	JB Hi-Fi Belmont Forum - Library purchases	\$5,484.71	Books/CDs/DVDs
EF088650	30/01/24	04491	Woolworths Group - Functions/Catering only	\$184.35	Groceries
EF088660	30/01/24	05011	Bullet Produce (was WA Fresh)	\$433.50	Groceries
EF088661	30/01/24	05055	Statewide Cleaning Supplies	\$356.46	Cleaning Products
EF088662	30/01/24	05082	Accidental Health and Safety Perth	\$3,377.91	Medical/First Aid Supplies
EF088678	30/01/24	05992	Corsign WA	\$2,525.60	Signs
EF088681	30/01/24	06084	Asphalttech Pty Ltd	\$35,180.52	Asphalt - Various Locations
EF088707	30/01/24	06690	Urbsol	\$3,000.00	Computer Software - Feasibility Study
EF088709	30/01/24	06694	Grasstrees Australia (WA) Pty Ltd	\$847.00	Gardening Maintenance - Various Parks
EF088620	30/01/24	02090	Woodlands Distributors & Agencies	\$305.60	Vet Bags
<b>Materials Total</b>				<b>\$271,679.96</b>	
<b>Other</b>					
EF088257	05/01/24	00140	Australian Library & Information Association	\$65.00	Stationery -NSS Child Program
EF088278	05/01/24	02377	Faulkner Park Board Management	\$14,842.39	Faulkner Park Board Management Monthly Contribution
EF088306	05/01/24	06752	Sarah Jessop	\$837.00	Staff Reimbursement
EF088310	05/01/24	99998	Alicia Delamere	\$400.00	Sport Donation
EF088311	05/01/24	99998	Kasem Tayeb Ali	\$84.00	Application Fee
EF088312	05/01/24	99998	Vicki Westcott	\$196.52	Your Neighbour Grant
EF088353	12/01/24	03850	Amina Currimbhoy	\$620.96	Adachi -Sister City Expense
EF088366	12/01/24	04726	Helen O'Sullivan	\$215.89	Staff Reimbursement
EF088407	12/01/24	06647	WA Lapidary & Rock Hunting Club	\$3,695.64	Seniors Week Club -Morning Tea
EF088412	12/01/24	99998	Vision Equality T/A Xceed Real Estate	\$110.73	Rates Refund
EF088413	12/01/24	99998	BPG Investments	\$772.10	Rates Refund
EF088414	12/01/24	99998	Meagan Jill Stanley	\$1,688.08	Rates Refund
EF088415	12/01/24	99998	Desert Dwellers Investments	\$330.00	Duplicate Payment Refund
EF088416	12/01/24	99998	FME Training	\$147.00	Application Fee
EF088417	12/01/24	99998	Maria Suryadi	\$250.00	Refund - Incorrect Penalty Charged
EF088329	12/01/24	01043	City of Swan	\$134.00	Membership Fee 2023/2024
EF088418	16/01/24	164861	Phil Marks	\$100.00	Refund of council election nomination fee
EF088419	16/01/24	165486	Glenys Godfrey	\$100.00	Refund of council election nomination fee
EF088421	18/01/24	01236	Department of Fire and Emergency Services	\$397,586.83	Emergency Services Levy
EF088436	19/01/24	01244	Western Australian Treasury Corporation	\$42,821.13	Government Guarantee Fee - December 2023
EF088442	19/01/24	01761	Royal WA Historical Society Inc	\$95.00	Membership Fee
EF088448	19/01/24	03077	Australian Museums & Galleries Assoc Canberra	\$244.00	Membership Fee
EF088479	19/01/24	06088	Valued Lives Foundation	\$300.00	Community Contribution Fund
EF088491	19/01/24	06647	WA Lapidary & Rock Hunting Club	\$200.00	Seniors Week Club -Morning Tea
EF088502	19/01/24	99998	Deserted Island	\$785.00	Application Fee
EF088503	19/01/24	99998	Century Park Construction	\$1,752.40	Application Fee
EF088504	19/01/24	99998	Richard Grant	\$250.00	Your Neighbour Grant
EF088505	19/01/24	99998	Olivia Ai	\$411.55	Rates Refund
EF088506	19/01/24	99998	Lyle & Monica Mary Lavery	\$240.00	Rates Refund
EF088507	19/01/24	99998	Mathew Wain	\$500.00	Artist Contribution Fee
EF088523	25/01/24	01270	Perth Racing - WA Turf Club	\$2,520.84	Line Marking Sponsorship Reimbursements
EF088531	25/01/24	03071	Department of Transport - Vehicle Owner Searches	\$66.00	Vehicle Ownership Searches
EF088557	25/01/24	06763	Iman Webber	\$467.29	Staff Reimbursement
EF088558	25/01/24	99998	Loretta Hardy	\$900.00	Rates Refund
EF088559	25/01/24	99998	Christopher Casale	\$368.31	Application Fee
EF088560	25/01/24	99998	Rossano Infirri	\$667.12	Application Fee
EF088561	25/01/24	99998	Michael Ross	\$676.38	Application Fee
EF088572	30/01/24	00285	City of Armadale	\$687.61	Printing Services
EF088702	30/01/24	06613	Host Tel	\$194.00	State Emergency Services Expense
EF088714	30/01/24	99998	Jagadish Dalasinghar	\$116.00	Refund - Community Hall Hire
EF088715	30/01/24	99998	Samantha Aerts	\$250.00	Your Neighbour Grant
EF088716	30/01/24	99998	Nada Treacher	\$250.00	Your Neighbour Grant
<b>Other Total</b>				<b>\$476,938.77</b>	
<b>Property, Plant &amp; Equipment</b>					
EF088342	12/01/24	02254	PLE Computers	\$390.00	Computer Hardware
EF088384	12/01/24	06111	Esel Pty Ltd t/as MWave	\$89.00	Computer Hardware
EF088406	12/01/24	06645	Middlepeg T/A Cleverscore	\$5,748.00	Bowling Green Scoreboards
EF088637	30/01/24	03183	Landmark Products Ltd	\$8,448.00	Faulkner Park - Civic Seats
EF088684	30/01/24	06111	Esel Pty Ltd t/as MWave	\$316.00	Computer Hardware
<b>Property, Plant &amp; Equipment Total</b>				<b>\$14,991.00</b>	
<b>Salaries/Wages</b>					
SL040124	04/01/24	COB	City of Belmont Payroll	\$674,414.63	Salaries/Wages
EF088307	05/01/24	99952	Child Support Agency	\$3,426.10	Salaries/Wages
EF088308	05/01/24	99954	City of Belmont Social Club	\$715.00	Salaries/Wages
EF088309	05/01/24	99962	LGRCEU - WA Shire Councils Union	\$264.00	Salaries/Wages
WG100124	11/01/24	COB	City of Belmont Payroll	\$145,612.44	Salaries/Wages
EF088420	16/01/24	99971	SuperChoice	\$140,978.65	Superannuation Contribution
SL170124	18/01/24	COB	City of Belmont Payroll	\$683,895.44	Salaries/Wages
EF088499	19/01/24	99952	Child Support Agency	\$1,713.05	Salaries/Wages
EF088500	19/01/24	99954	City of Belmont Social Club	\$360.00	Salaries/Wages
EF088501	19/01/24	99962	LGRCEU - WA Shire Councils Union	\$132.00	Salaries/Wages
WG240124	24/01/24	COB	City of Belmont Payroll	\$156,163.69	Salaries/Wages
EF088562	30/01/24	99971	SuperChoice	\$5,620.39	Superannuation Contribution
<b>Salaries/Wages Total</b>				<b>\$1,813,295.39</b>	
<b>Training and Conferences</b>					
EF088271	05/01/24	01240	WA Local Government Association	\$638.00	Training
EF088321	12/01/24	00602	Local Government Professionals Australia WA	\$1,180.00	Training
EF088334	12/01/24	01413	Parks & Leisure Australia	\$352.00	Training
EF088335	12/01/24	01726	ATI-Mirage Pty Ltd	\$4,840.00	Training
EF088393	12/01/24	06336	Adam Strelein	\$117.29	Working with Children Check
EF088401	12/01/24	06492	Colin Mok	\$300.00	Membership Fee
EF088410	12/01/24	06741	EEO Specialists	\$9,570.00	Training

## Attachment 12.8.1 January 2024 payments

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
EF088411	12/01/24	06742	Expotrade Australia	\$1,094.50	Conference Expenses
EF088426	19/01/24	00110	Australian Institute of Management	\$550.00	Membership Fee
EF088441	19/01/24	01609	First 5 Minutes Pty Ltd	\$1,498.75	Training
EF088518	25/01/24	01178	Kelyn Training Services	\$550.00	Training
EF088713	30/01/24	06748	GRA Partners	\$3,300.00	Training
<b>Training and Conferences Total</b>				<b>\$23,990.54</b>	
<b>MUNI Total</b>				<b>\$5,084,621.76</b>	
<b>Trust Funds</b>					
EF088313	11/01/24	150748	Building and Construction Industry Training Fund	\$211.75	Building and Construction Industry Training Fund
EF088314	11/01/24	154102	Building and Energy - Building Services Levy	\$73,064.23	Building and Energy - Building Services Levy
<b>Trust Funds Total</b>				<b>\$73,275.98</b>	
<b>TRUST Total</b>				<b>\$73,275.98</b>	
<b>Grand Total</b>				<b>\$5,157,897.74</b>	
				\$5,157,897.74	
			Breakdown - Cheques :	\$0.00	
			EFT :	\$5,157,897.74	

## 12.9 Monthly Financial Report for December 2023

Voting Requirement	:	Simple Majority
Subject Index	:	Financial Operating Statements
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	N/A
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

### Council role

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

### Purpose of report

To provide Council with relevant monthly financial information for the 2023-2024 financial year.

### Summary and key issues

The following report includes a concise list of material variances for the month ending December 2023.

#### Officer Recommendation

That the Monthly Financial Reports as at 31 December 2023 as included in Attachment 12.9.1 be received.

## **Location**

Not applicable.

## **Consultation**

There has been no specific consultation undertaken in respect to this matter.

## **Strategic Community Plan implications**

In accordance with the 2020 – 2040 Strategic Community Plan:

### **Goal 5: Responsible Belmont**

**Strategy:** 5.2 Manage the City's assets and financial resources in a responsible manner and provide the best possible services for the community

## **Policy implications**

There are no policy implications associated with this report.

## **Statutory environment**

Section 6.4 of the *Local Government Act 1995* in conjunction with Regulations 34 (1) of the *Local Government (Financial Management) Regulations 1996* requires monthly financial reports to be presented to Council.

