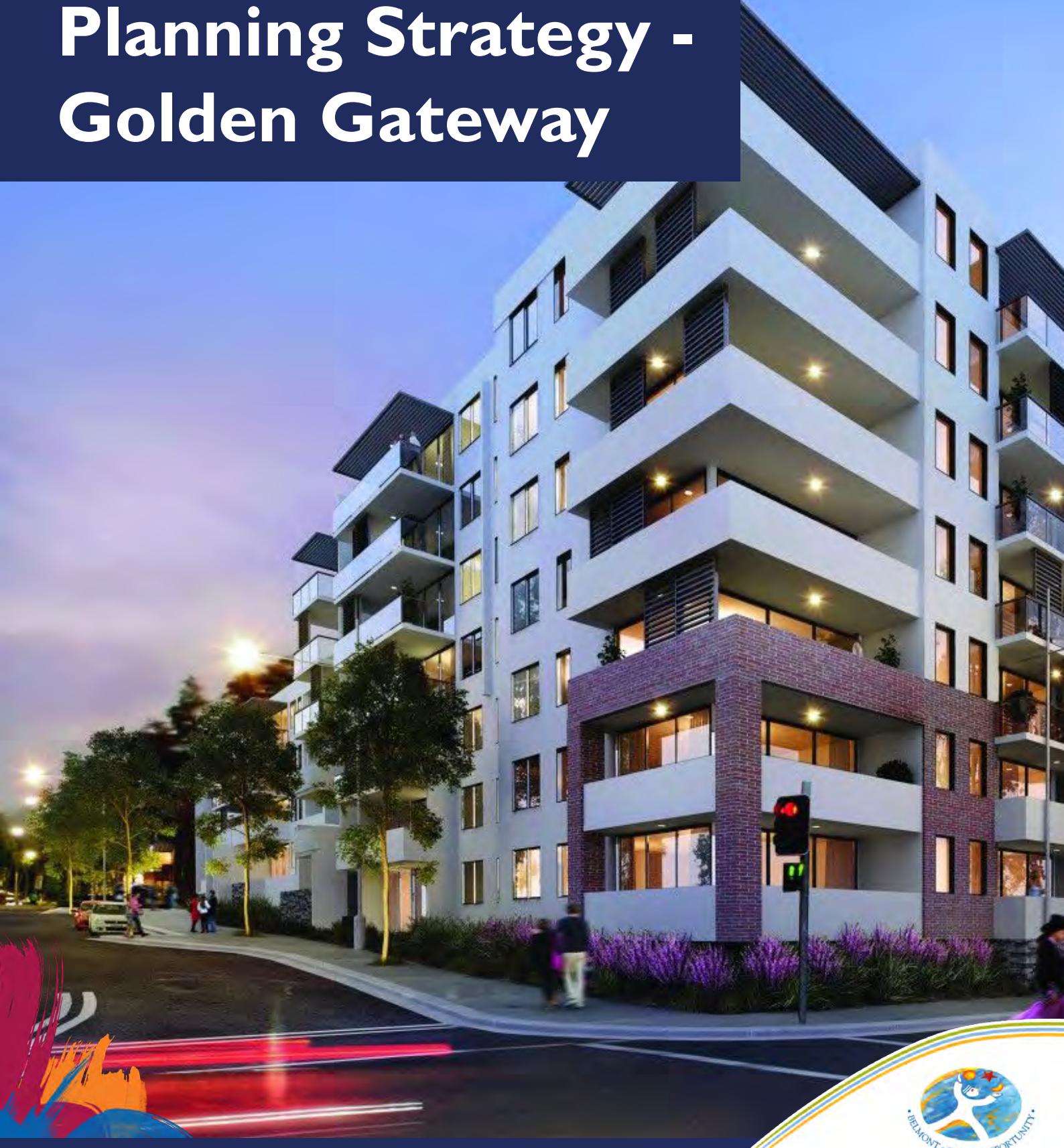


CITY OF BELMONT

# Activity Centre Planning Strategy - Golden Gateway





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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.

