

# CITY OF BELMONT **Activity Centre Planning Strategy - Belmay**







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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.

# Belmay Local Centre

The Belmay Local Centre is located at the corner of Sydenham Street and Epsom Avenue in the suburb of Belmont. The Centre is located opposite the Belmay Primary School and approximately 150m south west of Redcliffe Park (see Figure 1 below).

The Centre presents a main street design, with businesses fronting both Sydenham Street and Epsom Avenue. The Local Centre currently provides a limited range of goods and services, with the sole retail tenancy being a liquor store. Other land uses within the Centre include a single house, offices, a medical centre, and place of worship.

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

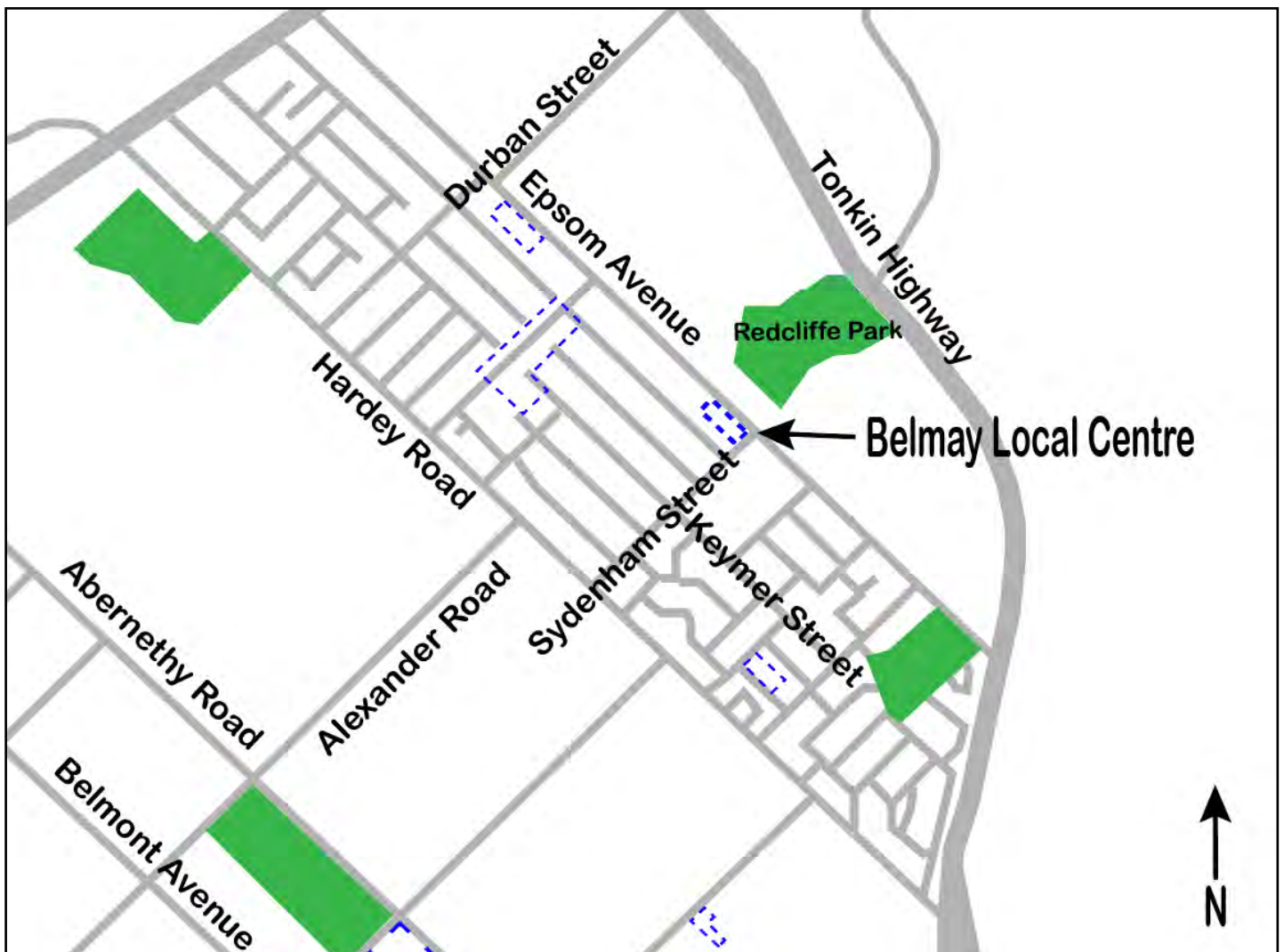


Figure 1: Belmay Local Centre Locality Map



# I. Centre Context

The majority of the Belmay Local Centre is zoned 'Commercial' under Local Planning Scheme No. 15 (LPS 15) with no associated residential density coding. The place of worship at 240 Epsom Avenue is zoned 'Place of Public Assembly' and 236 Epsom Avenue is subject to an Additional Use of 'Place of Worship'.

Surrounding land is zoned 'Residential' with density codes of R20 and R12.5, resulting in varying housing arrangements and lot sizes. Single houses represent the predominant housing typology surrounding the Centre, with some grouped dwelling developments. Belmay Primary School on the opposite side of Sydenham Street is zoned 'Public Purposes'.

The immediate catchment area of Belmay Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). However, due to the services offered within the Centre, it is likely to extend beyond 200m.



Figure 2: Belmay Local Centre Catchment



## Belmay Local Centre Boundary and Zoning

The majority of land within the Belmay Local Centre is zoned 'Commercial' under LPS 15, with the exception of 240 Epsom Avenue which is zoned 'Place of Public Assembly'. The property at 236 Epsom Avenue is also subject to an Additional Use of 'Place of Worship' under Schedule 2 of LPS 15.

The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Belmay Local Centre accommodated a relatively small amount of shop/retail floorspace at approximately 180m<sup>2</sup>. The Retail Needs Assessment (RNA) prepared to inform this Strategy did not anticipate any additional retail floorspace within the Centre. Given there are opportunities for additional retail floorspace to be provided within the existing Centre boundary, there may be no need to change it.

