

**City of Belmont**

**LOCAL PLANNING SCHEME NO. 15**  
**SCHEME REPORT**

**(Incorporating  
Local Planning Strategy)**



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## PART 1 - PLANNING DATA

### 1. INTRODUCTION

This report provides background information considered by Council when reviewing Town Planning Scheme No. 14. The review has been undertaken by Council with a view to consolidating the numerous amendments that have been approved since gazettal of the Scheme in December 1999.

More than ever before, Council appreciates the rapid change that the City is undergoing in terms of urban renewal, community needs and perceptions. The decision to prepare a new Town Planning Scheme is an attempt to accommodate this change by the production of a document that is comprehensive and relevant for at least the next 10 years, yet relatively straight forward in the presentation of objectives.

The Western Australian Planning Commission's Model Scheme Text was used in the preparation of the Scheme.

#### **1.1 Town Planning Scheme No. 14**

Town Planning Scheme No. 14 was gazetted on 10 December 1999 and has since operated satisfactorily. At the time of writing, 57 amendments have been sought, several of which are not as yet finalised.

Scheme No. 14 could, in the consolidated form presented to the Commission, continue to be administered as the gazetted local planning scheme. However, the review process identified a number of issues which Council wished to consider in some detail, not least of which was the issue of incorporating into the Scheme Text a number of local planning policies adopted under Scheme No. 14.

Issues which were of concern to Council in its deliberations were:

- (i) Local Housing Strategy
- (ii) Local Commercial Strategy
- (iii) Belmont Town Centre Development options
- (iv) Public Open Space Provision
- (v) Supporting Business Opportunities
- (vi) Strengthening sustainability considerations
- (vii) Strengthened statutory basis afforded by incorporating key aspects of local planning policies into the Scheme text.

### 2. LOCATION AND FUNCTION

#### **2.1 Location**

The City of Belmont is located on the southern side of the Swan River, approximately 5.5 kilometres east of the Perth Central Business District. The Graham Farmer Freeway provides a direct link with the Perth Central Business District.

The City has an area of 40 square kilometres and is bounded by the Swan River, Perth International Airport, the Forrestfield Marshalling Yards, the Kewdale Freight Terminal and Orrong Road.

## 2.2 Function

Belmont is a dormitory residential suburb which has developed into a primary employment area with diversified commercial, semi commercial and industrial activities.

Characterised by spectacularly rapid residential growth rates in the 1950's, with heavy State Housing Commission investment, the City has undergone and continues to undergo significant residential redevelopment.

Traditional industrial activities have declined since the 1980's and have been replaced by a broad range of mixed commercial and light industrial uses, which activities are provided for in the existing "Mixed Use" Zone and proposed 'Mixed Business' Zone.

The commercial structure of the City centres around a well developed Regional Town Centre - where there are opportunities for further expansion and diversification of retailing and entertainment uses.

In terms of the Perth Metropolitan Region, Belmont occupies a significant position by virtue of it being an inner ring suburb and the eastern gateway to the Perth Central Business District.

Major urban renewal projects at Ascot Waters, The Springs (Rivervale) and a number of identified Development Control areas (requiring adoption of structure plans prior to redevelopment) will provide a large range of housing types that are attracting and will continue to attract new residents into the City.

The City remains a significant employment centre because of the industrial locations at Kewdale and Redcliffe and the varied uses developing along Great Eastern Highway and within the old central Belmont industrial area. The significance of the City as a logistics centre has been acknowledged by the State through the adoption of the Kewdale Hazelmere Integrated Masterplan. The Kewdale-Hazelmere region has been identified as a strategic precinct for the freight industry in Perth and Western Australia. It is a region that experiences complexities due to intermodal freight infrastructure networks, overlap of the three levels of government jurisdictions and the rapid expansion and change occurring within the freight industry. This Masterplan has been prepared to ensure that the Kewdale-Hazelmere Region achieves its optimal operational efficiency. It provides a strategic framework within which the planning and growth of the Region can be managed to ensure that the Region's freight focus is protected and enhanced. In doing so, the Masterplan recognises the importance of freight operations and infrastructure, and the underlying need to protect freight infrastructure and activities, and other more sensitive land uses, from each other through graduated land uses.

Perth International Airport occupies 32% of the City. Westralia Airports Corporation completed a review of the approved 2004 Perth Airport Master Plan and produced a new Master Plan 2009. That plan was approved by the federal Minister for Transport and Regional Services. The Non-aeronautical section of the Master Plan outlines a strategy for the airport's 997 hectares of non-aeronautical property, which is defined as land surplus to passenger and aviation related requirements. The purpose of the Non-aeronautical strategy is to provide strategic development direction which is guided by sound on-airport and off-airport planning principles. Both planning and development objectives drive the non-aeronautical property strategy. The planning objectives are:

*Bring land not required for long-term aviation services into productive use to support economic development and employment creation in Western Australia.*

*To achieve this objective we will ensure the facilities are:*

- compatible with the core role of the airport to provide safe and reliable aviation services;*
- compatible with land use planning in the communities neighbouring the airport; and*
- of a nature that, wherever possible, maximises the unique benefits provided by close proximity to the airport's aviation services."*

The City's approach has been that all precincts detailed under the Master Plan should be progressed using a structure plan and planning guidelines approach.

Whilst the impact of the major upgrading of Orrong Road has already had significant impact on the City, the upgrading of Great Eastern Highway is still eagerly awaited. The upgrading of Great Eastern Highway provides a huge opportunity for redevelopment along one of the premier entry ways to Perth and until its future has been decided continues to stymie large scale redevelopment and resolution of associated transport planning issues for the remainder of the City.

The City is home to the State's premier racecourse whose significance and presence has been enhanced by the abutting Ascot Waters Development. The Ascot area is historically the home of horse racing in Perth. The Western Australian Turf Club (now operating as Perth Racing) has a proud history of hosting thoroughbred racing in the State for over 150 years and runs the two riverside racecourses of Ascot and Belmont Park, both situated minutes from the Perth Central Business District. The now flourishing horse racing industry is testament to the understanding by successive Belmont Councils of the special needs and challenges of the horse racing industry.

Over 10 kilometres of the City's north western boundary abuts the Swan River. The development of regional open space along the Swan River and within Ascot Waters and Garvey Park in Redcliffe will continue to be major undertakings from the Council in conjunction with the Swan River Trust and the Western Australian Planning Commission.

### **3. POPULATION**

A separate Demographic Profile has been prepared that includes characteristics and forecasts in great detail. However, overall in the past 10 years the City of Belmont has experienced substantial changes in its demographic profile. The trend of population decline has been reversed and it is anticipated that the population will continue to grow as the City undergoes urban renewal.

The aging population of the City is consistent with national trends. Whilst the City encourages new families within the area, it should be recognized that the number of nuclear family households is decreasing. The aging of the 'baby boomer' generation will have significant social and economic outcomes. Careful planning is required to ensure that the City will be able to meet the needs of its older residents.

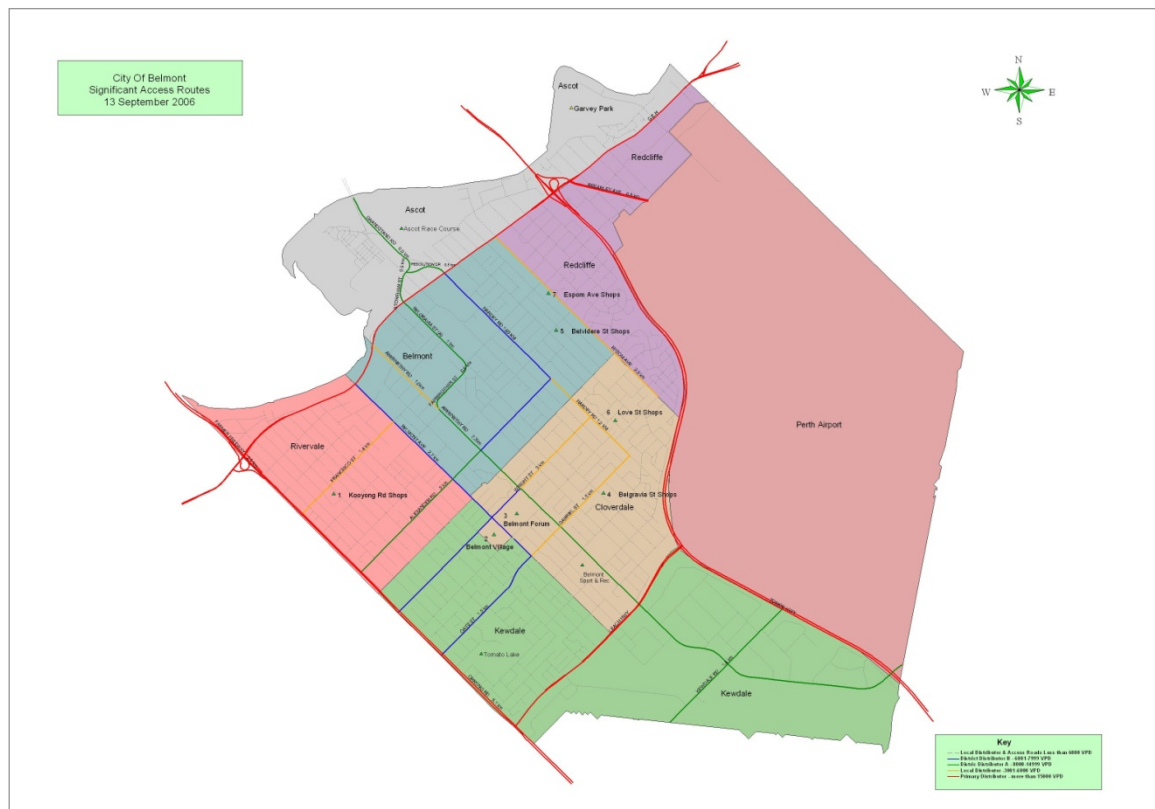
The 2006 Census data provides a more detailed picture of the positive socio-economic changes that are occurring within the City. It is anticipated that the proportion of younger people, 'white collar' workforce and income levels will continue to increase.

## 4. TOPOGRAPHY

The Swan River runs from north-east to south-west forming the western boundary of the City and representing 11 kilometres of river frontage. The topography of the City is largely flat with isolated hills and depressions. This includes steep banks rising to 15 metres in the south which give way to river flats in the north. The area is typical of much of the Swan coastal plain with undulating sand, plains and few contours rising above 21 metres. Comprehensive drainage schemes have been carried out in the past prior to much of the land becoming suitable for urban development.

## 5. ROADS AND TRAFFIC

The City is traversed by several major metropolitan arterial roads, carrying significant volumes of regional traffic. These include the Great Eastern; Leach, and Tonkin Highways; and Orrong, and Kewdale Roads. There is a secondary grid of district distributor roads (such as Alexander, and Abernethy Roads and Wright Street); and most of the local distributors and access roads are in a grid form.