# Golden Gateway

A new centre is proposed to be established within the Golden Gateway Precinct in Ascot which is bound by Great Eastern Highway, the Swan River, Resolution Drive (north), Grandstand Road (north), the south-eastern boundary of Ascot Racecourse, Carbine Street and Hardey Road.

The provision of a new centre in this location is identified and supported within the draft Golden Gateway Local Structure Plan. Contemporary planning principles support the provision of local convenience retailing and amenities clustered around public transport nodes and within walkable distances to housing. This has the potential to facilitate a reduction in the overall need to travel and promotes public and active modes of transport (walking and cycling).

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for a future centre in the Golden Gateway precinct.

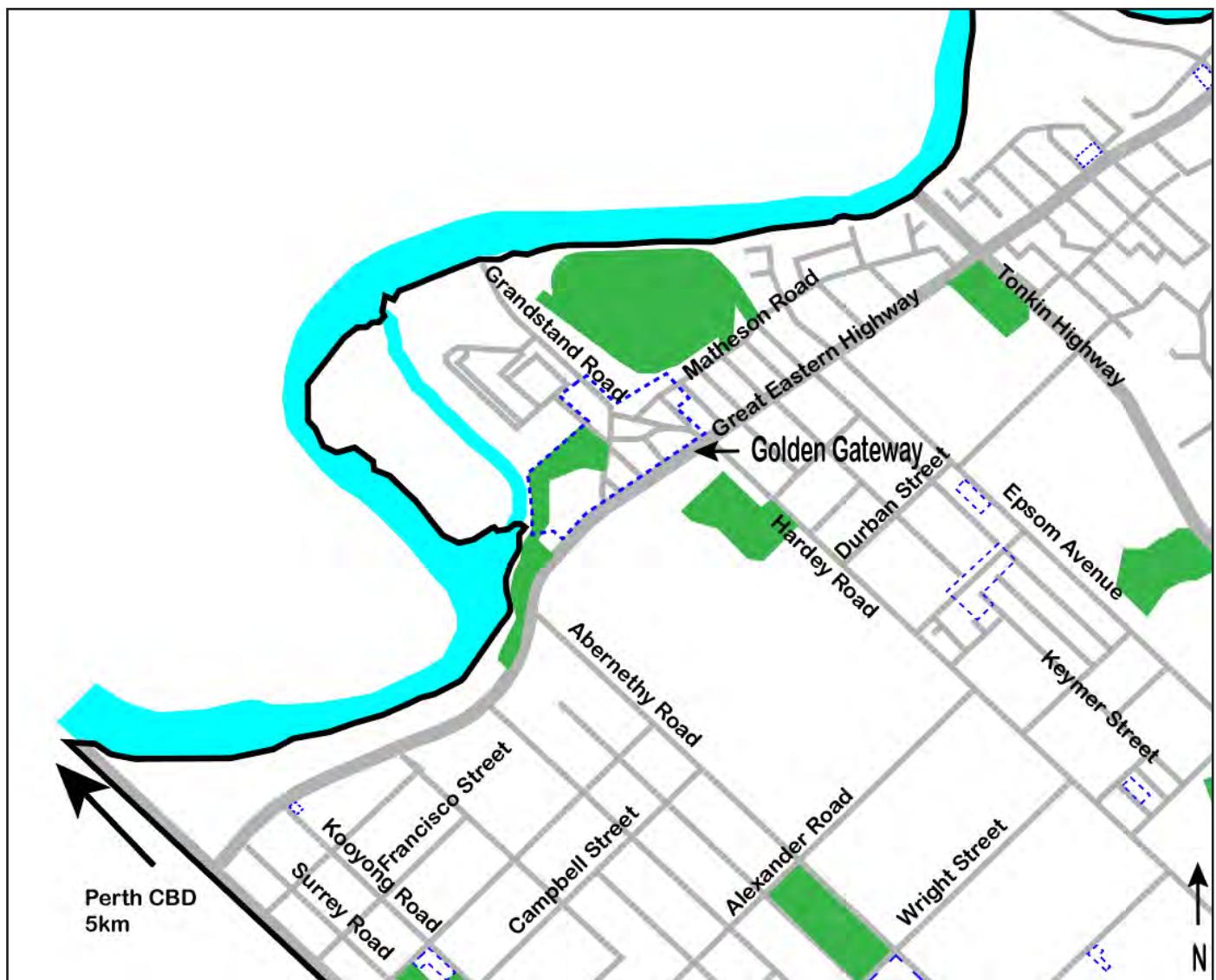


Figure 1: Golden Gateway Precinct Locality Map

# I. Centre Context

The development of a centre within the Golden Gateway precinct is intended to support an expanded residential population proposed within the area. The draft Golden Gateway Local Structure Plan provides zoning and density codings to accommodate mixed use development within the centre of the precinct and low to medium density residential development throughout the remainder of the precinct. It is anticipated that the area will accommodate approximately 3,400 dwellings, with an estimated population of approximately 6,000 people.

The surrounding context is characterised by residential development within Ascot Waters, the Residential and Stables area, and Belgravia Estate, as well as passing motorists on Great Eastern Highway.

While the exact location of the centre has not been confirmed at this stage, the draft Golden Gateway Local Structure Plan states that the primary objective of Precinct 3 - Main Street is to promote the development of a local centre, where retail and other local commercial services dominate the ground level.

The immediate catchment for the centre will be land within a 200m walkable catchment of the centre as shown by Figure 2, which visualises a 200m walkable catchment for the entire Precinct 3 boundary. It is likely however that due to the future services offered on-site, the catchment will extend further than 200m to service adjacent residential areas.