Regulation 34(1) requires a monthly Statement of Financial Activity reporting on revenue and expenditure.

Regulation 34(5) determines the mechanism required to ascertain the definition of material variances which are required to be reported to Council as a part of the monthly report.

## **Background**

*Local Government (Financial Management) Regulations 1996* prescribe that a Local Government is to prepare each month a Statement of Financial Activity.

Regulation 34(2) requires the Statement of Financial Activity to be accompanied by documents containing:

1. Explanation for each material variance identified between year-to-date budgets and actuals
2. Any other supporting information considered relevant by the Local Government.

*Local Government (Financial Management) Regulations 1996 - Regulation 34 (5) states "Each financial year, a Local Government is to adopt a percentage or value, calculated in accordance with the Australian Accounting Standards, to be used in statements of financial activity for reporting material variances."*

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variances within monthly financial reporting.

The materiality threshold has been set by Council at \$100,000 for the 2023-2024 financial year.

## Report

At the June 2023 Ordinary Council Meeting, Council adopted the materiality threshold for the 2023-24 financial year as \$100,000. The below table provides a summary of significant variances based on this materiality threshold. The detailed financial activity report is included at Attachment 12.9.1.

Report Section	Budget YTD	Actual YTD	Report Comments
<b>Operating Activities</b>			
<b>Revenue from operating activities (excluding rates)</b>			
<b>Fees and charges</b>			
City Facilities & Property	521,254	631,348	Increased revenue received from 8 Yolks Café in line with lease agreement and higher usage of community facilities.
Planning Services	208,250	353,531	Several high-value development applications have been submitted, with their fees based on these values.
Safer Communities	494,300	597,346	Rangers (Parking & Legal) and Building Application fees are higher than anticipated.

<b>Report Section</b>	<b>Budget YTD</b>	<b>Actual YTD</b>	<b>Report Comments</b>
<b>Interest earnings</b>			
Finance	2,394,995	3,364,764	Higher interest resulting from higher rates on investments and increased balances.
<b>Expenditure from operating activities</b>			
<b>Employee costs</b>			
Governance, Strategy & Risk	(1,236,939)	(967,857)	Salaries are below budget due to vacancies which are currently being recruited by the City.
Parks, Leisure & Environment	(1,780,875)	(1,663,552)	
Safer Communities	(1,679,668)	(1,500,380)	
Economic & Community Development	(696,595)	(584,216)	
<b>Materials and contracts</b>			
Governance, Strategy & Risk	(490,469)	(162,238)	Election expenses budgeted but not yet invoiced, consulting and legal fees budgeted but not utilised.
Information Technology	(1,452,494)	(1,737,288)	Microsoft licensing charges incurred earlier than budgeted
Public Relations & Stakeholder Engagement	(577,056)	(374,073)	Some project costs delayed until February - May 2024.
Parks, Leisure & Environment	(2,658,327)	(2,767,681)	Projects are in progress with some timing variances where spend is ahead of forecast budget.
City Facilities & Property	(1,414,972)	(1,233,000)	Delays with lighting, Faulkner Park and Garvey Park projects.

<b>Report Section</b>	<b>Budget YTD</b>	<b>Actual YTD</b>	<b>Report Comments</b>
Planning Services	(194,076)	(87,113)	Savings realised for some projects being handled in-house. Delays to appointing a consultant pending OCM Item.
Safer Communities	(1,342,885)	(1,116,825)	December Community Watch expense yet to be incurred in addition to delay in delivery of new Ranger vehicle.
Economic & Community Development	(1,293,784)	(984,388)	Underspend due to delayed procurement and program delivery.
Library, Culture & Place	(1,423,740)	(1,194,913)	Underspend due to savings made when December events were combined.
<b>Utility charges</b>			
City Facilities & Property	(509,093)	(396,633)	December electricity account for Civic Centre due early January 2024.
<b>Depreciation on non-current assets</b>	(5,700,000)	(5,835,365)	Higher depreciation following FY2023 asset revaluation.
<b>Insurance expenses</b>			
Governance, Strategy & Risk	(268,640)	(153,470)	Final Workers Compensation insurance instalment due in January 2024.
<b>Investing Activities</b>			
<b>Non-operating grants, subsidies and contributions</b>			
Works	1,457,136	836,240	Roads to Recovery funding claim to be submitted.
City Projects	205,000	448,144	Funding for Esplanade Foreshore Stabilisation from DBCA received in FY2023.

<b>Report Section</b>	<b>Budget YTD</b>	<b>Actual YTD</b>	<b>Report Comments</b>
Parks, Leisure & Environment	443,723	200,579	Funding for Esplanade Foreshore Stabilisation from DBCA allocated to City Projects, budget to be reallocated.
<b>Payments for property, plant and equipment</b>			
Information Technology	(152,199)	(303,696)	Expenditure ahead of budget due to early completion of ECM and Belnet software projects.
City Facilities & Property	(677,766)	(156,720)	Delay in commencement of some projects due to lead in time for obtaining the necessary plant and equipment.
Safer Communities	(131,872)	(12,796)	Current underspend relates to several CCTV projects which have been slightly delayed due to securing required hardware.
<b>Payments for construction of infrastructure</b>			
Works	(1,519,540)	(1,635,244)	Variances across projects completed due to rescheduling.
City Projects	(678,460)	(280,174)	Wilson Park Precinct & Peet Park yet to commence, timing variances to include Wilson Park Zone 2 and Esplanade Foreshore.
Parks, Leisure & Environment	(2,765,874)	(1,596,752)	Irrigation program deferred to January 2024.

## **Financial implications**

The presentation of these reports to Council ensures compliance with the *Local Government Act 1995* and associated Regulations, and also ensures that Council is regularly informed as to the status of its financial position.

## **Environmental implications**

There are no environmental implications associated with this report.

## **Social implications**

There are no social implications associated with this report.

## **Attachment details**

<b>Attachment No and title</b>
1. Monthly Financial Report - December [ <b>12.9.1</b> - 12 pages]

**CITY OF BELMONT**  
**MONTHLY FINANCIAL REPORT**  
**For the period ended 31 December 2023**

*LOCAL GOVERNMENT ACT 1995*  
*LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996*

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# Attachment 12.9.1 Monthly Financial Report - December

## CITY OF BELMONT STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 DECEMBER 2023

	Supplementary Information	Amended Budget Estimates (a) \$	YTD Budget Estimates (b) \$	YTD Actual (c) \$	Variance* \$ (c) - (b)	Variance* % ((c) - (b))/(b)	Var.
<b>OPERATING ACTIVITIES</b>							
<b>Revenue from operating activities</b>							
Rates		56,495,635	56,399,454	56,435,811	36,357	0.06%	
Grants, subsidies and contributions		2,572,530	564,865	453,551	(111,314)	(19.71%)	▼
Fees and charges		9,641,453	8,323,481	8,645,148	321,667	3.86%	▲
Interest revenue		4,793,452	2,394,998	3,375,493	980,495	40.94%	▲
Other revenue		673,313	346,138	529,698	183,560	53.03%	▲
Profit on asset disposals		76,289	0	11,293	11,293	0.00%	
		<b>74,252,672</b>	<b>68,028,936</b>	<b>69,450,994</b>	1,422,058	2.09%	
<b>Expenditure from operating activities</b>							
Employee costs		(27,290,266)	(13,535,921)	(12,769,797)	766,124	5.66%	▲
Materials and contracts		(33,296,449)	(15,221,001)	(13,732,439)	1,488,562	9.78%	▲
Utility charges		(1,746,344)	(968,804)	(736,399)	232,405	23.99%	▲
Depreciation		(11,400,000)	(5,699,998)	(5,835,367)	(135,369)	(2.37%)	▼
Finance costs		(544,195)	(275,200)	(233,103)	42,097	15.30%	▲
Insurance		(855,284)	(855,057)	(744,588)	110,469	12.92%	▲
Other expenditure		(1,721,618)	(1,076,438)	(940,063)	136,375	12.67%	▲
		<b>(76,854,156)</b>	<b>(37,632,419)</b>	<b>(34,991,756)</b>	2,640,663	7.02%	
Non-cash amounts excluded from operating activities	Note 2(b)	11,388,533	5,699,998	6,026,067	326,069	5.72%	▲
<b>Amount attributable to operating activities</b>		<b>8,787,049</b>	<b>36,096,515</b>	<b>40,485,305</b>	4,388,790	12.16%	
<b>INVESTING ACTIVITIES</b>							
<b>Inflows from investing activities</b>							
Proceeds from capital grants, subsidies and contributions		3,391,835	2,145,315	1,494,419	(650,896)	(30.34%)	▼
Proceeds from disposal of assets		1,240,739	1,240,739	11,293	(1,229,446)	(99.09%)	▼
		<b>4,632,574</b>	<b>3,386,054</b>	<b>1,505,712</b>	(1,880,342)	(55.53%)	
<b>Outflows from investing activities</b>							
Payments for property, plant and equipment	2	(4,812,964)	(1,480,914)	(920,874)	560,040	37.82%	▲
Payments for construction of infrastructure	2	(12,388,234)	(4,855,383)	(3,500,362)	1,355,021	27.91%	▲
<b>Amount attributable to investing activities</b>		<b>(12,568,624)</b>	<b>(2,950,243)</b>	<b>(2,915,524)</b>	34,719	1.18%	
<b>FINANCING ACTIVITIES</b>							
<b>Inflows from financing activities</b>							
Transfer from reserves	1	5,012,809	0	0	0	0.00%	
		<b>5,012,809</b>	<b>0</b>	<b>0</b>	0	0.00%	
<b>Outflows from financing activities</b>							
Repayment of borrowings		(618,110)	(306,139)	(306,139)	0	0.00%	
Payments for principal portion of lease liabilities		(67,308)	0	0	0	0.00%	
Transfer to reserves	1	(12,169,756)	0	0	0	0.00%	
		<b>(12,855,174)</b>	<b>(306,139)</b>	<b>(306,139)</b>	0	0.00%	
<b>Amount attributable to financing activities</b>		<b>(7,842,365)</b>	<b>(306,139)</b>	<b>(306,139)</b>	0	0.00%	
<b>MOVEMENT IN SURPLUS OR DEFICIT</b>							
Surplus or deficit at the start of the financial year		12,113,940	12,113,940	11,952,642	(161,298)	(1.33%)	▼
Amount attributable to operating activities		8,787,049	36,096,515	40,485,305	4,388,790	12.16%	▲
Amount attributable to investing activities		(12,568,624)	(2,950,243)	(2,915,524)	34,719	1.18%	▲
Amount attributable to financing activities		(7,842,365)	(306,139)	(306,139)	0	0.00%	
<b>Surplus or deficit after imposition of general rates</b>		<b>490,000</b>	<b>44,954,073</b>	<b>49,216,284</b>	4,262,211	9.48%	▲

### KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.

\* Refer to Note 3 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

**CITY OF BELMONT**  
**STATEMENT OF FINANCIAL POSITION**  
**FOR THE PERIOD ENDED 31 DECEMBER 2023**

	Supplementary Information	30 June 2023	31 December 2023
		\$	\$
<b>CURRENT ASSETS</b>			
Cash and cash equivalents		12,671,468	10,770,462
Trade and other receivables		24,316,200	33,389,714
Other financial assets		33,253,360	60,661,931
Inventories		246,770	300,266
Other assets		2,533,328	2,850,681
<b>TOTAL CURRENT ASSETS</b>		<b>73,021,126</b>	<b>107,973,054</b>
<b>NON-CURRENT ASSETS</b>			
Trade and other receivables		457,172	430,657
Other financial assets		31,226,126	31,230,329
Property, plant and equipment		343,596,968	343,730,879
Infrastructure		291,645,819	289,872,211
Right-of-use assets		275,307	275,308
Intangible assets		145,828	140,181
<b>TOTAL NON-CURRENT ASSETS</b>		<b>667,347,220</b>	<b>665,679,565</b>
<b>TOTAL ASSETS</b>		<b>740,368,346</b>	<b>773,652,619</b>
<b>CURRENT LIABILITIES</b>			
Trade and other payables		5,743,434	1,609,593
Other liabilities		1,400,503	3,283,542
Lease liabilities		118,561	118,561
Borrowings		618,111	311,971
Employee related provisions		4,428,402	4,418,327
<b>TOTAL CURRENT LIABILITIES</b>		<b>12,309,011</b>	<b>9,741,994</b>
<b>NON-CURRENT LIABILITIES</b>			
Other liabilities		165,134	62,747
Lease liabilities		162,469	162,469
Borrowings		11,618,252	11,618,252
Employee related provisions		366,690	366,690
<b>TOTAL NON-CURRENT LIABILITIES</b>		<b>12,312,545</b>	<b>12,210,158</b>
<b>TOTAL LIABILITIES</b>		<b>24,621,556</b>	<b>21,952,152</b>
<b>NET ASSETS</b>		<b>715,746,790</b>	<b>751,700,467</b>
<b>EQUITY</b>			
Retained surplus		202,240,918	238,194,589
Reserve accounts	1	61,681,377	61,681,383
Revaluation surplus		451,824,495	451,824,495
<b>TOTAL EQUITY</b>		<b>715,746,790</b>	<b>751,700,467</b>

This statement is to be read in conjunction with the accompanying notes.

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 31 DECEMBER 2023**

**1 BASIS OF PREPARATION AND SIGNIFICANT ACCOUNTING POLICIES**

**BASIS OF PREPARATION**

This prescribed financial report has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

**Local Government Act 1995 requirements**

Section 6.4(2) of the *Local Government Act 1995* read with the *Local Government (Financial Management) Regulations 1996*, prescribe that the financial report be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied where no inconsistencies exist.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the City to measure any vested improvements at zero cost.

*Local Government (Financial Management) Regulations 1996*, regulation 34 prescribes contents of the financial report. Supporting information does not form part of the financial report.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the financial report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

**THE LOCAL GOVERNMENT REPORTING ENTITY**

All funds through which the City controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

All monies held in the Trust Fund are excluded from the financial statements.

**Judgements and estimates**

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

The balances, transactions and disclosures impacted by accounting estimates are as follows:

- estimated fair value of certain financial assets
- impairment of financial assets
- estimation of fair values of land and buildings, infrastructure and investment property
- estimation uncertainties made in relation to lease accounting
- estimated useful life of intangible assets

**SIGNIFICANT ACCOUNTING POLICIES**

Significant accounting policies utilised in the preparation of these statements are as described within the 2023-24 Annual Budget. Please refer to the adopted budget document for details of these policies.

**PREPARATION TIMING AND REVIEW**

Date prepared: All known transactions up to 31 December 2023

# Attachment 12.9.1 Monthly Financial Report - December

## CITY OF BELMONT NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 DECEMBER 2023

### 2 STATEMENT OF FINANCIAL ACTIVITY INFORMATION

	Amended Budget Opening 30 June 2023	Last Year Closing 30 June 2023	Year to Date 31 December 2023
<b>(a) Net current assets used in the Statement of Financial Activity</b>			
<b>Current assets</b>			
Cash and cash equivalents	11,451,932	12,671,468	10,770,462
Trade and other receivables	1,717,407	24,316,200	33,389,714
Other financial assets	39,012,440	33,253,360	60,661,931
Inventories	177,335	246,770	300,266
Other assets	336,836	2,533,328	2,850,681
	52,695,950	73,021,126	107,973,054
<b>Less: current liabilities</b>			
Trade and other payables	(5,539,964)	(5,743,434)	(1,609,593)
Other liabilities	(969,598)	(1,400,503)	(3,283,542)
Lease liabilities	(58,056)	(118,561)	(118,561)
Borrowings	(641,884)	(618,111)	(311,971)
Employee related provisions	(4,542,090)	(4,428,402)	(4,418,327)
Other provisions	(102,912)	0	0
	(11,854,504)	(12,309,011)	(9,741,994)
<b>Net current assets</b>	<b>40,841,446</b>	<b>60,712,115</b>	<b>98,231,060</b>
<b>Less: Total adjustments to net current assets</b>	2(c) (40,341,446)	(48,759,473)	(49,014,776)
<b>Closing funding surplus / (deficit)</b>	<b>500,000</b>	<b>11,952,642</b>	<b>49,216,284</b>

#### (b) Non-cash amounts excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with *Financial Management Regulation 32*.

	Amended Budget	YTD Budget (a)	YTD Actual (b)
<b>Non-cash amounts excluded from operating activities</b>	\$	\$	\$
<b>Adjustments to operating activities</b>			
Less: Profit on asset disposals	(76,289)	0	(11,293)
Add: Depreciation	11,400,000	5,699,998	5,835,367
Movement in non-current employee provisions	64,822	0	0
- Pensioner deferred rates	0	0	(26,515)
- Employee provisions	0	0	228,508
<b>Total non-cash amounts excluded from operating activities</b>	<b>11,388,533</b>	<b>5,699,998</b>	<b>6,026,067</b>

#### (c) Current assets and liabilities excluded from budgeted deficiency

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation 32* to agree to the surplus/(deficit) after imposition of general rates.

	Amended Budget Opening 30 June 2023	Last Year Closing 30 June 2023	Year to Date 31 December 2023
<b>Adjustments to net current assets</b>			
Less: Reserve accounts	(44,568,885)	(61,681,377)	(61,681,377)
Add: Financial assets at amortised cost	0	31,022,402	31,022,402
- EMRC receivable	0	(20,927,619)	(20,927,619)
Add: Current liabilities not expected to be cleared at the end of the year:			
- Current portion of borrowings	641,884	618,111	311,971
- Current portion of lease liabilities	58,056	118,561	118,561
- Current portion of employee benefit provisions held in reserve	3,527,499	2,090,449	2,141,286
<b>Total adjustments to net current assets</b>	2(a) <b>(40,341,446)</b>	<b>(48,759,473)</b>	<b>(49,014,776)</b>

#### CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the City's operational cycle.

# Attachment 12.9.1 Monthly Financial Report - December

## CITY OF BELMONT NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 DECEMBER 2023

### 3 EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date actual materially.  
The material variance adopted by Council for the 2023-24 year is \$100,000.

Description	Var. \$ \$	Var. % %	
<b>Revenue from operating activities</b>			
<b>Grants, subsidies and contributions</b>	(111,314)	(19.71%)	▼
Various grants and contributions below budget by amounts above material variance threshold		Timing	
<b>Fees and charges</b>	321,667	3.86%	▲
City Facilities & Property - Increased revenue received from 8 Yolks Café in line with lease agreement and higher usage of community facilities - \$110,094		Timing	
Planning Services - Several high-value development applications have been submitted with their fees based on these values - \$145,281		Timing	
Safer Communities - Rangers (Parking & Legal) and Building Application fees are higher than anticipated - \$103,046		Timing	
<b>Interest revenue</b>	980,495	40.94%	▲
Finance - Higher interest resulting from higher rates on investments and increased balances		Permanent	
<b>Other revenue</b>	183,560	53.03%	▲
Various activity based costing variances above budget by amounts above material variance threshold		Timing	
<b>Expenditure from operating activities</b>			
<b>Employee costs</b>	766,124	5.66%	▲
Salaries are below budget due to vacancies currently being recruited by the City		Permanent	
<b>Materials and contracts</b>	1,488,562	9.78%	▲
Governance, Strategy & Risk - Variance due to election expenses budgeted in October but not yet received. Legal & consulting fees budgeted but not utilised - \$328,231		Timing	
Information Technology - Microsoft licencing charges incurred earlier than anticipated - (\$284,794)		Timing	
Public Relations & Stakeholder Engagement - Major brand strategy costs delayed until February to May 2024 - \$202,983		Timing	
Parks, Leisure & Environment - Projects are in progress with some timing variances where spend is ahead of forecast budget (\$109,354)		Timing	
City Facilities & Property - Delays with lighting, Faulkner Park and Garvey Park projects - \$181,972		Timing	
Planning Services - Savings realised for some projects being handled in-house. Delays to appointing a consultant pending OCM Item - \$106,963		Timing	
Safer Communities - December Community Watch service yet to be incurred in addition to delay in delivery of new ranger vehicle - \$226,060		Timing	
Economic & Community Development - Underspend due to delayed procurement and program delivery - \$309,396		Timing	
Library, Culture & Place - Underspend due to savings when December events were combined - \$228,827		Timing	
<b>Utility charges</b>	232,405	23.99%	▲
December Electricity account for Civic Centre due early January 2024		Timing	
<b>Depreciation</b>	(135,369)	(2.37%)	▼
Higher depreciation following FY2023 asset revaluation		Permanent	
<b>Insurance</b>	110,469	12.92%	▲
Governance, Strategy & Risk - Final Workers Compensation insurance installment due in January 2024		Timing	
<b>Other expenditure</b>	136,375	12.67%	▲
Non-cash amounts excluded from operating activities - Higher depreciation following FY2023 asset revaluation		Timing	
<b>Non-cash amounts excluded from operating activities</b>	326,069	5.72%	▲
Higher depreciation following FY2023 asset revaluation - \$135,365		Permanent	
<b>Inflows from investing activities</b>			
<b>Proceeds from capital grants, subsidies and contributions</b>	(650,896)	(30.34%)	▼
Works - Roads to Recovery funding claim to be submitted - (\$620,896)		Timing	
City Projects - Funding for Esplanade Foreshore Stabilisation from DBCA received in FY2023 - \$243,144		Timing	
Parks, Leisure & Environment - Funding for Esplanade Foreshore Stabilisation from DBCA allocated to City Projects, budget to be reallocated - (\$243,144)		Timing	
<b>Proceeds from disposal of assets</b>	(1,229,446)	(99.09%)	▼
Delay in proceeds of disposal relating to replacement of various assets.		Timing	
<b>Outflows from investing activities</b>			
<b>Payments for property, plant and equipment</b>	560,040	37.82%	▲
Information Technology - Expenditure ahead of budget due to early completion of ECM and Belnet software projects - (\$151,497)		Timing	
City Facilities & Property - Delay in commencement of some projects due to lead in time for obtaining the necessary plant and equipment - \$521,046		Timing	
Safer Communities - Current underspend relates to several CCTV projects which have been slightly delayed due to securing required hardware - \$118,896		Timing	
<b>Payments for construction of infrastructure</b>	1,355,021	27.91%	▲
Works - Variances across projects completed due to rescheduling - (\$115,704)		Timing	
City Projects - Wilson Park Precinct & Peet Park yet to commence, timing variances to include Wilson Park Zone 2 and Esplanade Foreshore - \$398,286		Timing	
Parks, Leisure & Environment - Irrigation program deferred to January 2024 - \$1,169,122		Timing	

