

CITY OF BELMONT Activity Centre Planning Strategy - Love Street





Contents

Love Street	3
Centre Context	4
Love Street Neighbourhood Centre	
Boundary and Zoning	5
Residential Density Within the Centre	6
Zoning and Residential Density	
Surrounding the Centre	7
Movement	9
Pedestrian and Cyclist Connections	
and Priority	10
Wayfinding	11
Public Transport	11
Private Vehicles and Road Network	12
Car Parking	12-13
Place	14
Land Use Permissibility	15
Street Activation	16
Public Art	17
Community Groups	17

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.

Love Street

The Love Street Local Centre is located in Cloverdale on the corner of Love Street and Firby Street (see location plan at Figure 1). The Centre is one of the only centres in Belmont which is not located adjacent to a distributor road. This means it is less likely to benefit from passing trade when compared to other commercial areas.

The Centre presents a main street design, with shops and business fronting Love Street. The built form is characterised by relatively old single storey commercial buildings. 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 Love Street Local Centre, with recommendations on zoning, residential density, movement and place.



Figure 1: Love Street 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, R20/40, and up to R50, resulting in varying housing arrangements and lot sizes. Single houses represent the predominant housing typology surrounding the Centre, with some grouped dwelling developments and very few apartment style developments also occurring.

The immediate catchment area of Love Street Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2).



Figure 2: Love Street Catchment

Love Street Local Centre Boundary and Zoning

The Love Street 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 Love Street Local Centre accommodated approximately 370m² of shop/retail floorspace and 799m² of other retail floorspace. The Retail Needs Assessment (RNA) prepared to inform this Activity Centre Planning Strategy suggests that retail floorspace within the Love Street Local Centre should be maintained at its current size. This will improve the annual turn-over per square metre performance of the Centre over time. Therefore, it may be appropriate to retain the Centre boundary as per Figure 3.

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, it may be appropriate for land within the Centre to be zoned 'Local Centre' through the preparation of a new local planning scheme.

