

CITY OF BELMONT  
**Activity Centre  
Planning  
Strategy - Future  
Ascot Waters  
Local Centre**





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## Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

# Ascot Waters

The Ascot Waters Precinct which is generally bound by Grandstand Road, Stoneham Street, Great Eastern Highway, and the Swan River, has the potential to accommodate a Local Centre. The potential Centre's location is 10 Marina Drive which currently contains a mix of commercial and residential land uses and is zoned 'Special Development Precinct' under Local Planning Scheme No. 15.

The site is also subject to the provisions of Local Planning Policy No. 6 and the Local Planning Scheme allows the City to approve consulting rooms, fast food/takeaway, medical centre, studio, tavern, video store, shop, office, and restaurant as additional uses on the site. The 2008 Commercial Strategy acknowledged that the City had approved a small cafe and shop on a portion of 10 Marina Drive, Ascot. While there is currently no shop or cafe in this location, a small local centre would be supported on this site.

This section of the Strategy outlines the opportunities for the future Ascot Waters Local Centre, with recommendations on zoning, residential density, movement and place.



Figure 1: Future Ascot Waters Local Centre Locality Map

# I. Centre Context

The local centre site is currently zoned 'Special Development Precinct' under Local Planning Scheme No. 15 (LPS 15) and is subject to the provisions of Local Planning Policy No. 6 - Ascot Waters Special Development Precinct (LPP 6). Surrounding land is predominantly characterised by residential properties being a combination of single houses, grouped dwellings and multiple dwellings ranging in density from R20 to R100. Generally residential densities are relatively high for lots immediately surrounding the site (R100) and between R20 and R40 for lots further away.

The immediate catchment area of the future Ascot Waters Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). It is likely however that the catchment would extend beyond 200m to all land within the Ascot Waters estate.