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. Therefore, the City should investigate whether it is appropriate to modify the zoning of Belmay Local Centre from 'Commercial' to 'Local Centre' through the preparation of a new local planning scheme.

240 Epsom Avenue is currently zoned 'Place of

Public Assembly' which is not consistent with the zoning of other properties. While the place of worship located at this property acts as an activity generator on days services are held, the current zoning fragments the Centre and limits its future land use options. Given the intent of a local centre is to provide convenience services to the community within walkable catchments, it may be appropriate to zone this land 'local centre' as part of the preparation of a new Local Planning Scheme. For this reason it may also be appropriate to remove the Additional Use over 236 Epsom Avenue as further discussed in the Land Use Permissibility section of this Strategy.

### Action 1.1

Investigate whether it is appropriate to maintain the centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.

### Action 1.2

Investigate the removal of the Additional Use from 236 Epsom Avenue and the rezoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' through the preparation of a new Local Planning Scheme.



**Figure 3: Existing Belmay Local Centre Zoning**  
City of Belmont

## 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 diversity. In this regard, it may be appropriate to apply a residential density code of R60 to land within the Centre.

The residential density coding of R60 is considered appropriate to deliver apartment style development within the Centre at a suitable scale for the locality. Development would be limited to a maximum of three storey's, a front setback of 2m, and side and rear setbacks of 3m. These setbacks will provide an appropriate separation to land abutting the Centre and present opportunities for landscaping. The potential scale of development is considered to integrate well with the surrounding residential density codes which facilitate development to a height of two storey's.

It is noted that the Belmay Local Centre is subject to ANEF noise contour 20. *State Planning Policy 5.1 - Land Use Planning in the Vicinity of Perth Airport* generally aims to limit residential development within this contour to a maximum density coding of R20. However a higher density coding can be considered to facilitate redevelopment or infill development, and where the public benefits of a higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise.

