

CITY OF BELMONT

Activity Centre

Planning Strategy -

Belmont Town Centre





Contents

Belmont Town Centre	3
Centre Context	4
Local Planning Policy No. 1	5
Belmont Town Centre Zoning	6
Belmont Town Centre Frame Area	7-8
Preparation of Precinct Structure Plan	9
Residential Density Within and Surrounding The Centre	9-10
Movement	11
Pedestrian and Cyclist Connections and Priority	12
Wayfinding	13
Public Transport	13
Private Vehicles and Road Network	14
Car Parking	14-15
Place	16
Land Use Permissibility	17
Street Activation	18
Belmont Avenue	18
Wright Street	19
Knutsford Avenue	19-20
Fulham Street	21
Abernethy Road	21
Urban Open Space	22
Arts and Culture	23

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 any other formats as requested.

Belmont Town Centre

Belmont Town Centre is located within the suburb of Cloverdale, and is bound by Abernethy Road, Fulham Street, Knutsford Avenue and Wright Street (see location plan at Figure 1). The Centre has been operating as a major commercial hub for approximately 50 years and is a focal point of the City of Belmont.

The Centre is characterised by one main building which contains a range of businesses internally and a number of smaller buildings containing numerous tenancies. Immediately surrounding the Belmont Town Centre there are a range of businesses and residential properties that assist in supporting the Centre's function and operation.

The Belmont Town Centre has steadily grown over time and in a Retail Needs Assessment prepared for the City, it has been identified that the Centre will be required to more than double in size by 2036. The Town Centre presents opportunities to be a vibrant regional hub for the City of Belmont community, providing a range of retail and entertainment offerings in addition to containing housing options.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Belmont Town Centre, with recommendations on zoning, residential density, movement and place.

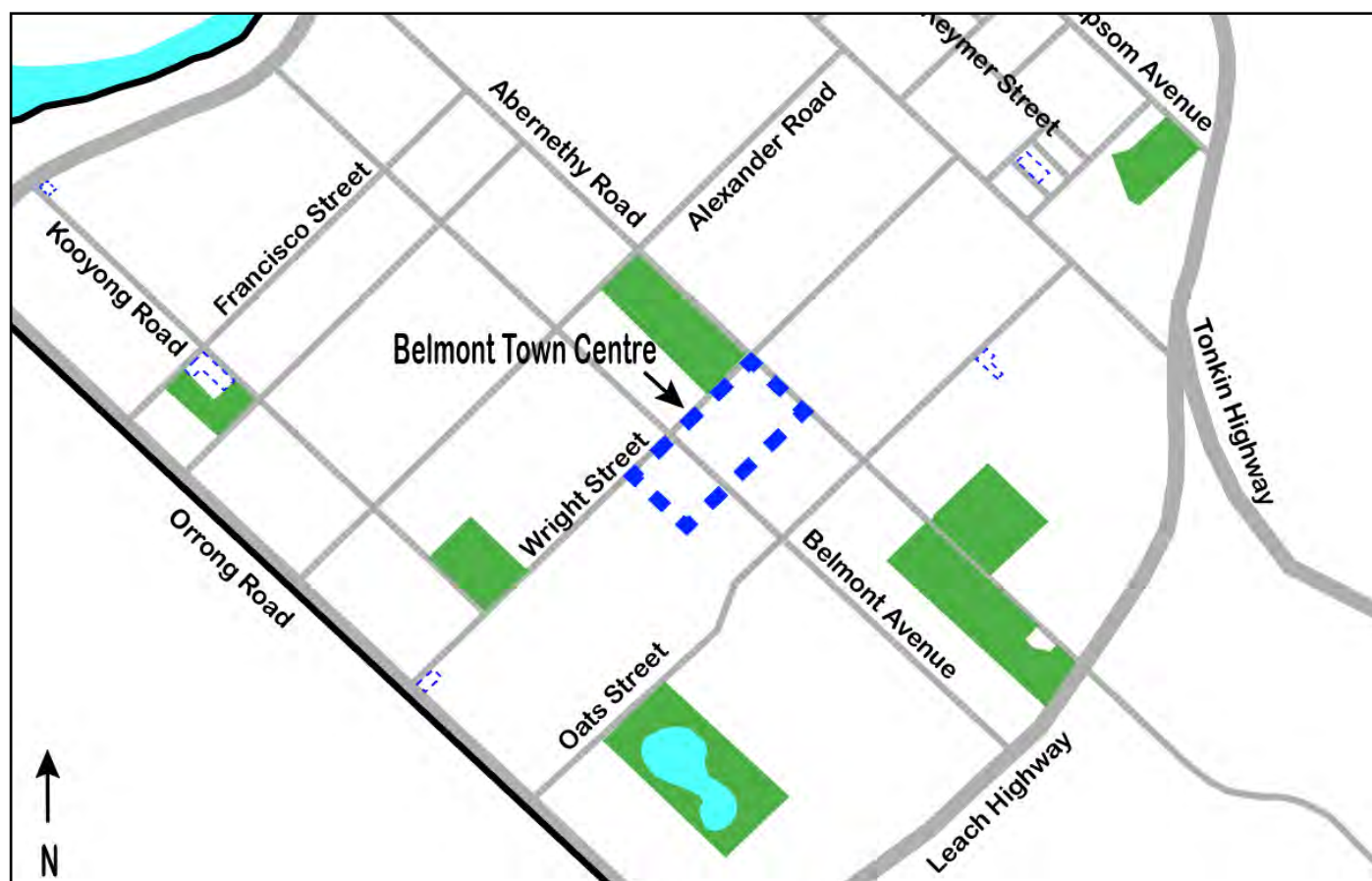


Figure 1: Belmont Town Centre Location Map

I. Centre Context

Land within the Centre is currently zoned ‘Town Centre’ under Local Planning Scheme No. 15 (LPS15), with no associated residential density coding. Land surrounding the Belmont Town Centre located within the Town Centre Frame (see Figure 5) and also subject to Local Planning Policy No. 1 (see Figure 3 overleaf), is zoned ‘Residential’ with a flexible residential density coding of R20/50/100. A number of additional land uses can be considered by the City on the properties within the Town Centre Frame as evident by some uptake of commercial land uses along Wright Street and Fulham Street. However, land surrounding the Town Centre predominantly remains characterised by single houses and grouped dwellings. This is despite the provision for additional land uses and the density coding of R100 enabling the development of high density multiple dwellings.

In addition to the overall residential population, Belmont Town Centre is supported by surrounding activity generators and employment areas including the Belmont Oasis, Faulkner Civic Precinct, Cloverdale Primary School, and Belmont City College as visualised by Figure 2. Faulkner Civic Precinct contains several community and civic land uses, as well as providing public open space. In particular, activity is generated by visitors to the Civic Centre, Belmont Hub and Belmont Oasis. Belmont City College also forms an area of employment and activity generation.

Belmont Town Centre acts as both a local community and broader regional focal point. The local community catchment can be defined broadly by dwellings within a 400 metre walkable catchment area (as shown in Figure 2). The Town Centre however also provides a more regional context with patrons likely to visit from the entirety of the City of Belmont and possibly neighbouring local government areas.