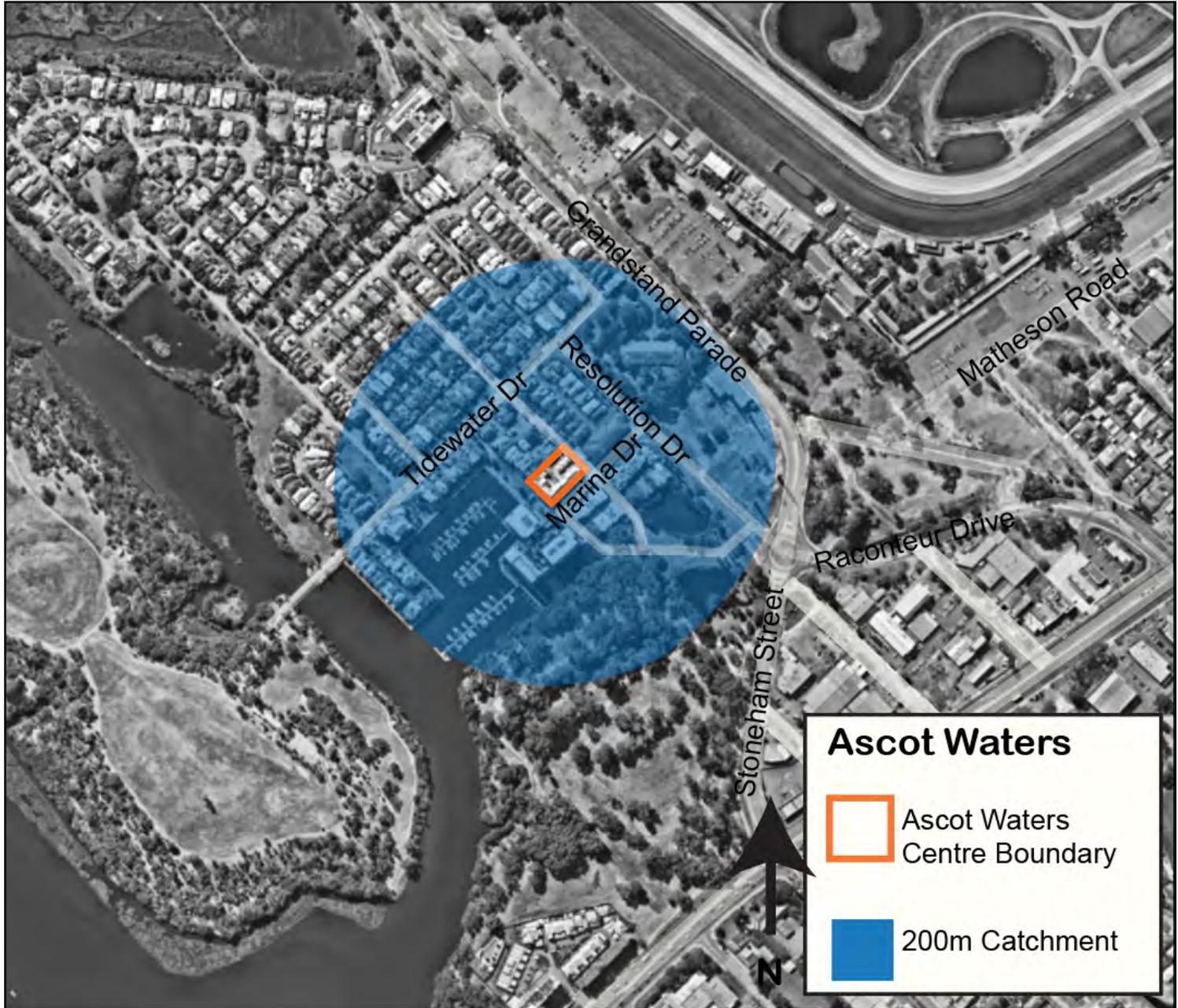


Figure 2: Future Ascot Waters Local Centre Catchment

# Local Planning Policy No. 6

Local Planning Policy No. 6 contains provisions to guide development within the Ascot Waters estate. The provisions cover:

- Site requirements;
- Residential Density;
- Building Setbacks;
- Building Form;
- Access and Parking;
- Open Space;
- Materials and Colours;
- Fencing and Retaining Walls;
- Services; and
- Landscaping.

In addition to the above, there are also specific provisions for various precincts. As such, the policy requires development on the local centre site to comply with the Ascot Waters Marina Village Outline Development Plan (Figure 21 of the Policy) which identifies the site for a combination of office, retail, and residential land uses (see Figure 3). Development completed within the estate and on the Ascot Waters Local Centre site has generally been undertaken in accordance with the Policy provisions and the built form identified by the Outline Development Plan.

With regard to residential density, LPP 6 allocates a density between R20 and R100 for lots subject to the Policy area as discussed in subsequent sections of this Strategy.

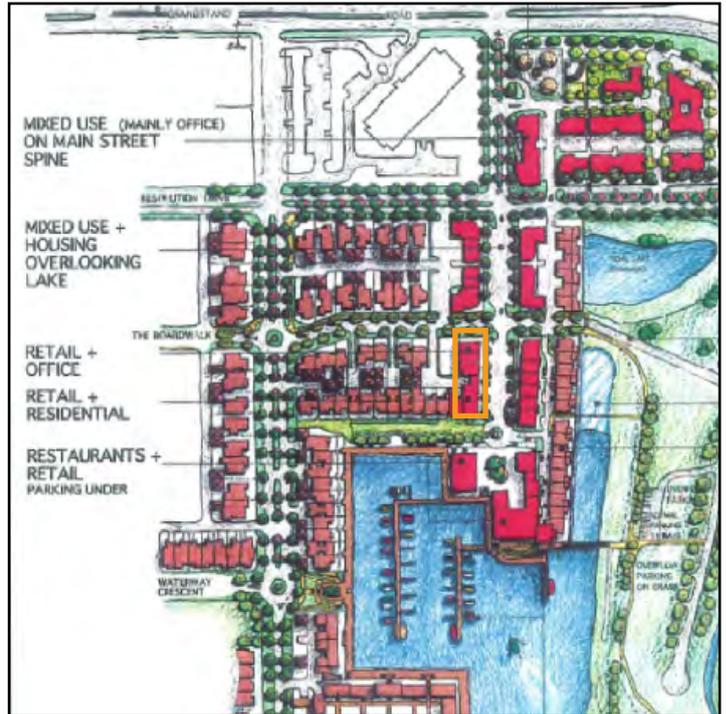
Opportunities exist for consistent provisions to be established to guide development across all activity centres. These could be applied through an appropriate planning instrument, including:

- Local planning scheme provisions;
- Designated activity centre precinct planning;
- Detailed local development plan; and/or
- An activity centre local planning policy.

