



City of Belmont

Tabled Attachments

Agenda Briefing Forum

Held

3 December 2019





Agenda Briefing Forum

3/12/19

Item 5.1 (12.2) refers

Tabled Attachment 1

Submission
Ms A Huss



City of Belmont

Public Submission Time & Deputation Proforma

Please ensure that your presentation complies with the Rules of Public Submission Time and Deputations as published in the Agenda Briefing Forum Programme and as printed overleaf.

Name: Arianna Huss
Residential Address: 133 Orrong Road, Rivervale
Organisation Name: _____
 (If presenting on behalf of) _____

Agenda Briefing Forum Date: 3 December 2019 **Report Item No. referred to:** 12.2

Are you speaking in support or opposition to the matter? Please tick appropriate box. Support Oppose

Please tick the appropriate box below to indicate what type of presentation you wish to make.

Submission / Deputation

Please write a brief overview of your submission / deputation as clearly and concisely as possible – Remember – there are strict time limits applicable. The Presiding Member may limit presenters to a shorter period, if time is restricted.

A subdivision of our property was approved by the WAPC on 14 June 2019, however finalisation of the subdivision is based on a vehicle access plan being approved for our site, and our neighbours. We have worked with the City's staff to develop a plan that ultimately removes vehicle access from Orrong Road whilst unlocking the subdivision potential for our property and our neighbours. We strongly support the officer's recommendation and urge the Council to approve the vehicle access plan.

Additional space provided overleaf for Submission / Deputation - Please tick box if continued overleaf

Signature:  **Dated:** 3 December 2019

Office Use Only:

Presented Forum Date:

Item Number:



Public Submission Time & Deputation Proforma

Continued

DEFINITIONS

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Rules for Agenda Briefing Forum Public Submission Time and Deputations

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Agenda Briefing Forum

3/12/19

Item 5.2 (12.3) refers

Tabled Attachment 2

Submission
Ms M Elkington



My name is Margaret Elkington of 101 Bulong Avenue, Redcliffe, and I am resident and home owner within the Development Area 6 precinct.

The Redcliffe Station Precinct Activity Centre Plan is very important to the current and future residents of Redcliffe and there are issues which Councillors are being asked to adopt which will affect current residents.

The minutes suggest the Councillors are being asked to *“Adopt a proposed approach to infrastructure funding”* and endorse a Development Implementation Plan by wording such as *“The draft ACP proposes that a Development Implementation Plan be endorsed...”*.

In order to adopt such a plan, there needs to be a demonstration as to what the benefits actually are (or will be) for residents, determination of the growth trends based on the catchment area, and the catchment area needs to be defined for the infrastructure contributions and the actual need for the cost sharing amongst the catchment area. Currently there has been no demonstration of these matters.

And therefore it unclear under what reasoning should a Development Implementation Plan be endorsed.

Not with standing this, there are standard requirements which must be met for Development Contributions, including Public Open Spaces being equivalent to 10% of the total subdivisible area. The current Activity Centre Plan states that there is currently 10.08% public space which will be reduced to 8.78% public open space. This does not meet the requirement of the Development Control Policy 2.3 Public Open Space which requires 10% of total space to be given up free of cost by the subdivider. And there is in fact no reason why the public open space is not 10% or even more, given communities have an appetite for more public open space, not less. Less than 10% public open space is unacceptable and insufficient for current and future residents of DA6. It would be not be responsible of Councillors to endorse such a Development Implementation Plan when residents will not even be provided with the minimum required Public Open Space.

Additionally, Councillors are being asked to require pre-consultation for this to occur over a 45 day period. When would the 45 day window commence? Given that between December and January, a considerable amount of people go away for both Christmas and school holidays, this window of time is insufficient for proper consolation, and I ask that this be extended or amended.

I am asking for Councillors to object to endorsing a Development Implementation Plan and to object to any Special Area Rate until such times where the benefits for implementing such a plan are clearly demonstrated.

PUBLIC SUBMISSION TIME & DEPUTATION PROFORMA

CONTINUED

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Agenda Briefing Forum

3/12/19

Item 5.3 (12.3) refers

Tabled Attachment 3

Submission
Mr R Foster



City of Belmont

Public Submission Time & Deputation Proforma

Please ensure that your presentation complies with the Rules of Public Submission Time and Deputations as published in the Agenda Briefing Forum Programme and as printed overleaf.

Name: Richard Foster

Residential Address: 140 Coolgardie Avenue, Redcliffe

Organisation Name: _____

(If presenting on behalf of) _____

Agenda Briefing Forum Date: 3/12/2019

Report Item No. referred to: 12.3

Are you speaking in support or opposition to the matter? Please tick appropriate box. Support Oppose

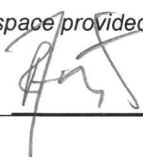
Please tick the appropriate box below to indicate what type of presentation you wish to make.

Submission / Deputation

Please write a brief overview of your submission / deputation as clearly and concisely as possible – Remember – there are strict time limits applicable. The Presiding Member may limit presenters to a shorter period, if time is restricted.

Please see attached

Additional space provided overleaf for Submission / Deputation - Please tick box if continued overleaf

Signature: 

Dated: 3/12/2019

Office Use Only:

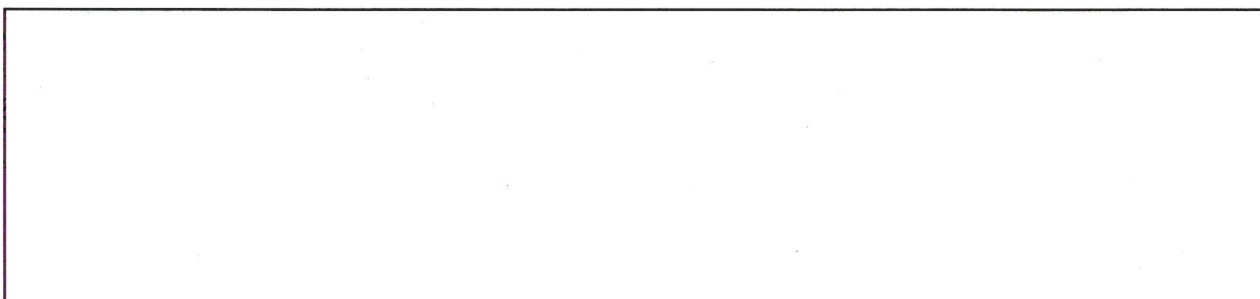
Presented Forum Date:

Item Number:



Public Submission Time & Deputation Proforma

Continued



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Richard Foster
140 Coolgardie Avenue
Redcliffe 6104

Submission to Agenda Briefing Forum 3rd December 2019

Re..

Item 12.3 Draft Redcliffe Station Activity Centre Precinct Plan - Redcliffe DA6

Traffic

The City of Belmont needs to realise that no matter how much traffic calming/reducing of speed limits etc in the Redcliffe DA6 ..the bare facts are.....RATRUNNING FROM GEH via Hardy, Durban, Epsom into Stanton IS THE QUICKEST WAY to get to the Airport Estate.

It is the VOLUME of traffic that will increase...not the speed.

The algorithms used by the motorists friend GOOGLE dictate this.

To travel along GEH from Hardy Road to Tonkin and Dunreath is 4 kilometres and 4 minutes added to your journey.

Will Stanton Road be upgraded to become bicycle/pedestrian friendly also?

Parking

While it is admirable that the City of Belmont is trying to reduce the number of vehicles in the Redcliffe DA6 and make this transit hub pedestrian/bicycle friendly, it is NOT the amount of onsite carpark spaces available to residents that is the main issue here....the main issue is the City of Belmont and the WAPC assuming that there will be a smaller amount of vehicles because of a train station and thus reducing the amount of parking spaces, onsite and on street.