# Attachment 12.9.1 Monthly Financial Report - December

## Surplus or deficit at the start of the financial year

Variance as a result of audit adjustments to prior year made after October budget review

(161,298) (1.33%) ▼  
Permanent

## Surplus or deficit after imposition of general rates

Due to variances described above

4,262,211 9.48% ▲

**CITY OF BELMONT**  
**SUPPLEMENTARY INFORMATION**

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# Attachment 12.9.1 Monthly Financial Report - December

**CITY OF BELMONT**  
**SUPPLEMENTARY INFORMATION**  
**FOR THE PERIOD ENDED 31 DECEMBER 2023**

**1 RESERVE ACCOUNTS**

Reserve name	Budget	Budget	Budget	Budget	Budget	Actual	Actual	Actual	Actual	Actual
	Opening	Interest	Transfers In	Transfers	Closing	Opening	Interest	Transfers In	Transfers	YTD
	Balance	Earned	(+)	Out (-)	Balance	Balance	Earned	(+)	Out (-)	Closing
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Restricted by Council</b>										
Administration building Reserve	245,980	11,266	0	0	257,246	246,141	(39)	39	0	246,141
Aged Accommodation - Homeswest Reserve	908,719	42,529	7,469	0	958,717	928,711	(148)	148	0	928,711
Aged Community Care Reserve	228,170	10,450	0	0	238,620	228,320	(36)	36	0	228,320
Aged persons housing Reserve	849,246	32,478	6,915	(180,096)	708,543	712,756	(113)	113	0	712,756
Aged Services Reserve	1,109,943	50,836	0	0	1,160,779	1,110,671	(177)	177	0	1,110,671
Ascot Waters Marina Maintenance & Restoration	1,006,902	48,407	0	(50,000)	1,005,309	1,057,595	(169)	169	0	1,057,595
Belmont District Band Reserve	48,952	2,242	0	0	51,194	48,983	(8)	8	0	48,983
Belmont Oasis Refurbishment Reserve	4,314,360	197,601	0	0	4,511,961	4,317,189	(688)	688	0	4,317,189
Belmont Trust Reserve	1,471,352	74,602	0	0	1,545,954	1,630,570	(260)	260	0	1,630,570
Building maintenance Reserve	6,279,107	233,866	0	(321,450)	6,191,523	5,103,194	(815)	815	0	5,103,194
Capital Projects Reserve	0	0	4,753,012	0	4,753,012	0	0	0	0	0
Car Parking Reserve	64,553	2,957	0	0	67,510	64,594	(10)	10	0	64,594
District valuation Reserve	132,287	757	85,000	0	218,044	22,916	(3)	3	0	22,916
Election expenses Reserve	139,567	6,477	35,000	(138,000)	43,044	140,105	(23)	23	0	140,105
Environment Reserve	1,513,342	69,992	0	(911,965)	671,369	1,513,904	(244)	244	0	1,513,904
Faulkner Park Retirement Village Buy Back Reserve	2,452,738	112,337	20,000	0	2,585,075	2,454,347	(391)	391	0	2,454,347
Faulkner Park Retirement Village Owners Maintenance Reserve	586,200	31,730	61,000	0	678,930	690,804	(111)	111	0	690,804
History Reserve	173,315	7,938	0	0	181,253	173,429	(28)	28	0	173,429
Information Technology Reserve	1,309,262	65,919	0	(60,000)	1,315,181	1,440,206	(230)	230	0	1,440,206
Land acquisition Reserve	10,020,640	468,638	0	(100,000)	10,389,278	10,224,437	(1,633)	1,633	0	10,224,437
Long Service Leave Reserve - Salaries	1,453,419	86,810	0	(326,933)	1,213,296	1,897,920	(302)	302	0	1,897,920
Long Service Leave Reserve - Wages	229,306	11,096	0	(19,969)	220,433	243,366	(39)	39	0	243,366
Miscellaneous Entitlements Reserve	1,216,695	36,293	553,603	(20,000)	1,786,591	785,398	(126)	126	0	785,398
Plant replacement Reserve	1,284,971	75,578	0	(242,250)	1,118,299	1,646,845	(263)	263	0	1,646,845
Property development Reserve	15,888,740	706,865	3,813,873	0	20,409,478	15,367,065	(2,463)	2,463	0	15,367,065
Public Art Reserve	412,077	18,873	0	(14,000)	416,950	412,347	(66)	66	0	412,347
Ruth Faulkner library Reserve	47,859	2,192	0	0	50,051	47,892	(8)	8	0	47,892
Streetscapes Reserve	512,770	23,485	0	0	536,255	513,107	(82)	82	0	513,107
Urban Forest Strategy Management Reserve	121,087	5,546	0	0	126,633	121,167	(19)	19	0	121,167
Waste Management Reserve	6,503,125	331,133	4,307	(2,409,041)	4,429,524	7,208,971	(1,154)	1,154	0	7,208,971
Workers Compensation/Insurance Reserve	1,438,947	60,684	0	(219,105)	1,280,526	1,328,427	(211)	211	0	1,328,427
	<b>61,963,631</b>	<b>2,829,577</b>	<b>9,340,179</b>	<b>(5,012,809)</b>	<b>69,120,578</b>	<b>61,681,377</b>	<b>(9,859)</b>	<b>9,859</b>	<b>0</b>	<b>61,681,377</b>

**CITY OF BELMONT  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 DECEMBER 2023**

**INVESTING ACTIVITIES**

**2 CAPITAL ACQUISITIONS**

	Amended		YTD Actual	YTD Actual Variance
	Budget	YTD Budget		
	\$	\$	\$	\$
<b>Capital acquisitions</b>				
Land - freehold land	100,000	50,000	0	(50,000)
Buildings - non-specialised	2,255,256	635,466	156,308	(479,158)
Furniture and equipment	776,628	302,821	320,993	18,172
Plant and equipment	1,631,080	467,627	443,573	(24,054)
Other property, plant and equipment	50,000	25,000	0	(25,000)
<b>Acquisition of property, plant and equipment</b>	<b>4,812,964</b>	<b>1,480,914</b>	<b>920,874</b>	<b>(560,040)</b>
Infrastructure - Roads	3,215,798	1,297,982	1,291,276	(6,706)
Infrastructure - Reserves Improvements	8,072,466	3,335,843	1,865,101	(1,470,742)
Infrastructure - Footpath Network	713,336	63,611	61,935	(1,676)
Infrastructure - Drainage Network	386,634	157,947	282,050	124,103
<b>Acquisition of infrastructure</b>	<b>12,388,234</b>	<b>4,855,383</b>	<b>3,500,362</b>	<b>(1,355,021)</b>
<b>Total capital acquisitions</b>	<b>17,201,198</b>	<b>6,336,297</b>	<b>4,421,236</b>	<b>(1,915,061)</b>
<b>Capital Acquisitions Funded By:</b>				
Capital grants and contributions	3,391,835	2,145,315	0	(2,145,315)
Other (disposals & C/Fwd)	1,240,739	1,240,739	11,293	(1,229,446)
Reserve accounts				
Building maintenance Reserve	321,450	0	0	0
Election expenses Reserve	138,000	0	0	0
Environment Reserve	911,965	0	0	0
Information Technology Reserve	60,000	0	0	0
Long Service Leave Reserve - Wages	19,969	0	0	0
Plant replacement Reserve	242,250	0	0	0
Public Art Reserve	14,000	0	0	0
Workers Compensation/Insurance Reserve	219,105	0	0	0
Contribution - operations	11,197,209	2,950,243	4,409,943	1,459,700
<b>Capital funding total</b>	<b>17,756,522</b>	<b>6,336,297</b>	<b>4,421,236</b>	<b>(1,915,061)</b>

**SIGNIFICANT ACCOUNTING POLICIES**

Each class of fixed assets within either plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

Assets for which the fair value as at the date of acquisition is under \$5,000 are not recognised as an asset in accordance with *Financial Management Regulation 17A (5)*. These assets are expensed immediately.

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

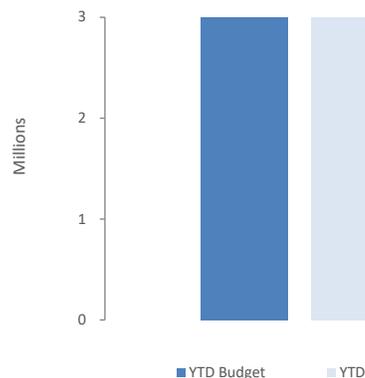
**Initial recognition and measurement for assets held at cost**

Plant and equipment including furniture and equipment is recognised at cost on acquisition in accordance with *Financial Management Regulation 17A*. Where acquired at no cost the asset is initially recognise at fair value. Assets held at cost are depreciated and assessed for impairment annually.

**Initial recognition and measurement between mandatory revaluation dates for assets held at fair value**

In relation to this initial measurement, cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at zero cost or otherwise significantly less than fair value, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the City includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.