Therefore, LPP 6 should be reviewed to determine the appropriateness of retaining this individual Local Planning Policy.

## Action 1.1

Review LPP 6 and determine whether it should be retained as an independent Policy or whether the Centre could be subject to development provisions which are consistent across all activity centres and are contained within a relevant planning instrument.



**Figure 3: Ascot Waters Marina Village Outline Development Plan extract (subject land outlined in orange)**

# Ascot Waters Local Centre Boundary and Zoning

A Retail Needs Assessment (RNA) prepared to inform this Strategy indicates that there is no local centre in Ascot Waters at present. There is however a few street fronting tenancies at 10 Marina Drive that could potentially be put to active use to form a local centre comprising of 500m<sup>2</sup> of shop/retail floor area. Currently these tenancies don't serve the function of a local centre as they don't provide any convenience services to the local community.

The site of the future local centre at 10 Marina Drive, Ascot is currently zoned 'Special Development Precinct' under LPS 15 (see Figure 4). This zoning was applied to provide for the development of the Ascot Waters estate. As a 'Special Development Precinct' zoning is inconsistent with the zoning of other local centres, it may be appropriate to modify the zoning from 'Special Development Precinct' to 'Local Centre' through the

preparation of a new local planning scheme.

Ascot Waters Local Centre is also subject to an Additional Use area (A2) under Local Planning Scheme No.15. The land uses provided for by the additional use area would be capable of approval in the 'Local Centre' zone. Given this, it may be appropriate for the City to investigate deleting Additional Use 2.

### Action 1.2

Investigate whether it is appropriate to introduce a 'Local Centre' zone over the site of the future Ascot Waters Local Centre.

### Action 1.3

Investigate whether it is appropriate to retain Additional Use 2 through the preparation of a new local planning scheme.



Figure 4: Existing Zoning of the Future Ascot Waters Local Centre Site

## Residential Density within the Centre

LPP 6 allocates a residential density between R20 and R100 for lots within Ascot Waters. While 10 Marina Drive is not listed as having a residential density, residential development has been undertaken at the R100 code. Figure 21 (Outline Development Plan) designates the site for a combination of residential, retail, and office land uses. The subject land has been developed for office and residential land uses and has the potential to accommodate retail uses.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground

floor. This built form has already been established at 10 Marina Drive albeit that the commercial tenancies are underutilised/vacant. Consistent with this built form, it may be appropriate to apply a residential density code of R100 to the subject site.

The provision of residential dwellings above commercial tenancies presents an opportunity for the future Ascot Waters Local Centre to be an activity generator that supports the local population through the provision of convenience services.

### Action 1.4

Investigate whether it is appropriate to introduce a residential density code of R100 over land forming part of the future Ascot Waters Local Centre.



Figure 5: Proposed Zoning Investigations

# Zoning and Residential Density Surrounding the Centre

Land surrounding 10 Marina Drive is predominantly surrounded by residential uses. There is also a small amount of commercial development at 16 and 2 Marina Drive. As with 10 Marina Drive, the surrounding land is zoned 'Special Development Precinct' under Local Planning Scheme No. 15.

Through the preparation of the City's Local Housing Strategy, appropriate zones and residential density codes will be investigated for the surrounding residential land.

The City will also investigate appropriate zonings for 16 Marina Drive and 2 Marina Drive. Both these properties contain a combination of commercial and residential land uses. Therefore, it may be appropriate to apply a 'mixed use' zoning through the preparation of a new local planning scheme. This matter will further be investigated through the preparation of the City's Local Housing Strategy.

**Action 1.5**  
Investigate rezoning residential properties within the Ascot Waters Special Development Precinct and applying a residential density code through the preparation of the City's Local Housing Strategy.

**Action 1.6**  
Investigate an appropriate zone for 16 Marina Drive and 2 Marina Drive through the preparation of the City's Local Housing Strategy.