In the next breathe the City of Belmont acknowledges the fact that overflow parking from

DFO/Costco/Biomes/Train Station etc will be a problem and maybe solved by paid parking/resident parking stickers, show that vehicles originating from outside the Precinct are the problem.

To have any reduction in car parking on development sites or development areas because that site is close to a transport hub is a mistake. Unfortunately, at present, there is no authority in Western Australia who can make rules as to who owns an automobile and where that automobile owner can live and the reverse is also apparent, there is NO authority in Western Australia who can say that you can't own a vehicle because you live within a 'transport hub'.

Public Open Space

...revisiting the old chestnut...the school grounds were decided at a council meeting 3 years ago that with increased population in the DA6 and the expansion of the school would make this unviable...

Stating that there would be POS available within the Airport Estate to help satisfy POS requirements is gilding the lily (maybe the Biome Project of virtual reality trees in a shopping precinct is the open space?) and Selby Park will be reduced in size because of MRWA requirements for the future GEH/Tonkin Hwy interchange.

The POS still stands at 8.7%? of the required 10%.....

Funding Options

In the absence of a DCP a Special Area Rate SAR...to be applied to those who will benefit from the Redevelopment...

There are now over 400 ratepayers in the Redcliffe DA6 saying that they have NEVER wanted this redevelopment to take place..

There is no benefit to residents and ratepayers...maybe a toll fee for the 8,000 vehicles/day down Stanton would be more appropriate.

Maybe the City of Belmont needs to buy land close to train station/Costco/DFO/Biomes and do high rise car parking to help fund redevelopment.

There is no benefit to ratepayers, in fact the ratepayers of the DA6 should be asking for a reduction in rates to offset falling or static property prices in the area.

By instituting an SAR this will further reduce the price of houses in the DA6...as no one including developers will want to buy in the DA6 and pay a SAR until they have amalgamated more properties.

All properties within the Redcliffe DA6, since the first subdivisions have been paying council rates and water rates and the service of facilities has been good.

If the Water Corp want more because they are going to upgrade...that will be taken care of by our Water Rates..Western Power provide a service and that is being paid in our quarterly bills.

It is foolish of the City of Belmont to include any reference to a SAR and needs to be removed from this draft document.

Advertising of the Draft Redcliffe Station Activity Centre Precinct Plan (CRAPS)

The need for letters to be sent to Residents and Ratepayers on Durban Epsom Stanton OUTSIDE of the Precinct should also be a priority.

This should also include the Residents and Ratepayers of Morrison/Lyall and Moreing roads as they are also affected by the GOOGLE algorithms for a quick ratrun from the Airport Estate.

Residents and Ratepayers of Ascot/Tibbradden on the western side of GEH should also be included as they will access the DA6 for schools/shopping/train station.

I will be asking at the OCM what is a "pre-consultation" period and how will the City advertise this, and how will residents and ratepayers know that there is a 'pre-consultation' period...

Summary

The City of Belmont in the original Redcliffe DA6 Vision Plan stated that the closure of Brearley Avenue, the move of the Qantas terminal to T1/T2 would stop the ratrunning to the Perth Airport Estate and the City would be able to reinstate the road grid within the Redcliffe DA6 to make this area a bicycle/pedestrian friendly precinct with increased density of housing around a major transport hub.

At the same time, Perth Airport with their Masterplan outlined Qantas shifting would invigorate the Business Park at Airport West with big box stores/shopping/tourism environment being built.

With both these plans, the City of Belmont have insisted that the ratrunning would decrease and the traffic down Stanton Road will stay at the 2015 levels when Brearley Avenue was shut and the Gateway Project was finished.

There is an alternative to reducing traffic down Stanton Road. With the Gateway Project an entrance has been provided for east and west bound traffic on Tonkin Hwy to access Dunreath Drive..... this entrance is to be upgraded to a clover leaf with upgrade of the Tonkin Hwy between Guildford and Dunreath Roads. there is an OPPORTUNITY to connect Dunreath Drive to Sydenham Street that crosses both Epsom and Hardey and thus give the Greater Belmont another and BETTER access to the Airport Estate and helps maintain the City's historical link to Perth Airport and would also help reduce the traffic down Stanton Road that the CEO (sorry Mr Christie!) of the City of Belmont says 'mainly originates from within the City of Belmont'.

This will also increase the City of Belmont's Aerotropolis status. (Sorry Councillor Rossi..!) that is only available to Residents and Ratepayers with a Freedom of Information application and as such, the Residents and Ratepayers of the DA6 and indeed the Greater Belmont have no idea what Aerotropolis is. We can only imagine!

The City of Belmont has never produced an AERIAL view map of the Redcliffe DA6 that is available to residents showing the 3 new roads within the DA6.. representational drawings, not to scale, have been sited, but these do not give a true indication of the 'reinstated' road grid.

We are still waiting for our free wifi/coffee shops/ and community veggie gardens that were promised by the urban planners engaged by the City of Belmont for the DA6.

We want a 'Better Belmont' ...with this Draft Redcliffe Train Station Precinct Plan nothing has changed from the Redcliffe DA6 Vision Plan ...except for the name...The City of Belmont is not listening to Residents and Ratepayers.

Vision

...without Vision the DA6 is dead...the City of Belmont is 'tasked' with this redevelopment..there is nothing in this Draft Policy that will excite developers to build...and nothing that will excite people to purchase in these developments..the expectations of the City of Belmont that people will want to live here because of a train station/DFO/Costco will be far outweighed by the volume of Community housing and the traffic generated by the increased shop till you drop mentality of big box stores...

Try adding a little culture...maybe an Art Gallery...

Richard Foster



Agenda Briefing Forum

3/12/19

Item 5.4 (12.3) refers

Tabled Attachment 4

Submission
Mr B Mollan





City of Belmont

PUBLIC SUBMISSION TIME & DEPUTATION PROFORMA

Please ensure that your presentation complies with the Rules of Public Submission Time and Deputations as published in the Agenda Briefing Forum Programme and as printed overleaf.

Name: BRIAN MOLLAN
 Residential Address: 28 LENORI ROAD, GOOSEBERRY HILL 6076
 Organisation Name: ~~80 CENTRAL AVENUE, REDCLIFFE~~
 (If presenting on behalf of)

Agenda Briefing Forum Date: _____ Report Item No. referred to: 12.3

Are you speaking in support or opposition to the matter? Please tick appropriate box. Support Oppose

PLEASE TICK THE APPROPRIATE BOX BELOW TO INDICATE WHAT TYPE OF PRESENTATION YOU WISH TO MAKE.

SUBMISSION / DEPUTATION

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ANY SUCH RATE WOULD BE A GREAT BURDEN
ENFORCED UPON HOME OWNERS.
THIS COULD FORCE OWNERS TO SELL
AGAINST THEIR WISHES.

Additional space provided overleaf for Submission / Deputation - Please tick box if continued overleaf

Signature: Dated: 3/12/19

OFFICE USE ONLY:

Presented Forum Date: _____ Item Number: _____



Agenda Briefing Forum

3/12/19

Item 5.5 (12.1) refers

Tabled Attachment 5

Deputation
Ms L Hollands and
Mr P Hitt



City of Belmont

Public Submission Time & Deputation Proforma

Please ensure that your presentation complies with the Rules of Public Submission Time and Deputations as published in the Agenda Briefing Forum Programme and as printed overleaf.

Name: Lisa Hollands and Paul Hitt

Residential Address: 2 Miller Avenue Redcliffe

Organisation Name: Belmont Resident and Ratepayer Action Group

(If presenting on behalf of) _____

Agenda Briefing Forum Date: 03/12/19 Report Item No. referred to: 12.1 Hardey Road

Are you speaking in support or opposition to the matter? Please tick appropriate box. Support Oppose

Please tick the appropriate box below to indicate what type of presentation you wish to make.