Action 1.1

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

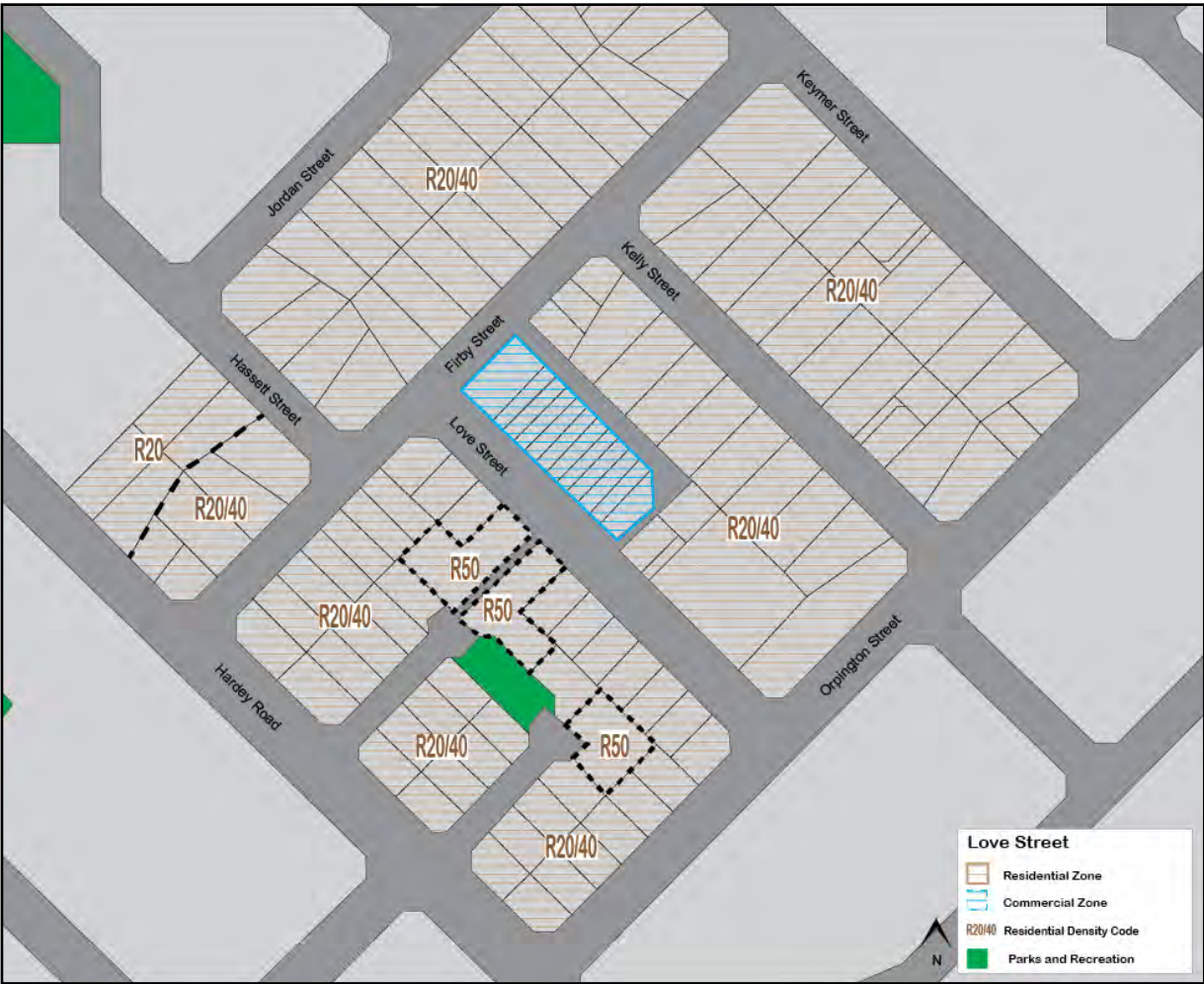


Figure 3: Existing Love Street Local Centre Zoning

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 to apply a residential density code of R60 to land within the Centre (as shown in Figure 4).

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 storeys, a front setback of 2m, and side and rear setbacks of 3m. This scale is considered to integrate well with the R50 development on the opposite side of Love Street and the surrounding R20/40 coded land which can be developed to a height of 2 storeys.

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 Love Street Local Centre.

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 for inclusion 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 1.2

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Love Street Local Centre.