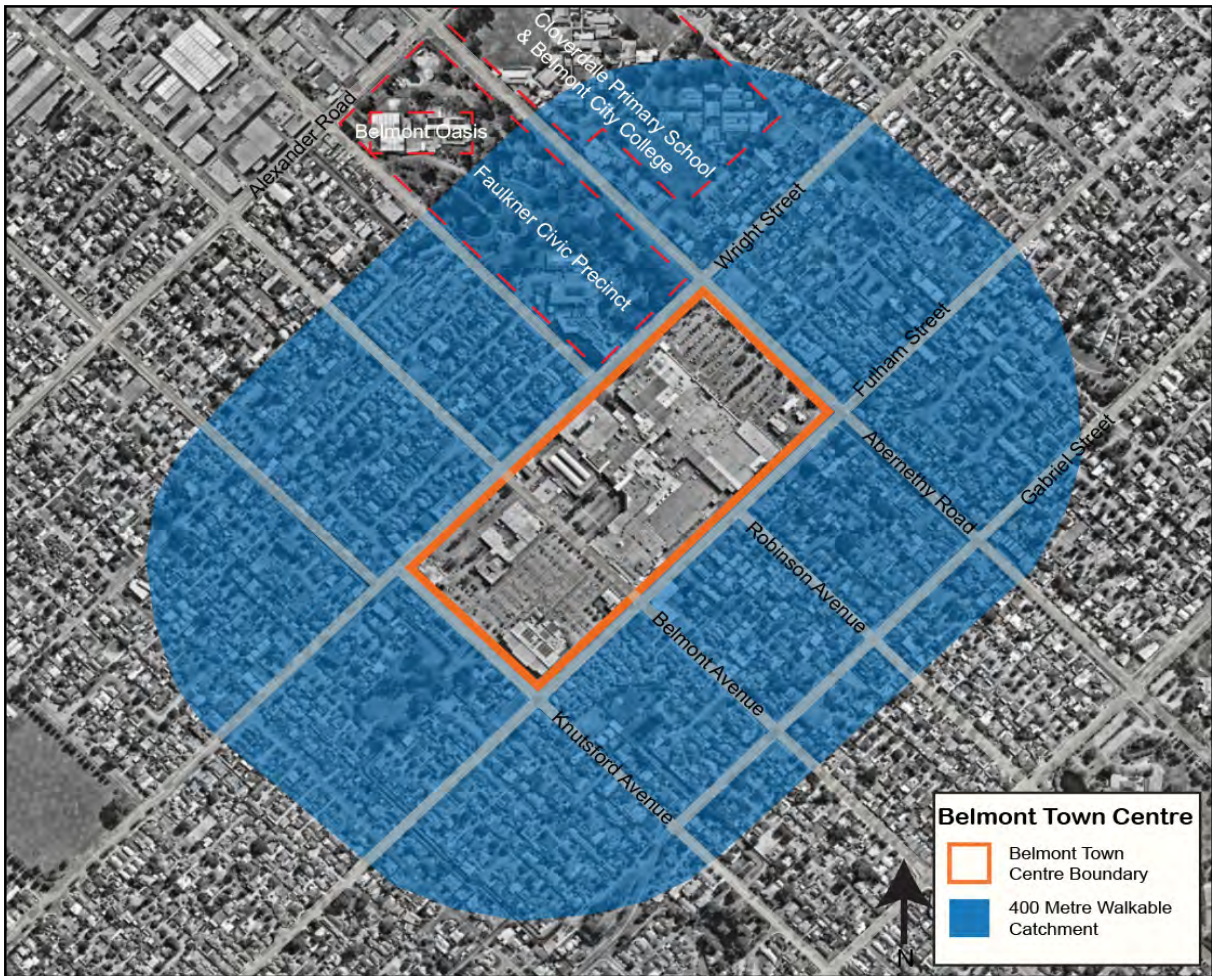


Figure 2: Town Centre 400m walkable catchment

Local Planning Policy No. 1 - Town Centre Density Bonus Requirements

Local Planning Policy No. 1 applies to all 'Residential' zoned land outlined in Figure 3 below. The Policy outlines the criteria (in addition to the provisions of the Residential Design Codes and Local Planning Scheme No. 15) against which all residential development, proposed above a density coding of R50, will be assessed against. The provisions aim to facilitate the highest standard of residential development.

To date there has been limited developments undertaken above a density coding of R50, which has meant that very few applications have been assessed against the provisions of Local Planning Policy 1.

It is appropriate that the Policy is reviewed further as part of the review and preparation of the City's Local Housing Strategy. The Policy will also need to be reviewed in light of recent modifications to the Residential Design Codes.

Action 1.1

Review the provisions of Local Planning Policy 1 in light of the recent modifications to State Planning Policy 7.3 (Residential Design Codes).



Figure 3: LPP 1 Policy Area

Belmont Town Centre Zoning

Belmont Town Centre is formally identified by the 'Town Centre' zoning shown in Figure 4 below.

In 2015, the Department of Planning, Lands and Heritage (DPLH) released the *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)*. As part of the Regulations a schedule of standard zones were included to achieve greater consistency across Local Governments. The 'Town Centre' zone is not listed as a standard zone within the Regulations.

After reviewing the standard zones contained within the Regulations, it is considered that a 'Centre' zone may be appropriate to replace the 'Town Centre' zone. The 'Centre' zone would provide a basis for further detailed planning, in the form of a structure plan, to be prepared to guide future development of the land.

This will ensure that future development of the land is undertaken in a coordinated manner. It will also designate areas for future retail floorspace, which will help to meet the ongoing needs of the community.

The City should investigate whether it is appropriate to modify the current 'Town Centre' zoning to 'Centre' through the preparation of a new local planning scheme.

Action 1.2
Investigate whether it is appropriate to modify the current 'Town Centre' zoning to 'Centre' through the preparation of a new Local Planning Scheme.

