

CITY OF BELMONT **Activity Centre Planning Strategy - Belmont Square**





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Alternative Formats

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Belmont Square

Belmont Square is a small local centre located at the intersection of Orrong Road and Oats Street in the suburb of Kewdale. The Centre is located approximately 350m south-west of Tomato Lake.

Belmont Square comprises two properties in separate ownership and associated parking areas. It includes two specialist retail stores (a pool shop and a baseball shop) and a take-away food outlet. Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of multiple dwellings.

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

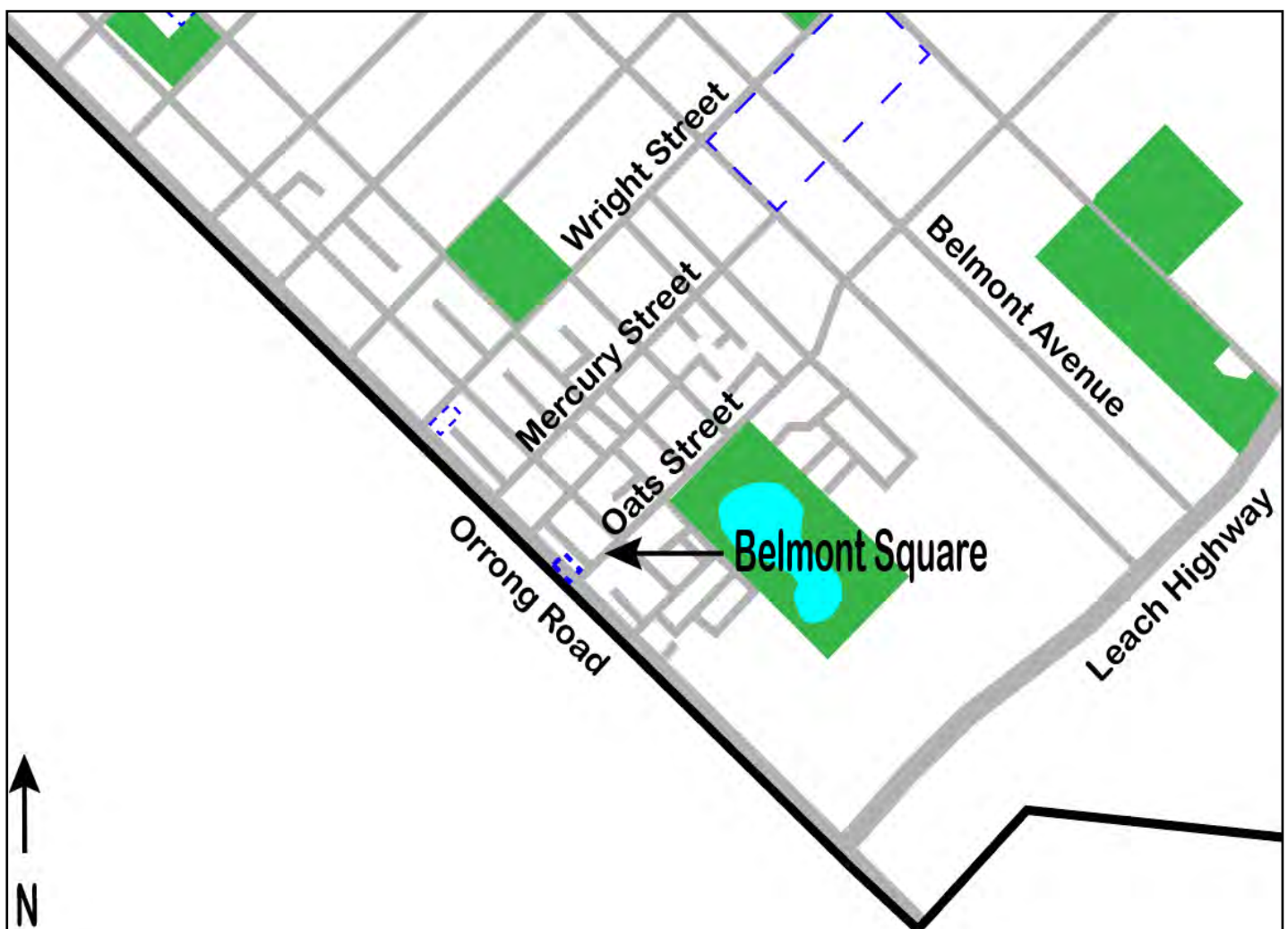


Figure 1: Belmont Square Locality Map

I. Centre Context

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No.15 (LPS 15), with no associated residential density coding.