In that respect, the provision of residential dwellings above commercial tenancies will generate activity, contribute to better passive surveillance, and has the potential to incentivise redevelopment of the Belmay Local Centre. It is also noted that future dwellings within the Centre could incorporate noise insulation. Therefore, the residential density coding of R60 may be appropriate for the Belmay Local Centre.

Whilst commercial and residential land uses may 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.

To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the community, appropriate controls should be investigated through the preparation of a new local planning scheme. This may include limiting residential development on ground floors and requiring provision for a commercial component in any redevelopment proposal.

### Action 1.3

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belmay Local Centre through the preparation of a new Local Planning Scheme.

### Action 1.4

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 1.5

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





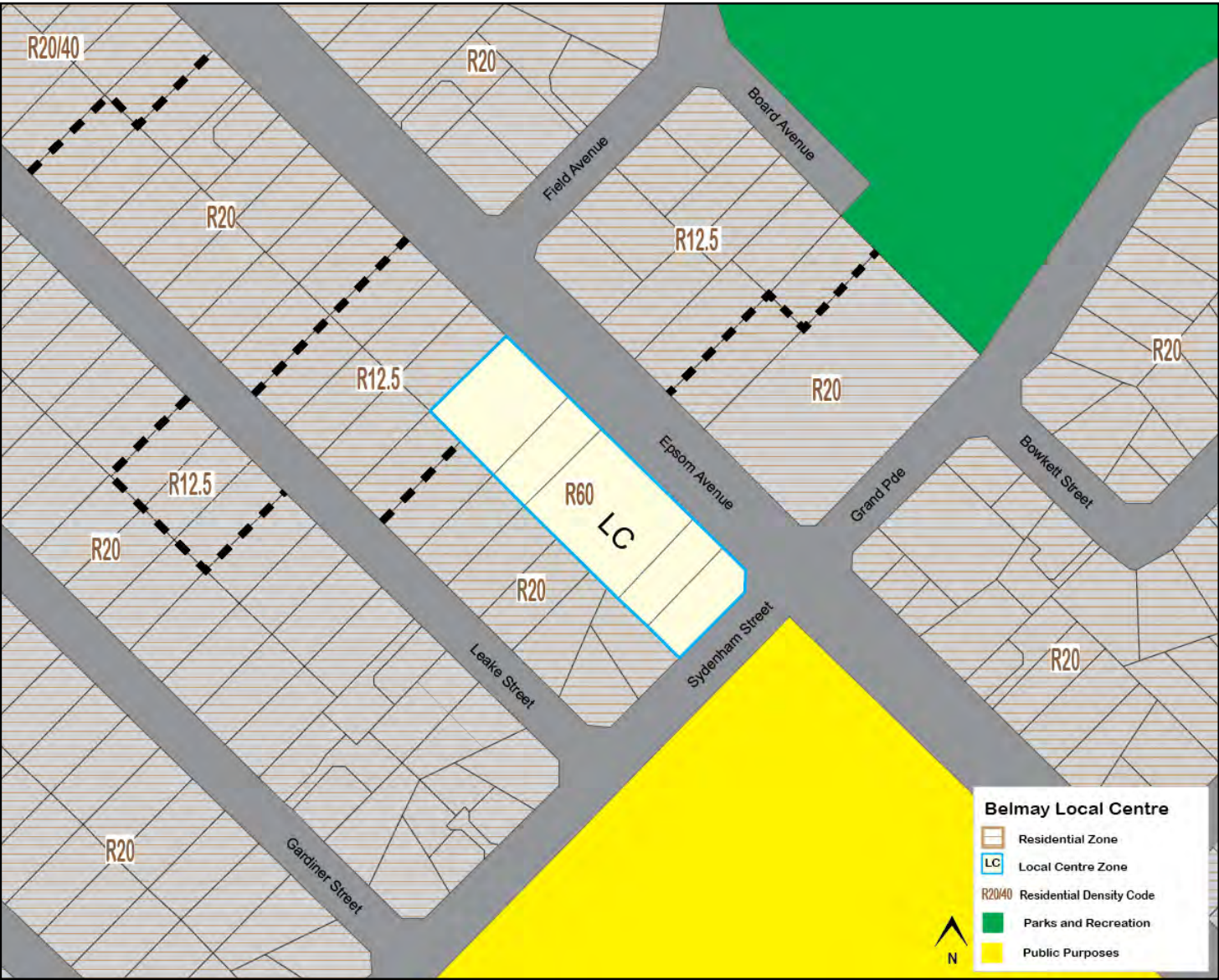


Figure 4: Proposed Zoning Investigations

# Zoning and Residential Density Surrounding the Centre

The residential density coding surrounding the Belmay Local Centre is predominantly R20, with some areas also being subject to an R12.5 coding. The Belmay Local Centre is unique in its proximity to Perth Airport and subsequently its relation to aircraft noise. The Local Centre and its surrounds are located within the flight path of Perth Airport's cross runway and the Australian Noise Exposure (ANEF) 20-25 contour. State Planning Policy 5.1 stipulates that where residential land falls within the 20-25 ANEF, a density coding of R20 should not be exceeded. However, a higher density coding can be considered to facilitate redevelopment or infill development, and where the public benefits of a higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise.

The surrounding residential land that is subject to an R12.5 coding was formerly located within the higher impact 25-30 ANEF contour. In accordance with SPP 5.1, an R12.5 coding was appropriately applied to this land, however in light of changes to the contour, consideration should now be given to increasing the residential density to R20 to align with the surrounding area. A potential increase in the residential density should be explored in more detail through the preparation of the City's Local Housing Strategy.