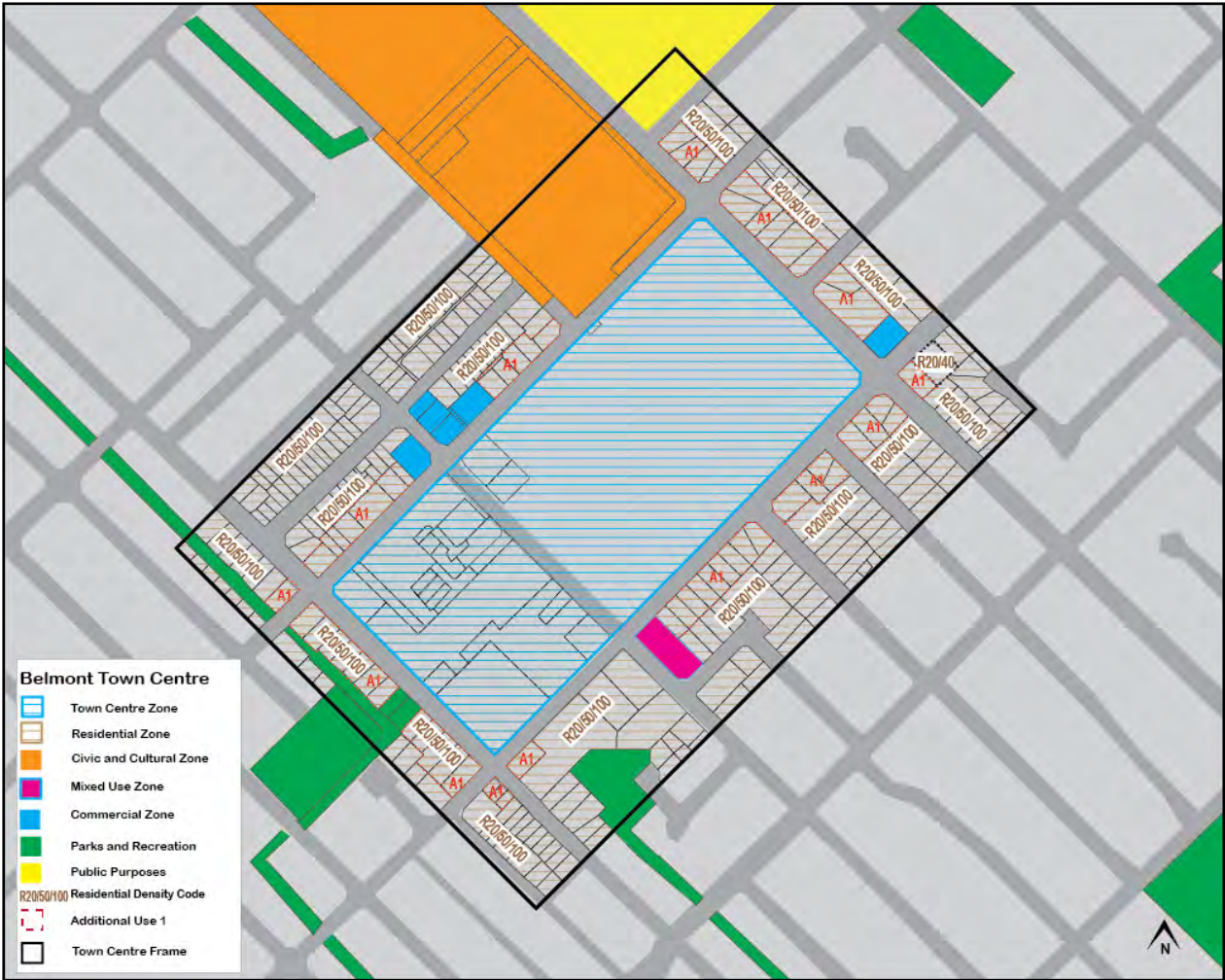


Figure 4: Existing Zoning and Town Centre Frame Area

Belmont Town Centre Frame Area

The hatched land parcels in Figure 5 are currently classified as the Town Centre Frame. This land is either zoned 'Mixed Use', 'Commercial', 'Residential' or reserved 'Civic and Cultural', or 'Public Purpose'. 'Residential' zoned land within the Town Centre Frame has an associated density coding of R20/50/100. Schedule 2 of LPS 15 provides for the following 'Additional Uses' to be considered for sections of this land immediately opposite the Centre as identified in Figure 4:

- Art Gallery;
- Consulting Rooms ;
- Office; and
- Studio.

Schedule 2 also divides the land subject to 'Additional Uses' into seven precincts (refer to Figure 5), each with unique development controls. These development controls are primarily aimed at encouraging small scale retail land uses to support the Belmont Town Centre operations, achieving an appropriate mix of land uses, and guiding built form to achieve a high architectural standard which respects the amenity of adjacent residential properties.

Land within Precinct A is also subject to the following two additional land uses:

- Showroom
- Video Outlet

There has been an uptake of additional uses within the seven precincts particularly along Wright Street, Abernethy Road, and Fulham Street. Uses predominantly consist of offices with a small number of consulting rooms and retail land uses.

The intent of the Frame Area is to provide for a mix of residential and commercial land uses which appropriately support the operation of the Town Centre. Given this, it is considered that it may be appropriate to retain the existing zoning of 'Residential' with 'Additional Uses' being applied. This would allow for the development of a mix of varied but com-

patible land uses which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.

Some retail floor space may be considered appropriate, whilst still maintaining land within the 'Town Centre' zone as the focal point for retail activity. The City will further investigate the appropriateness of this and land use control mechanisms as part of preparing the new Local Planning Scheme. Such measures may include designating 'shop-small' and 'shop-large' land uses within the scheme with a view to making 'shop large' an 'x' use in the Town Centre Frame.

This would restrict large retail premises establishing, whilst still providing for limited/appropriate retail (shop-small). This approach is supported by SPP4.2 which details that a secondary centre such as Belmont Town Centre, should be complemented by major offices and professional service businesses, and small amounts of out of centre retail may be appropriate where they present minimal impacts to the activity centre hierarchy.

The City will also need to review the existing development provisions associated with the 'Additional Uses' to determine whether these are still appropriate. This will be undertaken as part of the preparation of a new Local Planning Scheme.

Certain interface provisions may need to be retained given the Town Centre Frame abuts 'Residential' zoned land in some sections. These may include provisions which assess the extent to which the design of a proposal harmonises with adjoining and nearby buildings and the general streetscape. The City will also investigate retaining the requirement for developments to include a mixture of land uses including a substantial residential component. This requirement is considered to assist in generating activity within the frame area.

Action 1.3

Investigate whether it is appropriate to retain the 'Residential' zoning to land currently identified as being subject to 'Additional Uses' under Local Planning Scheme No. 15.

Action 1.4

Investigate the appropriate land use control mechanisms for the Town Centre Frame, through the preparation of a new Local Planning Scheme.

Action 1.5

As part of the preparation of a new Local Planning Scheme, include provisions to ensure that an appropriate interface is achieved between residential development and commercial uses within the Town Centre Frame.