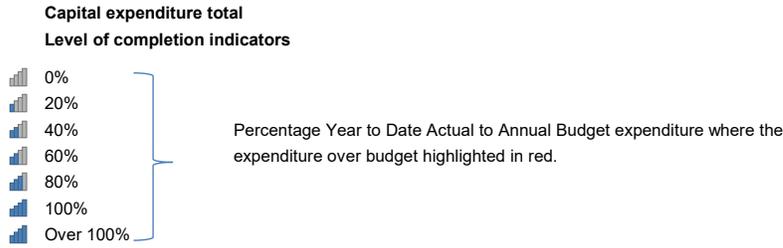
**Payments for Capital Acquisitions**



**CITY OF BELMONT  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 DECEMBER 2023**

**INVESTING ACTIVITIES**

**2 CAPITAL ACQUISITIONS - DETAILED**



Level of completion indicator, please see table at the end of this note for further detail.

Account Description	Amended			Variance (Under)/Over
	Budget	YTD Budget	YTD Actual	
	\$	\$	\$	\$
City Projects	3,649,749	678,460	280,175	(398,285)
Parks and Environment	4,480,817	2,765,875	1,596,751	(1,169,124)
Buildings and facilities	2,197,156	609,016	152,220	(456,796)
Infrastructure Capital Works	4,315,772	1,519,540	1,635,261	115,721
Furniture and equipment	776,628	302,821	320,993	18,172
Plant and equipment	1,631,080	467,627	443,573	(24,054)
Other	150,000	75,000	0	(75,000)
	<b>17,201,202</b>	<b>6,418,339</b>	<b>4,428,973</b>	<b>(1,989,366)</b>

# Attachment 12.9.1 Monthly Financial Report - December

**CITY OF BELMONT  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 DECEMBER 2023**

### 3 BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

Description	Council Resolution	Classification	Non Cash	Increase in	Decrease in	Amended Budget Running Balance
			Adjustment	Available Cash	Available Cash	
			\$	\$	\$	\$
<b>Budget adoption</b>						500,000
T04/2023 Civic Centre Chiller Unit Replacement	June OCM #12.10	Capital expenses	0	0	(74,300)	425,700
Independent Living Units	August OCM #12.12	Capital expenses	0	0	(137,000)	288,700
Independent Living Units	August OCM #12.12	Capital revenue	0	137,000	0	425,700
October Budget Review	October OCM #12.5	Opening surplus(deficit)	4,554,448	0	0	4,980,148
October Budget Review	October OCM #12.5	Operating revenue	0	2,935,023	0	7,915,171
October Budget Review	October OCM #12.5	Operating expenses	0	0	(1,662,615)	6,252,556
October Budget Review	October OCM #12.5	Capital revenue	0	2,372,673	0	8,625,229
October Budget Review	October OCM #12.5	Capital expenses	0	0	(8,194,238)	430,991
October Budget Review	October OCM #12.5	Non cash item	0	69,009	0	500,000
T07/2023 Esplanade Foreshore Works	November OCM #12.5	Capital expenses	0	0	(255,000)	245,000
T07/2023 Esplanade Foreshore Works	November OCM #12.5	Capital expenses	0	255,000	0	500,000
Sister City Delegation	December OCM #12.12	Operating expenses	0	0	(10,000)	490,000
				<b>5,768,705</b>	<b>(10,333,153)</b>	<b>(4,564,448)</b>

## 12.10 Monthly Financial Report for January 2024

Voting Requirement	:	Simple Majority
Subject Index	:	Financial Operating Statements
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	N/A
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

### Council role

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

### Purpose of report

To provide Council with relevant monthly financial information for the 2023-2024 financial year.

### Summary and key issues

The following report includes a concise list of material variances for the month ending January 2024.

## Officer Recommendation

That the Monthly Financial Reports as at 31 January 2024 as included in Attachment 12.10.1 be received.

## Location

Not applicable.

## Consultation

There has been no specific consultation undertaken in respect to this matter.

## Strategic Community Plan implications

In accordance with the 2020 – 2040 Strategic Community Plan:

### **Goal 5: Responsible Belmont**

**Strategy:** 5.2 Manage the City's assets and financial resources in a responsible manner and provide the best possible services for the community.

## Policy implications

There are no policy implications associated with this report.

## Statutory environment

Section 6.4 of the *Local Government Act 1995* in conjunction with Regulations 34 (1) of the *Local Government (Financial Management) Regulations 1996* requires monthly financial reports to be presented to Council.

Regulation 34(1) requires a monthly Statement of Financial Activity reporting on revenue and expenditure.

Regulation 34(5) determines the mechanism required to ascertain the definition of material variances which are required to be reported to Council as a part of the monthly report.

## Background

*Local Government (Financial Management) Regulations 1996* prescribe that a Local Government is to prepare each month a Statement of Financial Activity.

Regulation 34(2) requires the Statement of Financial Activity to be accompanied by documents containing:

1. Explanation for each material variance identified between year to date budgets and actuals.
2. Any other supporting information considered relevant by the Local Government.

*Local Government (Financial Management) Regulations 1996* - Regulation 34 (5) states "Each financial year, a Local Government is to adopt a percentage or value, calculated in accordance with the Australian Accounting Standards, to be used in statements of financial activity for reporting material variances."

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variances within monthly financial reporting.

The materiality threshold has been set by Council at \$100,000 for the 2023-2024 financial year.

## Report

At the June 2023 Ordinary Council Meeting, Council adopted the materiality threshold for the 2023-2024 financial year as \$100,000. The below table provides a summary of significant variances based on this materiality threshold. The detailed financial activity report is included at Attachment 12.10.1.

Report Section	Budget YTD	Actual YTD	Report Comments
<b>Operating Activities</b>			
<b>Revenue from operating activities (excluding rates)</b>			
<b>Fees and charges</b>			
City Facilities & Property	598,983	728,387	Increased revenue received from commercial lease in line with lease agreement and higher usage of community facilities.

<b>Report Section</b>	<b>Budget YTD</b>	<b>Actual YTD</b>	<b>Report Comments</b>
Planning Services	242,958	406,589	Several high-value development applications have been submitted, with their fees based on these values.
Safer Communities	546,883	654,750	Rangers (Parking & Legal) and Building Application fees are higher than anticipated.
Economic & Community Development	226,667	51,459	Variance due to delay in invoicing for Aged Housing.
<b>Interest earnings</b>			
Finance	2,843,993	3,427,314	Higher interest resulting from higher rates on investments and increased balances.
<b>Expenditure from operating activities</b>			
<b>Employee costs</b>			
Governance, Strategy & Risk	(1,417,784)	(1,105,649)	Salaries are below budget due to vacancies which are currently being recruited by the City.
Parks, Leisure & Environment	(2,089,675)	(1,964,813)	
Planning Services	(1,247,189)	(1,134,345)	
Safer Communities	(1,924,462)	(1,726,951)	
Economic & Community Development	(799,968)	(677,529)	
<b>Materials and contracts</b>			
Governance, Strategy & Risk	(530,526)	(325,738)	Election expenses budgeted but not yet invoiced for, consulting

<b>Report Section</b>	<b>Budget YTD</b>	<b>Actual YTD</b>	<b>Report Comments</b>
			and legal fees budgeted but not utilised.
Information Technology	(1,539,365)	(1,821,873)	Microsoft licensing charges incurred earlier than budgeted
Public Relations & Stakeholder Engagement	(676,186)	(465,420)	Projects in progress with some timing variances on expenditure, including brand strategy costs delayed until February - May 2024.
Works	(5,338,888)	(3,602,738)	Variance due to Waste Services for December and Stage 1 of FOGO invoices not yet received.
Design, Assets & Development	(284,469)	(182,246)	Delay in progression of Professional Services contracts.
Parks, Leisure & Environment	(3,157,233)	(3,332,700)	Projects are in progress with some timing variances where spend is ahead of forecast budget.
City Facilities & Property	(1,665,527)	(1,397,100)	Delays with lighting, Faulkner Park and Garvey Park projects.
Planning Services	(223,573)	(105,484)	Additional aspects of some projects handled in house. Consultant engagement for projects pending appointment.
Safer Communities	(1,559,931)	(1,327,098)	January 24 Community Watch expense yet to be incurred and delay in delivery of new Ranger vehicles.

<b>Report Section</b>	<b>Budget YTD</b>	<b>Actual YTD</b>	<b>Report Comments</b>
Economic & Community Development	(1,336,682)	(1,121,250)	Underspend due to delayed procurement and program delivery.
<b>Utility charges</b>			
Depreciation on non-current assets	(6,650,000)	(5,835,365)	Depreciation variance following 2023 asset revaluation. Adjustment to be made in March 24 Budget Review.
<b>Insurance Expenses</b>			
Governance, Strategy & Risk	(268,640)	(153,470)	Final Workers Compensation insurance instalment due in January 2024.
<b>Other expenditure</b>			
Safer Communities	(421,704)	(532,285)	Higher than anticipated income has resulted in an increase to the associated fees incurred by the City.
<b>Investing Activities</b>			
<b>Non-operating grants, subsidies and contributions</b>			
Works	1,457,136	836,240	Roads to Recovery funding claim yet to be received.
City Projects	205,000	448,144	Funding for Esplanade Foreshore Stabilisation from DBCA received in FY2023, to be reallocated to Parks.
Parks, Leisure & Environment	443,723	100,579	Funding for Esplanade Foreshore Stabilisation from DBCA allocated to City Projects, funding to be reallocated.
<b>Proceeds from disposal of assets</b>			

<b>Report Section</b>	<b>Budget YTD</b>	<b>Actual YTD</b>	<b>Report Comments</b>
Design, Assets & Development	575,625	34,168	Fleet to be sold at auction when new orders are delivered.
<b>Payments for property, plant and equipment</b>			
Design, Assets & Development	(805,429)	(351,524)	Delay in assets yet to be delivered
City Facilities & Property	(1,190,316)	(390,941)	Delay in commencement of some projects due to lead in time for obtaining necessary plant and equipment
Safer Communities	(164,839)	(24,917)	Underspend in starting CCTV projects due to hardware supply delays. Several invoices to come through in Jan 24.
<b>Payments for construction of infrastructure</b>			
City Projects	(955,826)	(345,301)	Wilson Park, Peet Park, Abernethy Sporting Precinct and Faulkner Civic Precinct projects have commenced design work. Timing variances to include Esplanade Foreshore. Belvidere Street commencement has been revised to March 2024.
Parks, Leisure & Environment	(2,964,455)	(1,651,727)	Irrigation program deferred to January 2024.

## **Financial implications**

The presentation of these reports to Council ensures compliance with the *Local Government Act 1995* and associated Regulations, and also ensures that Council is regularly informed as to the status of its financial position.