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Paul Hitt and I would like to do a deputation on the Hardey Road development. As per the documentation from SAT we are a third party to this application and represent the residents that are directly affected. Both myself and Paul use Hardey Road daily and this impacts both of us given the age of the traffic survey not taking into account the increased rat running traffic to the airport that the City of Belmont appears to support.

Additional space provided overleaf for Submission / Deputation - Please tick box if continued overleaf

Signature: _____ Dated: _____

Office Use Only:



Presented Forum Date: _____

Public Submission Time & Deputation Proforma

Continued

DEFINITIONS

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Agenda Briefing Forum

3/12/19

Item 12.1 refers

Tabled Attachment 6

**State Administrative
Tribunal Matter – Proposed
Community Purpose
Building – Lot 801 (49)
Hardey Road, Belmont
Presentation**



City of Belmont

Agenda Briefing Forum

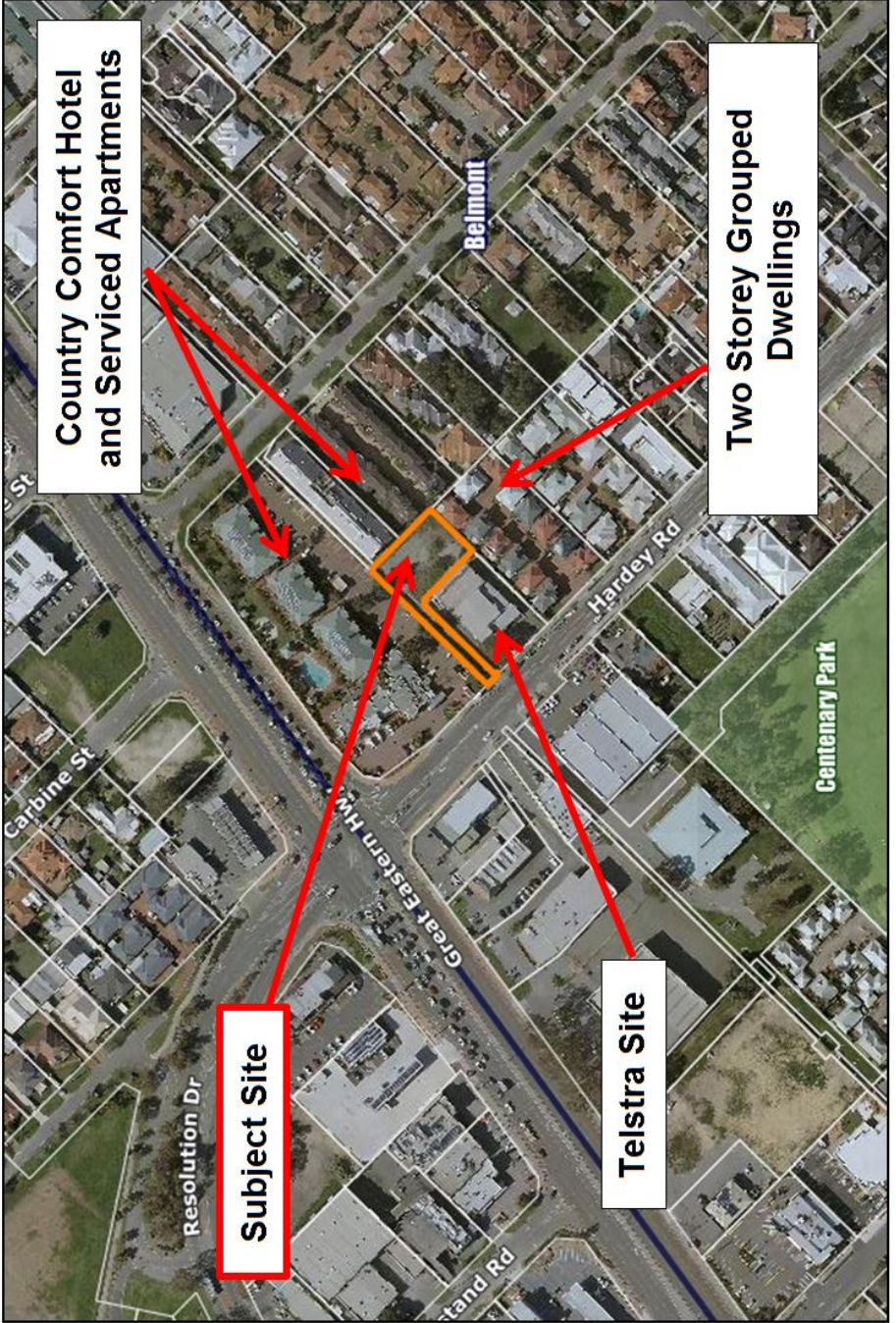
3 December 2019

Item No 12.1

**State Administrative Tribunal Matter – Proposed Community Purpose
Building – Lot 801 (49) Hardey Road, Belmont**



Aerial of Subject Site



Extract from Local Planning Scheme Map Showing Zoning of Subject Site and Surrounding Zonings

LEGEND

METROPOLITAN REGION SCHEME RESERVES

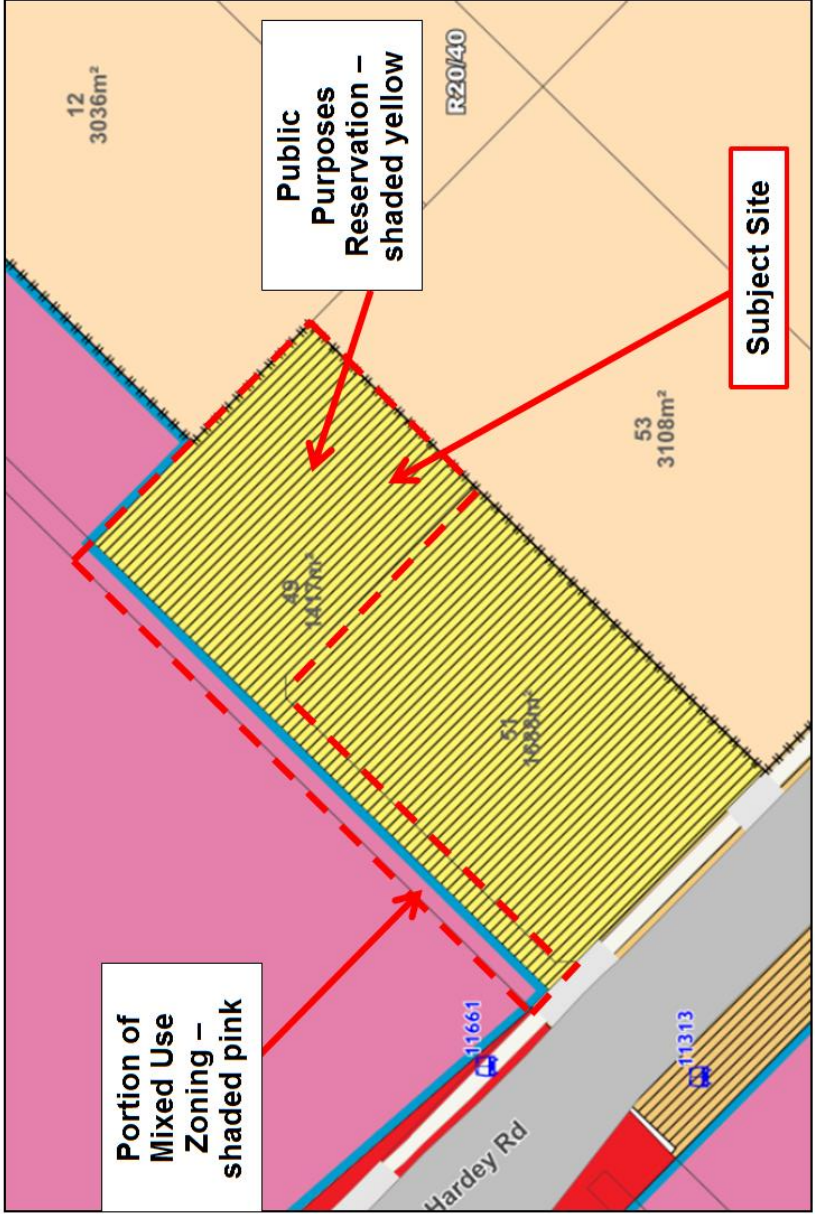
- PARKS AND RECREATION
- PUBLIC PURPOSES - DENOTED AS: COMMONWEALTH GOVERNMENT HIGH SCHOOL
- RAILWAYS
- WATERWAYS
- OTHER REGIONAL ROADS
- PRIMARY REGIONAL ROADS