Surrounding land is zoned 'Residential' with density codes ranging from R20 up to R20/60, resulting in varying housing arrangements and lot sizes. Single houses and grouped dwellings represent the predominant housing typology surrounding the Centre, with a few apartment style developments also occurring. 351 and 347 Orrong Road and 2 Oats Street adjacent to Belmont Square, on the opposite side of Oats Street, are subject to 'Additional Uses' under LPS 15 that allow for non-residential development, including consulting rooms, medical centre, office, and showroom. These uses can only be considered where a high level of compliance is achieved and where showrooms do not exceed 2000m² NLA. The land has not been developed with any of these uses to date. It is also noted that 347 Orrong Road is currently owned by the Western Australian Planning Commission and is located within Planning Control Area 142 associated with the future upgrades to Orrong Road. 329 Orrong Road accommodates a 'Place of Worship' and is currently zoned 'Residential' with an 'Additional Use' which provides for this land use to continue to operate from the property.

The immediate catchment area of Belmont Square Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). The catchment is likely to extend beyond this however, due to the specific services offered on-site.



Figure 2: Belmont Square Catchment

Belmont Square Local Centre Boundary and Zoning

The Belmont Square Local Centre is defined by the area zoned 'Commercial' as shown in Figure 3. The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Belmont Square Local Centre accommodated approximately 580m² of shop/retail floorspace. The Retail Needs Assessment (RNA) prepared to inform this Strategy suggests that retail floorspace within the Belmont Square Local Centre should be maintained at its current size.

However, this does not account for the specialised nature of the existing land uses within the Centre, which do not support the daily needs of residents. The City will liaise with the landowners of the Centre to encourage land uses which support the daily needs of residents to establish within the Centre. If these uses are proposed, it may be appropriate to support additional retail floorspace within the Centre. It is considered that this could be accommodated within the existing Centre boundary.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. It is therefore recommended that the City investigate rezoning the centre to 'Local Centre' through the preparation of a new local planning scheme.

Action 1.1

Investigate the appropriateness of maintaining the centre boundary and applying a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.

Action 1.2

Liaise with the owners of the Centre regarding future land use and development.



Figure 3: Existing Belmont Square Local Centre Zoning

Zoning and Residential Density Surrounding the Centre

The Centre is surrounded by 'Residential' zoned land with an associated density coding of either R20, R20/40, R20/60, and R30 on the opposite side of Orrong Road within the Town of Victoria Park.

The flexible coded lots allow for subdivision and development at the upper density code where certain provisions of LPS 15 and Local Planning Policy 2 are met. As part of the preparation of the Local Housing Strategy, the City should review the success of the existing density codes in facilitating infill development.

Located adjacent to Belmont Square, on the opposite side of Oats Street, three lots (351 Orrong Road, 347 Orrong Road, and 2 Oats Street) are currently zoned 'Residential' and assigned 'Additional Uses' under LPS 15. This land is also subject to a residential density coding of R20/60 and the requirements of Local Planning Policy No.2 - Orrong Road (LPP 2). The LPS 15 Additional Uses and LPP 2 seek to facilitate mixed use development on these lots, allowing for limited non-residential land uses including consulting rooms, medical centre, office, serviced apartments, showroom (not greater than 200m²) and studio. It is noted however that 347 Orrong Road is currently owned by the Western Australian Planning Commission and is located within Planning Control Area 142. This Planning Control Area is associated with the future upgrades to Orrong Road and is intended to ensure that no development occurs on this land.

As part of the preparation of a new local planning scheme, the City should investigate the appropriateness of retaining the additional uses over the three lots.

Action 1.3

Review the success of the existing density codes in facilitating infill development through the preparation of the Local Housing Strategy.

Action 1.4

Investigate the appropriateness of retaining the additional uses over 347 and 351 Orrong Road and 2 Oats Street through the preparation of a new local planning scheme.



Figure 4

Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also 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 may be appropriate for a residential density code of R60 to be applied to land within the Centre (as shown in Figure 5). The residential density coding of R60 is consistent with the maximum density coding already applied to land along Orrong Road.