Action 1.3

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 1.4

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



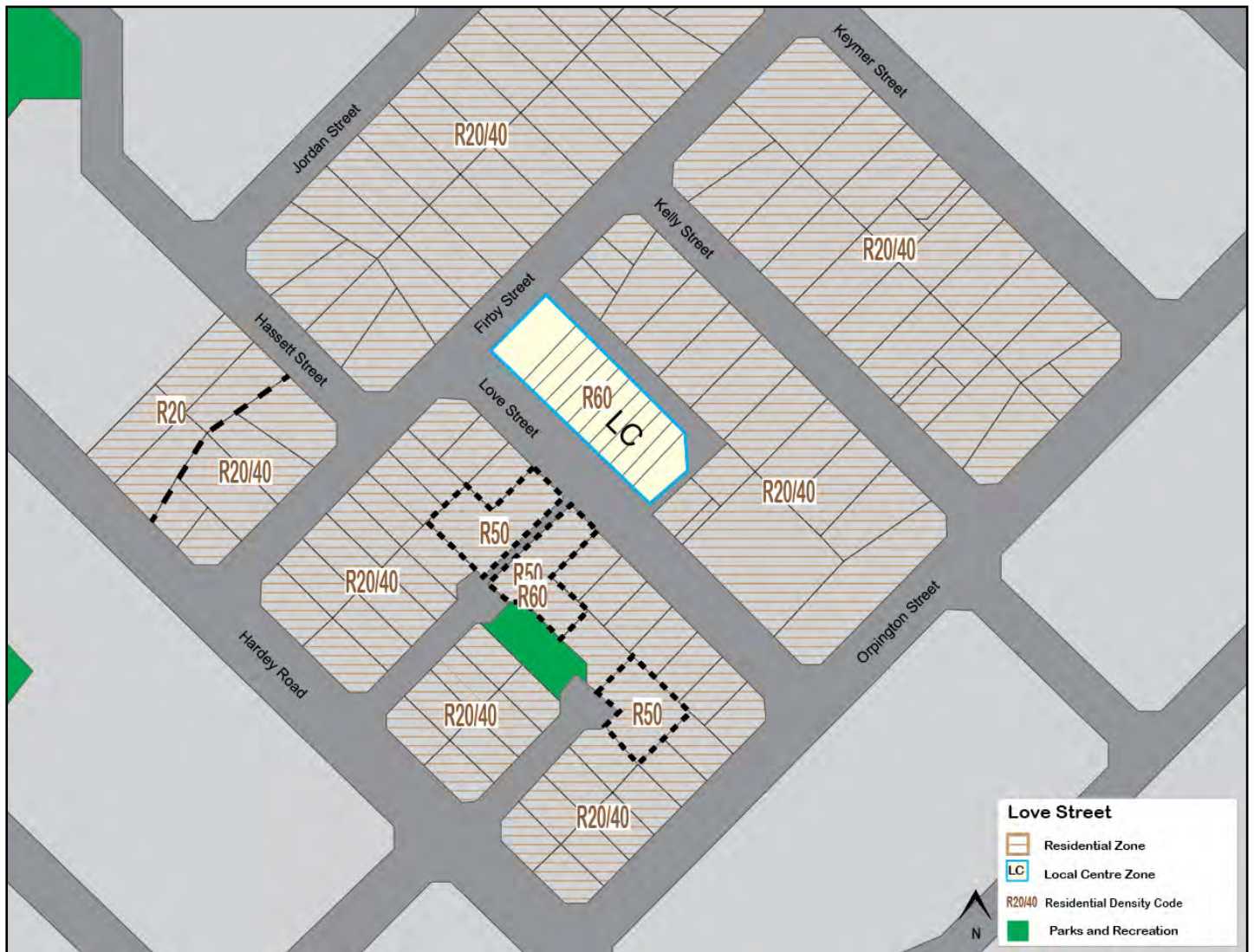


Figure 4: Proposed Zoning Investigations

Zoning and Residential Density Surrounding the Centre

The Centre is surrounded by 'Residential' zoned land with an associated density coding of R20/40 and R50. This land is characterised by a mixture of single houses and grouped dwellings, with a small number of multiple dwellings.

The RNA prepared to inform this Strategy modelled the effect of an increase in residential development within the Centre and an increase in surrounding residential density from R40 to R80. This model aimed to understand the benefit that increased residential development within and surrounding the Centre may have on annual revenue for businesses.

If land surrounding the Centre was vacant and developed in accordance with an R80 density coding and residential development was provided within

the Centre, the model predicted an increase of up to 13.2% in annual revenue for local businesses. Given much of the surrounding land has been redeveloped and land ownership is fragmented, it is unlikely that development to realise the modelled density will occur within the foreseeable future.

Nonetheless, a potential increase in the surrounding residential density should be explored in more detail through the preparation of the City's Local Housing Strategy.

Action 1.5
Investigate increasing the density coding of land surrounding Love Street Local Centre through the preparation of the City's Local Housing Strategy.



2. Movement

The Love Street 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 vehicle highly attractive. Footpaths connecting the surrounding residential areas to the Local Centre facilitate walking as an option. Although Love Street and Firby Street are characterised by a relatively low number of vehicle movements, cycling is not encouraged through on-street cycle lanes.

While bus stops are located within 400m of the Local Centre, the bus stops on Hardey Road and Orington Street are not clearly visible or legible from the Local Centre. Therefore, it is likely that access to the Local Centre via public transport is low.