LOCAL SCHEME RESERVES

- CIVIC AND CULTURAL - DENOTED AS: CIVIC AND COMMUNITY CENTRE
- PARKS AND RECREATION - DENOTED AS: WATER SUPPLY SEWERAGE AND DRAINAGE
- PUBLIC PURPOSES - DENOTED AS: AMBULANCE DEPOT, CHILD DAY CENTRE, HIGH SCHOOL, PRIMARY SCHOOL, TELSTRA, AUTHORITY OF WA, WESTERN POWER, TRANSPORT DEPOT
- LOCAL ROADS
- MAJOR DISTRIBUTION ROAD

LOCAL SCHEME ZONES

- COMMERCIAL
- INDUSTRIAL
- MIXED BUSINESS
- MIXED USE
- PLACE OF PUBLIC ASSEMBLY - DENOTED AS: CHILD DAY CENTRE, PRIVATE SCHOOL, PUBLIC LIBRARY CENTRE, RACECOURSE, PLACE OF PUBLIC WORSHIP
- RESIDENTIAL (R20 DENSITY UNLESS OTHERWISE SHOWN)
- RESIDENTIAL AND STABLES
- SERVICE STATION
- TOWN CENTRE



Development Proposal

A three-storey Community Purpose building, 11 metres in height.

Ground Floor

- Undercroft parking area (23 car parking bays plus one minivan bay).
- Lobby, a meeting room, office and a bin storage area.

First Floor

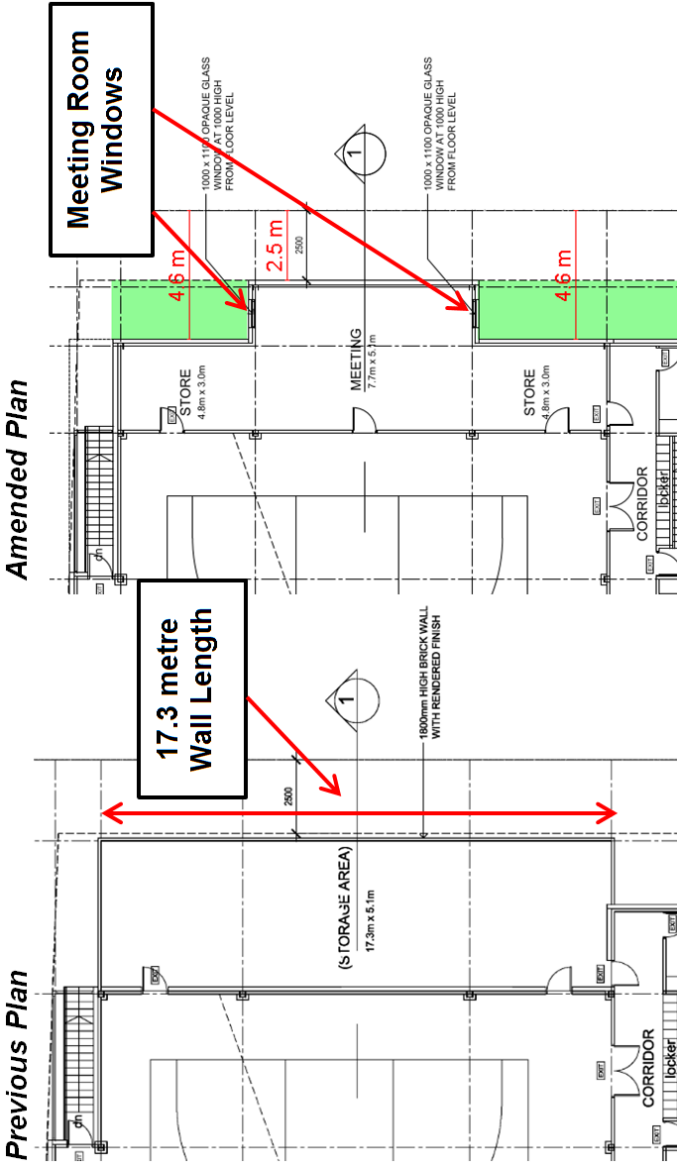
- Lobby and foyer, toilets and change room facilities.
- Gymnasium (476m²)
- A meeting room and storage areas.

Mezzanine

- Meeting hall (82m²)



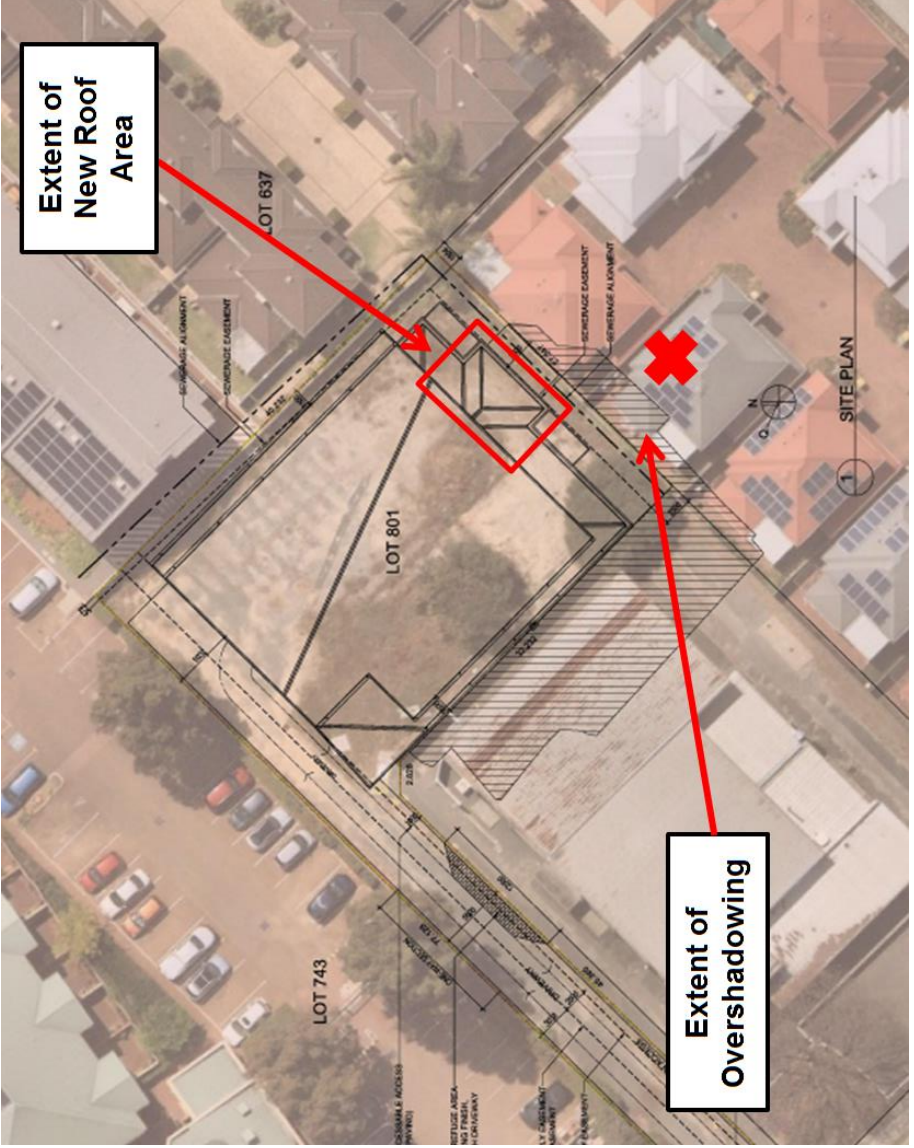
Setbacks – South Eastern Boundary



- Adjustments to the first floor of the south-eastern boundary.
- Meeting room windows – and visual privacy – condition required.