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 of the Belmont Square Local Centre.

To ensure that residential development does not impact on the ability for retail uses to establish within the Centre, the City should investigate introducing appropriate controls within the local planning framework. This may include limiting residential development on ground floors and requiring provision for a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations also be investigated through the preparation of a new local planning scheme.

Action 1.5

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belmont Square Local Centre through the preparation of a new local planning scheme.

Action 1.6

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

Action 1.7

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.





Figure 5: Proposed Zoning Investigations

2. Movement

The Belmont Square Local Centre is accessible by all modes of transport apart from train; however the most convenient remains the private vehicle. Access to and from the Centre is supported by a legible road network and adequate parking facilities, making travel by private vehicle highly attractive. Walking and cycling is also available for surrounding residents, however Orrong Road acts a potential barrier for residents to the south-west. While existing uses within the Centre may not currently attract local residents by active modes of transport, this may change in the future. To facilitate this, it is important to ensure that high quality pedestrian and cyclist connections are provided.

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 Centre and look at ways that this can be improved.



Pedestrian and Cycling Connections and Priority

Of those that participated in the Local Planning Scheme Review survey, only 15.4% indicated that they access Belmont Square Local Centre by walking while 84.6% access the Centre by car. A range of factors play a role in this as discussed further below.

Belmont Square currently contains a baseball equipment shop, takeaway food outlet, and a pool shop. These tenancies don't provide a high level of convenience or services that would attract people to walk or cycle to the Centre and spend time within it.

While Belmont Square's proximity to Orrong Road provides excellent business exposure and convenient access for private vehicle users, it creates a barrier to walking and cycling for residents to the south-west. Signalised pedestrian and cyclist crossing points are provided at the intersection of Oats Street and Orrong Road, however the lack of shelter and exposure to a high number of vehicle movements, creates a relatively unattractive environment for pedestrians and cyclists.

It is noted that Main Roads WA are currently undertaking detailed planning works for the future of Orrong Road. The City should continue to monitor and review the progress of proposals put forward by Main Roads WA to ensure that pedestrian and cyclist movements are considered and appropriately factored into future road network designs. At this stage the designs released for public comment do not provide detailed information on the proposed cycling and walking networks.

The current walking and cycling environment surrounding Belmont Square is unattractive and is unlikely to encourage walking and/or cycling as a viable mode of transport. Footpaths surrounding Belmont Square do not provide any weather protection through tree canopies. Therefore, the City should look to increase tree planting surrounding the Belmont Square Local Centre.

A line marked on-street cycle lane is present on Oats Street and may provide an incentive for cyclists however it stops short of Belmont Square Local Centre. Therefore, the City should review the overall attractiveness of the cycle lane, determine whether any additional separation or safety measures are required, and consider extending the cycle lane for the full extent of the Centre along Oats Street.

In addition, the City should investigate further measures to prioritise appropriate pedestrian and cyclist movements including the following as visualised by Figure 6:

- Provide dedicated pedestrian crossing points along a new raised median on Oats Street.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Investigate implementing a 40km/h speed limit on Oats Street adjacent to the centre to create a safer pedestrian orientated centre.
- Install formalised cycling infrastructure, including bicycle racks.
- Extend the existing on street cycling lane on Oats Street for the length of the Centre.

Action 2.1

Investigate improvements to pedestrian and cyclist priority within the Belmont Square Local Centre and advocate for increased priority for pedestrians and cyclists crossing Orrong Road.

Action 2.2

Continue to liaise with Main Roads WA regarding future Orrong Road upgrades/works.