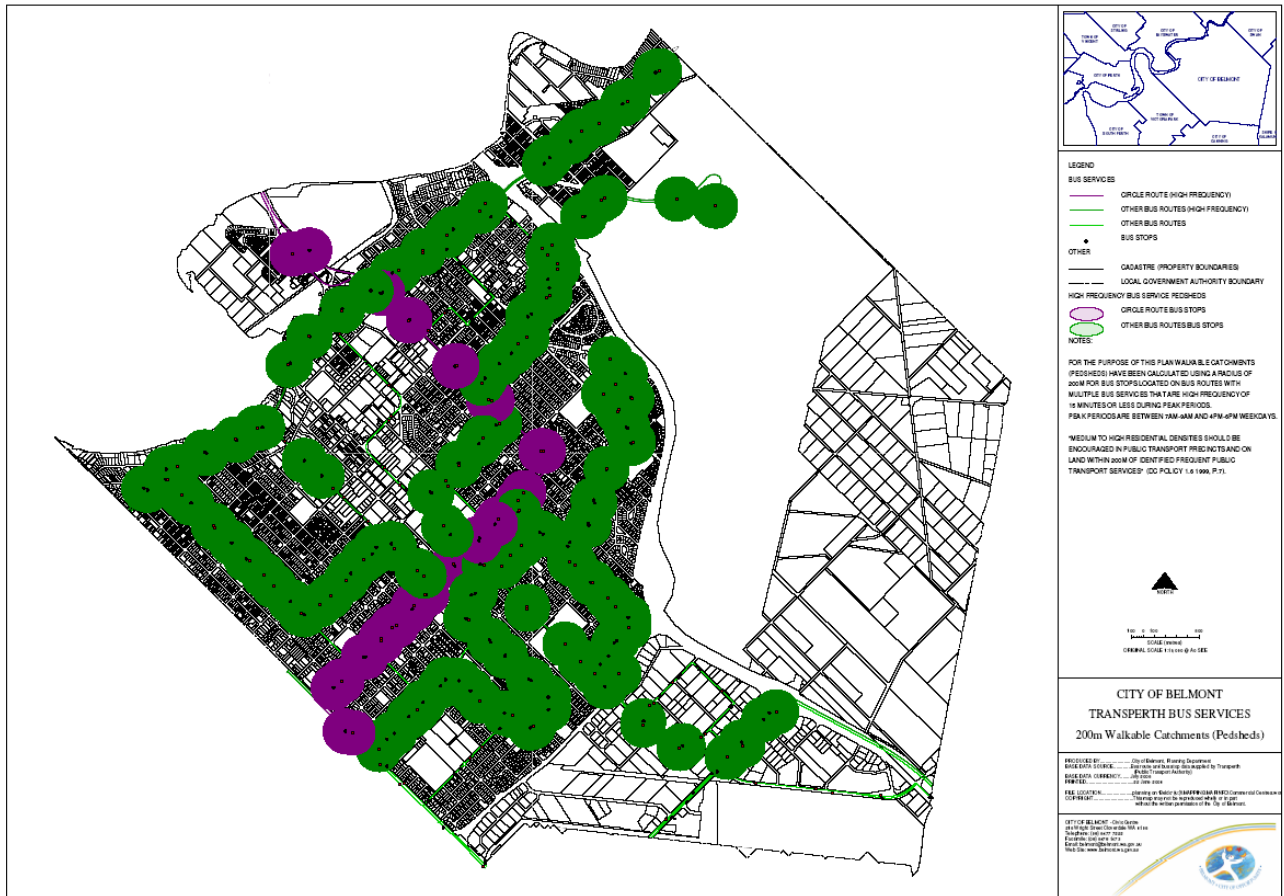
There are a number of state programs relating to transportation, as follows:

Strategy	Summary
Better Public Transport 10-Year Plan	The Better Public Transport 10-Year Plan identifies a range of service and infrastructure improvements, mode integration, fare and ticketing enhancements, and marketing initiatives (including TravelSmart).
Bike Ahead Strategy	<p>The Bike Ahead strategy is designed to encourage increased use of bicycles through a mix of infrastructure provision, safety initiatives and land use policies.</p> <p>It also recognises the importance of effective marketing programs to increase bicycle use. The Perth Bicycle Network Plan describes the network and outlines a timeline for funding and construction.</p>
Pedestrian Strategy.	<p>Transport is currently facilitating the development of a pedestrian strategy. The aim is to identify ways to increase walking as a mode of transport and as a form of recreation.</p> <p>The application of programs like TravelSmart is seen as part of the overall strategy to encourage more walking.</p>
Transport Infrastructure Project	The relatively new "Transport Infrastructure Project" is reviewing infrastructure throughout Western Australia and views TravelSmart as a legitimate non-built solution to transport provision.

### 5.1 Public Transport Access

The City is quite well served by buses and all but a few of the most minor Local Centres are adjacent to a bus route. Many of the bus routes pass by or are quite near the Belmont Town Centre zone.

The map below shows the current bus routes and their 200metre pedestrian catchments.



Great Eastern Highway is the only major regional road that provides direct access to many individual commercial properties. Though improvements are gradually being implemented that alleviate the traffic and amenity problems associated with its dual role as traffic mover and access street, there still remain several sections of this highway that are very poor in this regard. In these sections of the Highway it is difficult to access properties by car and very hazardous to be a pedestrian.

Until such time as a decision has been made on the nature of proposed upgrading to Great Eastern Highway, more detailed traffic studies (in accordance with the recommendations of the Western Australian Planning Commission's Draft Transport Assessment Guidelines) on the impact of specific development proposals along Great Eastern Highway and other major distributors (such as Abernethy Road) would be premature as the impact of those works will be felt through the City's traffic networks.

## 6. LAND TENURE

Over 40% of the City is held by public authorities or the Crown. The Council has limited holdings apart from reserves vested in it for specific purposes.

## 7. BUSINESS

A separate supporting document on Business within the City has been prepared that identifies opportunities, constraints, objectives and strategies for the future. The Local Commercial Strategy has also been updated for consideration as part of the review of the Scheme.

The City of Belmont recognises the value of ensuring the continued sustainability of its' commercial centres. This is consistent with the factors influencing liveability detailed in the Network City Community Planning Strategy for Perth and Peel for 2030. Of specific note in this regard are those factors consisting of employment, interaction, urban form, location of services and facilities and local role and function.

The 2007 Commercial Strategy examines the current statutory context and associated actions in regard to commercial uses in the City of Belmont and identifies the key planning issues facing the City. From that basis constraints are detailed and opportunities for improvement outlined.

A number of recommendations arise from the Commercial Strategy:

### Belmont Regional Centre

- Permit the continued expansion of Shop Retail floorspace in the Town Centre zone and surrounding Town Centre Frame area following the preparation of an Economic Impact Statement and endorsement of such by the WAPC. Any such expansion in the Town Centre zone should be intended or likely to contribute towards the Town Centre's region-serving role and supported by an overall development plan which ensures a "main street" development format.
- Continue to encourage and facilitate to the maximum practicable degree the redevelopment of the Belmont District Shopping Centre.
- Ensure that all development within the Town Centre Frame takes the form of "main street" development for the purposes of implementing Clause 5.4 of the Metropolitan Centres Policy.
- Facilitate and encourage additional Shop Retail floorspace expansion in the Town Centre Frame, in accordance with the requirements of Clause 5.4 of the Metropolitan Centres Policy.
- Facilitate and encourage additional office, mixed use and recreational developments within the Town Centre Frame.
- Except for the Abernethy Road frontage, do not permit showrooms within the Town Centre zone or the Town Centre Frame, unless their size and design is consistent with the objective of creating a "main street" environment.
- Encourage and facilitate the development of showrooms within the Mixed Business zone.

### Neighbourhood and Local Centres

- Acknowledge the potential importance of the neighbourhood and local centres and continue to strenuously encourage and facilitate their revitalisation through such initiatives as the Shopping Centre Revitalisation Project.
- Leverage the projected future population growth within the City to actively facilitate (through zoning and other means) medium and high density residential redevelopment within at least a 200 metre radius of each neighbourhood/local centre.
- Protect the neighbourhood and local centres by consistently ensuring that no further retail development likely to serve primarily neighbourhood/local markets is permitted other than in a neighbourhood/local centre.
- The Kooyong Road and Belvidere Street/Epsom Avenue neighbourhood centres should also be encouraged to upgrade and increase their attractiveness through the preparation of 'Urban Design Concept Plans'.
- Provide proportional financial and other appropriate incentives to serious proponents of neighbourhood/local centre upgrading.
- While encouraging the development of a new local convenience centre within Ascot Waters itself, the proposal for an additional retail development on Lot 713 Grandstand Road should no longer form part of any commercial strategy.
- The following Local Centres should be positively encouraged to remain at about their present sizes and function, but be modernised and otherwise improved where practicable:
  - *Wright Street (corner Wright Street / Orrong Road)*
  - *Belmont Square (corner Orrong Road / Oats Street)*
  - *Love Street (corner Love Street / Firby Street)*
  - *Eastgate Commercial Centre (corner Great Eastern Highway and Kooyong Road)*
- The following Local Centres should preferably be retained at their current sizes, but may be allowed to downsize through suitable redevelopment proposals to contain local convenience retail floorspace of *no less than 200 sqm*:
  - *Belmay (corner Sydenham Street / Epsom Avenue)*
  - *Belgravia Street (corner Gabriel Street)*
  - *Francisco Street (corner Acton Avenue)*

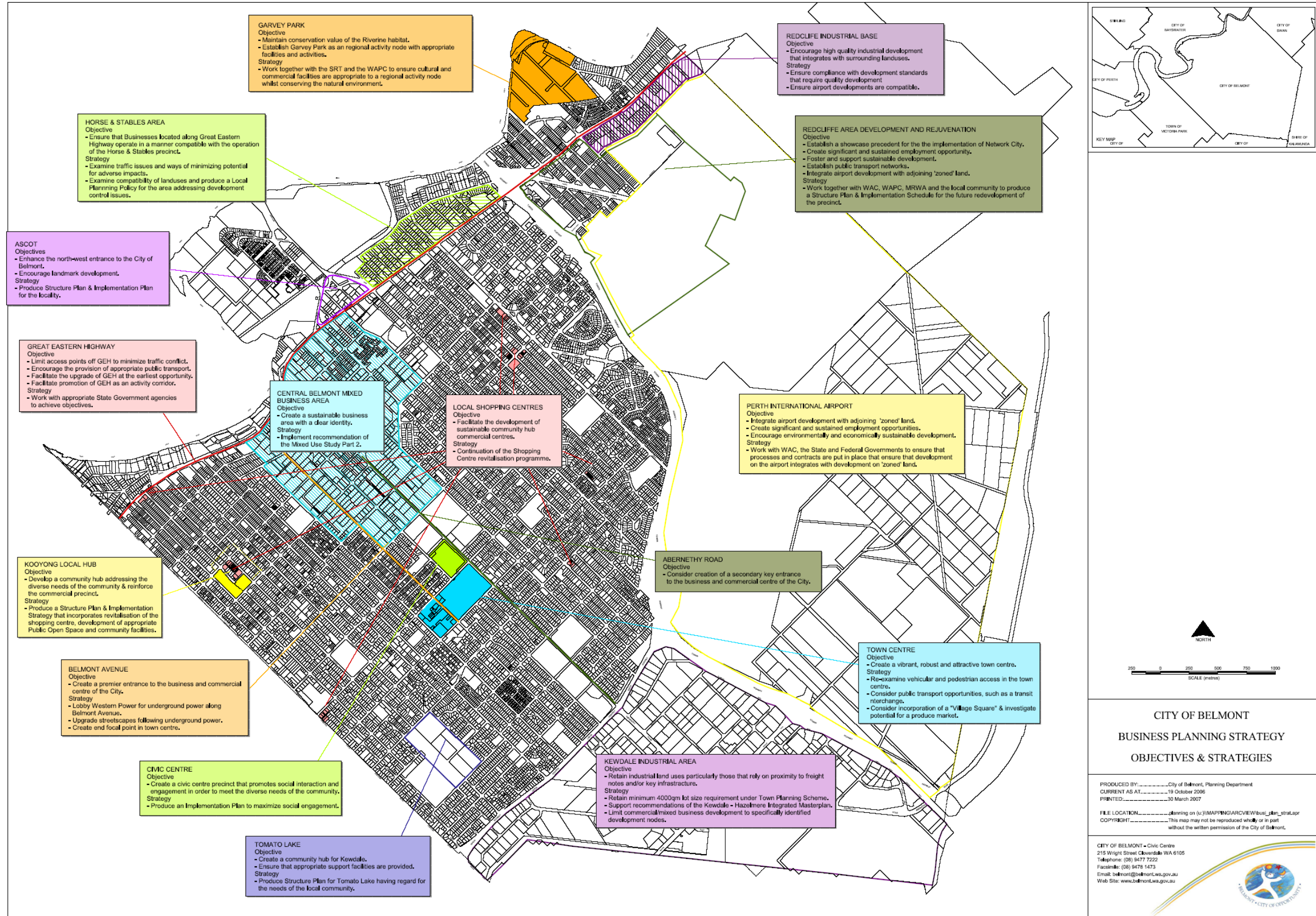
Ideally, any proposal to downsize a local centre should be limited.
- The corner shop at 397 Belmont Avenue (near the corner of Kew Street) could be allowed to be phased out entirely, should the owners wish to do so.
- Notwithstanding the clear preferences for specific neighbourhood and local centres expressed above, this Strategy proposes to maintain a flexible approach that will in the final analysis allow the market to operate reasonably freely in relation to neighbourhood/local centre expansions, contractions and other potential redevelopment scenarios. Any reasonable proposal will be considered on its individual merits, and will be treated favourably if the net effect on the quality, quantity and/or distribution of neighbourhood/ local centres within the City is likely to be improved as a result.

