

CITY OF BELMONT

Belgravia / Barker Streets Policy Area

Local Planning Policy No. 4

Pursuant to Schedule 2, Part 2, Clause 4 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015

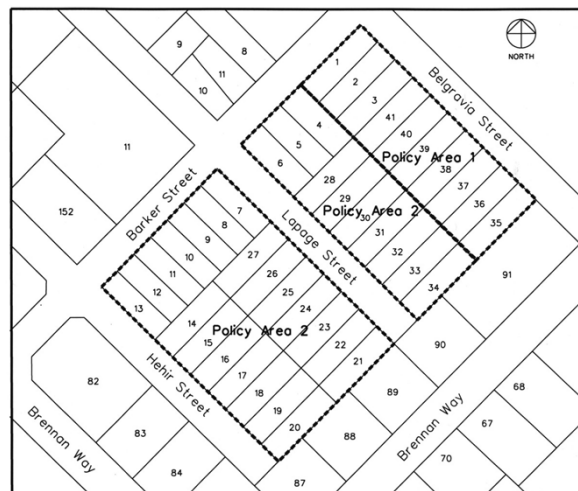
Policy Basis

This Local Planning Policy was formulated taking into account the extent of traffic utilising this section of Belgravia Street, the need to limit the number of access points to the Road and the desire for high quality development. It represents the Council's considered view of what constitutes appropriate development standards to justify density bonuses for quality redevelopment.

The Policy was originally adopted under Town Planning Scheme No. 14 (July 2002) following extensive consultation.

Policy Area

The Policy Area is defined on the Policy Plan below.



Policy Objectives

- To identify appropriate land uses and zonings for properties within the Policy Area which encourage the revitalisation of the Area.
- To acknowledge existing business activities abutting the Policy Area and ensure their continued operation.
- To minimise the number of crossovers onto Belgravia Street properties within the Policy Area so as to facilitate safe and efficient vehicular movement along Belgravia Street.

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Document Set ID: 1897719

Version: 7, Version Date: 13/10/2020



- To achieve the highest standard of mixed commercial and residential development for properties adjacent to Belgravia Street within the Policy Area.
- To provide for housing choice and variety in neighbourhoods with a community identity and high levels of amenity.
- To amalgamate existing small lots into larger lots capable of accommodating a high standard of development.
- To maximise the built-in safety of the City.
- To achieve a unified and attractive streetscape within the Policy Area.

Policy Plan

Council shall have regard to the Policy Plan when making decisions regarding subdivision, development and land use proposals for land within the Policy Area.

Policy Statement

The Policy Area has been divided into two Policy Precincts that are defined on the Policy Plan. The provisions of this Policy, as they relate to each Policy Precinct, are outlined below.

1. Policy Precinct 1

Access

In accordance with the requirements of Local Planning Scheme No. 15, prior to any development of a site for other than a single residence, Council will require that a public easement in gross be provided to promote shared vehicular access between lots (Refer Attachment 1).

Easement in Gross Note:

The land included in an easement in gross is not ceded and remains in private land ownership. Setbacks would therefore be calculated from the lot boundary, not the easement in gross. Any parking within the front setback, inclusive of the easement in gross, would be included in parking calculations.

Residential Density

Council will only support development above a density of R20 subject to:

- Any land affected by the Belgravia Street road widening having been ceded;
- A minimum lot size of 1400m²;
- The removal of existing dwellings;
- The achievement of a high standard of development through establishing an individual identity for each dwelling, imaginative layout, variation in building design and the use of complementary colours and materials; and
- With the exception of high quality terrace style developments, any development should comply with all aspects of Clause 5.7.3 of Local Planning Scheme No. 15.

- Where terrace style developments are proposed, variations to any of the above standards will be considered in terms of their likely impact on the amenity of future residents and adjoining landowners.

Road Widening Note:

Road widening is a requirement of Main Roads for Belgravia Street and will be negotiated between affected parties as is standard practice.

Additional Landuses

Local Planning Scheme No. 15 allows 'Residential' zoned land within Precinct 1 to accommodate the following additional uses:

- Consulting Rooms
- Office
- Showroom
- Studio

Council will only support development incorporating the above Additional Uses subject to:

- Any land affected by the Belgravia Street road widening having been ceded;
- A minimum lot size of 1400m²;
- The removal of existing dwellings and the production of a design customised for the new proposed use(s);
- Mixed use buildings incorporating residential dwellings shall consist of a vertical layering of landuses (eg office ground floor, residence above) and separate front doors being provided to the commercial and residential components.