Setbacks – Overshadowing

- Modified design of building.
- R-Codes: not more than 35%.
- The roof structure marginally adds to the overshadowing of the adjoining grouped dwelling.



Hours of Operation

&

Noise from the Car Park

Operating hours proposed:

- 8am – 8pm, Sundays to Wednesdays.
- 8am – 9pm, Thursdays to Saturdays.

Condition for the construction of a 2.4 metre high masonry wall along the south-east and north-east boundaries abutting the grouped dwellings and serviced apartments.



Possible Contamination of Adjoining Site

- 47 Hardey Road – formerly a fire station and fire training academy between 1962 & 2000.
- Memorial registered on the Title of 47 Hardey Road: ‘Possibly Contaminated – investigation required’.
- Possible release of fire-fighting foam containing Perfluoroalkyl and Polyfluoroalkyl substances (PFAS).



Recommendation

- A. Approve the application subject to conditions.
- B. Write to those who made a submission, advising them of Council's decision.



Agenda Briefing Forum

3/12/19

Item 5.5 (12.2) refers

Tabled Attachment 7

Deputation
Ms B Scharfenstein



City of Belmont

Public Submission Time & Deputation Proforma

Please ensure that your presentation complies with the Rules of Public Submission Time and Deputations as published in the Agenda Briefing Forum Programme and as printed overleaf.

Name: Ms B Scharfenstein

Residential Address: 140 Coolgardie Avenue, Redcliffe

Organisation Name: _____

(If presenting on behalf of) _____

Agenda Briefing Forum Date: 3/12/2019

Report Item No. referred to: 12.3

Are you speaking in support or opposition to the matter? Please tick appropriate box. Support Oppose

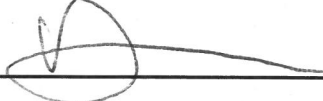
Please tick the appropriate box below to indicate what type of presentation you wish to make.

Submission / Deputation

Please write a brief overview of your submission / deputation as clearly and concisely as possible – Remember – there are strict time limits applicable. The Presiding Member may limit presenters to a shorter period, if time is restricted.

Please see attached

Additional space provided overleaf for Submission / Deputation - Please tick box if continued overleaf

Signature: 

Dated: 3/12/19

Office Use Only:

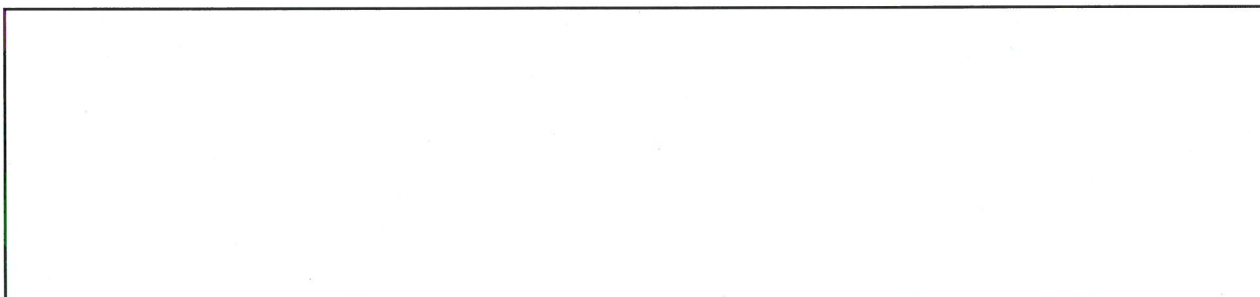
Presented Forum Date:

Item Number:



Public Submission Time & Deputation Proforma

Continued



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|---|--|
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|---|--|

~~SUBMISSION~~/DEPUTATION

AGENDA BRIEFING FORUM 3 DECEMBER 2019

ITEM : 12.3 DRAFT REDCLIFFE STATION ACTIVITY CENTRE PLAN (DEVELOPMENT AREA 6)

Bella Scharfenstein
140 Coolgardie Avenue
Redcliffe WA 6104

The purpose given for the 12.3 agenda item is to consider the Draft Redcliffe Station Activity Centre Plan (The Plan) for the purpose of undertaking preliminary public consultation. This submission is an initiation of this public consultation process, seeks clarification on the implications of the Officer Comment and Recommendations, and requests amendment to the Officer Recommendation for presentation of this item at the 7th December 2019 COB OCM.

The Plan and City of Belmont Officer Report in 12.3 are integrated documents, with The COB Officer Summary guiding interpretation of The Plan and making recommendations pertaining to it. This submission refers to the Officer Comment component supporting The Plan.

Officer Comment states a Development Contribution Plan (DCP) is the preferred infrastructure funding mechanism, however, calls into doubt reliance on a DCP because:

- A DCP can “pose a significant financial burden for local governments. The main risk (being) funds collected may not be sufficient to meet the cost of infrastructure....”;
- A DCP could result in an “escalation in the cost of infrastructure or delays in provision of infrastructure if landowners choose not to develop.”;
- ***“the amount of expenditure in the early stages of development is likely to exceed funds collected by the DCP. It is therefore anticipated that the City would need to adopt an approach of pre-funding infrastructure works in the precinct with reimbursement from the DCP occurring over time as contributions are made by developers.”***; and
- In accordance with the principles of SPP 3.7, it would be inappropriate for the City to use municipal funds to pay for the redevelopment of the DA6 precinct purely to the benefit of private landholders.”

Officer Comment also presents a strong argument for a Specific Area Rate (SAR) to be levied against existing DA6 landholders, which could provide the City an option for pre-funding infrastructure. The rationale for utilisation of a SAR is on the questionable presumption existing landholders will derive significant benefit from such infrastructure.

However, while CoB acknowledges the contraindications for a SAR and so does not propose this as its “preferred” funding mechanism option, it would appear an insufficiency in pre-funding for DA6 infrastructure has not been resolved.

The Officer Comments do not conclusively identify available funding to allocate to pre-funding for infrastructure, particularly as it appears there are currently no developing landholders for a DCP.

Given the Officer Comments it appears Developing landholders and therefore a DCP cannot be counted on for infrastructure funding until land consolidation has taken place.

If there is in fact an infrastructure funding insufficiency this then does not preclude the adoption of a SAR. A SAR then remains an option because it has not been categorically excluded as a funding source for infrastructure.

**SUBMISSION/DEPUTATION
AGENDA BRIEFING FORUM 3 DECEMBER 2019
ITEM : 12.3 DRAFT REDCLIFFE STATION ACTIVITY CENTRE PLAN (DEVELOPMENT AREA 6)**

Bella Scharfenstein
140 Coolgardie Avenue
Redcliffe WA 6104

Officer Recommendation point B advocates adopting the *proposed* approach to infrastructure funding *including* the preparation of a DCP.

There are however, two funding options *proposed*, the DCP and a SAR - one preferred, but the other not eliminated.

The recommendation of adopting the proposed approach and including preparation of a DCP infers DCP is the only infrastructure funding mechanism to be employed.

As the Officer Recommendation does not categorically state a SAR has been eliminated, technically, it remains an option for infrastructure funding.

CONCLUSION AND REQUEST FOR AMENDMENT TO DRAFT REDCLIFFE STATION ACTIVITY CENTRE PLAN (DEVELOPMENT AREA 6) OFFICER RECOMMENDATION

That the City of Belmont amend 12.3 Officer Recommendation B to read:

B. Adopts the Development Contribution Plan as the sole source for infrastructure funding and delivery in the Redcliffe Station Precinct and prepares a Development Contribution Plan to provide for the sharing of infrastructure costs amongst developing landowners within the precinct and to facilitate the implementation of the Activity Centre Plan.