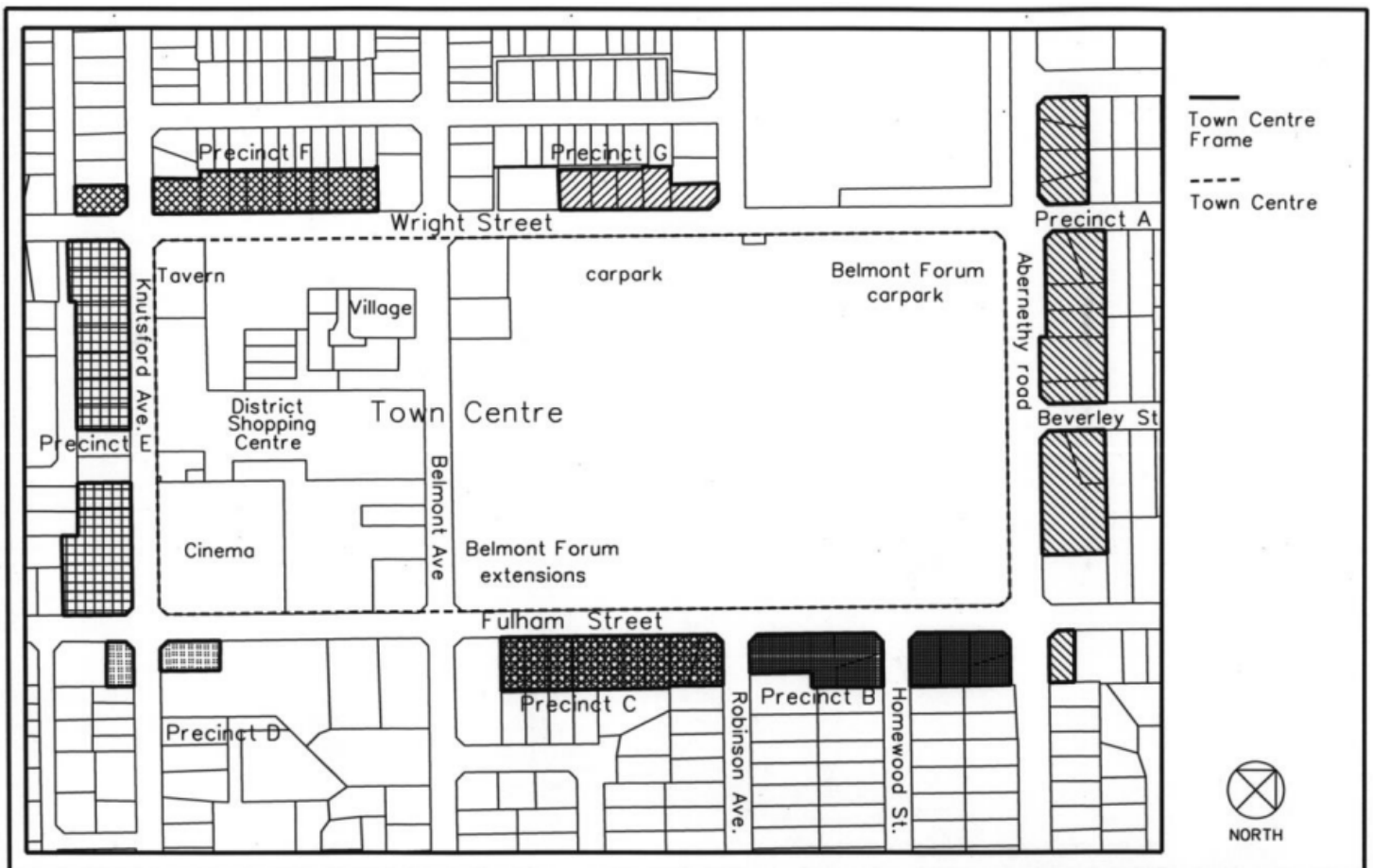


Figure 5: Belmont Town Centre Frame Area sub-precincts

Preparation of Precinct Structure Plan

Belmont Town Centre is identified as a Secondary Centre by SPP 4.2 which requires the preparation of a Precinct Structure Plan. The proposed 'Centre' zoning of land also provides a basis for a Precinct Structure Plan to be prepared in accordance with the Regulations, SPP 4.2 and SPP 7.2 - Precinct Design.

A Precinct Structure Plan is responsible for guiding land use, built form, residential density, housing typologies, broad transport requirements and infrastructure (including public realm improvements). In addition, a Precinct Structure Plan will look at how the Centre can expand holistically to accommodate a doubling of retail floor area. Overall, the Precinct Structure Plan is intended to provide a consolidated and consistent planning framework for the Belmont Town Centre and surrounding land.

The City will liaise with landowners regarding the preparation of a Precinct Structure Plan for Belmont Town Centre and surrounding properties contained within the 400m walkable catchment visualised by Figure 2.

Action 1.6

Liaise with landowners regarding the preparation of a Precinct Structure Plan for Belmont Town Centre and surrounding land.

Residential Density Within the Centre and Town Centre Frame

Land within the Centre does not currently have an allocated residential density coding. There is also currently no residential development within the Centre.

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.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail commercial land uses, whilst promoting economic sustainability. In this regard, it is recommended that a residential density code of R-AC0 be investigated for the Centre which will guide residential development in accordance with a Precinct Structure Plan. The provision of residential dwellings above commercial tenancies will generate activity, increase population, contribute to better passive surveillance, and has the potential to incentivise redevelopment within the Centre.

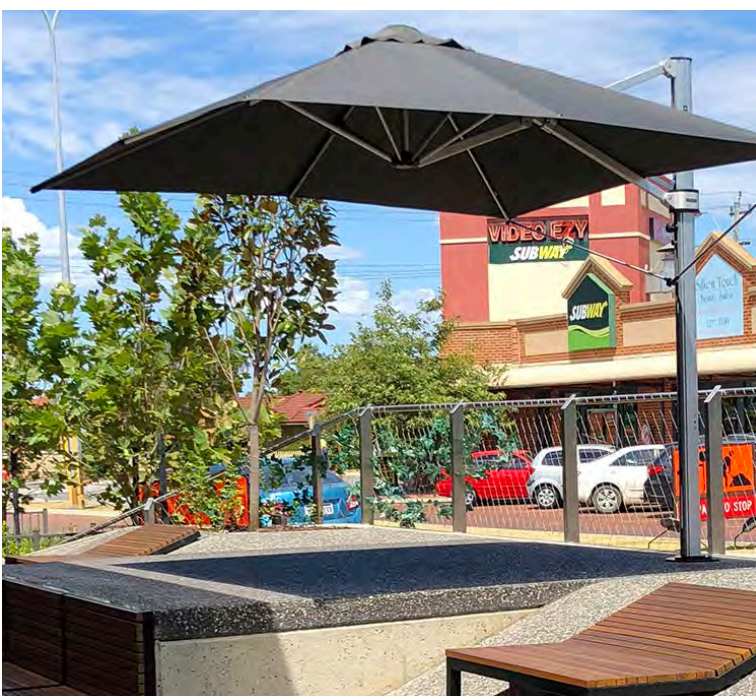
With regard to the portions of the Town Centre Frame Area currently zoned 'Residential' with a density coding of 'R20/50/100', a residential density coding of R160 may be appropriate. This coding allows for a maximum building height of five storeys, a minimum primary and secondary street setback of 2m, a rear setback of 6m and a side setback of 3m. The coding also has the potential to contribute to an increased population base surrounding the town centre.

Action 1.7

Investigate whether it is appropriate to introduce a residential density code of R-AC0 over 'Centre' zoned land through the preparation of a new local planning scheme.

Action 1.8

Investigate whether it is appropriate to introduce a residential density code of R160 over the Town Centre Frame Area through the preparation of a new local planning scheme.



Residential Density surrounding the Town Centre

Residential zoned land surrounding Belmont Town Centre is designated a flexible residential density coding of R20/50/100, as shown in Figure 4. Development within this flexible residential density coding area is capable of a maximum R100 coding, provided that the requirements of LPS15 and LPP1 are met.

Since the implementation of LPP1 there has been limited uptake of the maximum residential density coding, with the vast majority of the area still characterised by low scale single or grouped dwelling housing types.

SPP 4.2 proposes a residential density target of more than 40 dwelling per gross hectare within an 800m walkable catchment.

As part of a holistic local planning scheme review process the City is undertaking the preparation of a Local Housing Strategy. The Local Housing Strategy will be responsible for investigating the appropriate residential density coding for the area surrounding Belmont Town Centre. Ultimately the results of the investigation should be incorporated through the development and finalisation of the Belmont Town Centre Precinct Structure Plan.

Action 1.9

Investigate the appropriate residential density coding for the area surrounding Belmont Town Centre through the preparation of a Local Housing Strategy and Precinct Structure Plan.