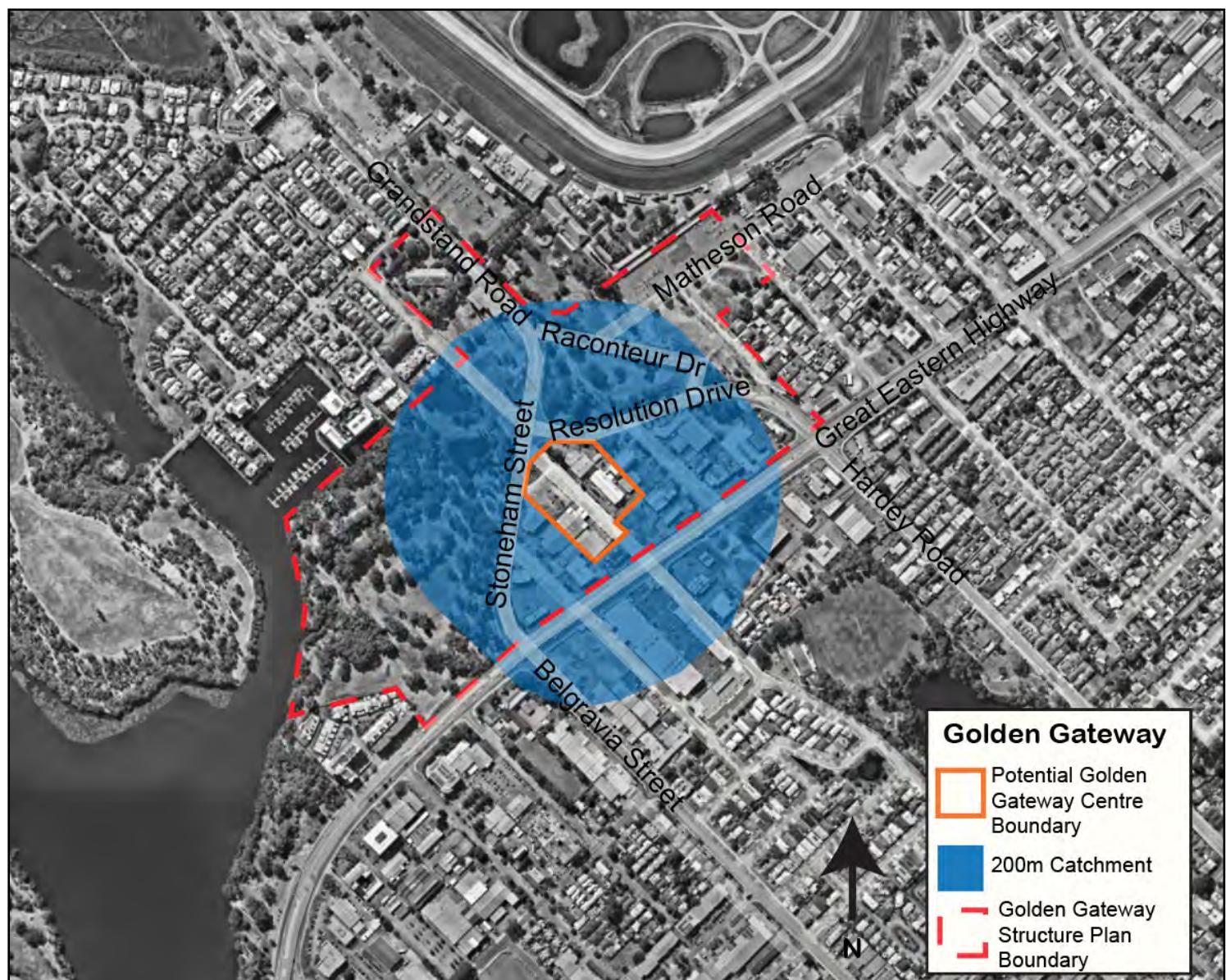


Figure 2: Golden Gateway Catchment

# **Golden Gateway Local Centre Boundary and Zoning**

While the exact location of the Golden Gateway Centre hasn't been determined, it is encouraged by the Golden Gateway Local Structure Plan to be located within Precinct 3 along Daly Street and take the form of a main street with 1,200sqm of NLA. While land ownership within this precinct is quite fragmented, this may not hinder the development of a local centre given the individual landholdings are quite significant in size.

The WAPC's Land Use and Employment Survey indicate that the Golden Gateway precinct and the southern side of Great Eastern Highway accommodated 4,286sqm of retail floor space in 2016. This is currently comprised of car/highway orientated retail (fast food outlets, service stations, showrooms) rather than serving the daily/weekly needs of the local residential population.

The Retail Needs Assessment prepared to inform this Strategy anticipates an increase in retail floor-space within this area (Golden Gateway precinct and southern side of Great Eastern Highway) to approximately 7,000sqm by 2036. This estimate provides for the establishment of a neighbourhood centre to a size of 2,700sqm-3,000sqm within the Golden Gateway precinct. In light of this it is considered that the establishment of a centre with the provision of 1,200sqm retail floor space would be acceptable within the Golden Gateway precinct.

Consistent with the existing zoning under Local Planning Scheme No. 15, the draft Golden Gateway Local Structure Plan identifies land along Daly Street as 'Mixed Use'. As part of the preparation of a new local planning scheme, the City should investigate an appropriate zoning or provisions to facilitate the development of a centre within the Golden Gateway precinct.

## **Action 1.1**

Investigate an appropriate zone or provisions to facilitate the development of a centre within the Golden Gateway precinct, through the preparation of a new local planning scheme.

## **Action 1.2**

Support the development of a new Centre within the Golden Gateway precinct, with an anchor supermarket that is supported by complimentary land uses including local specialty shops and restaurants/cafes.

## **Ascot Kilns Site**

The Ascot Kilns site is within the Golden Gateway Precinct. An RNA was commissioned by the Department of Planning Lands and Heritage in 2016 for this land which predicts the site being able to accommodate a total of 515m<sup>2</sup> of retail floor area by 2026.

In support of any future retail development on the Ascot Kilns site, the City of Belmont would require a more up to date retail needs assessment. Prior to supporting retail development on this site, the City would need to ensure that this would not erode the intent of the Golden Gateway Structure Plan for a main street centre to be established along Daly Street which provides convenience services to the local community.

## **Action 1.3**

Request an updated retail needs assessment for the Ascot Kilns site in the event a proposal for retail development is progressed.

# Residential Density

Land within the Golden Gateway precinct has been developed for a range of land uses including offices, restaurants, service stations, and light industry. This land does not currently have an allocated residential density code under Local Planning Scheme No. 15.