AND

The City of Belmont will not adopt SAR or any other funding mechanism levied against existing DA6 landholders.

Without the City of Belmont categorically stating that SAR will at not be employed as a funding mechanism to be levied against existing DA6 landholders, residents will assume the spectre of a SAR hangs over them like the Sword of Damocles.



Agenda Briefing Forum 3/12/19

Item 12.3 refers

Tabled Attachment 8

Draft Redcliffe Station Activity Centre Plan (Development Area 6) Presentation



City of Belmont

Agenda Briefing Forum

3 December 2019

Item No 12.3

**Draft Redcliffe Station Activity
Centre Plan (Development Area 6)**



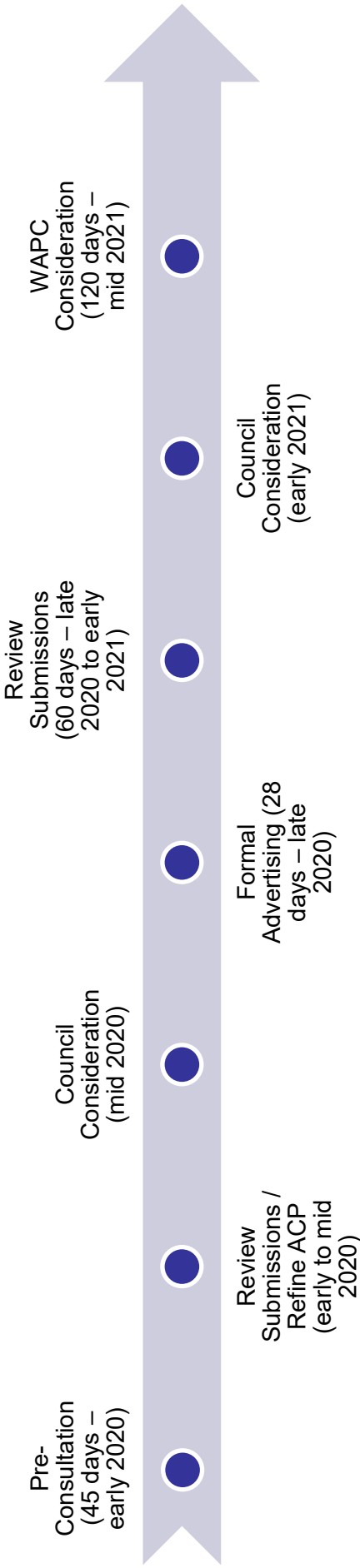
Standard Statutory Process – Activity Centre Plan

- *Planning and Development (Local Planning Schemes) Regulations 2015*
 - Minimum and maximum advertising timeframe – 14 to 28 days.
 - Submissions to be reviewed and recommendation report prepared within 60 days of advertising concluding.
 - Western Australian Planning Commission – 120 day assessment and determination period.
 - Readvertising may be required.
- Complex planning considerations – recommend **pre-consultation** prior to formal statutory advertising process.

Pre-Consultation

- Longer advertising period.
- Opportunity to meaningfully consult with landowners, stakeholders and agencies.
- Additional time to further review and carefully consider submissions.
- Opportunities for further modifications and refinement.
- Opportunity to address outstanding issues:
 - Statutory planning framework
 - Infrastructure funding / State Government investment

Activity Centre Plan Process



- **Scheme Amendment required to establish a DCP and amend zoning**
 - Additional planning process – different advertising requirements (60 days)
 - Aim to progress alongside ACP

Officer Recommendation

- Adopt the draft Redcliffe Station Activity Centre Plan for **pre-consultation** over a 45 day period.
- Adopt the proposed approach to infrastructure funding and delivery (i.e. prepare a Development Contribution Plan (DCP)).

Location Plan



Vision Plan

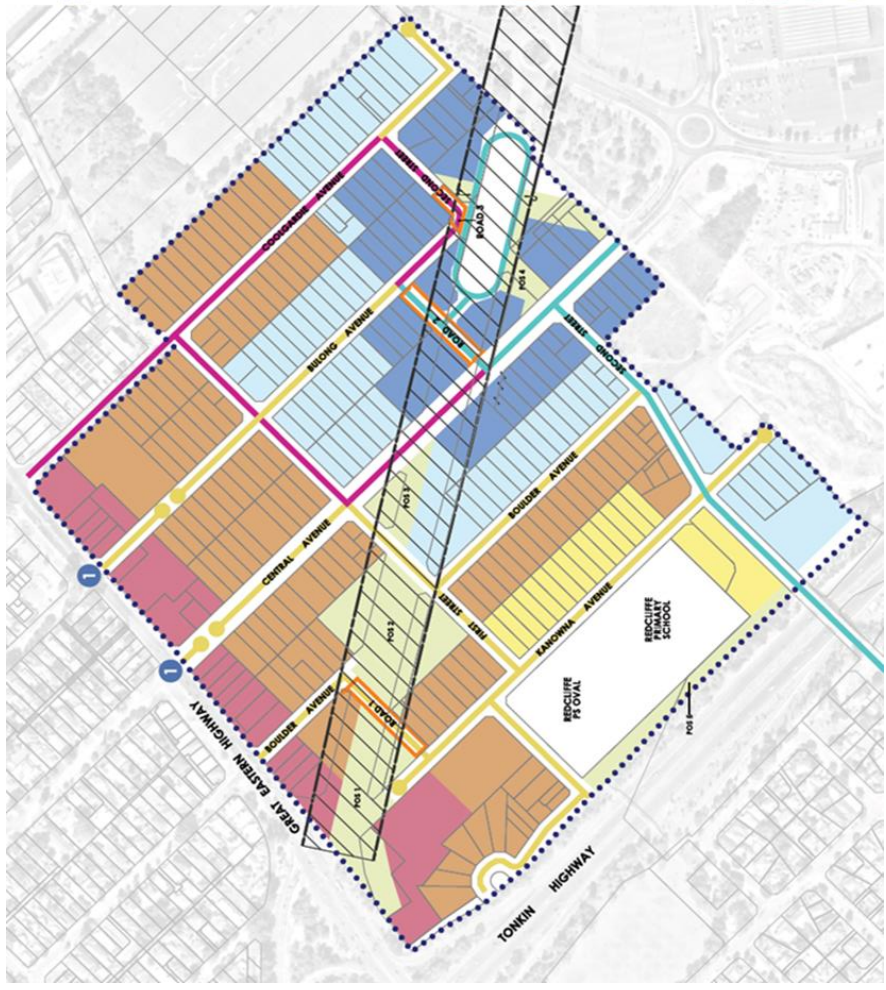


- 1 Great Eastern Highway upgrade/Breatley Avenue decommission.
- 2 Business/Residential mixed use development (medium-high intensity) along Great Eastern Highway.
- 3 Breatley Avenue and open space reserves create new pedestrian-friendly development sites with optimal tree retention and living stream.
- 4 Redevelopment of residential neighbourhood, with mix of 3, 6, 8 & 13 storey buildings.
- 5 Landscaped buffer area framing residential neighbourhood.
- 6 Higher intensity mixed use and residential development close to Station.
- 7 Local residential streets designed as slow-speed, pedestrian-friendly spaces.
- 8 Sensitive landscape, built form, land use transition Perth Airport/residential neighbourhood.
- 9 Connected public realm through Plaza, local retail, commercial development.
- 10 New access to Tonkin Highway.
- 11 Fairlieley Avenue, Durreseth Drive and Boud Avenue main access points to Perth Airport.
- 12 Central Avenue tree lined boulevard with central median for pedestrians & cycle lane.
- 13 Park and Ride for station (500 bays).
- 14 Living stream creating sustainable drainage.
- 15 Ultimate design of all streets to be determined as development occurs.
- 16 Roundabout on Durreseth Drive modified to signals with pedestrian crossing-phase in ultimate development.
- 17 Airport West Station.
- 18 Coolgardie Avenue intersection with Great Eastern Highway, upgrade.
- 19 Fairlieley Avenue Intersection with Great Eastern Highway, upgrade.