## Action 1.6

Investigate increasing the R12.5 density surrounding the Belmay Local Centre through the preparation of the Local Housing Strategy.





## 2. Movement

The Belmay 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 Local Centre is supported by a legible road network and public on-street car parking, making travel by private vehicles highly attractive.

Footpaths connecting the surrounding residential areas to the Local Centre facilitate walking as an option. Cycling to and from the Centre is not specifically promoted through on-street cycle lanes or bicycle parking facilities. With regard to public transport, a bus route does not currently service the Centre. The nearest bus stop is located approximately 270m away along Copeland Drive.

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

Besides the liquor store, the Belmay Local Centre doesn't provide convenience goods to the local community within a walkable catchment. The Centre is more focused at offering services to the broader community through the medical centre, offices, and place of worship. While footpaths are located along the roads connecting to the Centre, very limited priority is given to pedestrians and cyclists.

Of those that participated in the Local Planning Scheme Review Survey, 37.5% indicated that they access Belmay Local Centre by walking while 62.5% access the Centre by car. Whilst this figure is encouraging and higher than other activity centres in the City of Belmont, it is considered that there is scope to improve the desirability of accessing the Centre by active modes of transport as detailed below and visualised by Figure 5:

- Improve provision for secure cycle parking facilities.

- Investigate the provision of dedicated pedestrian crossing points along Sydenham Street and Epsom Avenue in the form of zebra crossings.
- Investigate extending the footpath on the north east side of Epsom Avenue.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Include street furniture within designated locations.
- Investigate applying a 40km/h speed limit to roads within the Centre.
- Install entry signage/statements at either end of Belmay Local Centre.

### Action 2.1

Investigate improvements to pedestrian and cyclist priority within and surrounding the Belmay Local Centre.