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

Love Street Local Centre plays a role in providing services and employment opportunities to the local community. The local catchment for this Centre is predominantly located within a 200m walkable area. Generally footpaths connect the Centre to the surrounding residential land.

Pedestrian and cyclist access to and from Love Street Local Centre is possible through the relatively legible grid road network, which is for the most part accompanied by footpaths on at least one side of the street. In some instances these footpaths are against the road with no buffer, potentially decreasing the level of safety felt by pedestrians and cyclists utilising these. There are a number of streets within the walkable catchment which do not have footpaths. These include Kelly Street, Corrang Court and Harriet Place. The City should investigate the possibility of extending the footpath network to service these streets.

Walking and cycling to the Local Centre is benefited by the low traffic levels of the surrounding streets to the north/north-west. Pedestrians and cyclists to the south of the Local Centre may however have their accessibility impacted upon by Hardey Road, which carries higher levels of traffic than the surrounding local road network.

The City should investigate further measures to prioritise pedestrian and cyclist movements including the following as visualised by Figure 5:

- Improve provision for secure cycle parking facilities.
- Provide dedicated pedestrian crossing points along Firby Street, at the intersection of Firby Street and Love Street, and within a new raised central median along Love Street.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Street furniture being included within designated locations.

Action 2.1

Investigate the construction of footpaths on Kelly Street, Corrang Court, and Harriet Place.

Action 2.2

Investigate improvements to pedestrian and cyclist priority within and surrounding the Love Street 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 Love Street Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

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

It is recommended that 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 Love Street Local Centre.



Public Transport

Unlike other local centres in the City of Belmont, Love Street Local Centre isn't directly serviced by a bus route. The nearest bus stop is located approximately 200m from the subject land along Orpington Street and is serviced by bus route 39 (Figure 6). The next closest service is bus routes 998 and 999 located 550m away along Hardey Road.

To increase uptake of public transport, the City should engage with the Public Transport Authority to obtain support for a bus stop to be located within the Local Street Local Centre.

Action 2.4

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

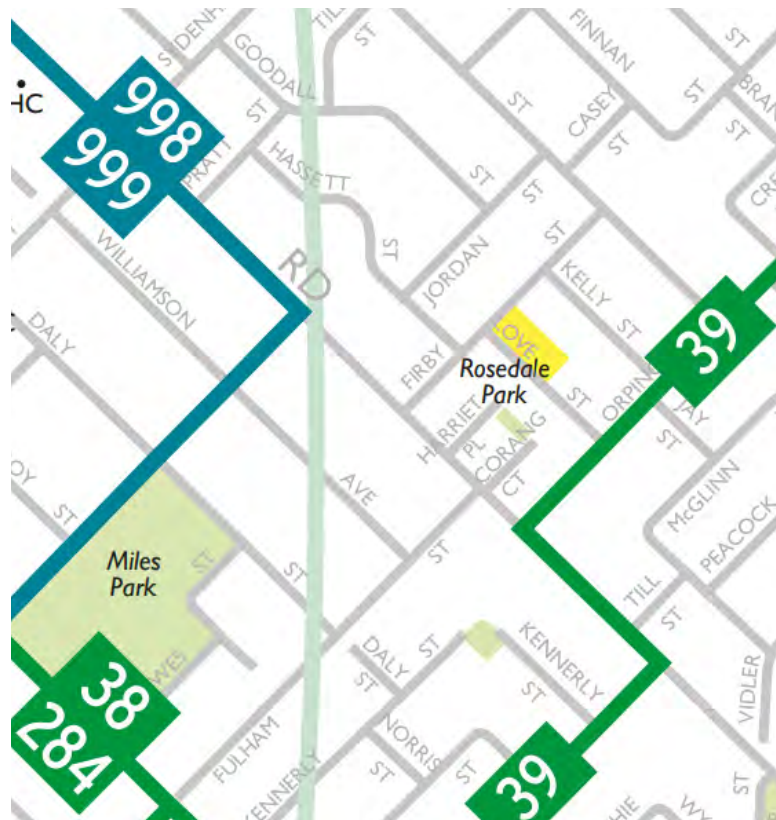


Figure 6: Public Transport Authority Network Map (Love Street Local Centre Highlighted Yellow).