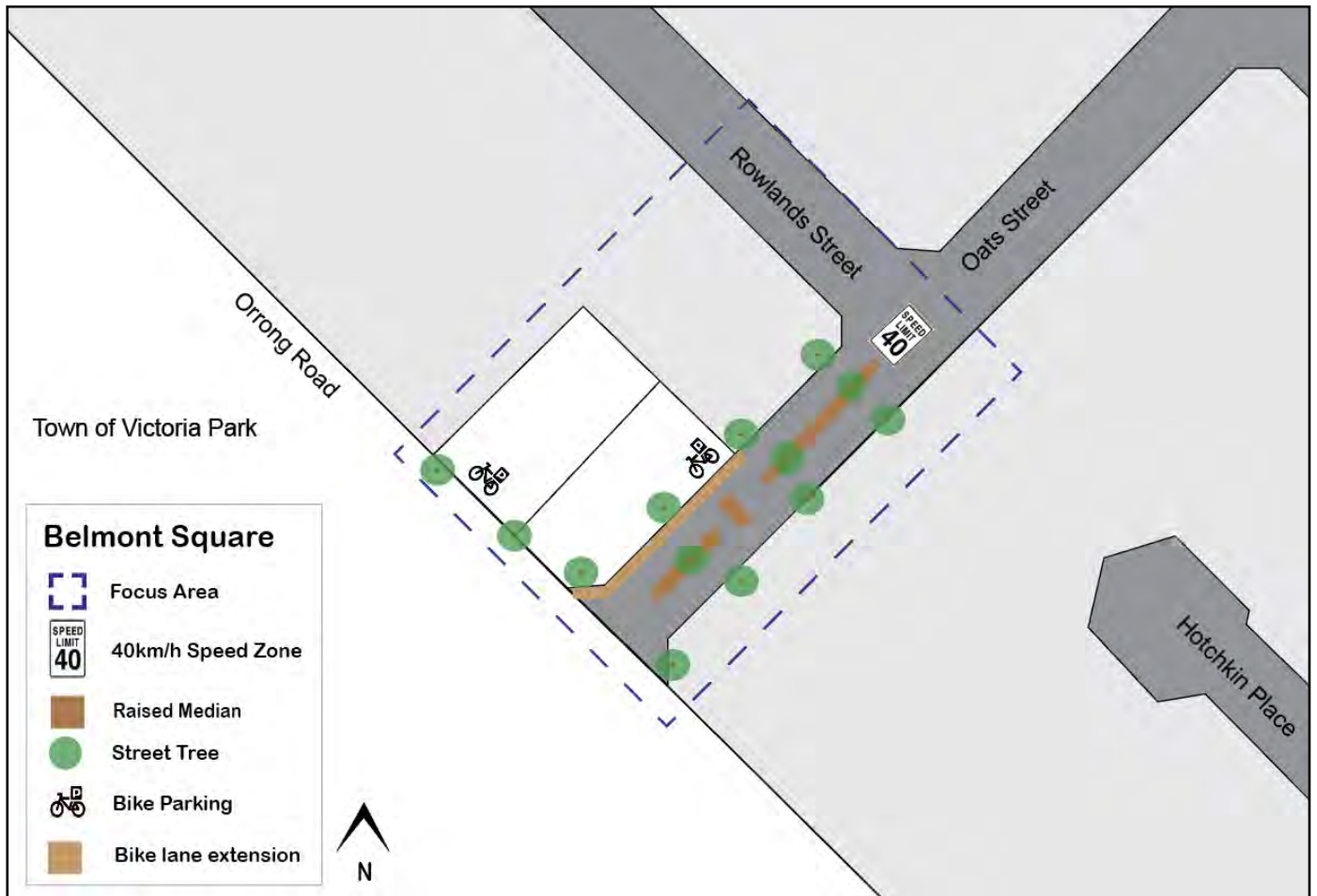


Figure 6: Pedestrian and Cyclist Infrastructure

Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case Belmont Square 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 are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

Action 2.3

Investigate and implement wayfinding measures at select locations within 200m of the Belmont Square Local Centre.



Public Transport

Belmont Square Local Centre is serviced by bus route 39 which connects the Centre to Belmont Forum and Elizabeth Quay. The bus stop for this service is located on the opposite side of Oats Street. A safe pedestrian crossing point should be provided to this bus stop.

Bus routes 998, 999, and 285 also provide access to the Centre with stops being located on Orrong Road 200m to the south east and north west. To provide better access to these services, the City of Belmont should advocate for an additional stop to be located along Orrong Road adjacent to the Centre.

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 Centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Action 2.4

Liaise with the Public Transport Authority to obtain support for an additional bus stop to be located along Orrong Road adjacent to the Centre.

Action 2.5

Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belmont Square Local Centre.



Private Vehicles and Road Network

Belmont Square Local Centre adjoins Oats Street and Orrong Road. Overall, the road network is vehicle dominant with very limited priority given to alternative modes of transport.