The draft Golden Gateway Local Structure Plan provides for a variety of housing choices through the designation of predominantly medium to high density R-Codes (R40-R-AC1). A higher density R-AC3 coding (six storeys) is proposed for the potential local centre site.

Land adjacent to Great Eastern Highway is proposed to have an R-AC1 code which will provide for development up to 9 storeys.

Low to medium density is proposed for development on the periphery to ensure an appropriate transition towards the surrounding residential areas.

It is anticipated that development at these codes will generate activity and patronage which would support a future centre.

Through the preparation of a new local planning scheme, the City should implement the zonings and residential density codes designated by the draft Golden Gateway Local Structure Plan.

The draft Golden Gateway Local Structure Plan envisages ground level retail/food and beverage uses and above ground commercial and residential development. To ensure the opportunity for a local centre to establish within the precinct is not jeopardised, the City will investigate appropriate built form provisions to incorporate into the new local planning scheme.

## Action 1.4

Implement the zoning and residential density codings designated by the Golden Gateway Local Structure Plan through the preparation of a new local planning scheme.

## Action 1.5

Investigate the implementation of built form controls to facilitate the establishment of a local centre.





Figure 3: Draft Golden Gateway Local Structure Plan

## 2. Movement

The future Golden Gateway Local Centre site is located adjacent to Great Eastern Highway and is highly visible to and accessible by private motor vehicles. In addition, Great Eastern Highway, adjacent to the Local Centre site, contains dedicated bus and cycle lanes and footpaths either side of the street, making the future centre site highly accessible. Improvements to the road network and character of the streetscapes is proposed by the draft Golden Gateway Local Structure Plan.

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 the future Local Centre area and look at ways that access can be improved.



# Pedestrian and Cycling Connections and Priority

Local Centres are intended to be highly accessible by walking and cycling, as described by Liveable Neighbourhoods. The proposed increase in population and nearby employment generators may in the future support walking and cycling to be the preferred mode of transport within and surrounding the local centre. This is supported by the Golden Gateway Local Structure Plan which states that all existing shared paths surrounding and through the precinct will be maintained and enhanced by additional shared path connectivity.

The draft Local Structure Plan suggests that all existing shared paths within and surrounding the precinct should be maintained, with many of these connections enhanced by additional shared path connectivity. Paths are proposed to be sheltered by a substantial tree canopy to further encourage pedestrian and cyclist activity through the precinct.

The layout of future development within the precinct should incorporate active frontages, opportunities for surveillance, weather protection, and safe crossing points that prioritise walking and cycling over the movement of private vehicles.

## Action 2.1

Investigate the enhancement and implementation of footpath connections as outlined in the draft Golden Gateway Local Structure Plan.

## Action 2.2

Investigate opportunities for tree planting within the precinct having regard for the draft Golden Gateway Local Structure Plan.



# Wayfinding

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

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

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

## Action 2.3

When a local centre is established, investigate implementing wayfinding measures at select locations within 200m.



# Public Transport

The Golden Gateway precinct is currently serviced by the following bus routes:

- The Circle Route (998/999) which is a high frequency bus route that travels along Resolution Drive and Grandstand Road.
- Route 293 which operates along Great Eastern Highway between Redcliffe Station and Belmont Forum.
- Route 940 which operates along Great Eastern Highway between Redcliffe and Elizabeth Quay Stations, via the Victoria Park Transfer Station.

Bus stops are located along Great Eastern Highway for routes 293 and 940 and along Hardey Road and Grandstand Road for routes 998 and 999. Once a centre is developed within the precinct, it is considered important that wayfinding measures are implemented at these bus stops to encourage people to access the centre. These measures could include; directional signage, footpath/road treatments and estimated walk times to and from the particular bus stop.

In addition, once development within the precinct commences in accordance with the draft Golden Gateway Local Structure Plan, the City should advocate the PTA to have a bus stop, associated with the Circle Route, located within the Golden Gateway precinct. This is considered important to facilitate and encourage the use of public transport by residents and visitors.

## Action 2.4

Once development in accordance with the draft Golden Gateway Local Structure Plan commences, advocate for a bus stop, associated with the Circle Route (998/999), to be located within the precinct.