### Great Eastern Highway Commercial

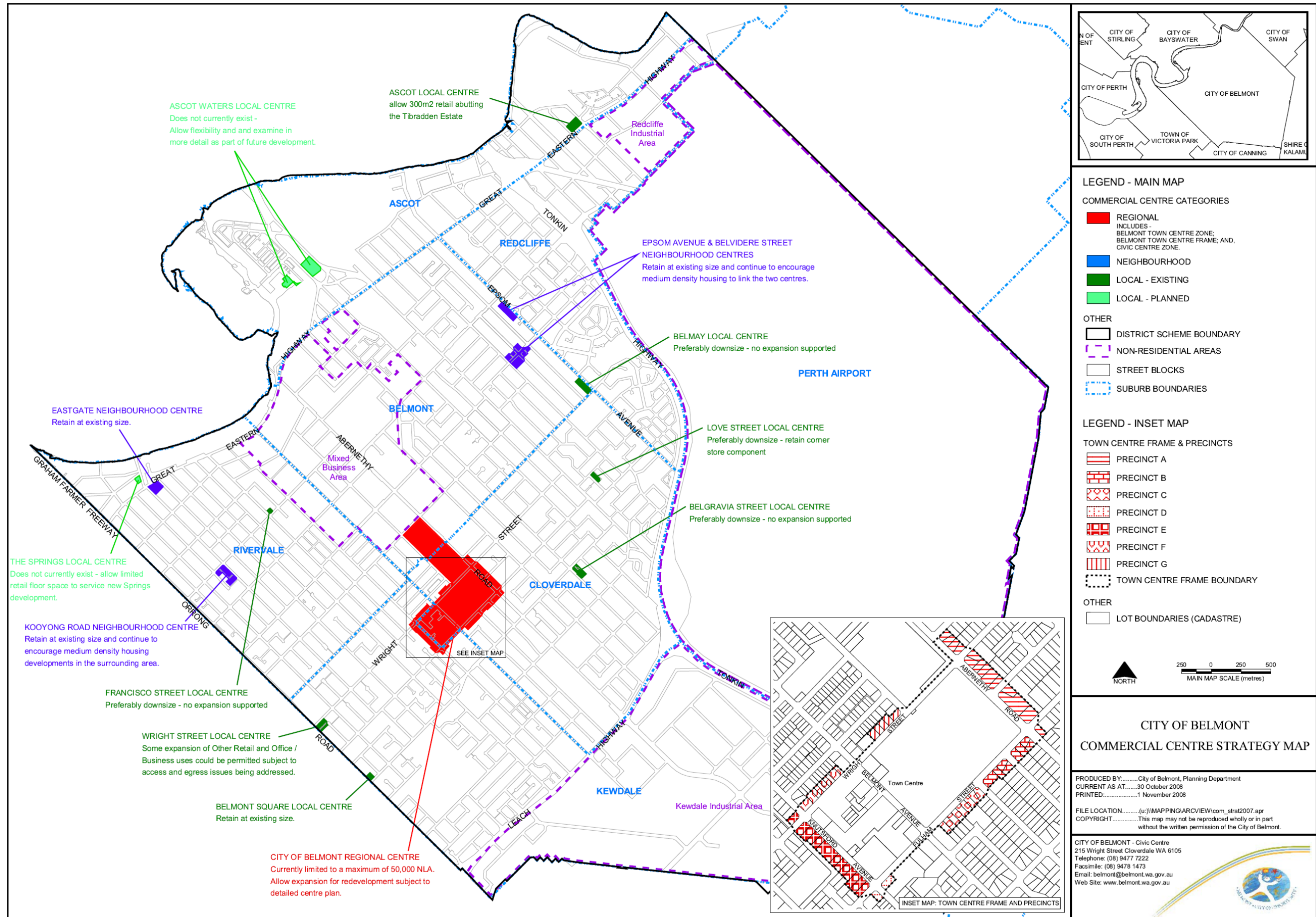
- No additional supermarkets or convenience stores should be permitted other than those currently existing or firmly planned. However, given the failure of the Tibbradden Local Centre to develop any retail floorspace, consideration could be given to allowing up to 300m<sup>2</sup> retail floorspace within the existing office/showroom development located abutting at 398 Great Eastern Highway.
- Additional Shop Retail uses should not be permitted; the only retail uses that should be permitted in the Highway Commercial complexes are designated Other Retail uses.
- Office/Business uses of high quality appearance should continue to be encouraged.
- Opportunities should be seized through the development control process to, wherever possible, rationalise and improve traffic access to commercial properties on the highway.
- More frequent safe pedestrian crossing points should be provided on the Highway.

### Perth Airport

- That any retail development proposed on airport land be considered within the context of the wider commercial centres network both regionally and locally. Appropriate zoning and landuse controls compatible with the City's Local Planning Scheme should be pursued as a priority.



Business Planning Strategy - Objectives and Strategies Plan



## 8. TOURISM

The aim of this tourism component of the local planning strategy is to establish a land use planning framework for tourism in the City.

The Eastern Metropolitan Regional Council (EMRC) and its six member Councils hold a unique position of having a diverse range of tourism product, attractions and experiences in a range of city, metropolitan, semi rural and rural environments.

The EMRC Tourism Project has a unique role in working with the six member Councils. The approach is intentionally flexible to ensure the strategic objectives of Councils and the EMRC are addressed through a consultative collaborative approach that considers each Councils autonomous position. The EMRC Tourism Development Project is committed to developing the tourism potential of Perth's eastern region in a professional, collaborative and strategic manner. The project meets and delivers the vision of developing the region into a great place to live, work, play and do business.

In 2010 the EMRC produced a Regional Tourism Strategy 2010-2015. Objective 3 of that Strategy seeks *"To improve local land use planning processes to enable sustainable tourism development."*

Key aspects of tourism within the City of Belmont are:

- 10% of tourist beds are located in the City of Belmont
- There is an opportunity for linking day-trippers to the region and accommodations bases.
- Ascot races attract visitors from Asia with a high average spend per head.
- Opportunities for further linkages to the rest of the region.
- In regard to the airports – every visitor must pass through and there is an opportunity to market tourism and coordinate efforts to maximise promotion.
- The importance of Swan River for events and festivals. For example the Avon Descent and Autumn River Festival.

Planning Bulletin 83 'Planning for Tourism' sets out the interim policy of the WAPC to implement the recommendations of the Tourism Planning Taskforce in order to guide the WAPC and local government on subdivision, development and planning schemes for tourism purposes. The policy introduces an extended range of definitions for tourism development with specific reference to length of stay provisions, to provide for consistency in the classification of different tourism activities.

The Bulletin identifies 'Strategic Tourism Sites' as those of state significance, which display characteristics that set them apart from other tourism sites in terms of potential for tourism development and benefit to the tourism industry.

Within the City of Belmont these strategic sites consist of Ascot Racecourse, Perth Airport and the Swan River. All three of these sites are protected by specific zoning or reservation and there is no proposal to change those designations (Ascot Racecourse – Place of Public Assembly; Swan River foreshore – Parks and Recreation; and Perth Airport – MRS Public Purpose Airport).

The non-strategic sites within the City consist of those sites providing the high percentage of tourist beds – these are generally provided under the designation of the Mixed Use zone and



consist of a range of landuse designations inclusive of Short Term Accommodation, Hotel and Motel. There is no proposal to change the range of landuses that can be considered under the Mixed Use zoning designation or introduce a specific tourist accommodation zone as the existing approach has worked effectively over a number of years. However, it is acknowledged that as identified in the Tourism Planning Taskforce Report potential for land use conflicts between short-stay and permanent occupants in a development exists.

There are already a few examples of developments approved for permanent residents where individual strata owners seek to introduce short term accommodation/ serviced apartments; just as there are also examples where developments approved for short term accommodation has individual strata owners seeking to introduce permanent residents. This has raised concern about the continued viability of associated tourist uses (such as function centres) and potential for conflict between permanent residents and short term residents due to their differing objectives in staying there.

The Tourism Taskforce identified that the extent of actual and potential conflict between user groups is likely to increase as the number of permanent residents increases, until they become the dominant group – the same is true of a development where the number of short term residents increases. The Taskforce identified there is potential to reduce the level of conflict and detrimental impact on tourism of a residential component in a tourism development on a non-strategic site where the residential component is less than 25 per cent of the development, and design and management such that the tourism orientation of the development is emphasised and maintained. It is proposed that this standard be imposed on any existing or proposed tourist development within the City and vice versa where Short Term Accommodation is proposed within an existing residential development of grouped or multiple dwellings (i.e. no more than 25% short term accommodation units). The relevant landuse definitions are also incorporated into the Scheme Text.

## 9. PUBLIC OPEN SPACE

A separate supporting document on Public Open Space provision within the City has been prepared that identifies accessibility, function and standards of maintenance.