## 2. Movement

The site of the future Ascot Waters Local Centre is accessible by all modes of transport apart from train. Vehicle access is supported by a legible road network and on-street parking.

Footpaths connecting the surrounding residential area to 10 Marina Drive facilitate walking as an option. Cycling is not specifically encouraged through on-street cycle lanes, however the existing road environment within the Ascot Waters estate is relatively safe for on-street cycling.

With regard to public transport, the closest bus stop is located approximately 200m to the north along Grandstand Road. Bus stops either side of the road provide access to bus service 998 and 999.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Local Centre site and look at ways this can be improved.



# Pedestrian and Cycling Connections and Priority

While it is expected that due to the lack of convenience services offered within the existing commercial tenancies only a very small number of people would currently utilise active modes of transport, alternative transport opportunities should still be encouraged and facilitated for the benefit of commercial uses that may establish within the future Local Centre.

With regard to pedestrian activity, the current road network presents as a relatively safe pedestrian environment. Vehicles travel relatively slow as a result of the paved road surface and presence of on-street parking. There is however a lack of shelter provided in the road reserves surrounding 10 Marina Drive through landscaping including shade trees.

With regard to cycling, while there are no dedicated on-street cycle lanes, the road network is relatively safe for on-street cycling. It is noted however that there is a lack of bicycle parking facilities located within close proximity to 10 Marina Drive.

SPP 4.2 recommends that pedestrians and cyclists

be prioritised within activity centres. Two key opportunities exist to promote increased pedestrian and cyclist activity as detailed below and visualised by Figure 6:

- Undertake a review of street trees within 400m of 10 Marina Drive and program planting for species that establish shade canopies.
- Investigate the inclusion of additional bike parking facilities surrounding 10 Marina Drive.

It is anticipated that the above measures will facilitate increased pedestrian and cyclist activity. It is also expected that use of these modes of transport will increase should convenience services establish within the centre.

**Action 2.1**  
Investigate improvements to pedestrian and cyclist priority within and surrounding the future Ascot Waters Local Centre once commercial uses offering convenience goods establish.



**Figure 6: Pedestrian and Cyclist Infrastructure**

## Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case the future Ascot Waters Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps, which include letters and pictures, are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

It is recommended that once a local centre is established, detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200m walkable catchment.

### Action 2.2

Once a local centre is established, investigate the implementation of wayfinding measures at select locations within 200m of the site.



City of Belmont

## Public Transport

Unlike other local centres in the City of Belmont, the site of the future Ascot Waters Local Centre isn't directly serviced by a bus route. The nearest bus stop is located approximately 400m to the north along Grandstand Road.

While the current commercial land use (office) is unlikely to generate the need for a bus stop, future land uses may benefit from good accessibility to public transport. Existing residential land uses within and surrounding the future Ascot Waters Local Centre would also benefit from better public transport connections. Therefore, when a local centre/convenience uses establish, the City should engage with the Public Transport Authority to obtain support for a bus stop to be located in closer proximity to 10 Marina Drive.

The uptake of public transport can be supported by travel behaviour programs which are designed to inform the general public about their transport options. A greater level of education may result in the future centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

### Action 2.3

When a local centre/convenience uses establish, liaise with the Public Transport Authority to obtain support for a bus stop to be located within closer proximity to 10 Marina Drive.

### Action 2.4

When a local centre/convenience uses establish, implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.



## Private Vehicles and Road Network

Access to the future Local Centre by private vehicles is available from Marina Drive and The Boardwalk. Rear access for the residential land uses is available via Sabot Close.

While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be maintained to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access. It is considered that this balance is already quite well achieved. A potential improvement could include planting additional trees within the road reserves to provide shelter for pedestrians.

### Action 2.5

Investigate and implement appropriate road network modifications to further prioritise active modes of transport.

## Car Parking

Car parking within and surrounding 10 Marina consists of on-street parking along the Marina Drive and The Boardwalk road reserve, and private parking accessible from Sabot Close.