## Action 2.5

Once a centre is developed within the Golden Gateway precinct, provide wayfinding from bus stops in close proximity to the precinct to encourage bus patrons to access the centre.



**Figure 5: PTA Network Map**

# Private Vehicles and Road Network

The road network servicing the Golden Gateway precinct provides and is anticipated to continue to provide a high level of exposure, with vehicle movements predominantly focused along Great Eastern Highway, followed by Resolution Drive and Stoneyham Street.

These road connections make the precinct highly accessible by private vehicles and due to this, it is important that appropriate measures are adopted to improve the attractiveness of other modes of transport. This includes providing additional connections to public transport, walking and cycling infrastructure to increase use of alternative transport, as detailed in previous sections of this strategy, as well as limiting car parking and altering the road network.

To facilitate this, the draft Golden Gateway Local Structure Plan encourages innovative approaches to car parking, such as reciprocity and carpooling programs. Furthermore, the Local Structure Plan outlines that the provision of car parking that is in excess of the minimum required for a site will only be approved where it is designed to be adaptable for future conversion into habitable floor space or other usable space.

The draft Golden Gateway Local Structure Plan also suggests that paving detail at junctions should address the need to reduce traffic speed and that raised tables should be used, where appropriate, to provide traffic calming and add texture to streets to reinforce character that promotes pedestrian safety.

## Action 2.6

Implement the road and street treatments and car parking standards contained within the draft Golden Gateway Local Structure Plan.

# Car Parking

Local Planning Scheme No. 15 provides 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 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. Therefore, the City should investigate the appropriateness of preparing a payment-in-lieu of parking plan for the future centre.

The draft Golden Gateway Structure Plan proposes unique parking requirements for development within the precinct. These requirements aim to ensure that developments are adequately serviced by parking without creating an oversupply. As part of the development of the Local Centre, the City should ensure that car parking is provided in accordance with LPS 15 and the parking standards prescribed by the structure plan.

## Action 2.7

Ensure appropriate car parking is provided to service the Golden Gateway Local Centre consistent with the Scheme and the draft Golden Gateway Local Structure Plan.

## Action 2.8

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

# 3. Place

A centre within the Golden Gateway precinct has not yet been developed and it is important that careful consideration be given to the creation of a 'sense of place' and identity for the centre. This will add interest to the centre, foster community wellbeing and pride and serve as a catalyst for development.

Opportunities exist to implement place making initiatives within the Golden Gateway precinct, including:

- Activating vacant land;
- Hosting community events;
- The installation of public art;
- Supporting temporary 'pop-up' land uses;
- The creation of gathering spaces; and
- The provision of high-quality public realm infrastructure.

Overall, the Golden Gateway Local Centre should contain a mix of varied but compatible land uses that support the daily needs of future residents within the Golden Gateway precinct.



# Land Use Permissibility

The site of the future local centre is currently zoned 'Mixed Use' under Local Planning Scheme No. 15. The draft Golden Gateway Local Structure Plan also designates the site as 'Mixed Use' and states that land use permissibility is to be in accordance with the corresponding zone in the Zoning Table of Local Planning Scheme No. 15. However, having regard for the amenity for future residents, the structure plan states that the following uses are considered to be unacceptable in the structure plan area and should not be approved:

- Auction Mart
- Caretakers Dwelling
- Fast Food Outlet/Lunch Bar
- Home Store
- Garden Centre
- Industry - Light
- Motor Vehicle Repair
- Night Club
- Radio or TV installation
- Restricted Premises
- Service Station
- Single House (with the exception of Precinct 7 & 8)
- Vet Hospital
- Warehouse

Recent amendments to the Planning and Development (Local Planning Schemes) Regulations 2015 have introduced exemptions for the land uses included in Table 2, 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 residential land uses.

It may be appropriate to retain the 'D' use class permissibility over appropriate land uses within the 'Mixed Use' zone as this reduces any potential impacts associated with land uses, whilst still providing landowners with a level of flexibility.