**The key objectives for open space provision in the City of Belmont are:**

- **Accessibility**  
Ensure that the community has access to the recreational services and facilities it needs in line with the current acceptable standards of Liveable Neighbourhoods and within recommended environmental management practices.
- **Robustness**  
Provide well developed parks and play areas, capable of multi-use and adaptation to changing demographics and interests.
- **Sustainability**  
Ensure that natural and built assets within parklands are managed as sustainable assets within available resources.
- **Community 'Place' Building**  
Provide a park network that positively contributes to the quality of life of residents, the image of the City, enhances the sense of community and the amenity of the City.
- **Safety**  
Provide parkland environments in which residents are safe, and feel safe.

Open space as a proportion of land area within each suburb has been benchmarked against the following standards.

BENCHMARKS		BASED ON:
TOTAL POS (percentage - %)	10	WAPC Policy 2.3 DC & the 1955 Stephenson & Hepburn Report
TOTAL POS (percentage - %)	8	2% reduction based on compliance with objectives of Liveable Neighbourhoods (Edition 2) – Element 4 Public Parkland Guidelines

To consider the amount of open space in relation to a suburbs population the following benchmarks have been adopted. Western Australia does not have standards for Active and Passive open space categories. Therefore, standards used by South Australian Department of Housing and Urban Development (Active 1.8ha/1000 persons and Passive 1.7ha/1000 persons) have been modified according to Western Australia's Total POS benchmark.

BENCHMARKS		BASED ON:
TOTAL POS (hectares per 1000 persons)	3.36	WAPC Policy 2.3 DC & the 1955 Stephenson & Hepburn Report
ACTIVE POS (hectares per 1000 persons)	1.78	Proportional calculations of Total POS based on South Australian Active POS benchmarks.
PASSIVE POS (hectares per 1000 persons)	1.58	Proportional calculations of Total POS based on South Australian Passive POS benchmarks.

Accessibility results are based on standards set out in the states Liveable Neighbourhoods Guidelines (Draft Edition 3). Element 4 Public Parkland of the guidelines includes standards for different types of parks. The standards are based on relative park sizes with an associated maximum walking distance (radius) that most residential dwellings should be within.

### Edition 2 POS guidelines

PARK TYPE	AREA	COVERAGE	WALKING DISTANCE	WALKING TIME (APPROX.)
Local	Up to 3,000m <sup>2</sup>	-	-	-
Neighbourhood	3,000m <sup>2</sup> to 2.5ha	600 dwellings	400m	5 minutes
District	Greater than 2.5ha	Three neighbourhoods	600m – 1km	7-12 minutes

### Edition 3 POS guidelines

PARK TYPE	AREA	COVERAGE	WALKING DISTANCE	WALKING TIME (APPROX.)
Local	Up to 3,000m <sup>2</sup>	all dwellings	150m-300m	2-4 minutes
Neighbourhood	3,000m <sup>2</sup> to 1ha	600 dwellings	400m	5 minutes
District	Greater than 3.0ha	most dwellings	2km	25 minutes

The standard adopted for this assessment is for all residential dwellings to be located within the following walking distance of open space:

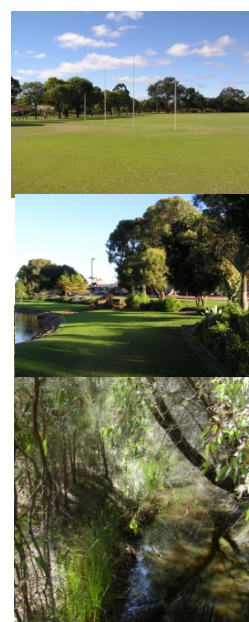
Local	300m
Neighbourhood	400m
District	2km

The supporting POS document identifies the following types of Open Space:

**Active** – Includes district and regional sports fields/ athletic facilities equipped for organised sport.

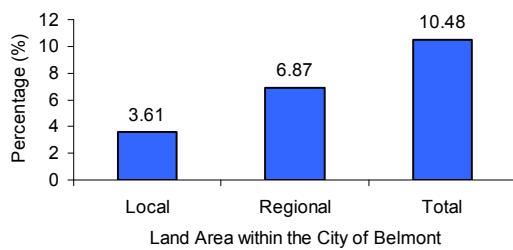
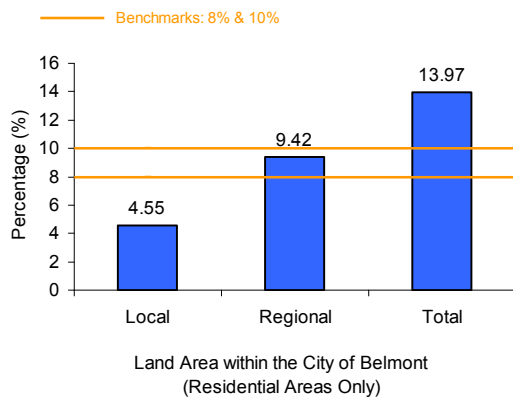
**Passive** – includes open parkland and landscaped areas suitable for passive recreational activities. Includes some active recreational opportunities such as walking cycling and ‘informal’ sporting activity.

**Conservation** – areas that are worthy of protection and enhancement due to environmental values.



## Land Area

### Land Area Ratio

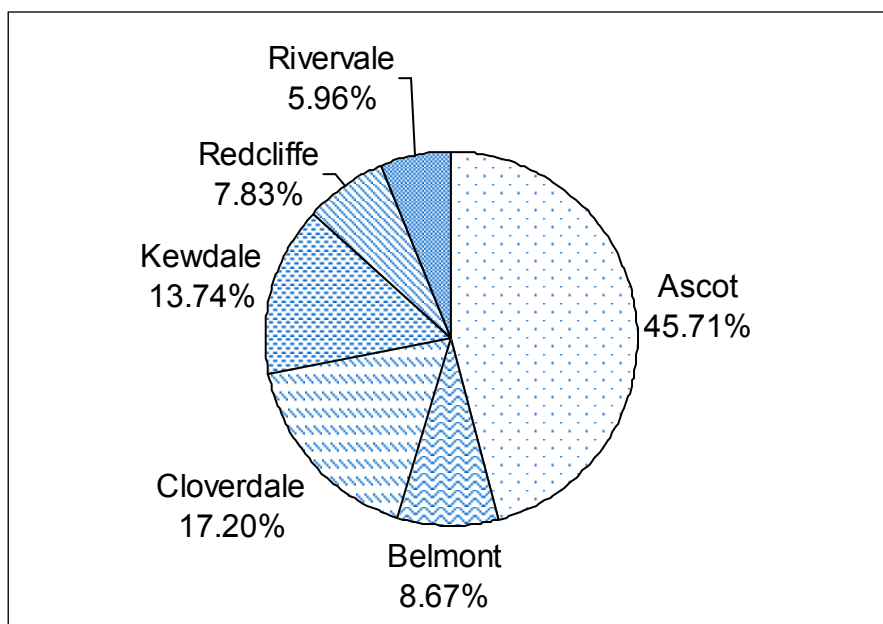


Public open space accounts for 13.97% of land within the City of Belmont’s Residential areas. Land reserved under the City’s local planning scheme accounts for 4.55%, with the majority being reserved under the metropolitan region scheme.

These figures do not take into account open space provision within the City’s Industrial Areas, Mixed Business Area or Perth Airport.

Taking into account all residential and non-residential areas (excluding Perth Airport) the overall provision of open space accounts for 10.48% of land within the City of Belmont.

The following graph illustrates the proportional distribution of open space throughout City’s suburbs. As shown, the suburb of Ascot contains the largest amount of the City’s public open space land at 45.71%, with Rivervale containing only 5.96% of the total amount. Both these suburbs abut the Swan River and rely to a large extent on Regional Open Space reservations to service local needs.



Graph showing Distribution of Open Space per Suburb

## **Accessibility**

The percentage of lots zoned Residential and Residential & Stables that are within a walkable catchment (pedshed) of the public open space categories District, Neighbourhood and Local Parks are detailed as follows:

- All residential properties are within 1km walkable catchment (pedshed) from a District Park.
- 86% are within a 400m walkable catchment (pedshed) from a Neighbourhood Park.
- 44% are within a 300m walkable catchment (pedshed) from a Local Park.

## **Active/Passive Function**

The total amount of open space within the City's Residential areas is 261.6972 hectares. This accounts for 60.1381 hectares of Active and 201.5590 hectares of Passive (including Conservation) open space areas.

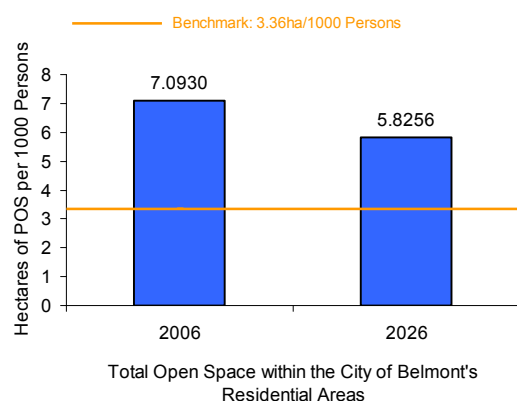
Taking into account both Residential and Non-Residential areas (excluding Perth Airport) the amount of open space within the City of Belmont increases to 269.0405 hectares. This accounts for 60.1381 hectares of Active and 208.9024 hectares of Passive (including Conservation) open space areas.

Additionally, a total of 8.4620 hectares of land is used for drainage purposes only within the City's Residential zoned areas, and 15.6978 hectares within the City's Non-Residential Areas. However, as these are not functional areas of public open space they have not been included in the previously outlined statistics.

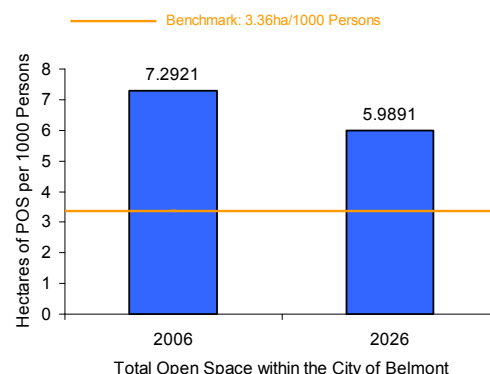
The following graphs depict the year 2006 and year 2026 projected amount of open space in hectares per 1000 persons.

### **Population Ratio**

Public Open Space and Population Ratios - Residential land.

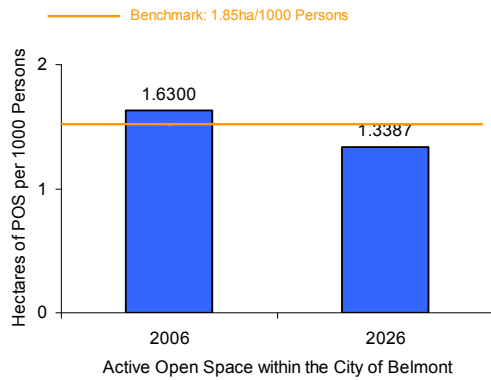


Public Open Space and Population Ratios - Residential and Non-Residential land.