Action 1.10

Ensure that a minimum density target of 40 dwellings per gross urban hectare is achieved within an 800m walkable catchment.



2. Movement

Belmont Town Centre provides goods and services for both the local and broader community. Belmont Town Centre is accessible by all modes of transport except rail, however due to the Centre's broad catchment area, people utilise motor vehicles as the primary mode of transport. Despite the private vehicle dominance, the Centre is well serviced by public transport, with a number of bus routes stopping within the Town Centre. The Town Centre is also accessible via walking and cycling for the local community through the surrounding grid pattern of streets and designated crossing points.

State Planning Policy 4.2 - Activity Centres outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to Belmont Town Centre and look at ways that access can be improved.



Pedestrian and Cycling Connections and Priority

Pedestrian and cyclist infrastructure leading to the Belmont Town Centre primarily consists of a range of footpaths. Wright Street in between Abernethy Road and Belmont Avenue provides a more pedestrian and cycling friendly environment with dedicated crossing points, refuge islands, and slower vehicle movements (posted speed limit of 40km/h). There is however a lack of on-street cycle lanes to separate cyclists from motorists within and surrounding the Centre.

Within the Belmont Town Centre, a mixture of raised crossing points and zebra crossings provide a level of pedestrian priority within car parking and maneuvering areas.

The City's Belmont on the Move strategy recommends a number of changes to pedestrian and cyclist infrastructure within and surrounding Belmont Town Centre, including:

- Increasing the level of pedestrian priority at all roundabouts within and surrounding the Belmont Town Centre through the provision of zebra crossings.
- Developing a Bicycle Boulevard treatment for

Knutsford Avenue, supporting north-south movement.

- Dedicated on-street cycling lanes on Wright Street between Knutsford Avenue and Abernethy Road.
- Seeking pedestrian prioritised stop lights at intersections within the Belmont Town Centre as a matter of priority.

In addition, the City should investigate further measures to prioritise pedestrian and cyclist movement including:

- The development of raised platforms along Wright Street adjacent to Belmont Hub, Faulkner Civic Precinct and bus stops.
- Maintain the level of pedestrian priority along Belmont Avenue between Fulham Street and Wright Street.
- Increasing pedestrian and cyclist priority and safety at the crossing points along Abernethy Road.
- Introduce a pedestrian and cyclist connection between Belmont Town Centre and Wicca Reserve.

Both the Belmont on the Move and additional pedestrian and cyclist infrastructure identified can be seen in the image below.

Action 2.1

Investigate and implement the recommendations made by 'Belmont on the Move', in relation to the Belmont Town Centre.

Action 2.2

Investigate improvements to pedestrian and cycling priority within and surrounding the Belmont Town Centre.

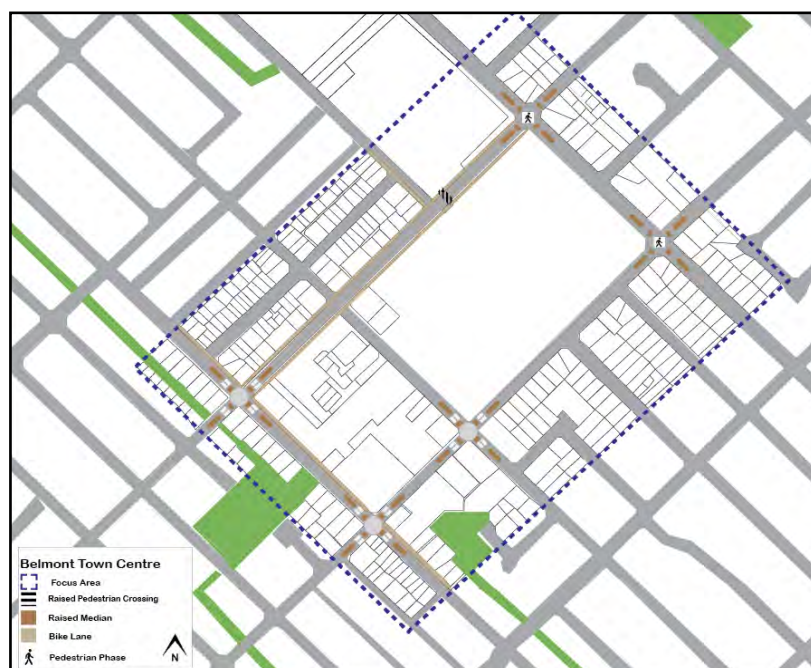


Figure 6: Pedestrian and Cyclist Infrastructure

Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists in locating points of interest, in this case Belmont Town Centre. Residents who live within walking (commonly 400m) and cycling (commonly 1.5km) distance are unlikely to have clear lines of sight or an understanding of intuitive routes to Belmont Town Centre. Wayfinding maps and signage are able to clearly define these walking and cycling routes making it a more pedestrian friendly environment.

'Belmont on the Move' proposes the development of a wayfinding strategy for Belmont Town Centre which will enable a holistic approach to the strategies/methods implemented.

It is recommended that wayfinding measures within 1.5km of the Belmont Town Centre be identified through the preparation of the Activity Centre Structure Plan.

Action 2.3

Investigate wayfinding measures at select locations within 1.5km of the Belmont Town Centre.



Public Transport

High frequency bus routes 935, 998 and 999 service the Belmont Town Centre from Wright Street and Abernethy Road. Bus routes 38, 39, 280, 284, 286, 287, 288, 293, 298, and 380 also service the Centre from Abernethy Road, Wright Street, Fulham Street, and Belmont Avenue. These bus routes provide connections to Perth Airport, Perth CBD, rail corridors, and many of the surrounding suburbs.

The level of service and connectivity to the Belmont Town Centre provided by the various routes makes travel by bus a relatively convenient and attractive mode of transport.

The uptake of public transport can further 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 centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle. Users may also look to combine trips. For example, a trip to work in the CBD could be combined with a shopping trip to Belmont Town Centre.

Action 2.4

Implement travel behavior programs to encourage the use of alternative modes of transport to and from Belmont Town Centre.



Private Vehicles and Road Network

Belmont Town Centre is bound by Abernethy Road, Fulham Street, Knutsford Avenue and Wright Street. While contemporary planning seeks to prioritise the use of alternative transport modes, the regional relevance of Belmont Town Centre will ultimately rely on some level of private vehicle movement.

The road network surrounding Belmont Town Centre should seek to facilitate an increase in the use of alternative transport modes, as detailed by SPP4.2.

‘Belmont On the Move’ details potential modifications to the road network surrounding Belmont Town Centre, including:

- The implementation of a 40km/h speed limit on all roads surrounding the Belmont Town Centre.
- Altering road treatments with the intention of providing priority to pedestrians and cyclists between the Belmont Town Centre and surrounding residential areas.
- Undertaking an audit of street trees and implement a planting program to establish shade canopies to key pedestrian and cyclist routes.

Road layout and treatment modifications should be investigated through the development of the Activity Centre Structure Plan.

Action 2.5

Review the recommendations of ‘Belmont on the Move’ and investigate the implementation of the appropriate road network modifications.

Car Parking

There is currently both public and private car parking within and surrounding Belmont Town Centre, including:

- Embayed parallel parking on Fulham Street.
- Angled car parking bays within the verge of Fulham Street and Knutsford Avenue.
- Private car parking surrounding the shopping centre and commercial land uses.