## Action 3.1

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

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

Table 1

## Street Activation

The future Centre should address the street/public realm with parking sleeved to the rear (except where street parking occurs). Future built form should be reflective of good activity centre design, including clear glazing to tenancy frontages, weather protection, and clearly definable entry points.

Daly Street presents the greatest opportunity to develop the core components of a Centre, inclusive of an anchor supermarket, with appropriate built form and street activity.

The City should support a variety of land uses within the future Centre, including ones which provide a day/night time economy. The draft Golden Gateway Local Structure Plan supports a mixture of land uses including; residential, retail, food and beverage, entertainment and commercial. The opportunity for alfresco dining and seating should be encouraged within the Centre to provide further streetscape activation.

Within the future Centre, there should be a strong presumption against car-dominated land uses and uses with low-employment densities such as service stations and fast food outlets.

To guide development within the Golden Gateway Precinct, the structure plan states that a Local Planning Policy should be prepared and adopted by the City containing design guidelines and development standards. Therefore, when the Golden Gateway Local Structure Plan is finalised, the City should investigate the preparation of a local planning policy.

### Action 3.2

Support a mixture of land uses within the Golden Gateway precinct that facilitate high levels of activity and a day/night economy.

### Action 3.3

Investigate the preparation of a Local Planning Policy that establishes design requirements for future mixed use development within the precinct which promotes active frontages to the public realm and high quality built form.

## Public Art

Public art assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. The City of Belmont Local Planning Policy No.11 (LPP 11) outlines the requirements for the provision of public art by developers. The City requires all development proposals within the Policy Area of a value greater than \$4.5 million to provide public art in accordance with the described method for determining public art contributions. The cost of any public art shall be no less than one percent of the value of the eligible proposal and provided in kind or via a cash-in-lieu payment.

A portion of the subject land falls within Precinct 4 - Great Eastern Highway Precinct of LPP 11 with the balance (excluding Ascot Kilns LDP area) situated within Precinct 8 - Ascot Racecourse and Ascot Waters.

The City should ensure that the entire Golden Gateway Precinct is included as a precinct under LPP 11. The City should also ensure that public art is contributed toward or provided as part any future development within the Golden Gateway Local Structure Plan area.

### Action 3.4

Amend Local Planning Policy No. 11, relating to public art, to include all land within the Golden Gateway precinct.

### Action 3.5

Ensure that public art is contributed toward or provided as part of the development of the Local Centre in accordance with Local Planning Policy No. 11.



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CITY OF BELMONT

# Golden Gateway

## Actions



# Actions & Implementation

## Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate an appropriate zone or provisions to facilitate the development of a centre within the Golden Gateway precinct, through the preparation of a new local planning scheme.	Part 2 Golden Gateway Local Centre Boundary and Zoning Page 5	 1.2  5.7	Golden Gateway Structure Plan  Planning and Development (Local Planning Schemes) Regulations 2015  Golden Gateway Structure Plan	As part of Golden Gateway Structure Plan and new Scheme	Planning
1.2	Support the development of a new centre within the Golden Gateway precinct, with an anchor supermarket that is supported by complimentary land uses including local specialty shops and restaurants/cafes.	Part 2 Golden Gateway Local Centre Boundary and Zoning Page 5	 1.2  1.3  1.4  4.1  5.7	State Planning Policy 7.2 - Precinct Design  State Planning Policy 4.2 - Activity Centres  Planning and Development (Local Planning Schemes) Regulations 2015	As part of Golden Gateway Structure Plan/Ongoing	Planning Economic Development
1.3	Request an updated retail needs assessment for the Ascot Kilns site in the event a proposal for retail development is progressed.	Part 2 Ascot Kilns Page 5	 1.2  5.6  5.7	State Planning Policy 4.2 - Activity Centres  Golden Gateway Structure Plan	Ongoing	Planning

# Actions & Implementation

## Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Strategic Alignment	Timing	Responsibility
<b>Context</b>						
1.4	Implement the zoning and residential density codings designated by the Golden Gateway Local Structure Plan through the preparation of a new local planning scheme.	Part 2 Residential Density Page 6	 1.2  1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015  Golden Gateway Structure Plan	Short	Planning
1.5	Investigate the implementation of built form controls to facilitate the establishment of a local centre.	Part 2 Residential Density Page 6	 1.2  2.1  5.7	Planning and Development (Local Planning Schemes) Regulations 2015  Golden Gateway Structure Plan	Short	Planning