## Active Space

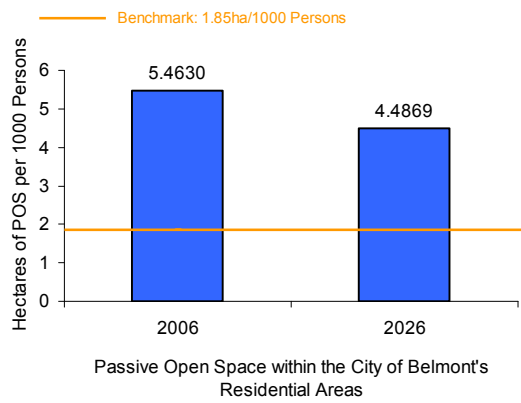
### Active Open Space Provision Overall



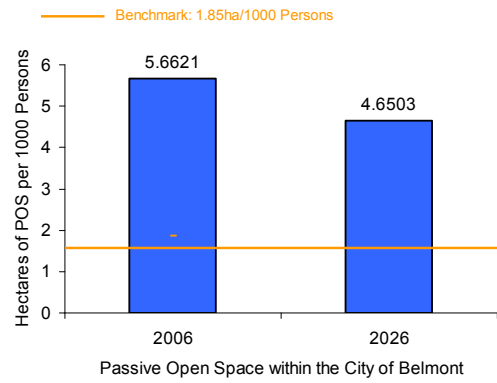
(Note: There is no active open space land within the City's non-residential areas.)

## Passive Space

### Passive Open Space Provision - Residential land only.

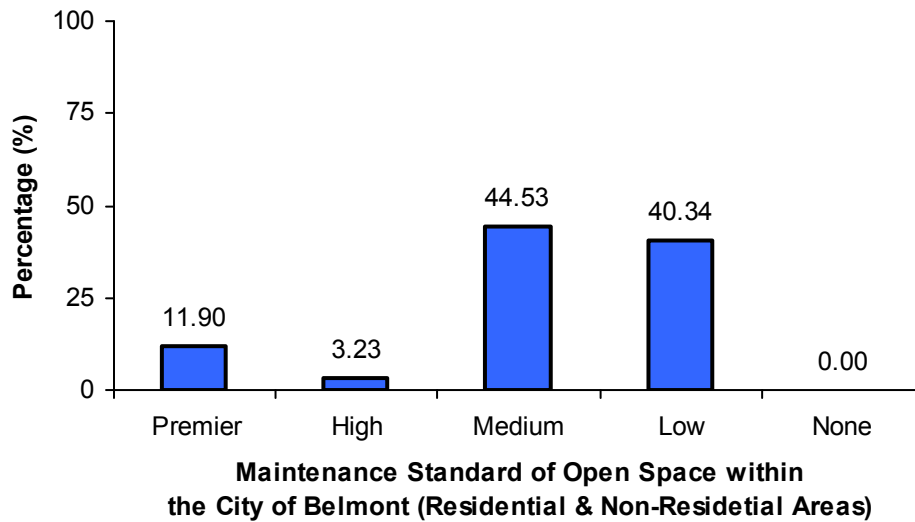


### Passive Open Space Provision - Residential and Non-Residential land.



**Maintenance**

The majority of land within the City is maintained on a medium (monthly) to low (three times a year) basis.

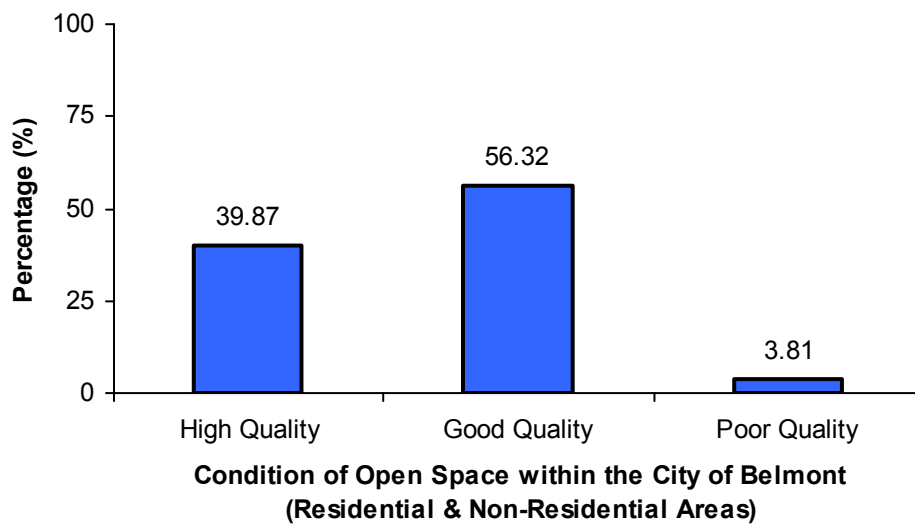


**Graph detailing the Maintenance Standards of Open Space within the City of Belmont**

Refer to Appendix 7 for an overall view of the Maintenance of open space within the City.

**Condition**

The condition of public open space is generally of a high to good quality with only 3.07% classed as being poor quality.



**Graph Detailing the Condition of Open Space within the City of Belmont**

## 10. THE ENVIRONMENT

A separate supporting document on the Environment within the City has been prepared. The City of Belmont recognises the value of its natural environment and the importance of protecting and managing natural values for future generations.

These natural assets include the Swan River and foreshores, as well as the native species and ecosystems present in reserves and other natural areas. It also includes values such as clean air and water, landscape amenity and recreation.

As a part of the City of Belmont's actions to address these needs, the Council has incorporated consideration of the environment (Natural Belmont) into its Strategic Plan and developed and implemented an Environment Plan to guide its actions in fulfilling its Strategic objectives.

Council also recognises the important role that the City of Belmont plays in ensuring that adequate provision for key environmental issues is made in the City's planning and development policies and processes. The assessment of the Local, State and Federal legislative and policy context indicates that the Council is meeting its statutory obligations. This report examines the current statutory context and associated actions in regard to the environment and identifies the key environmental planning issues facing the City. From that basis constraints are detailed and opportunities for improvement outlined.

A number of recommendations arise from the supporting document:

- That the sustainability checklist should be applied to any consolidated or new local planning scheme.
- That the City of Belmont should work co-operatively with Perth Airport Corporation and the Federal Government to retain, protect and manage conservation values on Perth Airport land.
- That Council seek the vesting of Lot 96 as a Local Scheme Reserve for the purpose of 'Conservation' and reclassification of Reserve 42189 from 'Public Recreation' to 'Conservation' in order to reflect the environmental importance of Signal Hill.
- That vegetation on Council reserves should be retained and enhanced.
- That the City should work with utilities such as Westrail, Main Roads, Water Corporation and Western Power to integrate consideration of wildlife corridor values into the management of infrastructure corridors where appropriate and feasible.
- That the City should undertake a study to develop feasibility and concept plans for creation of vegetation corridors (by linking significant bushland) throughout the City of Belmont.
- That consideration should be given to the development of a detailed Upgrading Strategy of the drain reserves within the proposed Mixed Business area. Such a Strategy would have to have regard for safety and security, functionality and legibility and requires further research and liaison with impacted stakeholders. It should also address which selected reserves should be vested in Council rather than the Water Corporation and what remedial works if any is required to address existing pollutants.
- That, until such time as the state government gives clear direction on the matter of environmental offsets on private land, the City should use opportunities to require native species landscaping on private developments and public streets in order to link existing natural areas.



- That the local planning scheme, associated development controls and processes should:
  - Incorporate river and catchment management objectives, priorities and actions.
  - Facilitate local industry adoption of best management practices.
  - Ensure that all activities which can potentially impact on rivers adopt best management practice standard, in accordance with 'duty of care' responsibilities and good corporate citizenship.
  - Protect foreshore vegetation and management of public access, erosion and weed control and the restoration and revegetation of areas. Access for recreational pursuits such as fishing and boating need to be managed carefully so as to avoid further disturbance and erosion.
  - Recognise the importance of the river for transport, commerce, tourism and leisure as well as its conservation values.
  - Enhance the appearance and function of existing recreation, tourism and commercial nodes and proposed nodes identified in an adopted Swan-Canning precinct plan.
  - Protect places of cultural significance.
  - Promote new riverside development appropriate to its surroundings and respectful of the unique river setting.
  - Protect and enhance river views in redevelopment projects.
  - Ensure that development complements the natural landforms and provides opportunities for public access to and enjoyment of the river.
  - Continue to encourage opportunities for implementation of water sensitive urban design in commercial and residential development.
- That the City continues to operate a Graphic Information System to provide high quality mapping data to support planning, decision-making and operations within its boundaries.
- That the City continues to ensure that the key environmental impacts associated with the Ascot Residential and Stables zone are addressed and improved through ensuring compliance with the City's Local Laws:
- That the City continues to be proactive in addressing potential impacts of road traffic. Consideration should be given to incorporating such standards into the Scheme rather than reference within Local Planning Policies.
- That the Housing Strategy be updated to quantify what standards must be put in place to ensure that optimum impacts are achieved through location close to facilities such as public transport.
- That the Scheme text should be updated to reflect the need for bicycle parking and end of trip facilities.

## 11. HOUSING STRATEGY

A separate supporting document comprising the City's Housing Strategy has been prepared. A number of recommendations arise from the supporting document.

The Scheme Maps will indicate the residential areas which will primarily be zoned 'Residential' with the range of R Codes applied, as outlined in the Strategy. This generally includes:

### Low Density

- Low density R12.5 and R20 for the land affected by ANEF contours, unless presently developed or coded in excess of these codes.
- Low density R20 within DA6 area, pending more detailed planning for the area which could allow for densities up to R100 depending on the outcomes of the structure planning process.
- Low density R20 in areas due to their unique character, (eg. Redcliffe), within 400m 'ped shed' of schools and areas outside the 400m 'ped shed' of commercial centres.
- Low/Medium density R20/40 within 400m 'ped shed' of Local/Neighbourhood Commercial Centres, abutting District Open Space, abutting Major transport/public transport corridors. The application of the higher code requires compliance with specific Performance Criteria to ensure a high quality of development.
- The 'Residential and Stables' zone which currently exists within Town Planning Scheme No. 14 should be retained and specific provisions relating to this zone retained within the Scheme text. This is a unique residential area that requires an increased level of planning controls relating to density and which the R Codes do not provide.

### Low/Medium Density

- Existing Low/Medium density R20/40 and R20/60 codes will be retained.
- Low/Medium/High density R20/50/100 within the 400m 'ped shed' of the Town Centre. The application of the higher code requires compliance with specific Performance Criteria to ensure a high quality of development and the provision of a range of housing types.

### High Density

- High density R100 to apply to existing residential zoned land in Rivervale, abutting, and on the north side of Great Eastern Highway.
- The residential sites designated in Town Planning Scheme No.14 and within Schedule 11 'Additional Residential Development Sites' and Schedule 13 'Additional Residential Development Site', should be coded accordingly on the Scheme Map, rather than listed in these schedules.



## 12. SAFETY & SECURITY

The City of Belmont recognises the value of ensuring the safety and security of residents and visitors to the City. This is consistent with the Network City Community Planning Strategy for Perth and Peel for 2030 which requires that issues of community safety and crime prevention are given central consideration in all planning and development projects and programs.

As a part of the City of Belmont's actions to address these needs, the Council has incorporated consideration of the safety and security of residents and visitors to the City into its Strategic Plan (Social and Built Belmont) and developed and implemented a Crime Prevention and Community Safety Plan to guide its actions in fulfilling its Strategic objectives.

Council recognises the important role that the City of Belmont plays in ensuring that adequate provision for Crime Prevention Through Environmental Design (CPTED) is made in the City's planning and development policies and processes. A separate supporting document addressing Safety and Security as a key factor has been prepared - it examines the current statutory context and associated actions in regard to 'built in' safety and identifies the key planning issues facing the City. From that basis constraints are detailed and opportunities for improvement outlined.