LEGEND

- D48 Boundary
- Perth Airport Boundary
- Residential 43 storeys
- Residential 513 storeys*
- Residential 56 storeys*
- Residential 58 storeys*
- Community/Civic

Proposed Precinct Areas



LEGEND

-  Activity Centre Plan Boundary
-  Public Open Space
-  Centre Sub-Precinct (building height range: 4-13 Storeys including bonus)
-  Centre Transition Sub-Precinct (building height range: 3-8 Storeys including bonus)
-  Residential Core Sub-Precinct (building height range: 2-6 Storeys including bonus)
-  School Interface (building height range: 2-3 Storeys)
-  Urban Corridor (building height range: 2-13 Storeys including bonus)
-  Rail Tunnel Alignment - Loading and excavation assessment required
-  New Roads to be Provided (clause 7.2.1)

1

The direct road connection of Baling 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.

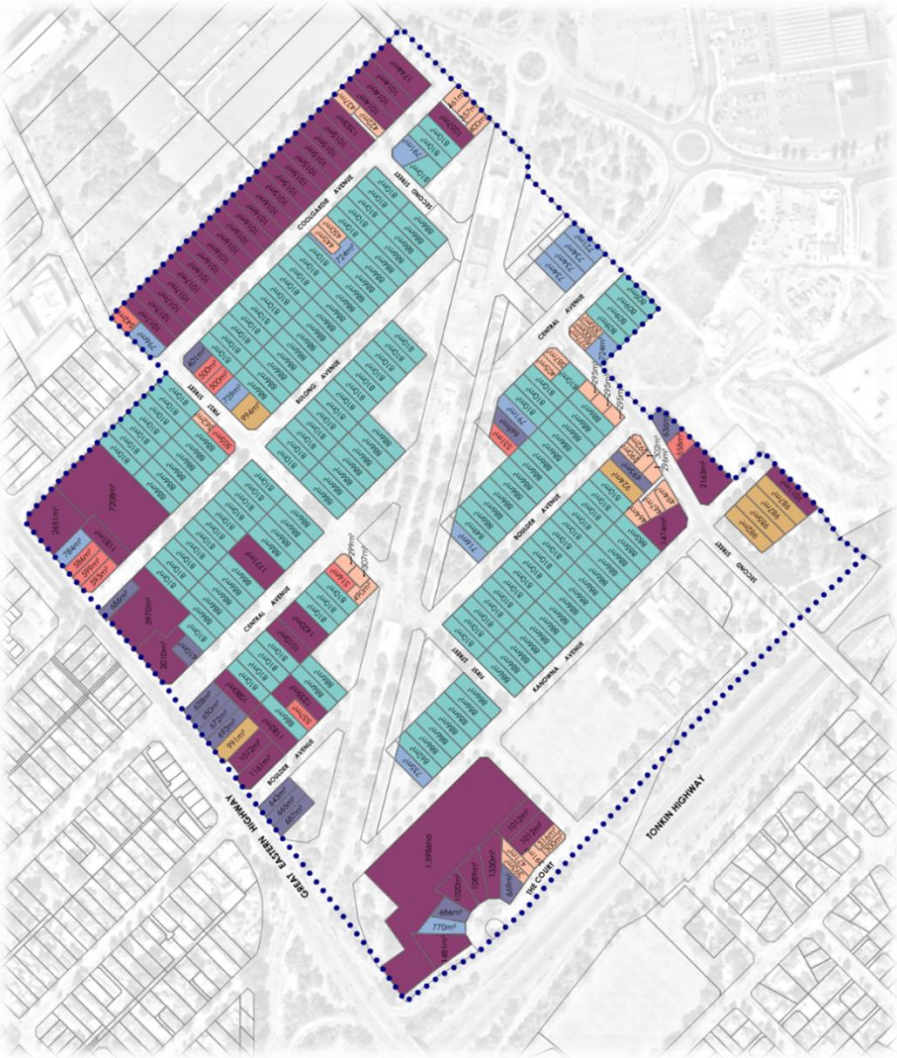
STREET CHARACTER TYPES

-  Street Character Type A
-  Street Character Type B
-  Street Character Type C

Proposed Primary Controls Table

Key Controls	Part 1 Section Reference	Centre	Centre Transition	Residential Core	School Interface	Urban Corridor
Minimum Development Site Area (m ²)	5.1	1,600m ² _A	1,600m ²	1,600m ²	1,600m ²	1,000m ²
Minimum Development Site Frontage (m)	5.1	30m	30m	30m	30m	20m
Site R-Coding	2.2	R-ACO	R-AC3	R100	R60	R-ACO
Minimum Site Area per dwelling (for Single and Grouped Dwellings)	3.5	Not Applicable	80m ² _a	80m ² _a	80m ² _a	Not Applicable
Minimum Residential Density (Minimum Dwelling Units per 100m ² of Site Area)	5.2	1.25	0.88	0.66	0.55	0.88 _c
Plot Ratio Maximum	5.5	3.0	2.0	1.3	0.7	3.0
Plot Ratio Maximum where development bonuses applicable	5.6	4.0	3.0	2.0	n/a	4.0
BUILDING HEIGHT						
Building Height Minimum (metres/approximate storeys)	5.3	4 Storeys	3 Storeys	2 Storeys	2 Storeys	3 Storeys
Building Height Maximum (metres/storeys)	5.4	8 Storeys	6 Storeys	4 Storeys	3 Storeys	8 Storeys
Building Height Maximum where bonuses applicable (metres/storeys)	5.6	13 Storeys _b	8 Storeys	6 Storeys	n/a	13 Storeys _b
Boundary Wall Maximum Height	NA		Refer to Redcliffe Station Precinct Design Guidelines			
BUILDING SETBACKS						
Primary Street Setback (Minimum) _E	5.7	Nil (up to 2 storeys) 4.0m (above 2 storeys)	2.0m (up to 2 storeys) 4.0m (above 2 storeys)	2.0m (up to 2 storeys) 4.0m (above 2 storeys)	3.0m (up to 2 storeys) 4.0m (above 2 storeys)	Nil (up to 2 storeys) 4.0m (above 2 storeys)
Primary Street Setback (Maximum) _E	5.7	2.0m (up to 2 storeys) N/A (above 2 storeys)	4.0m (up to 2 storeys) N/A (above 2 storeys)	4.0m (up to 2 storeys) N/A (above 2 storeys)	4.0m (up to 2 storeys) N/A (above 2 storeys)	2.0m (up to 2 storeys) N/A (above 2 storeys)
Secondary Street Minimum Setback (applicable to distance of 20m measured from primary street boundary) _{E,F}	5.7	nil	2.0m	In accordance with SPP73 Volume 1 and Volume 2	In accordance with SPP73 Volume 1 and Volume 2	nil
Side Boundary - minimum setback	5.7		In accordance with SPP73 Volume 1 and Volume 2			
Rear Boundary - minimum setback	5.7		2m minimum and 4m average (ground floor) as communal property 4m (second storey) 75m (third and fourth storey) 9m (fifth to seventh storey) 12m (eighth storey and above)			6m (Ground and 2nd storey) 75m (3rd - 4th storey) 9m (6th to 7th storey) 12m (8th storey and above)