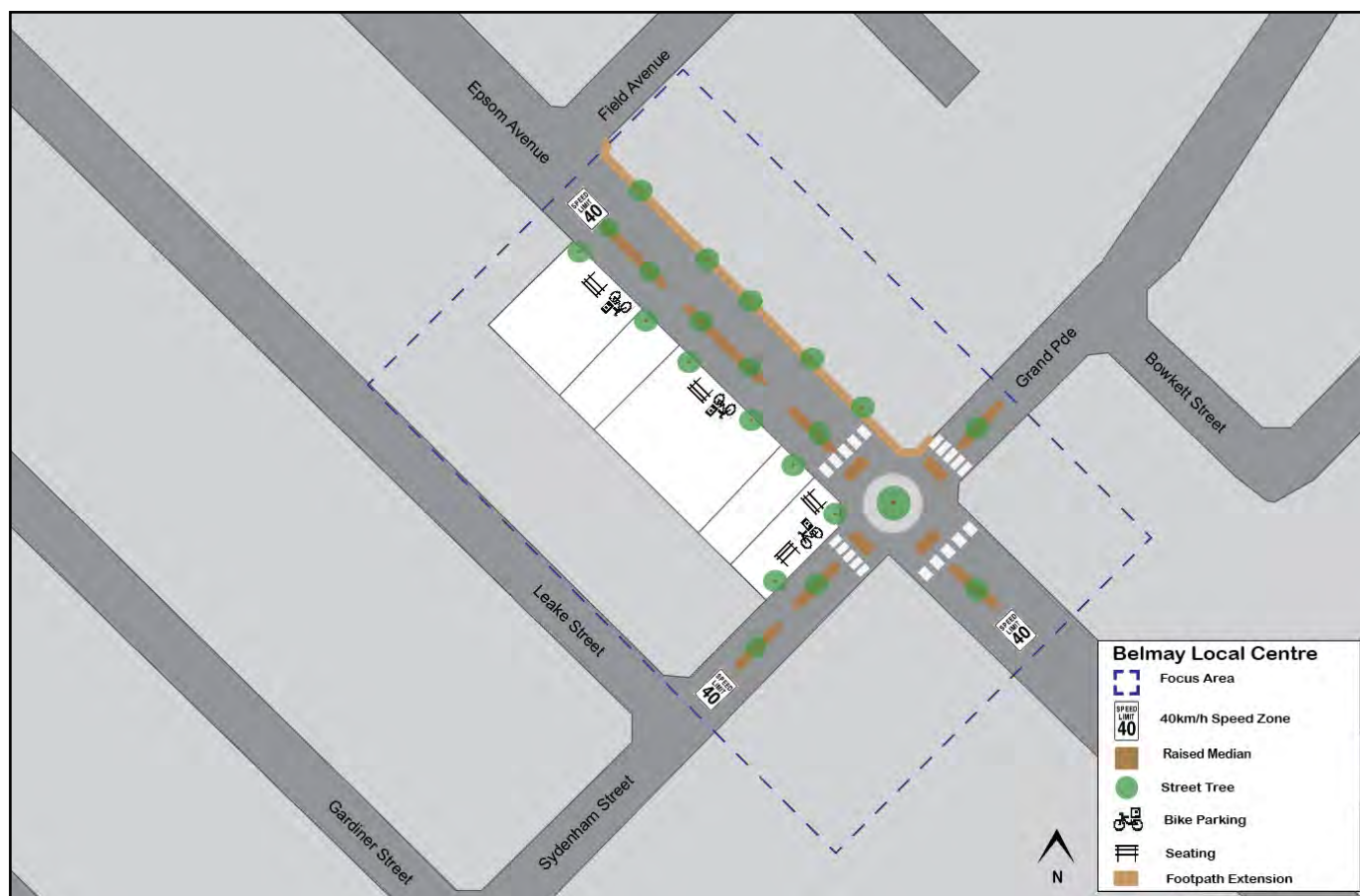


Figure 5: Pedestrian and Cyclist Infrastructure



# Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case Belmay 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 2.2

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



# Public Transport

Bus route number 39 currently completes a loop to the east as visualised by Figure 6 but does not intersect the Belmay Local Centre. The nearest bus stop is located on Copeland Drive, approximately 270m walk from the Belmay Local Centre (marked red on Figure 6).

The City should investigate the potential to request an extension to bus route 39 so that it intersects the Centre. A bus stop should also be located within the Centre for ease of access. The City should also continue to monitor patronage of bus route 39 and if suitable advocate for an increase in the frequency of services to encourage greater public transport usage.

Action 2.3

Liaise with the Public Transport Authority to obtain support for a bus stop within the Belmay Local Centre.