A number of recommendations arise from the supporting document:

- That the Scheme be modified and a new aim introduced in order to reflect the importance of ensuring that issues of community safety and crime prevention are given central consideration under the Scheme.
- That the Scheme be modified to make specific reference in clause 5.1.2 (c) to a crime risk assessment as follows:
  - (c) *any specialist studies that Council may require the applicant to undertake in support of the application such as traffic, heritage, environmental, engineering, urban design studies or crime risk assessment*".
- That the Development Application Checklist be modified to require submission of a CPTED analysis for any development proposal valued at over \$1.5 million or any development that is likely to create a risk of crime.
- That all existing (and any proposed) local planning policies be examined and modified to ensure that the 'Designing Out Crime Toolbox' as detailed in the Designing Out Crime Planning Guidelines is applied.
- That the general development requirements for the following zones be reviewed to ensure that the principles contained within the 'Designing Out Crime Toolbox' are specifically incorporated where appropriate:
  - Town Centre and Commercial zone;
  - Mixed Use Zone;
  - Mixed Business Zone (Proposed);
  - Industrial Zone;
  - Residential and Stables Zone; and
  - Special Development Precinct Zone.
- That Section 10.9 'Vehicle Parking and Loading' of the Scheme be modified to incorporate reference to CPTED principles.
- That as part of the preparation of Concept Plans for the neighbourhood shopping centres of Epsom Avenue, Belvidere Street, Love Street, Belgravia Street and

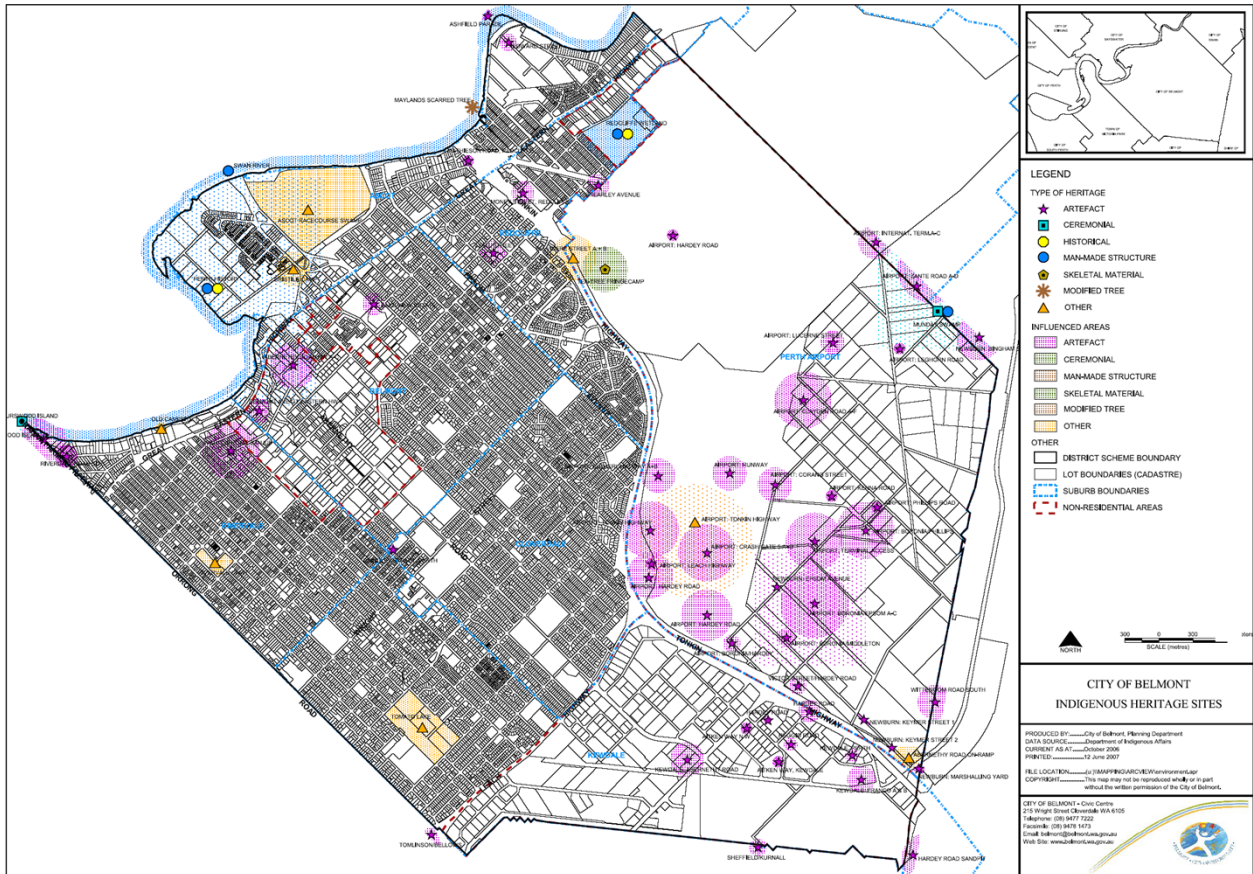
Kooyong Road, a key aspect should be the preparation of a CPTED analysis for all concepts to ensure that any proposal limits the risk of crime where possible.

- That any new planning and security staff be trained in the principles. Moreover, to ensure that the principles are incorporated as early as possible in the design of any new Council facilities, inclusive of buildings and parks, key personnel from both the Building Department and Parks and Gardens should be appropriately trained.
- That the Coordinator Crime prevention and Rangers continue to liaise with the Police Department to secure data required to utilise the GIS system to provide a local detailed breakdown of crime 'hotspots' so that they can be mapped and some correlations drawn.
- That any discretionary development proposal should be considered in terms of compatibility of use.
- That both the federal and State governments be lobbied to ensure that appropriate government services or agencies are provided in Belmont.
- That liaison with the Public Transport Authority should occur to ensure linkages and times (particularly on key routes) are maximised.
- That liaison should occur with the Department of Housing and Works in regard to a dispersal ratio for ethnic groups within the City of Belmont.

### 13. HERITAGE

A separate supporting document comprising addressing European heritage sites under the Scheme has been prepared.

There are numerous Indigenous sites within the City of Belmont which have been identified by the Department of Indigenous Affairs. The majority of these sites are located within the Perth International Airport and along the river foreshore.



Plan Depicting Known Aboriginal Heritage Sites

The intent of the supporting document is to:

- Update the Municipal Inventory (which also forms Town Planning Scheme No. 14's Heritage List);
- Review the efficacy of the Scheme in achieving the Management Categories recommended under the Municipal Inventory; and
- Make Recommendations as to any require changes to the District Planning Scheme.

In order to achieve this:

- an update of what has occurred on listed sites is examined;
- recommendations are made as to if any management categories should be modified;
- the management categories are compared to controls effected under the Scheme; and

- recommendations are made as to whether the Scheme should be modified to ensure retention of heritage places.

The document recommends that:

- the management categories on seven sites be updated to reflect recent history.
- the Scheme be modified to reflect the heritage status of two sites.

## PART 2 - PLANNING PROPOSALS

### 14. ZONES

#### 14.1 Residential Zone

The residential zone largely remains unchanged. However, densities will be modified to reflect the recommendations of the Local Housing Strategy.

#### 14.2 Residential and Stable Zone

The Residential and Stables Zone is intended to provide for compatible usage of land in close proximity to the Ascot Racecourse by residential accommodation and stables and ancillary functions of the horse racing industry. Under Scheme No. 14, all development within the zone is controlled by the Scheme while subdivision is regulated by the area's associated residential density coding of R10.

Under the provisions of the Residential Design Codes of Western Australia (R Codes), an R Coding of R10 permits a minimum site area of 875m<sup>2</sup> for a lot however an average site area of 1000m<sup>2</sup> per lot is required for any given subdivision. The R10 coding was associated with the Residential and Stables Zone in order to maintain lot sizes which were capable of accommodating both residential and stable uses with minimal conflict or impacts.

However, a need to provide the City with greater certainty in terms of subdivision control has been identified, as at present, applications are determined by the WAPC only in accordance with the requirements of the R Codes. The main concern with the current scenario is the R Codes permit a high level of discretion to be applied to various provisions including minimum site area. The Western Australian Planning Commission therefore has the capacity to determine applications for subdivisions which propose variations to the standard R Codes requirements.

The proposed alterations and additions to the Scheme Map and Text are aimed at providing a stronger basis from which to manage subdivision within the Residential and Stables Zone. Although the Western Australian Planning Commission is still the determining authority, a greater regard to the requirements of the City will be required given the inclusion of specific lot size provisions within the Scheme. As such applications for subdivision will no longer be assessed solely on the requirements of the R Codes, but also in accordance with those of the Scheme.

#### 14.3 Commercial Zone

Throughout the City there are a number of commercially zoned premises. The majority of them fall into the category of neighbourhood shopping centres. Despite the rapid growth of the Belmont Town Centre, almost all of the neighbourhood centres have survived and are undergoing streetscape beautification programs funded by Council.

Town Planning Scheme No. 15 makes provision for commercial zoning in accordance with the revised 2007 Commercial Strategy which forms a supporting document to this report.

#### 14.4 Town Centre Zone

In September 1990, a traffic and pedestrian study done by Uloth & Associates concluded that additional car-parking bays were possible in the District Centre with a redesign of the parking area. Such a redesign would also provide for better landscaping.



Following that study, approximately 10 years ago, the Council commissioned Taylor Burrell and Overman Zuideveld to produce a Vision Plan for the Town Centre. The City has been using this document as a guide for re-development.