Existing Lot Configuration



LEGEND

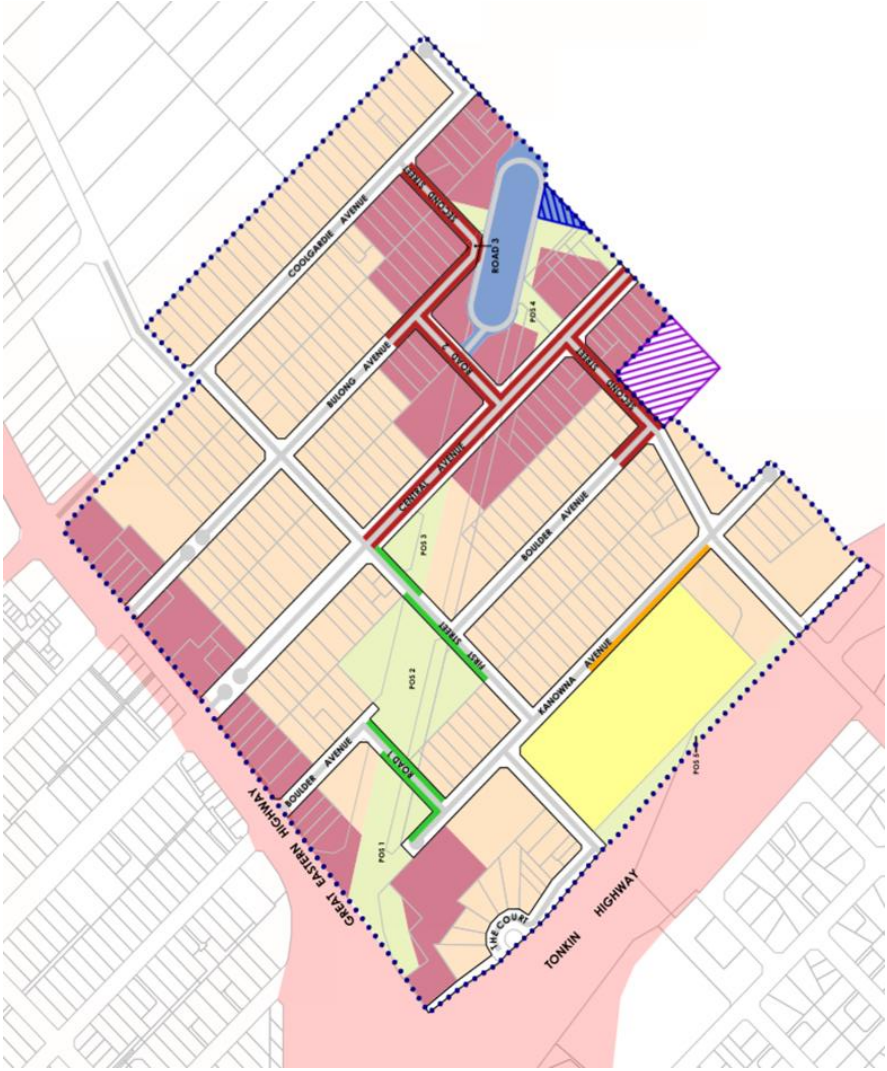


Structure Plan Boundary













Lot Size

- Less than 500m²
- 500m²- 599m²
- 600m²- 699m²
- 700m²- 799m²
- 800m²- 899m²
- 900m²- 999m²
- More than 1000m²

Proposed Street Parking Management



LEGEND

-  Activity Centre Plan Boundary
- LAND USE**
-  Mixed Use Sites
-  Residential Sites
-  Public Open Space
-  Redcliffe Train Station
-  Redcliffe Primary School
- ZONES**
-  PTA Redcliffe Train Station Parking
-  PTA Train Station Kiss & Ride Facility
-  Public On-Street Parking to be incorporated into all local road reserves
-  Redcliffe Primary School Public Parking to be retained
-  Public Open Space Parking
-  On-Street Timed Parking

Proposed On-Site Parking Requirements

Land Use Category	Minimum Car Parking Bays	Maximum Car Parking Bays	Minimum Bicycle Parking Bays
Residential	<p>Studio or 1 Bedroom Dwellings: 0.75 bay per dwelling</p> <p>2 Bedroom Dwellings: 1 bay per dwelling</p> <p>Visitors: 1 bay per four dwellings up to 12 dwellings, 1 bay per eight dwellings for the 13th dwelling and above</p>	<p>Studio or 1 Bedroom Dwellings: 1.5 bays per dwelling</p> <p>2 Bedroom Dwellings: 2 bays per dwelling</p> <p>Visitors: As per minimum requirement.</p>	<p>1 bicycle parking space per dwelling/unit</p> <p>0.25 visitor bicycle spaces per dwelling/unit.</p>
Commercial and Retail Uses	3.5 bays per 100m ² of net lettable area.	4.5 bays per 100m ² of net lettable area.	1 bay per 200m ² of net lettable area.
Civic, Community or other uses	To be determined by the local government, having regard to the nature of the use and the known or likely volume of goods, materials or people moving to and from the site.		

Proposed DCP Rates

Precinct	Estimated Development Floorspace (m ²)	Proportion of Estimated Development Floorspace (%)	Proportion of Infrastructure Cost	Area (m ²)	Rate (\$/m ²)
Centre (R-AC0)	66,660	20%	\$3,724,897.60	51,130	\$72.85
Centre Transition (R-AC3)	70,818	22%	\$3,957,247.68	72,811	\$54.35
Residential Transition (R100)	125,856	38%	\$7,032,705.68	132,096	\$53.24
School Interface (R60)	18,145	6%	\$1,013,932.49	19,723	\$51.41
Activity Corridor (R-AC0)	47,434	14%	\$2,650,536.56	36,487	\$72.64
Total	328,913	100%	\$18,379,320	312,248	



Agenda Briefing Forum

3/12/19

Item 12.5 refers

Tabled Attachment 9

Annual Review of Standard Development and Subdivision Conditions Presentation



City of Belmont

Agenda Briefing Forum

3 December 2019

Item No 12.5

Annual Review of Standard Development and Subdivision Conditions



TA57

Annual Review of Standard Development and Subdivision Conditions

- List of Standard Development Application Conditions and Footnotes
- List of Standard Subdivision Advice Conditions and Footnotes
- Reviewed Annually – last reviewed December 2018

Annual Review of Standard Development and Subdivision Conditions

Development Application Conditions

- **9 New Conditions**
 - Stormwater Drainage Disposal (3 new conditions)
 - Lighting Plans (1 new condition)
 - Section 70A Notifications (2 new conditions)
 - Tyre Storage (1 new condition)
 - Public Art (1 new condition)
 - Short-Stay Accommodation (1 new condition)

Annual Review of Standard Development and Subdivision Conditions

Development Application Conditions

- **Amended Wording to 18 Conditions**
 - Street Trees – Australian Standards / maintenance period / Arboricultural Method Statement
 - End of Trip Facilities – Australian Standards / unisex showers
 - Section 70A Notifications – clarity regarding process for lodgement
 - Removal of reference to specific position titles – approval entity is the “City”
 - Rewording of various conditions for clarity and accuracy

Annual Review of Standard Development and Subdivision Conditions

Development Application Footnotes

- **7 New Footnotes**
 - Arboricultural Method Statements
 - Service Station Fuel Dispensing Areas
 - Fencing
 - Environmental

- **Amended Wording to 4 Footnotes**
 - Wash Bays
 - Section 70A Notifications
 - Connection to Reticulated Sewerage
 - Modifications to ensure consistency with current legislation

- The wording of various conditions and footnotes have been modified for clarity

Annual Review of Standard Development and Subdivision Conditions

Subdivision Advice Conditions

- **Amended Wording to 2 Conditions**
 - To reference National Construction Codes instead of Building Code of Australia
 - To remove requirement for a battleaxe access leg to be constructed and drained

Subdivision Advice Footnotes

- **1 New Subdivision Footnote**
 - Where a legal agreement is required to ensure reciprocal rights of access are provided
- **Amended Wording to 2 Footnotes**
 - To reflect the modifications to the conditions relating to National Construction Codes and driveway construction