Private Vehicles and Road Network

The Centre is focused on Love Street with secondary access provided by Firby Street. Love Street connects to Firby Street and Orpington Street which provide access to the surrounding residential areas.

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.

Potential changes to the road network include providing dedicated pedestrian crossing points on Firby Street, at the intersection of Firby Street and Love Street, and within a new raised median along Love Street. Dedicated cycle lanes should also be provided along with planting of additional trees within the road reserve and parking areas. The City should also investigate a 40km/h speed limit within the Centre as promoted by the Belmont on the Move Strategy. These measures will provide for the Centre to be accessed by private vehicles while also promoting the prioritisation of alternative modes of transport.

Action 2.5

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



Car Parking

Car parking within Love Street Local Centre consists of 90 degree parking bays fronting the commercial tenancies on Love Street and a small number of parallel bays on Love Street and Firby Street. These parking bays are shared amongst all of the tenancies given there is limited room for parking within the private lots.

For various centres in the City of Belmont, the 'Belmont on the Move' Strategy recommends that a range of parking restrictions be implemented to increase turnover of vehicles within centres and the availability of parking for consumers. Given parking facilities are limited within the centre and shared between tenancies, the City should explore the implementation of parking controls to encourage turnover.

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 Love Street Local Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement. 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 2.6

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

Action 2.7

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

Action 2.8

Investigate the appropriateness of car parking restrictions in appropriate locations within the Love Street Local Centre.



3. Place

The Love Street Local Centre provides a wide range of goods and services for the surrounding community, including a convenience store, martial arts training centre, tattoo shop, coffee shops, fish and chip shop, news-agency, hardware shop, and furniture upholstery.

The frontages of the commercial tenancies are dominated by expanses of advertising, roller shutters, or blank sections of walls. This and the lack of community infrastructure (e.g. public seating areas) results in a relatively low level of activity within the Centre. Therefore, there is scope for improvement to activate the Love Street Local Centre which will be outlined in the following sections of this Strategy.



Land Use Permissibility

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

Action 3.1

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

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> 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

The Love Street Local Centre is characterised by a range of commercial tenancies with frontages that are dominated by expanses of visually impermeable advertising, roller shutters, or blank sections of wall. This results in a low level of street activation.

The Centre benefits from an established built form where tenancies front Love Street and include awnings which provide weather protection to large expanses of outdoor space. Given this, there is potential for the current businesses to present a more active frontage to the street through the removal of non-permeable advertising, reducing the amount of time the businesses roller shutters are down and, where possible, increasing the aesthetic appeal of the frontage. An opportunity also exists for local businesses to utilise the space available in front of tenancies and the public realm for activities such as alfresco dining. These measures will improve street activity and as a result, passive surveillance.

The City could also facilitate an increase in street activity through upgrades to the public realm, as well as the promotion of trading in public places (inclusive of alfresco dining). To improve the overall aesthetic appeal of Love Street’s public realm area, additional landscaping (including shade trees) should be installed within the verge immediately adjoining car parking areas. The City should also look to improve existing seating and introduce additional seating areas complementing new landscaping to encourage patrons to spend additional time within the Centre.

To enhance the sense of place within the Centre, the City should also explore the possibility of installing entrance statements. This could simply be done through the installation of entrance signage.

The laneway to the rear of the commercial tenancies also presents opportunities to facilitate place making events which could also assist in activating the Centre and increasing passive surveillance.

Action 3.2
Facilitate 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
Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.

Action 3.5
Investigate the use of the laneway as a shared space for community events.



Public Art

The Love Street 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 blacked out walls and windows. 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.

Future funding mechanisms for public art within Love 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 3.6
Investigate opportunities for public art to be located within the Love Street Local Centre.