Local Planning Scheme No. 15 provides parking standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations also make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied. Given there are limited opportunities for additional parking to be provided, the City should review the adequacy of the existing parking arrangements. If it is found that parking provision isn't adequate, the City should investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre. Money collected from the parking in lieu payments could be used to promote active modes of transport or to establish appropriate parking management measures.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in the future Ascot Waters Local Centre should also be explored.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing on-site and on-street parking, and contemporary planning principles contained within SPP 4.2 which seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

### Action 2.6

Investigate an appropriate car parking standard for land uses within the future Ascot Waters Local Centre.

### Action 2.7

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the future Ascot Waters Local Centre.

# 3. Place

Local centres have an important role to play in the overall social fabric of the community. While the current commercial land use (office) doesn't provide any convenience services to the local community, the built form is relatively attractive and provides opportunities for active land uses to establish within the future Centre. In addition, the design of the road network is conducive to street activation. Overall, there is an opportunity to establish a Local Centre that serves the local community of the Ascot Waters Estate. Further opportunities will be discussed in the following sections of this Strategy.



# Land Use Permissibility

The Future Ascot Waters Local Centre is currently zoned 'Special Development Precinct' under Local Planning Scheme No. 15. Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table and located within the 'Commercial, Centre or Mixed Use' zones.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

### Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

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

**Table 1**

## Street Activation

There is currently a lack of activity surrounding 10 Marina Drive resulting from the absence of convenience services. Existing land uses don't rely on passing trade and don't encourage people to spend time within the locality.

While the built form doesn't directly address The Boardwalk road reserve, it is expected that this road reserve will see increased activity should 10 Marina Drive function as a Local Centre. To encourage activation on Marina Drive the City should encourage trade within public places which may benefit and encourage a future cafe/restaurant establishing within the Centre.

The public realm surrounding the future Ascot Waters Local Centre is relatively underutilised. This area is dominated by paved surfaces and limited landscaping. Therefore, the City should investigate opportunities to include additional tree planting and landscaping within the public realm. It is also considered that the attractiveness of the public realm will be improved should a restaurant/café with al-fresco dining establish within the centre.

Local Planning Policy No. 6 currently contains built form controls to guide development. As discussed in previous sections of this Strategy, an opportunity exists for consistent provisions to be established to guide development across all activity centres. Therefore, the City should investigate implementing built form controls aimed at increasing activity at street level. As part of this, the provisions of LPP 6 should be reviewed to determine the appropriateness of retaining this individual Policy.

### Action 3.2

Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.

### Action 3.3

Investigate implementing built form controls aimed at increasing activity at street level.

## Public Art

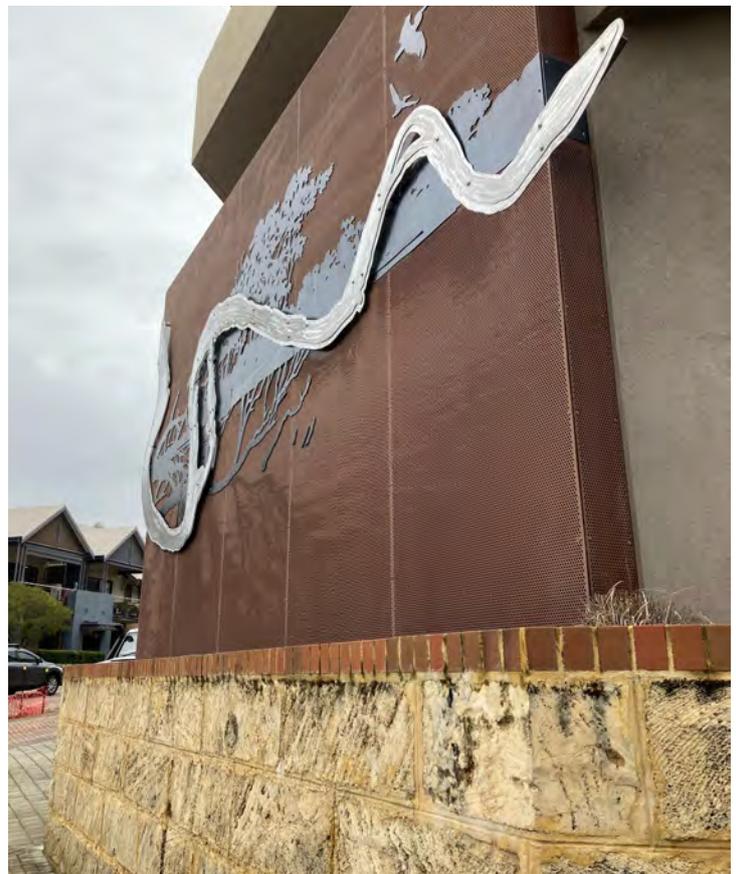
Public art is a vital part of the public realm as it assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers.

