

Activity Centre Planning Strategy

Belmont Business Park



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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.

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.

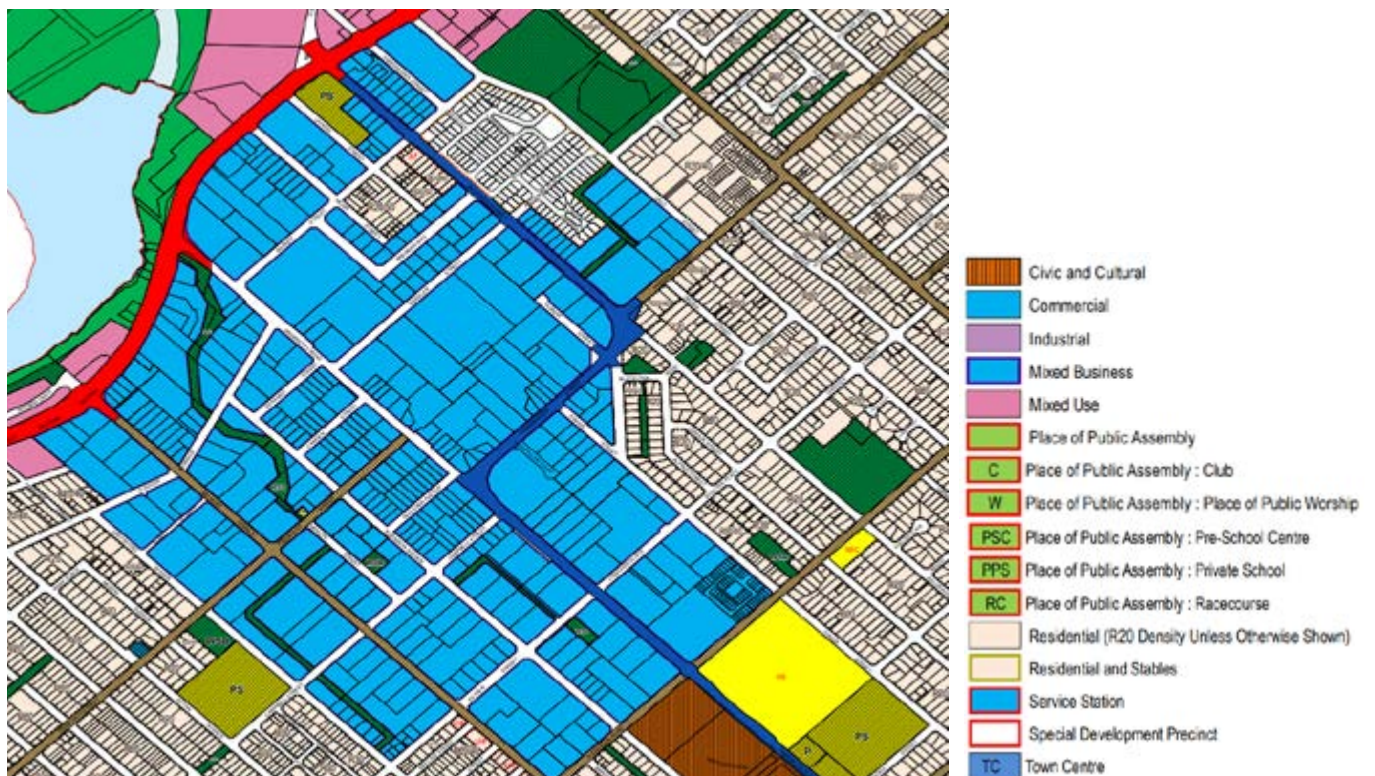


Figure 2: Existing Zoning

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

Commercial' 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.