## **Environmental implications**

There are no environmental implications associated with this report.

## **Social implications**

There are no social implications associated with this report.

## **Attachment details**

<b>Attachment No and title</b>
1. Monthly Financial Report - January [ <b>12.10.1</b> - 12 pages]

**CITY OF BELMONT**

**MONTHLY FINANCIAL REPORT  
For the period ended 31 January 2024**

***LOCAL GOVERNMENT ACT 1995  
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996***

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# Attachment 12.10.1 Monthly Financial Report - January

## CITY OF BELMONT STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 JANUARY 2024

	Amended Budget Estimates (a) \$	YTD Budget Estimates (b) \$	YTD Actual (c) \$	Variance* \$ (c) - (b)	Variance* % ((c) - (b))/(b)	Var.	
<b>OPERATING ACTIVITIES</b>							
<b>Revenue from operating activities</b>							
Rates	56,495,635	56,399,454	<b>56,451,617</b>	52,163	0.09%		
Grants, subsidies and contributions	2,572,530	640,523	<b>531,844</b>	(108,679)	(16.97%)	▼	
Fees and charges	9,641,453	8,622,664	<b>8,887,296</b>	264,632	3.07%	▲	
Interest revenue	4,793,452	2,843,995	<b>3,438,043</b>	594,048	20.89%	▲	
Other revenue	673,313	386,686	<b>604,064</b>	217,378	56.22%	▲	
Profit on asset disposals	76,289	12,715	<b>11,293</b>	(1,422)	(11.18%)		
	<b>74,252,672</b>	<b>68,906,037</b>	<b>69,924,157</b>	1,018,120	1.48%		
<b>Expenditure from operating activities</b>							
Employee costs	(27,290,266)	(15,653,274)	<b>(14,668,905)</b>	984,369	6.29%	▲	
Materials and contracts	(33,296,449)	(18,582,437)	<b>(15,792,748)</b>	2,789,689	15.01%	▲	
Utility charges	(1,746,344)	(981,587)	<b>(833,155)</b>	148,432	15.12%	▲	
Depreciation	(11,400,000)	(6,650,002)	<b>(5,835,367)</b>	814,635	12.25%	▲	
Finance costs	(544,195)	(275,200)	<b>(275,924)</b>	(724)	(0.26%)		
Insurance	(855,284)	(855,094)	<b>(745,088)</b>	110,006	12.86%	▲	
Other expenditure	(1,721,618)	(1,135,521)	<b>(1,073,777)</b>	61,744	5.44%		
	<b>(76,854,156)</b>	<b>(44,133,115)</b>	<b>(39,224,964)</b>	4,908,151	11.12%		
Non-cash amounts excluded from operating activities	Note 2(b)	11,388,533	6,637,287	<b>6,192,155</b>	(445,132)	(6.71%)	▼
<b>Amount attributable to operating activities</b>	<b>8,787,049</b>	<b>31,410,209</b>	<b>36,891,348</b>	5,481,139	17.45%		
<b>INVESTING ACTIVITIES</b>							
<b>Inflows from investing activities</b>							
Proceeds from capital grants, subsidies and contributions	3,391,835	2,396,148	<b>1,394,419</b>	(1,001,729)	(41.81%)	▼	
Proceeds from disposal of assets	1,240,739	1,240,739	<b>11,293</b>	(1,229,446)	(99.09%)	▼	
	<b>4,632,574</b>	<b>3,636,887</b>	<b>1,405,712</b>	(2,231,175)	(61.35%)		
<b>Outflows from investing activities</b>							
Payments for property, plant and equipment	2	(4,812,964)	(2,724,741)	<b>(1,254,528)</b>	1,470,213	53.96%	▲
Payments for construction of infrastructure	2	(12,388,234)	(5,419,217)	<b>(3,759,176)</b>	1,660,041	30.63%	▲
<b>Amount attributable to investing activities</b>		<b>(12,568,624)</b>	<b>(4,507,071)</b>	<b>(3,607,992)</b>	899,079	19.95%	
<b>FINANCING ACTIVITIES</b>							
<b>Inflows from financing activities</b>							
Transfer from reserves	1	5,012,809	0	<b>0</b>	0	0.00%	
		<b>5,012,809</b>	<b>0</b>	<b>0</b>	0	0.00%	
<b>Outflows from financing activities</b>							
Repayment of borrowings		(618,110)	(306,139)	<b>(306,139)</b>	0	0.00%	
Payments for principal portion of lease liabilities		(67,308)	0	<b>0</b>	0	0.00%	
Transfer to reserves	1	(12,169,756)	0	<b>0</b>	0	0.00%	
		<b>(12,855,174)</b>	<b>(306,139)</b>	<b>(306,139)</b>	0	0.00%	
<b>Amount attributable to financing activities</b>		<b>(7,842,365)</b>	<b>(306,139)</b>	<b>(306,139)</b>	0	0.00%	
<b>MOVEMENT IN SURPLUS OR DEFICIT</b>							
<b>Surplus or deficit at the start of the financial year</b>		12,113,940	12,113,940	<b>11,952,647</b>	(161,293)	(1.33%)	▼
Amount attributable to operating activities		8,787,049	31,410,209	<b>36,891,348</b>	5,481,139	17.45%	▲
Amount attributable to investing activities		(12,568,624)	(4,507,071)	<b>(3,607,992)</b>	899,079	19.95%	▲
Amount attributable to financing activities		(7,842,365)	(306,139)	<b>(306,139)</b>	0	0.00%	
<b>Surplus or deficit after imposition of general rates</b>		<b>490,000</b>	<b>38,710,939</b>	<b>44,929,864</b>	6,218,925	16.07%	▲

### KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.

\* Refer to Note 3 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

**CITY OF BELMONT**  
**STATEMENT OF FINANCIAL POSITION**  
**FOR THE PERIOD ENDED 31 JANUARY 2024**

	Supplementary Information	30 June 2024	31 January 2024
		\$	\$
<b>CURRENT ASSETS</b>			
Cash and cash equivalents		12,671,468	10,383,651
Trade and other receivables		24,316,211	29,368,323
Other financial assets		33,253,360	60,661,931
Inventories		246,770	290,152
Other assets		2,533,328	2,850,681
<b>TOTAL CURRENT ASSETS</b>		<b>73,021,137</b>	<b>103,554,738</b>
<b>NON-CURRENT ASSETS</b>			
Trade and other receivables		457,172	430,410
Other financial assets		31,226,126	31,230,329
Property, plant and equipment		343,596,968	343,804,008
Infrastructure		291,645,811	290,369,788
Right-of-use assets		275,308	275,308
Intangible assets		145,828	140,181
<b>TOTAL NON-CURRENT ASSETS</b>		<b>667,347,213</b>	<b>666,250,024</b>
<b>TOTAL ASSETS</b>		<b>740,368,350</b>	<b>769,804,762</b>
<b>CURRENT LIABILITIES</b>			
Trade and other payables		5,743,434	2,002,229
Other liabilities		1,400,503	2,868,619
Lease liabilities		118,561	118,561
Borrowings		618,110	311,971
Employee related provisions		4,428,402	4,308,714
<b>TOTAL CURRENT LIABILITIES</b>		<b>12,309,010</b>	<b>9,610,094</b>
<b>NON-CURRENT LIABILITIES</b>			
Other liabilities		165,134	62,747
Lease liabilities		162,469	162,469
Borrowings		11,618,252	11,618,252
Employee related provisions		366,690	366,690
<b>TOTAL NON-CURRENT LIABILITIES</b>		<b>12,312,545</b>	<b>12,210,158</b>
<b>TOTAL LIABILITIES</b>		<b>24,621,555</b>	<b>21,820,252</b>
<b>NET ASSETS</b>		<b>715,746,795</b>	<b>747,984,510</b>
<b>EQUITY</b>			
Retained surplus		202,240,917	234,334,539
Reserve accounts	1	61,681,383	61,681,383
Revaluation surplus		451,824,495	451,824,495
<b>TOTAL EQUITY</b>		<b>715,746,795</b>	<b>747,840,417</b>

This statement is to be read in conjunction with the accompanying notes.

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 31 JANUARY 2024**

**1 BASIS OF PREPARATION AND SIGNIFICANT ACCOUNTING POLICIES**

**BASIS OF PREPARATION**

This prescribed financial report has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

**Local Government Act 1995 requirements**

Section 6.4(2) of the *Local Government Act 1995* read with the *Local Government (Financial Management) Regulations 1996*, prescribe that the financial report be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied where no inconsistencies exist.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the City to measure any vested improvements at zero cost.

*Local Government (Financial Management) Regulations 1996*, regulation 34 prescribes contents of the financial report. Supporting information does not form part of the financial report.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the financial report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

**THE LOCAL GOVERNMENT REPORTING ENTITY**

All funds through which the City controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

All monies held in the Trust Fund are excluded from the financial statements.

**Judgements and estimates**

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

The balances, transactions and disclosures impacted by accounting estimates are as follows:

- estimated fair value of certain financial assets
- impairment of financial assets
- estimation of fair values of land and buildings, infrastructure and investment property
- estimation uncertainties made in relation to lease accounting
- estimated useful life of intangible assets

**SIGNIFICANT ACCOUNTING POLICIES**

Significant accounting policies utilised in the preparation of these statements are as described within the 2023-24 Annual Budget. Please refer to the adopted budget document for details of these policies.

**PREPARATION TIMING AND REVIEW**

Date prepared: All known transactions up to 31 January 2024

**CITY OF BELMONT  
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 31 JANUARY 2024**

**2 STATEMENT OF FINANCIAL ACTIVITY INFORMATION**

	Amended Budget Opening 30 June 2023	Last Year Closing 30 June 2023	Year to Date 31 January 2024
<b>(a) Net current assets used in the Statement of Financial Activity</b>			
<b>Current assets</b>	\$	\$	\$
Cash and cash equivalents	11,451,932	12,671,468	10,383,651
Trade and other receivables	1,717,407	24,316,211	29,368,323
Other financial assets	39,012,440	33,253,360	60,661,931
Inventories	177,335	246,770	290,152
Other assets	336,836	2,533,328	2,850,681
	52,695,950	73,021,137	103,554,738
<b>Less: current liabilities</b>			
Trade and other payables	(5,539,964)	(5,743,434)	(2,002,229)
Other liabilities	(969,598)	(1,400,503)	(2,868,619)
Lease liabilities	(58,056)	(118,561)	(118,561)
Borrowings	(641,884)	(618,110)	(311,971)
Employee related provisions	(4,542,090)	(4,428,402)	(4,308,714)
Other provisions	(102,912)	0	0
	(11,854,504)	(12,309,010)	(9,610,094)
<b>Net current assets</b>	<b>40,841,446</b>	<b>60,712,127</b>	<b>93,944,644</b>
<b>Less: Total adjustments to net current assets</b>	2(c) (40,341,446)	(48,759,480)	(49,014,780)
<b>Closing funding surplus / (deficit)</b>	<b>500,000</b>	<b>11,952,647</b>	<b>44,929,864</b>

**(b) Non-cash amounts excluded from operating activities**

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with *Financial Management Regulation 32*.