The City requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No.11 – Public Art Contribution, and has a development cost greater than four and a half million dollars.

10 Marina Drive is currently recognised as being within the Local Planning Policy No. 11 policy area. While this is the case, it is not expected that any major redevelopment triggering the provision of public art would occur at 10 Marina Drive in the short term. Despite this, the City should consider further opportunities for public art to be installed surrounding the future Centre. This may include the installation of a statement piece of public art and/or the painting of blank facades/walls. The City should also engage with local businesses to facilitate and promote the provision of public art.

### Action 3.4

Investigate opportunities for public art to be located within and surrounding the future Ascot Waters Local Centre.





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Activity Centre Planning Strategy



CITY OF BELMONT

# Ascot Waters

Actions



# Actions & Implementation

## Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Review LPP 6 and determine whether it should be retained as an independent Policy or whether the Centre could be subject to development provisions which are consistent across all activity centres and are contained within a relevant planning instrument.	Part 2 Local Planning Policy No. 6 Page 5	 1.2-1.4  5.7	Local Planning Policy No. 6	Short	Planning
1.2	Investigate whether it is appropriate to introduce a 'Local Centre' zone over the site of the future Ascot Waters Local Centre.	Part 2 Ascot Waters Local Centre Boundary and Zoning Page 6	 1.2-1.4	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
1.3	Investigate whether it is appropriate to retain Additional Use 2 through the preparation of a new local planning scheme.	Part 2 Ascot Waters Local Centre Boundary and Zoning Page 6	 1.2 1.3 1.4  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.4	Investigate whether it is appropriate to introduce a residential density code of R100 over land forming part of the future Ascot Waters Local Centre.	Part 2 Residential Density within the Centre Page 7	 1.3 1.4  5.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning

# Actions & Implementation

## Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.5	Investigate rezoning residential properties within the Ascot Waters Special Development Precinct and applying a residential density code through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	 5.7	Local Housing Strategy  Local Planning Policy No. 6	As part of Local Housing Strategy.	Planning
1.6	Investigate an appropriate zone for 16 Marina Drive and 2 Marina Drive through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	 5.7	Local Housing Strategy  Local Planning Policy No. 6	As part of Local Housing Strategy.	Planning

# Actions & Implementation

## Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate improvements to pedestrian and cyclist priority within and surrounding the future Ascot Waters Local Centre once commercial uses offering convenience goods establish.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.2 1.5  2.1-2.4	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services
2.2	Once a local centre is established, investigate the implementation of wayfinding measures at select locations within 200m of the site.	Part 2 Wayfinding Page 11	 2.1-2.3  5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services
2.3	When a local centre/convenience uses establish, liaise with the Public Transport Authority to obtain support for a bus stop to be located within closer proximity to 10 Marina Drive.	Part 2 Public Transport Page 11	 2.2-2.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services Public Transport Authority
2.4	When a local centre/convenience uses establish, implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.	Part 2 Public Transport Page 11	 2.1  5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Infrastructure Services
2.5	Investigate and implement appropriate road network modifications to further prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services City Projects

# Actions & Implementation

## Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.6	Investigate an appropriate car parking standard for land uses within the future Ascot Waters Local Centre.	Part 2 Car Parking Page 12	 2.1  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the future Ascot Waters Local Centre.	Part 2 Car Parking Page 12	 2.1-2.3  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning Infrastructure Services

# Actions & Implementation

## Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 14	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre	Part 2 Street Activation Page 15	 1.2-1.4  2.2  5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services
3.3	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 15	 1.2-1.4  2.2  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
3.4	Investigate opportunities for public art to be located within and surrounding the future Ascot Waters Local Centre.	Part 2 Public Art Page 15	 1.2  4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium/On-going	Planning Culture and Place