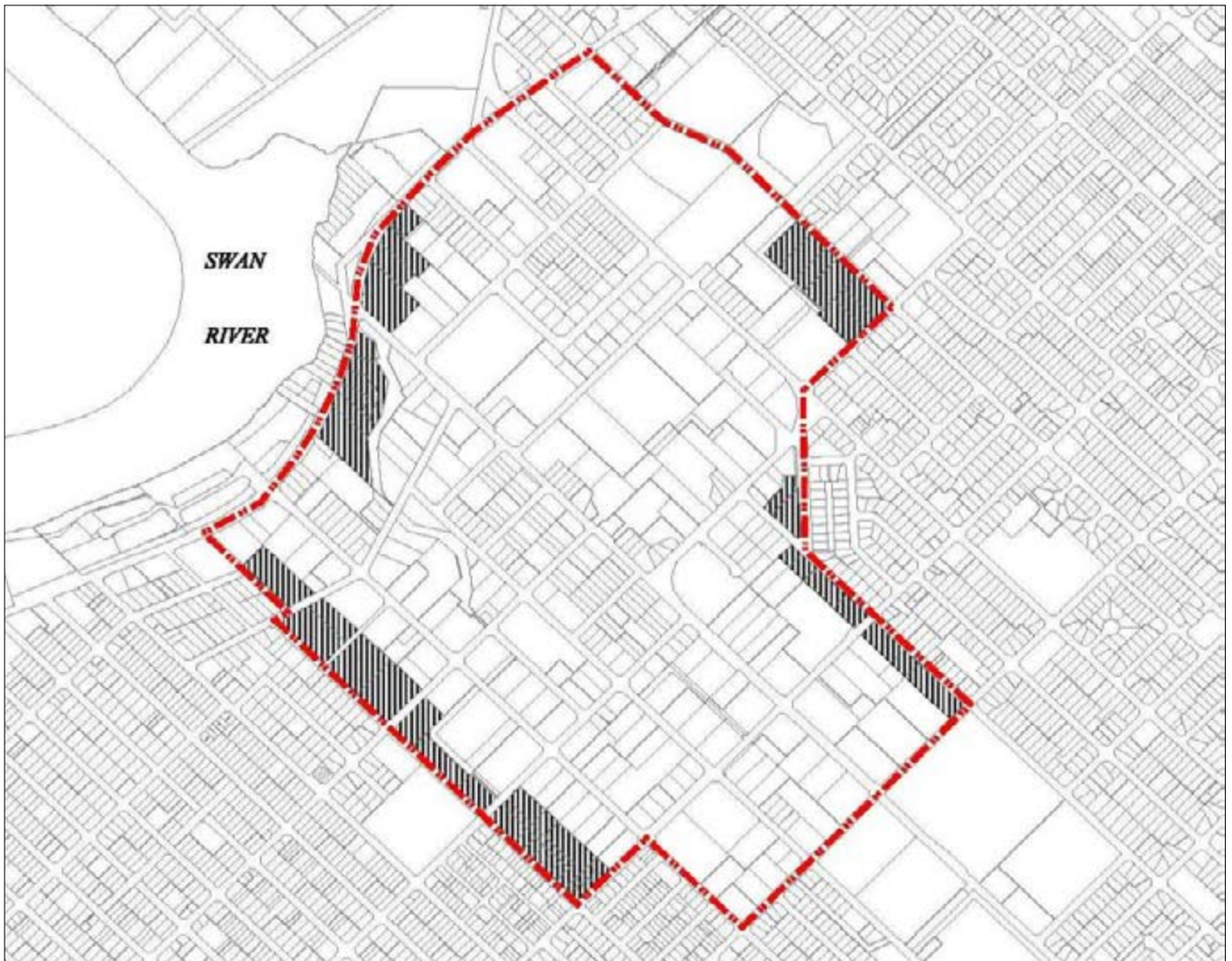


Figure 3: Areas Where 'Residential' Land Uses May Be Considered Appropriate

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 Cycling Connections and Priority

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.

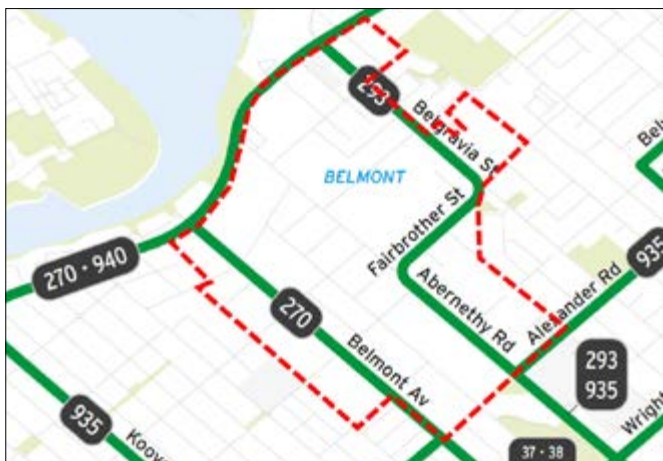


Figure 4: Bus Network Map (Business Park Outlined in Red)

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.

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 3.1

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.



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.



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.





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Belmont Business Park Actions



Actions & Implementation











Belmont Business Park

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
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








Actions & Implementation

Belmont Business Park

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
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
Movement						
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
Place						
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