The Centre is dominated by private parking through the provision of expansive open air car parking areas. Unlike other activity centres, car parking bays within the Belmont Town Centre are not specifically allocated to a certain business or tenancy, rather car parking bays are shared.

Private car parking is generally required to be provided in accordance with the rates specified for particular land uses within the City’s Local Planning Scheme. However, the Joint Development Assessment Panel accepted as part of a redevelopment in 2018, that an appropriate parking standard for development within the Centre would be 4.2 bays per 100m² NLA as recommended by the Department of Transport.

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 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.

Through the preparation of the Precinct Structure Plan, an appropriate car parking standard for land uses within the Belmont Town Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre.

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

Public car parking surrounding Belmont Town Centre is currently unrestricted. 'Belmont on the Move' recommends that parking restrictions be implemented for car parking along Fulham Street and Knutsford Avenue. The introduction of parking restrictions is intended to increase turnover of vehicles within close proximity to activity centres, therefore increasing the availability of parking for consumers. In addition, with the numerous bus routes servicing the centre, it is reasonable for the City to look to deter long term commuter parking within the Centre. Public car parking provision and timed restrictions should be audited and investigated during the preparation of the Precinct Structure Plan.

Action 2.6

Investigate implementing a contemporary car parking standard for the Belmont Town Centre through the preparation of the Precinct Structure Plan.

Action 2.7

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belmont Town Centre.

Action 2.8

Investigate the implementation of timed public parking restrictions within Belmont Town Centre.



3. Place

Belmont Town Centre is the City's largest activity centre and acts as the central focal point for the local and wider community. As the central focal point, the Belmont Town Centre will benefit from providing a wide range of goods and services, as well as social meeting places. The regional significance, along with the predicted population increase has identified the need for additional retail commercial floorspace to be developed in the future.

The Centre is characterised by a diverse range of land uses serving both a local and regional catchment area. The mix of land uses within the Town Centre allows visitors to access a range of businesses and services in a single visit.

There are opportunities to further enhance the Belmont Town Centre public realm environment, create new social meeting places and connect existing activity generators. This section of the Strategy will discuss the opportunities identified.



Land Use Permissibility

Belmont Town Centre is dominated by Belmont Forum, which functions as a major shopping centre. Belmont Forum is characterised by a range of land uses including supermarkets, department stores, specialty shops, restaurants/cafes and a small number of personal service businesses. Outside of Belmont Forum a range of land uses exist including entertainment, restaurant/cafe, office and small specialty shops.

LPS 15 currently details a limited number of permissible 'P' land uses for 'Town Centre' zoned land. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses listed in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table. The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability.

Consistent with the intent of the recent amendments and as a result of the centre being internalised, it may be appropriate to allow for some of the 'D' uses to be converted to 'P' uses through the preparation of the new local planning scheme. Such uses would include those which in the opinion of the City are appropriate for the 'Centre' zone and generate activity (e.g. 'shop', 'restaurant', 'cafe' etc). For those land uses listed in Table 1 that are not converted to 'P', it may be appropriate to retain a 'D' use class permissibility.

Action 3.1

Investigate increasing the number of Permitted 'P' land uses within the 'Centre' zone through the preparation of a new local planning scheme.

Action 3.2

Investigate the appropriateness of maintaining the Discretionary 'D' use class permissibility for land uses listed within Clause 61 of the Regulations.

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

Table 1

Street Activation

Belmont Town Centre consists of several individual buildings each housing multiple tenancies. The major attractor to the Town Centre is Belmont Forum, being a regionally important shopping centre.

The majority of activity generated is internalised within Belmont Forum, shops, offices, restaurants and reading cinema. Large expanses of open air car parking dominate street frontages, including Abernethy Road, Belmont Avenue, Fulham Street, Knutsford Avenue and Wright Street.

Contemporary activity centre planning detailed within both Liveable Neighbourhoods and SPP4.2 explains that town centres should see active street frontages through predominately main street design mixed use, multi storey development.

Opportunities exist through the preparation of the Belmont Town Centre Precinct Structure Plan to encourage the development of active street frontages. There is a stark contrast between the level of activity on Belmont Avenue when compared to Knutsford Avenue and sections of Fulham Street where buildings provide very limited activity and passive surveillance. Therefore, the City should designate built form provisions prioritising reduced street setbacks, tenancy frontages and clear glazing to the street.

In addition the City should encourage the redevelopment of existing open air car parking areas to facilitate an increase in passive surveillance and street activity.

Action 3.3

Through the preparation of the Precinct Structure Plan investigate implementing built form controls prioritising an increase in activity at street level.

Action 3.4

Through the preparation of the Precinct Structure Plan encourage sections of existing open air car parking areas to be redeveloped.

Belmont Avenue

A portion of Belmont Avenue runs through the Belmont Town Centre, between Fulham Street and Wright Street. This section of Belmont Avenue is used as a thoroughfare for private vehicles, access to car parking and pedestrian access to major shopping facilities.

The public realm differs from the north and south of Belmont Avenue. The northern side consists of the Belmont Forum ‘Eat Street’ development and displays a high quality pedestrian environment aimed at creating the possibility for social interaction. The southern side of Belmont Avenue consists largely of open air car parking and limited opportunity for shelter or social interaction.

Opportunities exist for Belmont Avenue to create a central place of social interaction, while prioritising pedestrian and cyclist movement. Landscaping, pavement treatments and public seating adjacent to Belmont Forum’s ‘Eat Street’ development should be extended to the southern side of Belmont Avenue.

The preparation of the Precinct Structure Plan should investigate the implementation of a consistent public realm environment. In addition, the Precinct Structure Plan should investigate enabling the redevelopment of land to the south fronting Belmont Avenue from open air car parking to a mixture of residential and commercial land uses. These measures will encourage people to spend extended periods of time within the Centre.

Action 3.5

Investigate opportunities to improve the public realm along Belmont Avenue.



Wright Street

Wright Street between Abernethy Road and Belmont Avenue plays a vital role in the connection of Belmont Forum, Belmont Hub and Faulkner Civic Precinct. The services offered on either side of Wright Street produce a large amount of activity, which generates frequent pedestrian movements. High frequency bus stop facilities are also located within this section of Wright Street.

Opportunities exist to create a consistent public realm environment through footpath and road treatments, landscaping and public furniture. A consistent public realm environment will encourage better connection across Wright Street between Belmont Forum, Belmont Hub and Faulkner Civic Precinct, as well as incentivise the redevelopment of open air car parking currently fronting Wright Street.

Wright Street between Belmont Avenue and Knutsford Avenue, is fronted by open air car parking, residential dwellings and the Belmont Tavern. This section of Wright Street has seen very little public realm improvement in the past. With the predicted increase in the number of residential dwellings within the area and the desire for increased pedestrian connectivity to Belmont Town Centre, opportunities exist to provide public realm improvements.

The public realm along this section of Wright Street would benefit from an increase in landscaping, consistent footpath and road treatments and traffic calming measures. The public realm should maintain consistent elements with that of the section of Wright Street between Abernethy Road and Belmont Avenue. This will be further investigated through the preparation of the Precinct Structure Plan.