Standard of Development

- Buildings are to be oriented to address the Belgravia Street road frontage and display a distinctive, integrated design theme.
- The design must have regard for the nature of existing abutting landuses.
- Council shall require that single storey dwellings incorporate roof pitches of at least 25 degrees so as to allow an element of the dwelling to be visible from the Belgravia Street frontage.
- The floor plan for new dwellings on land adjacent to Belgravia Street shall be designed so that those rooms least sensitive to vehicular noise, including secondary living areas, kitchens, bathrooms and spare bedrooms, are sited closest to Belgravia Street.
- Design measures to attenuate dwellings against traffic noise shall be encouraged (refer to Australian Standard 3671 – Acoustics – Road Traffic Intrusion – Building and Siting Construction).

- Design measures to maximise the built-in safety of the City through informal surveillance of the street and public spaces by windows and other such features is encouraged.
- Buildings are to harmonise with the bulk and height of adjoining and nearby buildings.
- Buildings are to be constructed from high quality materials.
- Landscaping, in the form of planter boxes, garden beds and/or street trees, to be provided to all building frontages and to effectively break-up large expanses of paved car parking;
- Brick paving and street furniture are to be effectively incorporated into commercial developments.

Parking Provision

- The number of car parking bays are to comply with the requirements of Local Planning Scheme No. 15.
- All car parking areas and vehicular access ways for commercial development fronting Belgravia Street shall be located within the front building setback area to Belgravia Street.
- Car parking and pedestrian access areas are to be well lit.

Signage

- All signage to be integrated with the building design.
- Signs should be aesthetically pleasing as well as functional. They should not however, detrimentally affect by way of their siting, size, shape, scale, glare, reflection or colour of the amenities of localities in which they are situated.

Fencing

- Fencing to properties adjacent to Belgravia Street shall be no more than 1.8 metres high (piers may be a maximum height of 2.0 metre) and constructed of either brick/limestone, or brick/limestone piers with wrought iron or timber (pinelap excluded) infill panels.
- Fencing for at least 25 per cent of the length of all lot boundaries to Belgravia Street shall be open and visually permeable. Where this cannot be achieved without seriously compromising the acoustical privacy of a dwelling, Council may exercise discretion to allow a lesser area of open fencing. In such instances, Council may require that the fencing be recessed or incorporate attractive design features to break up the length of solid fencing and to add interest to the streetscape.

2. Policy Precinct 2 – Residential Zoned Land Not Abutting Belgravia Street

Council will only support development above a density of R20 subject to:

- A minimum lot size of 1500m² or a minimum 30 metre frontage to a gazetted constructed road;
- The removal of existing dwellings;

- The design having regard for the nature of existing abutting landuses;
- The achievement of a high standard of development through establishing an individual identity for each dwelling, imaginative layout, variation in building design and the use of complementary colours and materials;
- With the exception of high quality terrace style developments, any development should comply with all aspects of Clause 5.7.3 of Local Planning Scheme No. 15.

GOVERNANCE REFERENCES

Statutory Compliance	<i>Planning and Development Act 2005</i> <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> Local Planning Scheme No. 15
Industry Compliance	State Planning Policy 5.4 – Road and Rail Noise State Planning Policy 7.0 – Design of the Built Environment State Planning Policy 7.3 – Residential Design Codes Development Control Policy 5.1 – Regional Roads (Vehicular Access)
Organisational Compliance	Local Planning Policy No. 13 – Vehicle Access for Residential Development
Process Links	

LOCAL PLANNING POLICY ADMINISTRATION

Directorate		Officer Title		Contact	
Development & Communities		Manager Planning Services		9477 7222	
Version Date		13/10/2020	Review Cycle	Triennial	Next Due
					13/10/2023
Version	Decision to Advertise	Decision to Adopt		Synopsis	
1	25/02/2002 OCM 18/02/2002 PDC (Item 8.3.3)			Adoption of policy for advertising following discussion with residents and landowners within the area. Policy to guide redevelopment of the area.	
2	27/05/2002 OCM 20/05/2002 PDC (Item 8.3.4)	29/07/2002 OCM 22/07/2002 PDC (Item 8.3.4)		Adoption of policy following advertising. To guide redevelopment of the area.	
3	25/11/2008 Special Council Meeting (Item 6.1)	14/02/2011 Special Council Meeting (Item 10.1)		Adoption of policy under LPS15 amended to refer to relevant clauses of Scheme 15.	

**Policy Attachment 1
Required Easement in Gross Policy Precinct 1**