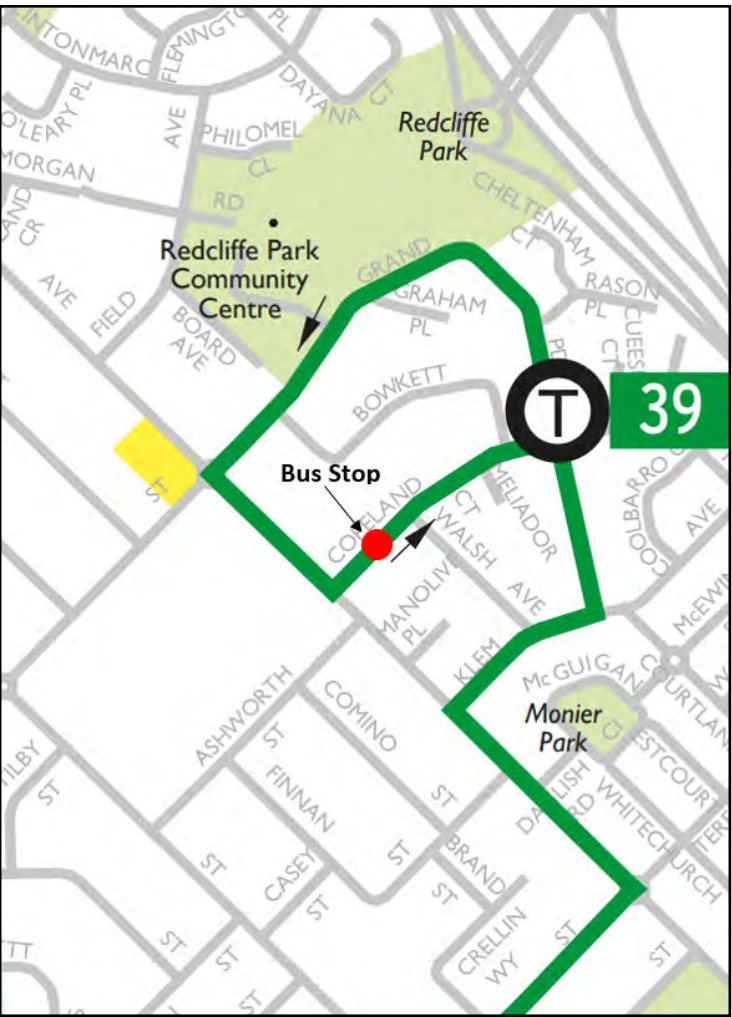


Figure 6: Public Transport Authority Network Map

## Private Vehicles and Road Network

The Centre is primarily focused on Epsom Avenue between Sydenham Street and Field Avenue. A small secondary frontage also exists to Sydenham Street. Access to Belmay Local Centre via private vehicle is attractive due to the design of the road network, as well as the availability of public on-street car parking.

While private vehicle movement is recognised as being important to both the Local Centre and through traffic accessing the surrounding residential areas, an effort should be made to encourage access via other modes of transport. Therefore, the City should investigate the potential for the portions of Epsom Avenue and Sydenham Street that fall within the boundary of the Local Centre, to be modified to balance the movement of private vehicles with walking and cycling.

In this regard, the City should investigate implementing a 40km/h speed limit within the Centre at all hours instead of only between the hours of 7:30am – 9:00am and 2:30pm – 4:00pm on school days. This measure will encourage pedestrian and cyclist movements and facilitate safe crossing. In addition, the City should investigate the installation of additional pedestrian and cyclists crossing points within the Centre through the provision of raised platforms. It is considered that these changes will better balance private vehicle access to the Centre with pedestrian and cyclist movements.

### Action 2.4

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

## Car Parking

Belmay Local Centre currently contains highly accessible on-street public and off-street private car parking. Unrestricted on-street parking bays are provided as 45 degree angled bays on either side of Epsom Avenue and parallel bays on either side of Sydenham Street. Off-street car parking is located for the majority of businesses within the front setback area.