There is also the potential to include additional traffic calming measures along Wright Street to achieve a safer pedestrian environment. This could include the painting of the road surface in front of the Belmont Hub and bus station (see concept overleaf). This opportunity will be further investigated by the City of Belmont.

Action 3.6

Investigate opportunities to improve the public realm along Wright Street.

Knutsford Avenue

Knutsford Avenue acts as the south west border of the Centre and provides a connection to the nearby residential areas. The public realm of Knutsford Avenue consists of footpaths on both sides of the road and parallel parking bays for the full extent of the street between Fulham Street and Wright Street. For the most part, the central median isn't curbed or paved, and only a small number of refuge islands are provided. The visual amenity of the streetscape is rather unattractive being dominated by parking and blank walls of the commercial buildings (see image below). Overall, the current width and treatment of the streetscape emphasises Knutsford Avenue as a car dominated space.

The City should explore strategies to soften the appearance of the large expanses of parking and the blank walls of the commercial buildings. Strategies could include the planting of additional street trees in the verge and median strip, and encouraging public art to be incorporated into the facades of buildings. In addition, increased priority should be given to pedestrians, by extending the curbed median, providing additional crossing points, and utilising traffic calming measures such as paint on the road to achieve a safer pedestrian environment (see concept overleaf).

Improvements to address the interface between the Centre and Knutsford Avenue should also be explored through the preparation of the Precinct Structure Plan.

Action 3.7

Investigate opportunities to improve the public realm along Knutsford Avenue.





Fulham Street

Fulham Street borders the Centre to the south east and provides a connection to Abernethy Road. The public realm of Fulham Street consists of footpaths on both sides of the road, scattered street tree planting, and public transport infrastructure (bus stops). Generally buildings don't address the street resulting in a lack of activity. This is likely a result of the 'office' type land uses which have established within buildings previously used for residential purposes.

While formal pedestrian crossings are limited, a painted refuge island is provided for the full extent of Fulham Street. As part of any public realm upgrades, the City should explore opportunities to formalise the median strip with curbing, pavement, and landscaping. Frequent breaks in the median should be provided for the safe crossing of pedestrians.

Portions of Fulham Street have very few established street trees. To provide shade for pedestrians and to improve the visual amenity of the streetscape, additional tree planting should be investigated.

The City should encourage any future development fronting Fulham Street to address the street through clear glazing and sleeving parking to the rear. This should be further explored through the preparation of the Precinct Structure Plan.

Action 3.8
Investigate opportunities to improve the public realm along Fulham Street.

Abernethy Road

Abernethy Road borders the Centre's north east boundary between Fulham Street and Wright Street. Abernethy Road is a wide traffic corridor with very limited priority given to pedestrians. The public realm consists of footpaths on both sides of the road, a small number of crossing points in the central median, and bus stops.

Limited priority is given to pedestrians particularly at points where the footpaths intersect driveways. To alleviate this concern, footpaths should be clearly delineated from crossovers in order to make motorists aware of pedestrians. A change in surface material could be used to achieve this outcome.

Existing commercial land uses on the north east side of Abernethy Road are complimentary to land use located within the Town Centre. Despite this, an attractive pedestrian link between the two areas is not provided. Therefore, there is scope to improve the safety, efficiency, and overall attractiveness of crossing points.

Landscaping immediately adjacent to the Centre is well established and provides shade to the footpath. Landscaping on the opposite side of the road is lacking with no shade provided to the footpath. Therefore, there is an opportunity to install additional shade trees to improve the desirability of walking to the Centre. In addition, landscaping in the median should be explored to improve the visu-

Action 3.9
Investigate opportunities to improve the public realm along Abernethy Road.

Urban Open Space

Belmont Town Centre currently does not contain public open space within its boundary. Wicca Reserve is located immediately to the south of the Town Centre and Faulkner Civic Precinct contains a number of park lands and open spaces.

Opportunities exist to create a link between Belmont Town Centre, Faulkner Civic Precinct and Wicca Reserve through the development of an urban open space. In addition to creating a link, an urban open space within the Town Centre boundary will provide for a place of social interaction and gathering as promoted by State Planning Policy 7.2 - Precinct Design.

Various locations have been identified for the development of the urban open space, including:

- Within the area of road reserve, currently owned by the City, on the corner of Belmont Avenue and Wright Street.
- Alongside the Belmont Forum 'Eat Street' in the area currently being utilised as open air car parking to the north of Belmont Avenue. This would however require development of land currently within private ownership.
- Within the verge area of Wright Street and/ or land adjacent to Belmont Hub.

While each of these locations are suitable for the development of an urban open space it is recommended that the City investigate its development within either the City owned road reserve or within the private property on the northern side of Belmont Avenue.

Of the two options listed above, the City should first prioritise the investigation of the urban open space being developed on the northern side of Belmont Avenue. The proximity to the 'Eat Street' development and established pedestrian priority afforded to Belmont Avenue will ensure that the urban open space is well utilised as a gathering place for social interaction.

The development of an urban open space within the Belmont Town Centre boundary should be investigated through the preparation of the Precinct Structure

Action 3.10

Investigate the development of an urban open space within the Belmont Town Centre through the preparation of the Precinct Structure Plan.



Arts and Culture

Public art within the Belmont Town Centre currently exists in multiple locations. Following the redevelopment of Belmont Forum two murals were painted on water tanks and the entrance to the loading bay fronting Wright Street.

Outside of the Belmont Town Centre boundary, public art has been included adjacent to Belmont Hub and within the Faulkner Civic Precinct.

The Belmont Town Centre has the potential to play a significant role in the delivery of a culture and arts hub for the City. Its potential is highlighted by the recent Belmont Hub development which acts as a significant cultural focal point, while incorporating a number of facilities aimed at supporting the arts.

Opportunities exist to expand upon the exposure of arts and cultural activities through the Belmont Hub and Belmont Town Centre.

The City should investigate additional support for arts and cultural activities, while focusing on the Belmont Town Centre and broader area being known as an arts and cultural hub. In addition, the City should prepare a public art master-plan to guide future public art provision within and surrounding the Belmont Town Centre.

Action 3.11

Investigate support for arts and cultural activities within the Belmont Town Centre.

Action 3.12

Develop a Public Art Masterplan to guide the provision of future public art within Belmont Town Centre.





City of Belmont

215 Wright Street, Cloverdale WA 6105

Locked Bag 379, Cloverdale WA 6985

Open 8:30am - 4:45pm, Monday - Friday

Activity Centre Planning Strategy



9477 7222



(A/H) 9477 7224



belmont@belmont.wa.gov.au



belmont.wa.gov.au



CITY OF BELMONT








Belmont Town Centre

Actions














Actions & Implementation

Belmont Town Centre

No.	Action	ACPS Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Review the provisions of Local Planning Policy 1 in light of recent modifications to State Planning Policy 7.3 (Residential Design Codes).	Part 2 Local Planning Policy No. 1 - Town Centre Density Bonus Requirements Page 5	 1.2 1.3 1.4  3.6  5.4 5.7	State Planning Policy 7.3 - Residential Design Codes Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Investigate whether it is appropriate to modify the current 'Town Centre' zoning to 'Centre' through the preparation of a new Local Planning Scheme.	Part 2 Belmont Town Centre Zoning Page 6	 1.2 1.3  5.7	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 the 'Residential' zoning to land currently identified as being subject to 'Additional Uses' under Local Planning Scheme No. 15.	Part 2 Belmont Town Centre Frame Area Pages 7-8	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning










Actions & Implementation

Belmont Town Centre

No.	Action	ACPS Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.4	Investigate the appropriate land use control mechanisms for the Town Centre Frame, through the preparation of a new Local Planning Scheme.	Part 2 Belmont Town Centre Frame Area Pages 7-8	 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.5	As part of the preparation of a new Local Planning Scheme, include provisions to ensure that an appropriate interface is achieved between residential development and commercial uses within the Town Centre Frame.	Part 2 Belmont Town Centre Frame Area Pages 7-8	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.6	Liaise with landowners regarding the preparation of a Precinct Structure Plan for Belmont Town Centre and surrounding land.	Part 2 Preparation of Precinct Structure Plan Page 9	 1.2-1.4  2.1 2.4  3.4 3.6  4.1& 4.3  5.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres State Planning Policy 7.2 - Precinct Design	Short	Planning Economic Development
1.7	Investigate whether it is appropriate to introduce a residential density code of R-AC0 over 'Centre' zoned land through the preparation of a new Local Planning Scheme.	Part 2 Residential Density Within the Centre and Town Centre Frame Page 9	 1.2-1.4  3.4  5.4 5.7	State Planning Policy 7.3 - Residential Design Codes Local Housing Strategy	Short	Planning











Actions & Implementation

Belmont Town Centre

No.	Action	ACPS Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.8	Investigate whether it is appropriate to introduce a residential density code of R160 over the Town Centre Frame Area through the preparation of a new Local Planning Scheme.	Part 2 Residential Density Within the Centre and Town Centre Frame Page 9	 1.2-1.4  3.4  5.4	State Planning Policy 7.3 - Residential Design Codes Local Housing Strategy	Short	Planning
1.9	Investigate the appropriate residential density coding for the area surrounding Belmont Town Centre through the preparation of a Local Housing Strategy and Precinct Structure Plan.	Part 2 Residential Density surrounding Town Centre Page 10	 1.2-1.4  3.4  5.4	State Planning Policy 7.3 - Residential Design Codes Local Housing Strategy	As part of Local Housing Strategy and Precinct Structure Plan	Planning
1.10	Ensure that a minimum density target of 40 dwellings per gross urban hectare is achieved within an 800m walkable catchment.	Part 2 Residential Density surrounding Town Centre Page 10	 1.2-1.4  3.4  5.4	State Planning Policy 7.3 - Residential Design Codes Local Housing Strategy	As part of Local Housing Strategy and Precinct Structure Plan	Planning









Actions & Implementation

Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate and implement the recommendations made by Belmont on the Move in relation to the Belmont Town Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 12	 1.5  2.1-2.4  5.7	Belmont on the Move State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects
2.2	Investigate improvements to pedestrian and cycling priority within and surrounding the Belmont Town Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 12	 1.5  2.1-2.4  5.7	State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million Streetscape Enhancement Strategy	Long	Infrastructure Services
2.3	Investigate wayfinding measures at select locations within 1.5km of the Belmont Town Centre.	Part 2 Wayfinding Page 13	 1.5  2.3 2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Planning City Projects Infrastructure Services
2.4	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belmont Town Centre.	Part 2 Public Transport Page 13	 2.1-2.4  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short	Infrastructure Services










Actions & Implementation

Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Review the recommendations of 'Belmont on the Move' and investigate the implementation of the appropriate road network modifications.	Part 2 Private Vehicles and Road Network Page 14	 2.1-2.4  5.7	Belmont on the Move State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services
2.6	Investigate implementing a contemporary parking standard for the Belmont Town Centre through the preparation of the Precinct Structure Plan.	Part 2 Car Parking Pages 14-15	 2.1  5.7	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015	As part of Precinct Structure Plan	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belmont Town Centre.	Part 2 Car Parking Pages 14-15	 2.1-2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short-Medium	Planning Infrastructure Services
2.8	Investigate the implementation of timed public parking restrictions within Belmont Town Centre.	Part 2 Car Parking Pages 14-15	 2.1  5.7	State Planning Policy 4.2 - Activity Centres	Short-Medium	Planning Infrastructure Services














Actions & Implementation

Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate increasing the number of Permitted 'P' land uses within the 'Centre' zone through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 17	 1.2-1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
3.2	Investigate the appropriateness of maintaining the Discretionary 'D' use class permissibility for land uses listed within Clause 61 of the Regulations.	Part 2 Land Use Permissibility Page 17	 1.2-1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
3.3	Through the preparation of the Precinct Structure Plan investigate implementing built form controls prioritising an increase in activity at street level.	Part 2 Street Activation Page 18	 1.2-1.3	State Planning Policy 4.2 - Activity Centres State Planning Policy 7.2 - Precinct Design	As part of Precinct Structure Plan	Planning
3.4	Through the preparation of the Precinct Structure Plan encourage sections of existing open air car parking areas to be redeveloped.	Part 2 Street Activation Page 18	 1.2-1.4  2.2 2.4  4.3  5.7	State Planning Policy 4.2 - Activity Centres State Planning Policy 7.2 - Precinct Design	As part of Precinct Structure Plan	Planning













Actions & Implementation

Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.5	Investigate opportunities to improve the public realm along Belmont Avenue.	Part 2 Belmont Avenue Page 18	 1.2-1.4  2.1-2.4  3.1	Canopy Plan State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects
3.6	Investigate opportunities to improve the public realm along Wright Street.	Part 2 Wright Street Page 19	 1.2-1.4  2.1-2.4  3.1  4.1	Canopy Plan State Planning Policy 4.2 - Activity Centres Place Making Strategy	Medium-Long	Planning Infrastructure Services City Projects Culture and Place
3.7	Investigate opportunities to improve the public realm along Knutsford Avenue.	Part 2 Knutsford Avenue Page 19	 1.2-1.4  2.1-2.4  3.1  4.1	Canopy Plan State Planning Policy 4.2 - Activity Centres Place Making Strategy	Medium-Long	Planning Infrastructure Services City Projects Culture and Place
3.8	Investigate opportunities to improve the public realm along Fulham Street.	Part 2 Fulham Street Page 21	 1.2-1.4  2.1-2.4  3.1	Canopy Plan State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects

Actions & Implementation

Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.9	Investigate opportunities to improve the public realm along Abernethy Road.	Part 2 Abernethy Road Page 21	 1.2-1.4  2.1-2.4  3.1	Canopy Plan State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects
3.10	Investigate the development of an urban open space within the Belmont Town Centre through the preparation of the Precinct Structure Plan.	Part 2 Urban Open Space Page 22	 1.2-1.4  2.1-2.4  3.4  4.1& 4.3	Canopy Plan State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects Culture and Place
3.11	Investigate support for arts and cultural activities within the Belmont Town Centre.	Part 2 Arts and Culture Page 23	 1.2  2.2  4.1& 4.3	Place Making Strategy Public Art Masterplan State Planning Policy 4.2 - Activity Centres	Ongoing	Culture and Place
3.12	Develop a Public Art Masterplan to guide the provision of future public art within Belmont Town Centre.	Part 2 Arts and Culture Page 23	 1.2  4.1	Public Art Masterplan	Medium	Planning Culture and Place