	Amended Budget	YTD Budget (a)	YTD Actual (b)
<b>Non-cash amounts excluded from operating activities</b>	\$	\$	\$
<b>Adjustments to operating activities</b>			
Less: Profit on asset disposals	(76,289)	(12,715)	(11,293)
Add: Depreciation	11,400,000	6,650,002	5,835,367
Movement in non-current employee provisions	64,822	0	0
- Pensioner deferred rates	0	0	(26,762)
- Employee provisions	0	0	394,843
<b>Total non-cash amounts excluded from operating activities</b>	<b>11,388,533</b>	<b>6,637,287</b>	<b>6,192,155</b>

**(c) Current assets and liabilities excluded from budgeted deficiency**

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation 32* to agree to the surplus/(deficit) after imposition of general rates.

	Amended Budget Opening 30 June 2023	Last Year Closing 30 June 2023	Year to Date 31 January 2024
	\$	\$	\$
<b>Adjustments to net current assets</b>			
Less: Reserve accounts	(44,568,885)	(61,681,383)	(61,681,383)
Add: Financial assets at amortised cost	0	31,022,402	31,022,402
- EMRC receivable	0	(20,927,619)	(20,927,619)
Add: Current liabilities not expected to be cleared at the end of the year:			
- Current portion of borrowings	641,884	618,110	311,971
- Current portion of lease liabilities	58,056	118,561	118,561
- Current portion of employee benefit provisions held in reserve	3,527,499	2,090,449	2,141,288
<b>Total adjustments to net current assets</b>	2(a) (40,341,446)	(48,759,480)	(49,014,780)

**CURRENT AND NON-CURRENT CLASSIFICATION**

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the City's operational cycle.

# Attachment 12.10.1 Monthly Financial Report - January

## CITY OF BELMONT NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 JANUARY 2024

### 3 EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date actual materially.  
The material variance adopted by Council for the 2023-24 year is \$100,000.

Description	Var. \$	Var. %	
	\$	%	
<b>Revenue from operating activities</b>			
<b>Grants, subsidies and contributions</b>	(108,679)	(16.97%)	▼
Various Grants, Subsidies and Contributions below budget dues by amounts below material variance threshold		Timing	
<b>Fees and charges</b>	264,632	3.07%	▲
City Facilities & Property - Increased revenue received from 8 Yolks Café in line with lease agreement and higher usage of community facilities - \$129,405		Timing	
Planning Services - Several high-value development applications have been submitted with their fees based on these values - \$163,631		Timing	
Safer Communities - Rangers (Parking & Legal) and Building Application fees are higher than anticipated - \$107,867		Timing	
Economic & Community Development - Variance due to delay in invoicing for Aged Housing - (\$175,208)		Timing	
<b>Interest revenue</b>	594,048	20.89%	▲
Finance - Higher interest resulting from higher rates on investments and increased balances		Permanent	
<b>Other revenue</b>	217,378	56.22%	▲
Various activity based costing variances above budget by amounts below material variance threshold		Timing	
<b>Expenditure from operating activities</b>			
<b>Employee costs</b>	984,369	6.29%	▲
Salaries are below budget due to vacancies currently being recruited by the City		Permanent	
<b>Materials and contracts</b>	2,789,689	15.01%	▲
Governance, Strategy & Risk - Variance due to election expenses budgeted in October but not yet received. Legal & consulting fees budgeted but not utilised - \$204,788		Timing	
Information Technology - Microsoft licencing charges incurred earlier than anticipated - (\$282,508)		Timing	
Public Relations & Stakeholder Engagement - Projects in progress with some timing variance on expenditure, including brand strategy costs delayed until February - May 2024 - \$210,767		Timing	
Works - Variance due to Waste Services for December and Stage 1 of FOGO invoices not yet received - \$1,736,150		Timing	
Design, Assets & Development - Delay in progression of Professional Services contracts - \$102,223		Timing	
Parks, Leisure & Environment - Projects are in progress with some timing variances where spend is ahead of forecast budget (\$175,467)		Timing	
City Facilities & Property - Delays with lighting, Faulkner Park and Garvey Park projects - \$268,426		Timing	
Planning Services - Additional aspects of some projects handled in-house. Consultant engagement for projects pending appointment or OCM item - \$118,089		Timing	
Safer Communities - January Community Watch service yet to be incurred and delay in delivery of new ranger vehicles - \$232,833		Timing	
Economic & Community Development - Underspend due to delayed procurement and program delivery - \$215,432		Timing	
<b>Utility charges</b>	148,432	15.12%	▲
Various Utility Charges below budget due to amounts below material variance threshold		Timing	
<b>Depreciation</b>	814,635	12.25%	▲
Depreciation variance following 2023 asset revaluation. Adjustment to be made in March Budget Review.		Permanent	
<b>Insurance</b>	110,006	12.86%	▲
Governance, Strategy & Risk - Final Workers Compensation insurance installment due in January 2024		Timing	
<b>Non-cash amounts excluded from operating activities</b>	(445,132)	(6.71%)	▼
Depreciation variance following 2023 asset revaluation. Adjustment to be made in March Budget Review.		Permanent	
<b>Inflows from investing activities</b>			
<b>Proceeds from capital grants, subsidies and contributions</b>	(1,001,729)	(41.81%)	▼
Works - Roads to Recovery funding claim to be submitted - (\$620,896)		Timing	
City Projects - Funding for Esplanade Foreshore Stabilisation from DBCA received in FY2023 to be reallocated to Parks - \$243,144		Timing	
Parks, Leisure & Environment - Funding for Esplanade Foreshore Stabilisation from DBCA allocated to City Projects, budget to be reallocated - (\$343,144)		Timing	
<b>Proceeds from disposal of assets</b>	(1,229,446)	(99.09%)	▼
Delay in proceeds of disposal relating to replacement of various assets.		Timing	
<b>Outflows from investing activities</b>			
<b>Payments for property, plant and equipment</b>	1,470,213	53.96%	▲
Design, Assets & Development - Delay in assets yet to be delivered - \$453,905		Timing	
City Facilities & Property - Delay in commencement of some projects due to lead in time for obtaining the necessary plant and equipment - \$799,375		Timing	
Safer Communities - Underspend relates to several CCTV projects which have been slightly delayed due to securing required hardware - \$139,922		Timing	
<b>Payments for construction of infrastructure</b>	1,660,041	30.63%	▲
City Projects - Wilson Park, Peet Park, Abernathy Sporting Precinct & Faulkner Civic Precinct projects have commenced design work. Timing variances to include Esplanade Foreshore and Belvidere Street has been revised to March 2024 - \$610,525		Timing	

# Attachment 12.10.1 Monthly Financial Report - January

Parks, Leisure & Environment - Irrigation program deferred to January 2024 - \$1,312,728

**Surplus or deficit at the start of the financial year**

Variance as a result of audit adjustments to prior year made after October budget review

**Surplus or deficit after imposition of general rates**

Due to variances described above

	Timing
(161,293)	(1.33%) ▼
	Permanent
6,218,925	16.07% ▲

**CITY OF BELMONT**  
**SUPPLEMENTARY INFORMATION**  
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# Attachment 12.10.1 Monthly Financial Report - January

**CITY OF BELMONT**  
**SUPPLEMENTARY INFORMATION**  
**FOR THE PERIOD ENDED 31 JANUARY 2024**

**1 RESERVE ACCOUNTS**

Reserve name	Budget	Budget	Budget	Budget	Budget	Actual	Actual	Actual	Actual	Actual
	Opening	Interest	Transfers In	Transfers	Closing	Opening	Interest	Transfers In	Transfers	YTD
	Balance	Earned	(+)	Out (-)	Balance	Balance	Earned	(+)	Out (-)	Closing
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Restricted by Council</b>										
Administration building Reserve	245,980	11,266	0	0	257,246	246,141	791	(791)	0	246,141
Aged Accommodation - Homeswest Reserve	908,719	42,529	7,469	0	958,717	928,711	2,985	(2,985)	0	928,711
Aged Community Care Reserve	228,170	10,450	0	0	238,620	228,321	733	(733)	0	228,321
Aged persons housing Reserve	849,246	32,478	6,915	(180,096)	708,543	712,757	2,279	(2,279)	0	712,757
Aged Services Reserve	1,109,943	50,836	0	0	1,160,779	1,110,671	3,568	(3,568)	0	1,110,671
Ascot Waters Marina Maintenance & Restoration	1,006,902	48,407	0	(50,000)	1,005,309	1,057,596	3,397	(3,397)	0	1,057,596
Belmont District Band Reserve	48,952	2,242	0	0	51,194	48,983	157	(157)	0	48,983
Belmont Oasis Refurbishment Reserve	4,314,360	197,601	0	0	4,511,961	4,317,189	13,868	(13,868)	0	4,317,189
Belmont Trust Reserve	1,471,352	74,602	0	0	1,545,954	1,630,571	5,236	(5,236)	0	1,630,571
Building maintenance Reserve	6,279,107	233,866	0	(321,450)	6,191,523	5,103,194	16,414	(16,414)	0	5,103,194
Capital Projects Reserve	0	0	4,753,012	0	4,753,012	0	0	0	0	0
Car Parking Reserve	64,553	2,957	0	0	67,510	64,594	208	(208)	0	64,594
District valuation Reserve	132,287	757	85,000	0	218,044	22,916	53	(53)	0	22,916
Election expenses Reserve	139,567	6,477	35,000	(138,000)	43,044	140,105	455	(455)	0	140,105
Environment Reserve	1,513,342	69,992	0	(911,965)	671,369	1,513,903	4,912	(4,912)	0	1,513,903
Faulkner Park Retirement Village Buy Back Reserve	2,452,738	112,337	20,000	0	2,585,075	2,454,347	7,884	(7,884)	0	2,454,347
Faulkner Park Retirement Village Owners Maintenance Reserve	586,200	31,730	61,000	0	678,930	690,804	2,227	(2,227)	0	690,804
History Reserve	173,315	7,938	0	0	181,253	173,429	557	(557)	0	173,429
Information Technology Reserve	1,309,262	65,919	0	(60,000)	1,315,181	1,440,206	4,626	(4,626)	0	1,440,206
Land acquisition Reserve	10,020,640	468,638	0	(100,000)	10,389,278	10,224,436	32,891	(32,891)	0	10,224,436
Long Service Leave Reserve - Salaries	1,453,419	86,810	0	(326,933)	1,213,296	1,897,921	6,093	(6,093)	0	1,897,921
Long Service Leave Reserve - Wages	229,306	11,096	0	(19,969)	220,433	243,367	779	(779)	0	243,367
Miscellaneous Entitlements Reserve	1,216,695	36,293	553,603	(20,000)	1,786,591	785,400	2,547	(2,547)	0	785,400
Plant replacement Reserve	1,284,971	75,578	0	(242,250)	1,118,299	1,646,845	5,304	(5,304)	0	1,646,845
Property development Reserve	15,888,740	706,865	3,813,873	0	20,409,478	15,367,065	49,610	(49,610)	0	15,367,065
Public Art Reserve	412,077	18,873	0	(14,000)	416,950	412,347	1,325	(1,325)	0	412,347
Ruth Faulkner library Reserve	47,859	2,192	0	0	50,051	47,892	154	(154)	0	47,892
Streetscapes Reserve	512,770	23,485	0	0	536,255	513,107	1,648	(1,648)	0	513,107
Urban Forest Strategy Management Reserve	121,087	5,546	0	0	126,633	121,168	389	(389)	0	121,168
Waste Management Reserve	6,503,125	331,133	4,307	(2,409,041)	4,429,524	7,208,970	23,240	(23,240)	0	7,208,970
Workers Compensation/Insurance Reserve	1,438,947	60,684	0	(219,105)	1,280,526	1,328,427	4,259	(4,259)	0	1,328,427
	<b>61,963,631</b>	<b>2,829,577</b>	<b>9,340,179</b>	<b>(5,012,809)</b>	<b>69,120,578</b>	<b>61,681,383</b>	<b>198,589</b>	<b>(198,589)</b>	<b>0</b>	<b>61,681,383</b>