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.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Belmay Local Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of park



ing 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. 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 2.5

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

#### Action 2.6

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





### 3. Place

The Belmay Local Centre currently consists of a mixture of land uses, including a liquor store, a place of worship, a medical centre, and offices.

As a result of the large street setbacks and parking being located in front of the buildings, the frontages of the commercial tenancies generally don't address the street resulting in very limited street activation. The public realm contains additional parking, scattered landscaping and tree planting.

There is scope for improvement to activate the Belmay Local Centre which will be outlined in the following sections of this Strategy.





## Land Use Permissibility

Belmay Local Centre is proposed to be zoned 'Local Centre' through the preparation of a new local planning scheme. At present, the 'Commercial' section of the Zoning Table of LPS15 demonstrates only one retail commercial or entertainment land use as being a permissible 'P' land use, which is 'Video Store'. 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 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 is considered appropriate to retain the '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, this strategy proposes to investigate zoning 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.

A 'Place of Worship' is currently designated as an 'X' use in the 'Commercial' zone under LPS 15, meaning that it is not permitted. This has led to the application of a 'Place of Public Assembly' zoning and Additional Uses being applied to two properties within this Centre so as to enable 'Place of Worship' land uses. It is considered these land uses may not be appropriate within activity centres due to their relatively inactive nature. Therefore, the City should investigate the appropriateness of applying an 'X' permissibility for 'Place of Worship' within the 'Local Centre' zone, the removal of the Additional Use from 236 Epsom Avenue, and the rezoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' through the preparation of a new Local Planning Scheme. Under this situation the existing place of worship will have a non conforming use right and be able to continue operating within the Centre on this basis.

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### Action 3.1

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

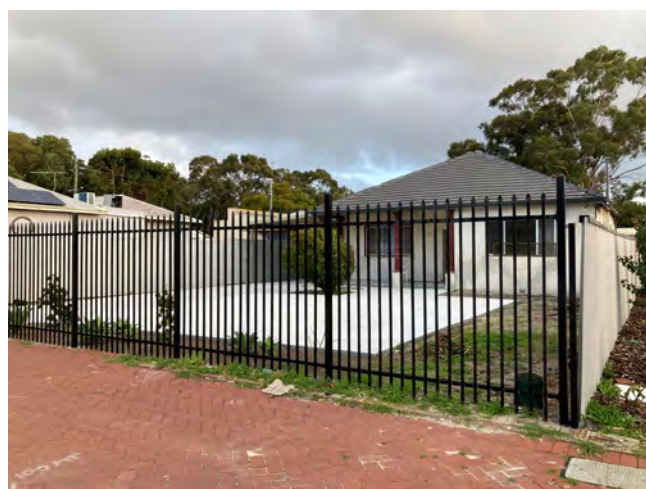
### Action 3.2

Investigate the appropriateness of applying an 'X' permissibility for 'Place of Worship' within the 'Local Centre' zone, the removal of the Additional Use from 236 Epsom Avenue, and the rezoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' 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

Belmay Local Centre consists of areas of brick paving, footpaths, scattered landscaping and street tree planting, street parking, and buildings which apart from the liquor store on the corner of Epsom Avenue, are separated from the street by large set-backs containing parking. As a whole, the Belmay Local Centre results in very little activation on the street frontages. Therefore, any future development within the Belmay Local Centre should be focused on activating the street with car parking sleeved to the rear of buildings, minimal to nil street setbacks, continuous weather protection, and clear glazing. These design elements will provide for an attractive local centre and should be encouraged by the City through the preparation and application of a set of built form guidelines/development provisions for the Centre.

The City could also facilitate an increase in street activity through upgrades to the public realm and by promoting trade in public places (inclusive of alfresco dining should a café or restaurant establish within the Centre). In addition, the potential for increased landscaping (inclusive of shade trees) should be investigated to create an attractive streetscape that offers shelter. To enhance a sense of place within the Centre and to assist in wayfinding, opportunities for the installation of entrance statements should also be explored.