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 designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access. In this regard, potential changes to the road network include providing dedicated pedestrian crossing points on Oats Street within a new raised median, extending the cycle lane for the full length of the Centre on Oats Street, and the planting of additional trees.

With regard to landscaping, the current built form and streetscape is dominated by hard infrastructure with very little shade/shelter. The planting of additional trees will assist in providing this shade/shelter and will create a more attractive space for pedestrians and cyclists.

Currently the speed limit along Oats Street is 50km/h. To improve safety for pedestrians and cyclists, the City should investigate implementing a 40km/h speed limit for the length of the Centre.

The above measures will allow the centre to continue to be accessed by private vehicles while also promoting the prioritisation of alternative modes of transport.

Action 2.6

Investigate and implement appropriate road network modifications to better balance pedestrian and cyclist movements.



City of Belmont

Car Parking

Car parking within Belmont Square Local Centre consists of a private car parking area accessible from Oats Street. Bays adjacent to Oats Street service the pool shop while bays to the rear service the baseball shop and takeaway food outlet.

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 adequate parking is provided on-site with no bays being located within the road reserve, the City considers that the preparation of a payment-in-lieu of parking plan is not considered appropriate for Belmont Square Local Centre.

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

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement. 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.

Action 2.7

Investigate an appropriate car parking standard for land uses within the Belmont Square Local Centre.



3. Place

Despite the high level of exposure on Orrong Road and proximity to residential land uses, the Belmont Square Local Centre provides very limited convenience services to the local community, and only consists of a baseball shop, pool shop and take-away food outlet.

The built form doesn't address Orrong Road or Oats Street with the facades being dominated by blank walls, or windows covered in advertising and shutters. When viewed from Oats Street, the centre presents a large expanse of car parking with limited landscaping. Therefore, there is scope for improvement to activate the Belmont Square Local Centre as outlined in the following sections of this Strategy.



Land Use Permissibility

Belmont Square Local Centre is currently zoned 'Commercial' under LPS15. 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.

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 for the City's future local planning scheme to maintain a 'D' use class permissibility for typical activity centre land uses listed in SPP4.2 as this reduces any potential impacts associated with land uses, whilst still providing landowners with a level of flexibility. 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 '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"> 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 Square benefits from a high level of business exposure, however the proximity to major transport routes also presents challenges for attractive street activation. Belmont Square in its current configuration provides poor street activation.

While the Orrong Road frontage presents the potential for a level of street activation, this space is dominated by advertising and a lack of activity. Businesses don't currently use the access points provided from Orrong Road and instead have covered these with advertising material. To improve this situation and activate the Orrong Road street frontage, there is scope for a better buffer to be provided between the road and the tenancies. This could be achieved through landscaping aimed at creating a more attractive space for pedestrians and cyclist. Therefore, the City should continue to liaise with Main Roads WA regarding upgrades to Orrong Road adjacent to the Centre, and advocate for public realm improvements including the planting of additional street trees.

The limited street activation is also impacted by the relatively inactive uses currently occupying the tenancies within Belmont Square. These uses are not heavily reliant on passing trade and generally provide goods of a specialist nature. Access is to the rear and glazing facing the road reserves is covered by advertising material or shutters.

The Oats Street frontage is dominated by vehicle access and car parking, and only provides a low level of passive surveillance and activity. Future plans for Orrong Road may significantly benefit the potential for street activation. Should redevelopment occur, tenancies within Belmont Square should be encouraged to interact with and provide surveillance to the street. The City should also facilitate street activation through appropriate built form requirements where any redevelopment occurs on the site.

The public realm surrounding Belmont Square is relatively unattractive and underutilised. Both frontages to Oats Street and Orrong Road are dominated by hard infrastructure consisting of cement footpaths. While limited space exists to provide additional infrastructure within the public realm, there is potential for additional street tree planting. The City should also investigate the provision of public seating areas and rubbish bins which could attract people to spend additional time within the Centre. The City anticipates this infrastructure would in particular be used by customers of the take-away food outlet.

Action 3.2

Encourage existing and future development within the Centre to provide for surveillance between buildings and public spaces.

Action 3.3

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

Action 3.4

Continue to liaise with Main Roads WA regarding the future Orrong Road upgrades/works and advocate for public realm improvements.