**CITY OF BELMONT  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 JANUARY 2024**

**INVESTING ACTIVITIES**

**2 CAPITAL ACQUISITIONS**

	Amended		YTD Actual	YTD Actual Variance
	Budget	YTD Budget		
	\$	\$	\$	\$
<b>Capital acquisitions</b>				
Land - freehold land	100,000	50,000	0	(50,000)
Buildings - non-specialised	2,255,256	1,157,957	395,029	(762,928)
Furniture and equipment	776,628	502,455	352,576	(149,879)
Plant and equipment	1,631,080	989,329	506,923	(482,406)
Other property, plant and equipment	50,000	25,000	0	(25,000)
<b>Acquisition of property, plant and equipment</b>	<b>4,812,964</b>	<b>2,724,741</b>	<b>1,254,528</b>	<b>(1,470,213)</b>
Infrastructure - Roads	3,215,798	1,456,137	1,383,188	(72,949)
Infrastructure - Reserves Improvements	8,072,466	3,672,764	1,985,163	(1,687,601)
Infrastructure - Footpath Network	713,336	119,661	67,411	(52,250)
Infrastructure - Drainage Network	386,634	170,655	323,414	152,759
<b>Acquisition of infrastructure</b>	<b>12,388,234</b>	<b>5,419,217</b>	<b>3,759,176</b>	<b>(1,660,041)</b>
<b>Total capital acquisitions</b>	<b>17,201,198</b>	<b>8,143,958</b>	<b>5,013,704</b>	<b>(3,130,254)</b>
<b>Capital Acquisitions Funded By:</b>				
Capital grants and contributions	3,391,835	2,396,148	0	(2,396,148)
Other (disposals & C/Fwd)	1,240,739	1,240,739	11,293	(1,229,446)
Reserve accounts				
Building maintenance Reserve	321,450	0	0	0
Election expenses Reserve	138,000	0	0	0
Environment Reserve	911,965	0	0	0
Information Technology Reserve	60,000	0	0	0
Long Service Leave Reserve - Wages	19,969	0	0	0
Plant replacement Reserve	242,250	0	0	0
Public Art Reserve	14,000	0	0	0
Workers Compensation/Insurance Reserve	219,105	0	0	0
Contribution - operations	11,197,209	4,507,071	5,002,411	495,340
<b>Capital funding total</b>	<b>17,756,522</b>	<b>8,143,958</b>	<b>5,013,704</b>	<b>(3,130,254)</b>

**SIGNIFICANT ACCOUNTING POLICIES**

Each class of fixed assets within either plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

Assets for which the fair value as at the date of acquisition is under \$5,000 are not recognised as an asset in accordance with *Financial Management Regulation 17A (5)*. These assets are expensed immediately.

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

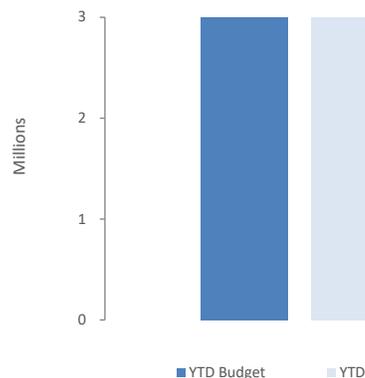
**Initial recognition and measurement for assets held at cost**

Plant and equipment including furniture and equipment is recognised at cost on acquisition in accordance with *Financial Management Regulation 17A*. Where acquired at no cost the asset is initially recognise at fair value. Assets held at cost are depreciated and assessed for impairment annually.

**Initial recognition and measurement between mandatory revaluation dates for assets held at fair value**

In relation to this initial measurement, cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at zero cost or otherwise significantly less than fair value, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the City includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.

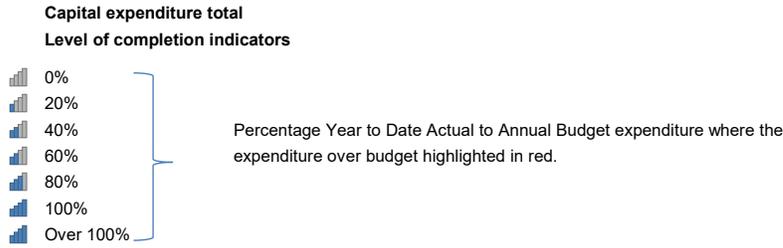
**Payments for Capital Acquisitions**



**CITY OF BELMONT  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 JANUARY 2024**

**INVESTING ACTIVITIES**

**2 CAPITAL ACQUISITIONS - DETAILED**



*Level of completion indicator, please see table at the end of this note for further detail.*

Account Description	Amended			Variance (Under)/Over
	Budget	YTD Budget	YTD Actual	
	\$	\$	\$	\$
City Projects	3,649,749	955,826	345,302	(610,524)
Parks and Environment	4,480,817	2,964,454	1,651,726	(1,312,728)
Buildings and facilities	2,197,156	1,121,566	390,941	(730,625)
Infrastructure Capital Works	4,315,772	1,746,453	1,774,013	27,560
Furniture and equipment	776,628	502,455	352,576	(149,879)
Plant and equipment	1,631,080	989,329	506,923	(482,406)
Other	150,000	75,000	0	(75,000)
	<b>17,201,202</b>	<b>8,355,083</b>	<b>5,021,481</b>	<b>(3,333,602)</b>

# Attachment 12.10.1 Monthly Financial Report - January

**CITY OF BELMONT  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 JANUARY 2024**

### 3 BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

Description	Council Resolution	Classification	Non Cash	Increase in	Decrease in	Amended Budget Running Balance
			Adjustment	Available Cash	Available Cash	
			\$	\$	\$	\$
<b>Budget adoption</b>						500,000
T04/2023 Civic Centre Chiller Unit Replacement	June OCM #12.10	Capital expenses	0	0	(74,300)	425,700
Independent Living Units	August OCM #12.12	Capital expenses	0	0	(137,000)	288,700
Independent Living Units	August OCM #12.12	Capital revenue	0	137,000	0	425,700
October Budget Review	October OCM #12.5	Opening surplus(deficit)	4,554,448	0	0	4,980,148
October Budget Review	October OCM #12.5	Operating revenue	0	2,935,023	0	7,915,171
October Budget Review	October OCM #12.5	Operating expenses	0	0	(1,662,615)	6,252,556
October Budget Review	October OCM #12.5	Capital revenue	0	2,372,673	0	8,625,229
October Budget Review	October OCM #12.5	Capital expenses	0	0	(8,194,238)	430,991
October Budget Review	October OCM #12.5	Non cash item	0	69,009	0	500,000
T07/2023 Esplanade Foreshore Works	November OCM #12.5	Capital expenses	0	0	(255,000)	245,000
T07/2023 Esplanade Foreshore Works	November OCM #12.5	Capital expenses	0	255,000	0	500,000
Sister City Delegation	December OCM #12.12	Operating expenses	0	0	(10,000)	490,000
				<b>5,768,705</b>	<b>(10,333,153)</b>	<b>(4,564,448)</b>

## **12.11 Statutory Compliance Audit Return 2023**

(Report to follow)

## **13 Reports by the Chief Executive Officer**

### **13.1 Request for leave of absence**

### **13.2 Notice of motion**

Nil.

## **14 Matters for which the meeting may be closed**

### **14.1 Nomination for Honorary Freeman of the City**

This report is included in the Ordinary Council Meeting – Confidential Matters Agenda in accordance with Section 5.23(2) of the Local Government Act 1995, which permits the meeting to be closed to the public for business relating to the following:

- b. the personal affairs of any person.

#### **Officer Recommendation**

That Council:

1. Bestow the title of 'Honorary Freeman of the City' upon the Nominee for services to the City of Belmont.
2. Request that the Nominee remain Confidential until after the Bestowal Ceremony.

## 14.2 Code of Conduct Matter

This report is included in the Ordinary Council Meeting – Confidential Matters Agenda in accordance with Section 5.23(2) of the Local Government Act 1995, which permits the meeting to be closed to the public for business relating to the following:

- (h) such other matters as may be prescribed.

### Officer Recommendation

That Council:

1. Note the complaint – Alleged Breach Form submitted on 2 October 2023 as set out in the Confidential Attachment (14.2.1)
2. Note the investigation report on the alleged breach as set out in the Confidential Attachment (14.2.2)
3. Make a finding that either:
  - (a) the alleged breach has been substantiated or
  - (b) the alleged breach has not been substantiated
4. If the alleged breach has been substantiated, determine any further actions to be required.
5. Request the Director Corporate and Governance to write to both parties advising them of the outcome of the investigation and Council’s decision regarding the alleged complaint.

## 15 Closure