

Activity Centre Planning Strategy The Springs



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Alternative Formats

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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.

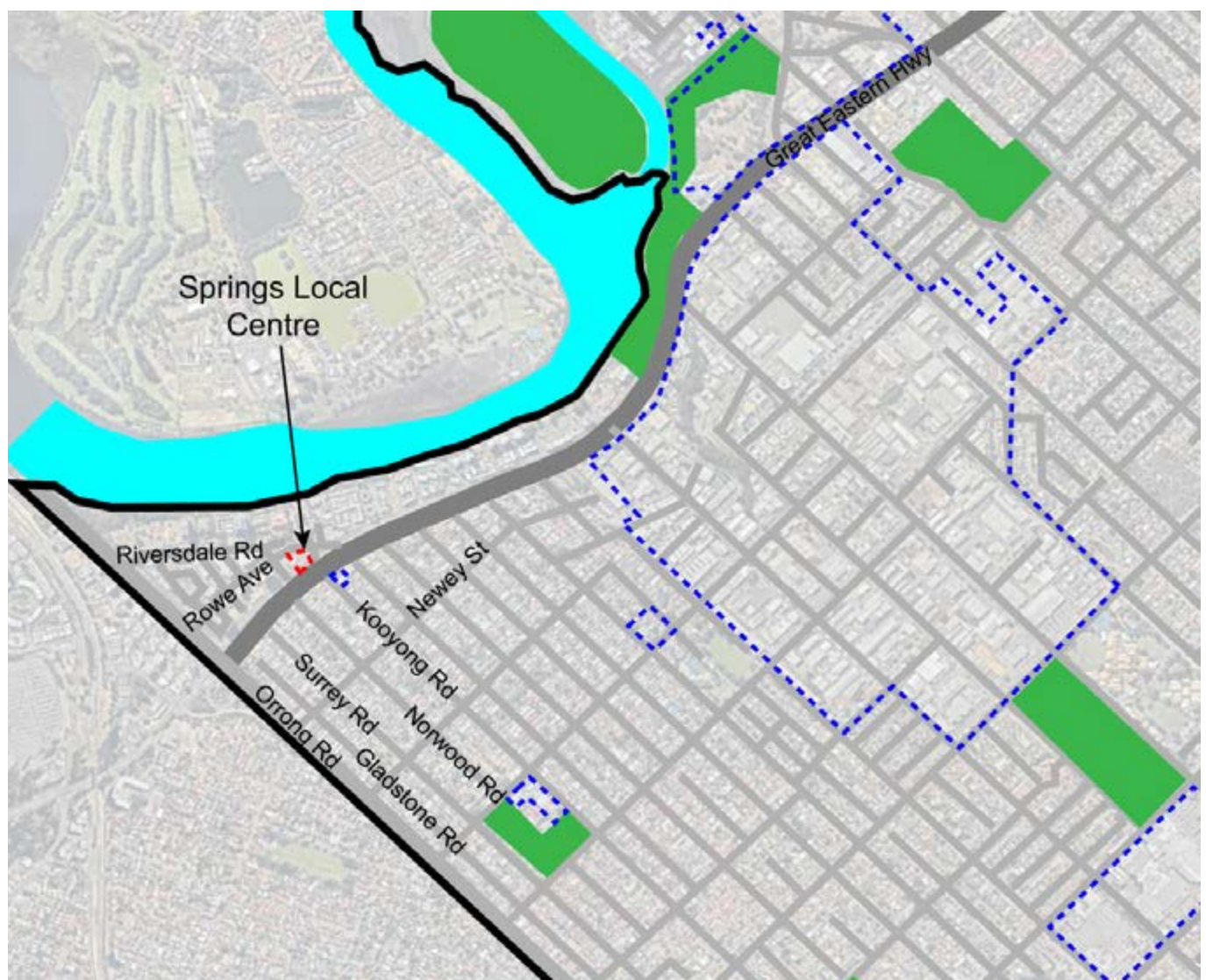


Figure 1: The Springs Local Centre Locality Map

1. 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 220m² of shop/retail floorspace. The RNA prepared to inform this Strategy suggests that retail floorspace within The Springs could increase to approximately 1,000m² by 2036 due to the growth of the population in the immediate vicinity. The approved development currently under construction proposes 570m² of shop/retail floorspace which will result in The Springs precinct containing a total of approximately 800m² 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

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.

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.



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.



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.

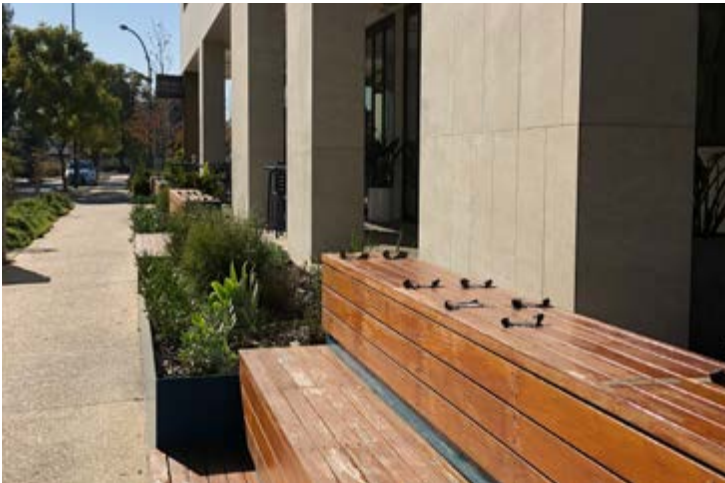
Action 2.5

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

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.





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The Springs Local Centre Actions












Actions & Implementation

The Springs

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