Public Art

The Belmont Square Local Centre currently lacks a sense of place and identity, with little to no identifiable landmarks, entrance statements or community fabric. The Local Centre is characterised by areas of blank walls, facades covered by roller shutters or advertising, and a lack of activity. Public art is a vital part of the public realm as it assists in developing a strong sense of place with the local community and increases the overall attractiveness of a centre to customers.

The City currently 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 \$4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces or the road surface.

Future funding mechanisms for public art within Wright Street Local Centre should also be investigated. It is likely that the existing threshold amount of \$4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.



Action 3.5

Investigate opportunities for public art to be located within the Belmont Square Local Centre.

Action 3.6

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.



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City of Belmont









CITY OF BELMONT

Belmont Square Local Centre Actions











Actions & Implementation

Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate the appropriateness of maintaining the centre boundary and applying a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Belmont Square Local Centre Boundary and Zoning Page 5	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Liaise with the owners of the Centre regarding future land use and development.	Part 2 Belmont Square Local Centre Boundary and Zoning Page 5	 1.3 1.4  5.1	State Planning Policy 4.2 - Activity Centres	Short/Ongoing	Planning Economic Development
1.3	Review the success of the existing density codes in facilitating infill development through the preparation of the Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 6	 1.3 1.4  5.4	Local Housing Strategy	As part of the Local Housing Strategy	Planning









Actions & Implementation

Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.4	Investigate the appropriateness of retaining the additional uses over 347 and 351 Orrong Road and 2 Oats Street through the preparation of a new local planning scheme.	Part 2 Zoning and Residential Density Surrounding the Centre Page 6	 1.3 1.4  5.4	State Planning Policy 4.2 - Activity Centres Local Planning Policy No. 2 - Orrong Road	Short	Planning
1.5	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belmont Square Local Centre through the preparation of a new local planning scheme.	Part 2 Residential Density within the Centre Page 7	 1.3 1.4  5.4	State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning
1.6	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 7	 1.2 1.3  5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.7	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Centre Page 7	 1.2 1.3  1.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning











Actions & Implementation

Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate improvements to pedestrian and cyclist priority within the Belmont Square Local Centre and advocate for increased priority for pedestrians and cyclists crossing Orrong Road.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.5  2.2&2.4  3.1	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.2	Continue to liaise with Main Roads WA regarding future Orrong Road upgrades/works.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 2.1-2.4	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at select locations within 200m of the Belmont Square Local Centre.	Part 2 Wayfinding Page 12	 1.5  2.2&2.4  5.7	Belmont on the Move	Medium	Planning Infrastructure Services
2.4	Liaise with the Public Transport Authority to obtain support for an additional bus stop to be located along Orrong Road adjacent to the Centre.	Part 2 Public Transport Page 12	 2.3-2.4	State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services




Actions & Implementation

Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belmont Square Local Centre.	Part 2 Public Transport Page 12	 2.1  2.4  5.7	Belmont on the Move	Short	Infrastructure Services
2.6	Investigate and implement appropriate road network modifications to better balance pedestrian and cyclist movements.	Part 2 Private Vehicles and Road Network Page 13	 1.5  2.2&2.4  3.1	State Planning Policy 4.2 - Activity Centres Streetscape Enhancement Strategy	Long	Planning Infrastructure Services
2.7	Investigate an appropriate car parking standard for land uses within the Belmont Square Local Centre.	Part 2 Car Parking Page 14	 1.2  1.5  2.2&2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning









Actions & Implementation

Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
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 16	 1.2-1.4  4.1	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Encourage existing and future development within the Centre to provide for surveillance between buildings and public spaces.	Part 2 Street Activation Page 17	 1.2 - 1.4  2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 17	 1.2-1.4	State Planning Policy 4.2 - Activity Centres	Short	Planning

Actions & Implementation

Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.4	Continue to liaise with Main Roads WA regarding the future Orrong Road upgrades/works and advocate for public realm improvements.	Part 2 Street Activation Page 17	 1.2  1.5  2.2-2.4  5.1	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services
3.5	Investigate opportunities for public art to be located within the Belmont Square Local Centre.	Part 2 Public Art Page 18	 1.2-1.4  4.1	Place Making Strategy	Medium/Ongoing	Planning Culture and Place
3.6	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 18	 1.2-1.4  4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Short	Planning Culture and Place