The main characteristics pursued in the study included:

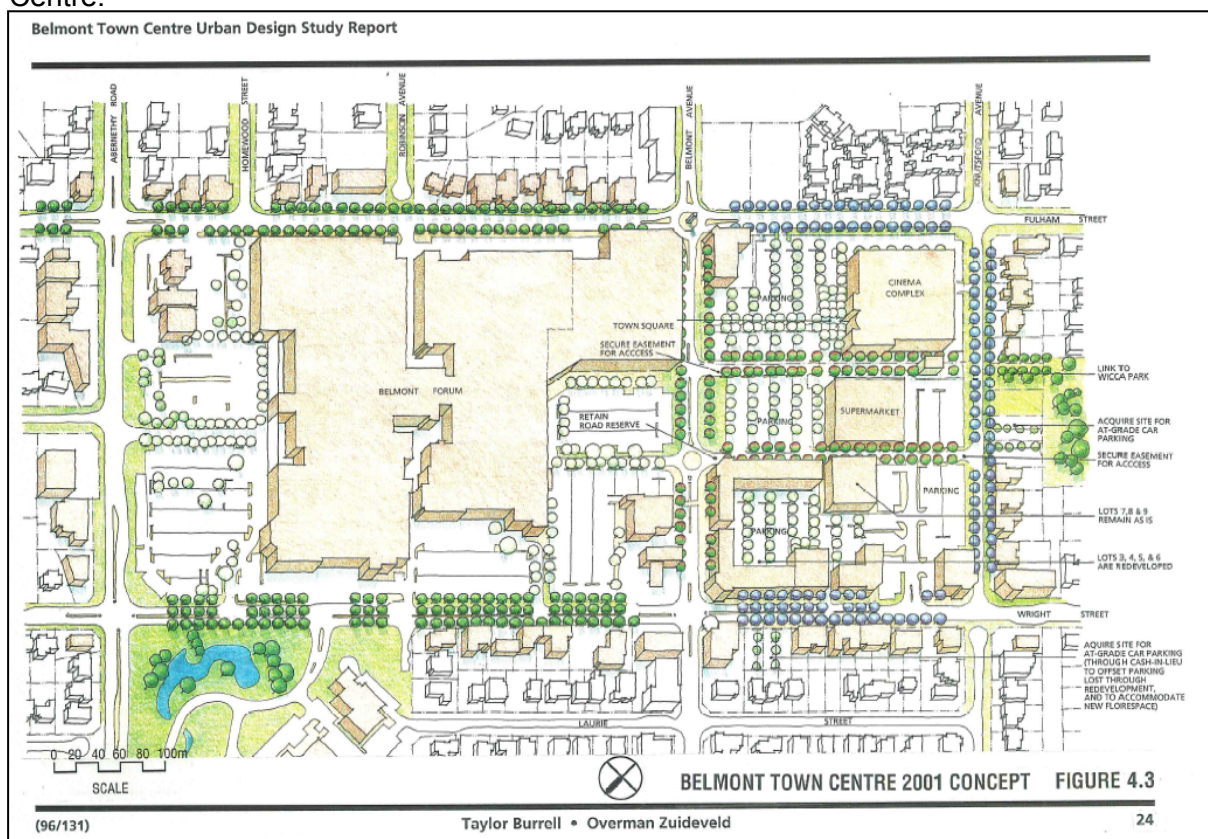
- Permeable street based commercial/mixed use development;
- Legible development in terms of moveable paths and building forms; and
- Robust form in terms of street patterns and building types.

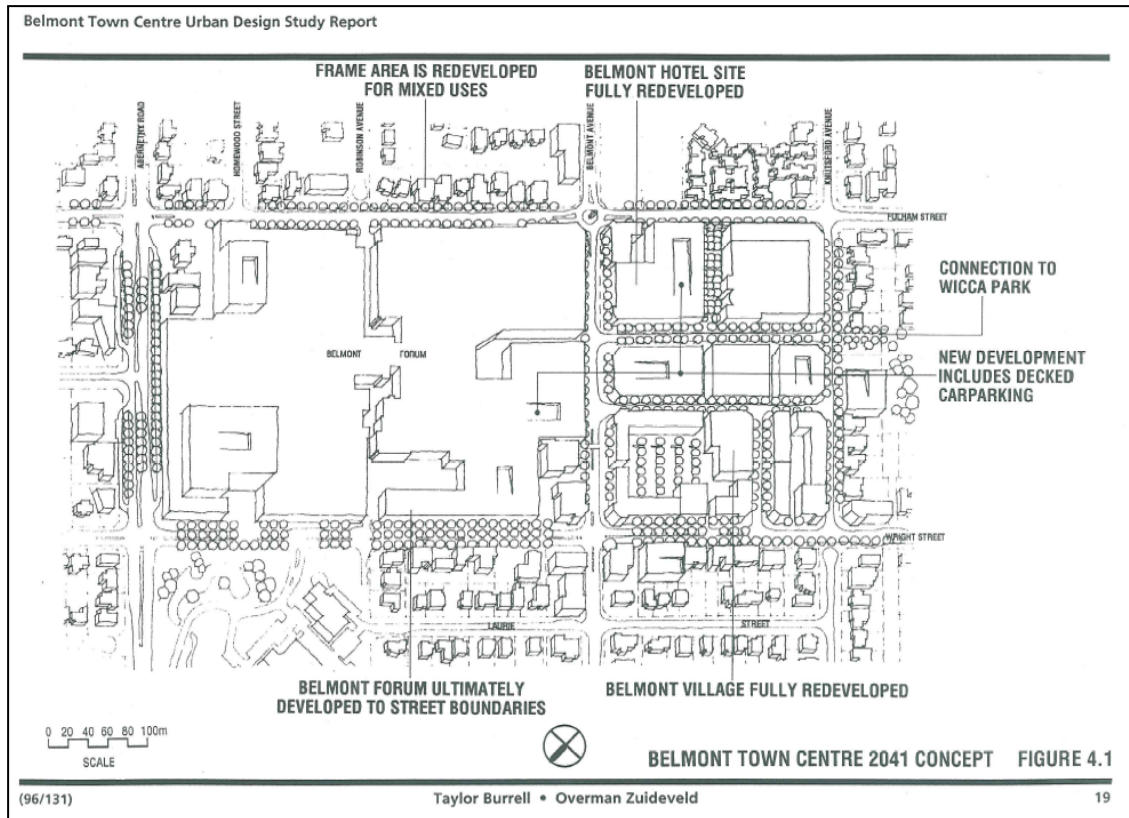
The study also envisaged encouragement of an urban form distinguished by:

- Minimal setbacks to streets;
- The encouragement of a two storey development with additional bulk and massing at street corners to contribute to legibility;
- The encouragement of articulated roof lines;
- Maximising the grain and texture of building facades to the street front; and
- Encouraging a consistency of materials and colour.

Council has been prepared to work with any landowner who genuinely seeks to redevelop in accordance with the Vision Plan. However, in an area of future redevelopment it is crucial that decisions are not made which may prejudice future plans and outcomes. It is a clear position of Council that the planning interests of the community have precedence over those of the individual.

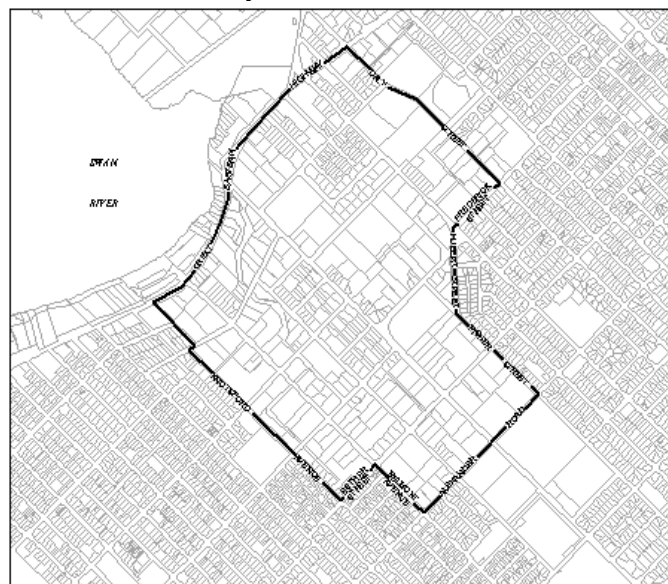
No changes to the zoning and or development standards are proposed for the District Centre.





**14.5 Mixed Business Zone**

The Central Belmont proposed Mixed Business area is centrally located, in close proximity to the Belmont Town Centre and has access links to and from Great Eastern Highway, Graham Farmer Freeway, Orrong Road and Leach Highway. The Area is bounded by Great Eastern Highway, Knutsford Avenue, Esther Street, Belmont Avenue, Alexander Road, Fisher Street, Hubert Street, Frederick Street and Daly Street.



Due to 'uncertainty' by landowners and tenants in regard to acceptable land uses under the local planning scheme, the City initiated a Study into the area. The key objectives of the Study were to:

- Facilitate and plan for a coordinated approach in the development of a mix of land uses in the Study Area through the development of a 'Vision Plan' and supporting policy documents;
- Promote increased levels of certainty and market confidence in the Study Area through the implementation of a 'Vision Plan';
- Develop an Implementation Strategy to secure continued growth and investment within the municipality in line with the City of Belmont Opportunity objectives.

Part 1 of the Study examined:

- History of the Area;
- A discussion on what 'Mixed Use' means;
- Statement of Study Objectives and Outcomes;
- Methodology;
- Precinct Analysis;
- The expectations of landowners, businesses and agencies;
- Discussion of Major Landuse Characteristics;
- Redevelopment opportunities;
- Examination of factors impacting on compatibility.

The result was the production of a Vision Plan. The Vision Plan was not intended as a detailed examination of landuse classifications under the existing Town Planning Scheme - it was intended as a very broad overview of the main landuse types existing or anticipated within the Study Area.

Part 2 of the Study went on to make recommendations on changes to the local planning scheme and examined:

- Appropriate 'permitted' landuses;
- Review of the zoning table and landuse definitions (including retail);
- Examination of appropriate landuses where a residential interface has been identified in the Vision Plan;
- Identification and development of supporting policies;
- Specific development requirements for different land uses (eg Residential);
- Recommended parking standards;
- Recommendations on changes to the Town Planning Scheme.

Most importantly, the Study included a comparison of 'Mixed Use' versus 'Mixed Business'. It concluded that the Study area has distinct characteristics that separate it from the remaining 'Mixed Use' zone. It recommended a name change and rezoning to 'Mixed Business' to ensure that the business base continues to be consolidated and not be eroded through continuing pressure for residential development.

The City initiated Amendment No. 52 to Town Planning Scheme No. 14 to incorporate the recommendations of the Mixed Use Study.

### **14.6 Mixed Use Zone**

The Mixed Use Zone provides for the development of a number of varied but compatible land uses such as:

- residential
- hotel
- motel
- office
- showroom
- warehouse
- fast food/takeaway
- light industry (where appropriate)

In respect of light industry, any activity requiring the use of external space for storage or the conduct of any business will be prohibited in order to guard amenity. This is consistent with current planning scheme provisions.

### **14.7 Industrial Zone**

Under Town Planning Scheme No's 6 and 11, the City had three clearly defined industrial areas, at Kewdale, Redcliffe and Central Belmont. This changed under Scheme No. 14 with the inclusion of the Mixed Use zone for the central Belmont business area. Since that time the industrial areas in Kewdale and Redcliffe remain to cater for heavy industrial uses.

Kewdale continues to be an important industrial area, with potential for further development, particularly given the opportunities that exist for the rationalisation of large tracts of Westrail land now no longer required for spurline purposes. Council has had a long standing policy of restricting lot sizes within the Kewdale area to approximately 4000m<sup>2</sup>. This policy was originally put in place because of the drainage problems that used to occur and the fact that little of the area is sewered other than by private lines. The policy is consistent with the recommendations of the Kewdale Hazelmere Integrated Master Plan.

### **14.8 Special Zones**

The Scheme proposes three special zones:

- Service Station
- Place of Public Assembly
- Special Development Precinct

These zones are retained from Town Planning Scheme No. 11 or are established to provide for Specific uses.

The rationalisation of service stations continues and from time to time interest is expressed in the development of new service stations. The retention of the Service Station Zone is considered important given that the need for the establishment of such a use must be clearly demonstrated through the community consultation process provided for by the rezoning process.

A number of existing uses have been lumped together as Places of Public Assembly, in order to eliminate unnecessary specific zones.

In the case of the Special Development Precinct, this relates to The Springs, Nulsen Haven, Ascot Waters, and Belgravia Estate areas. It has, and continues to, ensure that development occurs to a high standard and in accordance with specific guidelines contained within supporting local planning policies.

## **15. RESERVES**

The Scheme reserves land for open space and a variety of public purposes consistent with current requirements.