# Actions & Implementation

## Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Strategic Alignment	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate the enhancement and implementation of footpath connections as outlined in the draft Golden Gateway Local Structure Plan.	Part 2 Pedestrian and Cycling Connections and Priority Page 9	 1.5  2.1-2.4  5.7	Golden Gateway Structure Plan	Medium-Long	Infrastructure Services City Projects
2.2	Investigate opportunities for tree planting within the precinct	Part 2 Pedestrian and Cycling Connections and Priority Page 9	 2.2  3.1 & 3.4	Canopy Plan	Short-Medium	Infrastructure Services
2.3	When a local centre is established, investigate implementing wayfinding measures at select locations within 200m.	Part 2 Wayfinding Page 9	 2.1-2.3  5.7	State Planning Policy 4.2 - Activity Centres	Depending on establishment of a centre.	Planning Infrastructure Services
2.4	Once development in accordance with the draft Golden Gateway Structure Plan commences, advocate for a bus stop, associated with the Circle Route (998/999), to be located within the precinct.	Part 2 Public Transport Page 10	 2.3 & 2.4  5.7	Golden Gateway Structure Plan	Depending on development uptake within precinct.	Planning Infrastructure Services

# Actions & Implementation

## Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Strategic Alignment	Timing	Responsibility
<b>Movement</b>						
2.5	Once a centre is developed within the Golden Gateway precinct, provide wayfinding from bus stops in close proximity to the precinct to encourage bus patrons to access the centre.	Part 2 Public Transport Page 10	 1.3  1.5  2.3	State Planning Policy 4.2 - Activity Centres	Depending on development of centre	Infrastructure Services
2.6	Implement the road and street treatments and car parking standards contained within the draft Golden Gateway Structure Plan.	Part 2 Private Vehicles and Road Network Page 11	 1.2  1.5  2.2  2.4	State Planning Policy 4.2 - Activity Centres	Medium-Long	Infrastructure Services City Projects
2.7	Ensure appropriate car parking is provided to service the Golden Gateway local centre consistent with the Scheme and draft Golden Gateway Structure Plan.	Part 2 Car Parking Page 11	 1.2 & 1.5  2.2  2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	As part of draft Golden Gateway Structure Plan/new Scheme	Planning
2.8	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Golden Gateway Local Centre.	Part 2 Car Parking Page 11	 1.2 & 1.5  2.2  2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning Infrastructure Services

# Actions & Implementation

## Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 13	 1.2-1.4  4.1	Planning and Development (Local Planning Scheme) Regulations 2015  State Planning Policy 4.2 - Activity Centres	Short	Planning
3.2	Support a mixture of land uses within the Golden Gateway precinct that facilitate high levels of activity and a day/night economy.	Part 2 Street Activation Page 14	 1.2-1.4  4.1	Golden Gateway Structure Plan  Planning and Development (Local Planning Scheme) Regulations 2015  State Planning Policy 4.2 - Activity Centres	Short	Planning
3.3	Investigate the preparation of a Local Planning Policy that establishes design requirements for future mixed use development within the precinct which promotes active frontages to the public realm and high quality built form.	Part 2 Street Activation Page 14	 1.2	Golden Gateway Structure Plan  State Planning Policy 4.2 - Activity Centres	Following adoption of the draft Structure Plan	Planning

## Actions & Implementation

### Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.4	Amend Local Planning Policy No. 11, relating to public art, to include all land within the Golden Gateway precinct.	Part 2 Public Art Page 14	 1.2  4.1	Local Planning Policy No. 11 - Public Art	Short	Planning Culture and Place
3.5	Ensure that public art is contributed toward or provided as part of development of the Local Centre in accordance with Local Planning Policy No. 11.	Part 2 Public Art Page 14	 1.2  4.1	Local Planning Policy No. 11 - Public Art	Ongoing	Planning Culture and Place