The activation of Belmay Local Centre is dependent on the success of small businesses. Therefore, the City should actively connect and form relationships with local business owners and continue to provide them with support through appropriate marketing and business incentives/rewards.

### Action 3.3

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

### Action 3.4

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

### Action 3.5

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

### Action 3.6

Continue to support small business and facilitate the growth in local community support for local small businesses.



## Public Art

The Belmay 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 advertising, non-visually permeable windows, and large setbacks from the street.

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 Belmay 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 3.7

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

### Action 3.8

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








## Belmay Local Centre Actions








# Actions & Implementation

## Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate whether it is appropriate to maintain the centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Belmay Local Centre Boundary and Zoning Page 5	 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
1.2	Investigate the removal of the Additional Use from 236 Epsom Avenue and the re-zoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' through the preparation of a new Local Planning Scheme.	Part 2 Belmay Local Centre Boundary and Zoning Page 5	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.3	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belmay Local Centre through the preparation of a new Local Planning Scheme.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3  5.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.4	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 6	 1.2 1.3  5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning

# Actions & Implementation










## Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.5	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 6	 1.2 1.3 1.4  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.6	Investigate increasing the R12.5 density surrounding the Belmay Local Centre through the preparation of the Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	 5.7	State Planning Policy 5.1 - Perth Airport	Short	Planning



# Actions & Implementation

## Belmay

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 the Belmay Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.5  2.2 2.4  3.1	State Planning Policy 4.2 - Activity Centers Belmont on the Move Streetscape Enhancement Strategy	Long	Planning Infrastructure Services
2.2	Investigate and implement wayfinding measures at select locations within 200m of the Belmay Local Centre.	Part 2 Wayfinding Page 11	 1.2 1.5  2.2-2.4	Belmont on the Move	Medium	Planning Infrastructure Services
2.3	Liaise with Public Transport Authority to obtain support for a bus stop within the Belmay Local Centre.	Part 2 Public Transport Page 11	 1.2  2.3&2.4	Belmont on the Move	Medium	Infrastructure Services
2.4	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	 1.2&1.5  2.2-2.4	Belmont on the Move	Long	Planning Infrastructure Services

# Actions & Implementation








## Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Investigate an appropriate car parking standard for land uses within the Belmay Local Centre.	Part 2 Car Parking Page 12-13	<div>  1.2   2.2-2.4   5.7         </div>	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
2.6	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belmay Local Centre.	Part 2 Car Parking Page 12-13	<div>  1.2   2.2-2.4   5.7         </div>	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning







# Actions & Implementation

## Belmay

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 in SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 15	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services City Projects
3.2	Investigate the appropriateness of applying an 'X' permissibility for 'Place of Worship' within the 'Local Centre' zone, the removal of the Additional Use from 236 Epsom Avenue, and the rezoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' through the preparation of a new Local Planning Scheme.	Part 2 Land Use Permissibility Page 15	 5.7	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services City Projects
3.3	Facilitate existing and future development within the Centre to provide for surveillance between building and public spaces.	Part 2 Street Activation Page 16	 1.2-1.4  2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.4	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 16	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres Place Making Strategy	Medium	Planning

# Actions & Implementation

## Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.5	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.	Part 2 Street Activation Page 16	 1.2-1.4  4.1  3.1	State Planning Policy 4.2 - Activity Centres Streetscape Enhancement Strategy	Long	Infrastructure Services City Projects
3.6	Continue to support small business and facilitate the growth in local community support for local small businesses.	Part 2 Street Activation Page 16	 1.2-1.4  5.1	Place Making Strategy	Ongoing	Culture and Place Economic Development
3.7	Investigate opportunities for public art to be located within the Belmay Local Centre.	Part 2 Public Art Page 17	 4.1	Place Making Strategy	Medium/Ongoing	Culture and Place
3.8	Amend Local Planning Policy No. 11, relating to public art, to include land within the Centre.	Part 2 Public Art Page 17	 1.2-1.4  4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Short	Planning Culture and Place