### **15.1 Public Open Space**

It is proposed that the initiative formalised under Town Planning Scheme No. 14 of reserving drainage reserves for dual parks and recreation and drainage purposes be maintained. This initiative was foreshadowed in the Council's 1991 public open space strategy report, the majority of whose recommendations have been finalised. No net loss of public open space has occurred, rather, the amount of open space in the City has been increased. The Water Corporation has been very supportive of proposals to upgrade drainage reserves to useable public open space areas and has entered into licensing arrangements that vest control of such reserves in Council.

### **15.2 Public Purpose Reserves**

The public purpose reserves contained within Town Planning Scheme No. 14 are carried over into Town Planning Scheme No. 15.

### **15.3 Roads**

The pattern of regional and local roads is clearly established and consistent with MRS requirements. Town Planning Scheme No. 14 contains the following categories of roads:

- Primary Regional Road
- Other Regional Road
- Major Distribution Roads
- Local Roads

No change is proposed to the existing functional road hierarchy.

The responsibility for the transport system within the City principally rests with the two levels of Government and the private sector. The City has a close relationship with Main Roads WA — a body that is responsible for the State's main road network and other activities such as line marking, regulatory signing, and traffic signals. The third level – the Federal Government funds work on State and local roads, as well as the National Highway system.

The City is responsible for all local roads within its municipality, together with the parking facilities, taxi ranks, footpaths, cycling facilities and bus shelters. As part of the Development Approval Process, the City exerts an influence on the facilities to be provided by new developments, through its Town Planning Scheme requirements. Notably, while the City can influence transport and land-use planning, it must do so in consultation with the State Government, Main Roads WA, the Department for Planning and Infrastructure, and the Western Australian Planning Commission.

Through the Perth Metropolitan Functional Roads Hierarchy, the City's road system is compatible with those in adjacent municipalities. In order to successfully develop an integrated transport network, the City needs to work with the Council's directly abutting the City — including the Town of Victoria Park, City of Swan, City of Bayswater and City of Canning.

The City's Draft Integrated Transport Plan (2007) provides a framework to address transport-related economic, social, and environmental challenges and opportunities. This Plan will be implemented over the coming 25 years, in order to develop a balanced and sustainable transport network. The main focus of this document is to maximise access to social and economic opportunities across the City and surrounding areas, while minimising the financial and environmental costs of providing such access. The Integrated Transport Plan defines key practical actions that the Council can carry out over the years, to achieve a more sustainable transport network.

The Plan will address the growing imbalance of low occupancy car usage within the transport network through strategies that improve access to, and the integration of, alternative modes of transport (such as buses, cycling and walking), whilst recognising that vehicle use will remain a dominant and important component of the transport network. The Plan provides strategies to manage and develop the road network in a more sustainable manner, along with plans to address growing commercial and freight transport needs. Ultimately, a more integrated transport network will provide access to shops, businesses, recreation facilities, schools and other services — all essential components of a healthy and sustainable community. The Integrated Transport Strategy will, by necessity, be a living document, modified over time to meet the changing needs of the community.

#### **15.4 Civic and Cultural Reserves**

The Civic and Cultural Reserves provided for in Town Planning Scheme No. 14 carry over into Town Planning Scheme No. 15.

## **16. LOCAL PLANNING POLICIES**

Town Planning Scheme No. 14 allows Council to prepare a Local Planning Policy in respect of any matter related to the planning and development of the Scheme Area so as to apply:

- (a) generally or for a particular class or classes of matters; and
  - (b) throughout the Scheme Area or in one or more parts of the Scheme Area;
- and may amend or add to or rescind a Policy so prepared.

Any Local Planning Policy must be consistent with the Scheme and where any inconsistency arises the Scheme shall prevail. While a Local Planning Policy is not part of the Scheme and shall not bind the Council in respect of any application for Planning Approval, the Council must have due regard to the provisions of any Policy and the objectives which the Policy is designed to achieve before making its decision.

Clause 2.5 of the Scheme details the procedures for making and amending a local planning policy.

A number of existing local planning policies are proposed to be retained, with others being deleted or incorporated into new Scheme provisions as detailed below.

<b>Local Planning Policy (LPP)</b>	<b>Comment &amp; Recommendation</b>
LPP 1 - Performance Criteria - Medium Density Residential Development	Delete. Provisions to be incorporated into the Scheme Text.
LPP 2 - Protection of Privacy in Residential Development	Policies 2, 3 & 4 were revoked at 24/02/2003 Council Meeting - Refer to the Residential Design Codes released by the Western Australian Planning Commission.

Local Planning Policy (LPP)	Comment & Recommendation
LPP 3 - Front Fencing for Residential Development	Refer 2 above.
LPP 4 - Accessway for Medium Density Residential Development	Refer 2 above.
LPP 5 - Ancillary Accommodation	Policy 5 is no longer applicable - Refer to Planning Information Sheet and also Residential Design Codes released by the Western Australian Planning Commission.
LPP 6 - Ascot Waters Special Development Precinct	Retain. Policy is still actively implemented.
LPP 7 - Development of Mobile Phone Towers & Associates Facilities	Reference to such facilities should be incorporated into the Scheme Text and the policy rescinded.
LPP 8 - Invercloy Estate Special Development Precinct	Retain. Although the Estate has developed in accordance with the Guidelines, the policy is required to ensure any alterations or additions remain consistent with the Guidelines.
LPP 9 - Building Height & Bulk Along Great Eastern Hwy	Delete. Reference to key requirements are incorporated into the text of Scheme No. 14 and this reference should be retained in the new text. As such the policy is largely superfluous.
Draft LPP 10 - Great Eastern Hwy Strategic Access	<p>Draft LPP10 was formulated with regard to the Great Eastern Highway Strategic Access Study which was commissioned by Main Roads WA.</p> <p>Following advertising of the draft policy in accordance with Clause 2.5 (a) of Scheme No. 14, a report on the draft policy was presented at the City's Planning &amp; Development Committee (PDC) meeting held 19/2/2001. This report included affected landowners submissions which raised a number of issues regarding the ROW. It was resolved at OCM 26/2/2001 that these submissions be referred to Main Roads and the WAPC for consideration.</p> <p>Main Roads and WAPC have not responded to the issues raised and the policy has not been adopted.</p> <p>Whilst the document is of interest due to the fact that the policy has never been able to be finalised it has limited value and as such it is considered that the draft policy should not be retained but reference made within the text that access plans may be required along Great Eastern Highway.</p>
LPP 11 - Orrong Road	Retain. Policy is still actively implemented.

Local Planning Policy (LPP)	Comment & Recommendation
LPP 12 - Sign Applications	Retain. Policy is still actively implemented. Minor modifications proposed to reference flag poles.
LPP 13 - Subdivision of Land in Kewdale Industrial Estate	Delete. Reference to key requirements are incorporated into the text of Scheme No. 14 and this reference should be retained in the new text. As such the policy is superfluous.
LPP 14 - Town Centre Frame	Delete. Reference to key requirements are incorporated into the text of Scheme No. 14 and this reference should be retained in the new text. As such the policy is largely superfluous.
LPP 15 - Child Care Centres	Retain. Policy is still actively implemented. Proposal to incorporate LPP 30 Family Day Care policy so that one policy document addresses both types of child care facilities.
LPP 16 - Belgravia / Barker Streets Policy Area	Retain. Policy is still actively implemented.
LPP 17 - Public Open Space (Section 20A)	Delete. Section 20A no longer exists as the Town Planning and Development Act 1928 was revoked by the Planning and Development Act 2005.  Any proposals for POS provision or payment of cash-in-lieu should be considered in the light of the findings of the POS Strategy supporting document.
LPP 18 - Satellite Dishes & Microwave Antennas	Delete. Reference should be written into the scheme text.
LPP 19 - Boundary Walls	Delete. The boundary wall provisions of the Residential Design Codes should be used as guiding principle for boundary walls. This will assist in achieving consistency of approach between local governments and lessen potential confusion within the wider community.
LPP 20 - Hill 60 Development Guidelines	Delete. The policy has been effectively implemented. However, where any discretionary landuse change might be proposed regard should be given to the principles of compatibility incorporated into the original policy document.
LPP 21 - Building Guidelines for Lots 450m2 & Less	Delete. Reference to modified R Code provisions should be written into the scheme text.
LPP 22 - Belgravia Residential Estate & Self Assessment Form - Belgravia Residential Estate	Retain. Policy is still actively implemented.



<b>Local Planning Policy (LPP)</b>	<b>Comment &amp; Recommendation</b>
LPP 23 - Notification of Double Storey Development in the Residential Zone	Delete. While the policy is still actively implemented it is a procedural policy and has now been incorporated into the City's Business Management System. This ensures procedural consistency.
LPP 24 - Outbuildings Setbacks	This policy was revoked at 29/11/2005 Council Meeting
LPP 25 - Fairbrother Street - Proposed Business Park Development	Delete. The policy has been effectively implemented.
Draft LPP 26 - Location Of Units Accommodating People Over 55 Years	Policy never adopted for advertising as matters are addressed under the Residential Design Codes 2002. Refer Housing Strategy for further comment.
LPP 27 - R Code Concession for Single Bedroom Dwellings & Aged & Dependent Persons Dwellings In Flexible Coded Areas	Delete. Reference to modified R Code provisions should be written into the scheme text.
Draft LPP 28 - Security Roller Shutters & Grills for Non-Residential Buildings	Delete. Reference should be written into the scheme text.
LPP 29 - Residential Landuses in the 'Mixed Business' Zone	Retain. Policy is still to be actively implemented.
LPP 30 - Family Day Care	Retain. Policy is still actively implemented. Proposal to incorporate LPP 15 Child Care policy so that one policy document addresses both types of child care facility.
Draft LPP 31 – Design Guidelines for The Springs	Retain. Policy is still to be actively implemented.

Those policy documents retained will be renumbered to reflect accurately the number of Local Planning Policies in play.

Two new policies are proposed and will be advertised concurrently with the draft Scheme. These are detailed below.

<b>Local Planning Policy (LPP)</b>	<b>Comment &amp; Recommendation</b>
Public Art Contribution Policy	There is a need to protect and enhance the utility, amenity and identity of the public domain of places such as centres, main streets, squares and parks within its municipality. The policy must be read in conjunction with the draft Public Art Masterplan and associated Public Art Inventory.

Local Planning Policy (LPP)	Comment & Recommendation
Abernethy Road (Gabriel Street to Dempsey Street) Policy Area	Draft policy looks at applying similar standards to that contained in the Orrong Road LPP and the Belgravia/Barker Street LPP. The Local Planning Policy was formulated taking into account the extent of traffic utilising Abernethy Road, the need to limit the number of access points to the Road and the desire for high quality development. It represents a considered view of what constitutes appropriate development standards to justify density bonuses for quality redevelopment.

## 17. MONITORING AND REVIEW

This Local Planning Strategy will need to respond to future changes in State government policy or local priorities and as such it has been prepared with the following supporting documents:

- Community Profile 2008
- Local Housing Strategy
- Public Open Space Strategy
- Revised Commercial Strategy
- Business Planning Strategy
- Heritage Planning Strategy
- Environmental Planning Strategy
- Safety and Security Planning Strategy

This means that this and/or any one of the supporting documents may be updated on an as needs basis as change occurs.

Notwithstanding that there is scope to amend this and any of the supporting strategies to respond to changes in the intervening period, a major review will occur every five years at the time of a Scheme review.