Action 3.7
Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.

Community Groups

The City is currently unaware of any community groups that exist for local businesses and residents surrounding the Love Street Local Centre. The development of local community groups allows residents and business owners to develop a strong sense of place and develop relationships with each other and the City of Belmont. Community groups can be used as an asset to the City's placemaking initiative, through the ability for the local community to advocate and partner with the City where appropriate. Partnerships may include the planning and delivery of events, appropriate marketing measures and the delivery of community projects like public art. Community groups may also benefit the City on the delivery of projects and future planning within the Love Street Local Centre, with the potential for the community group to be consulted as a stakeholder.

Action 3.8
Encourage the development and growth of a local community group for the Love Street Local Centre.





City of Belmont

215 Wright Street, Cloverdale WA 6105

Locked Bag 379, Cloverdale WA 6985

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



9477 7222



(A/H) 9477 7224



belmont@belmont.wa.gov.au



belmont.wa.gov.au

Activity Centre Planning Strategy











CITY OF BELMONT

Love Street Local Centre Actions





Actions & Implementation

Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate maintaining the centre boundary and applying a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Love Street 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 whether it is appropriate to introduce a residential density code of R60 over land within the Love Street Local Centre.	Part 2 Residential Density within the Love Street Local Centre. Page 6	 1.2 1.3  5.4 5.7	State Planning Policy 7.3 - Residential Design Codes State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning
1.3	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 Love Street Local Centre. Page 6	 1.2 1.3  5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.4	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 Love Street Local Centre. Page 6	 1.2 1.3 1.4  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning















Actions & Implementation

Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.5	Investigate increasing the density coding of land surrounding Love Street Local Centre through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	 1.3 1.4  5.4	Local Housing Strategy	As part of Local Housing Strategy	Planning











Actions & Implementation

Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate the construction of footpaths on Kelly Street, Corrang Court and Harriet Place.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.2  1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.2	Investigate improvements to pedestrian and cyclist priority within and surrounding the Love Street 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 Centres Streetscape Enhancement Strategy	Long	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at select locations within 200m of the Love Street Local Centre.	Part 2 Wayfinding Page 11	 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 a bus stop within the Love Street Local Centre.	Part 2 Public Transport Page 11	 2.1  2.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services










Actions & Implementation

Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	 2.1 2.4  1.2 1.5	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.6	Investigate an appropriate car parking standard for land uses within the Love Street Local Centre.	Part 2 Car Parking Page 13	 1.2 1.5  2.2 2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Love Street Local Centre.	Part 2 Public Transport Page 13	 1.2 1.5  2.2 2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning
2.8	Investigate the appropriateness of car parking restrictions in appropriate locations within the Love Street Local Centre.	Part 2 Public Transport Page 13	 2.4  5.7	State Planning Policy 4.2 - Activity Centres	Long	Infrastructure Services







Actions & Implementation

Love Street

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 15	 1.2-1.4  4.1	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Facilitate the existing and future development within the Centre to provide for surveillance between buildings and public spaces.	Part 2 Street Activation Page 16	 1.2-1.4  2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 16	 1.2-1.4	State Planning Policy 4.2 - Activity Centres	Short	Planning
3.4	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  3.1	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
3.5	Investigate the use of the laneway as a shared space for community events.	Part 2 Street Activation Page 16	 1.2-1.4  4.1	Place Making Strategy	Short-Medium	Culture and Place

Actions & Implementation

Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.6	Investigate opportunities for public art to be located within the Love Street Local Centre.	Part 2 Street Activation Page 16	 4.1	Place Making Strategy	Ongoing	Planning Culture and Place
3.7	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 Street Activation Page 16	 1.2-1.4  4.1	Public Art Masterplan Local Planning Policy No. 11 - Public Art	Short	Planning
3.8	Encourage the development and growth of a local community group for the Love Street Local Centre.	Part 2 Street Activation Page 16	 1.2  4.3  5.1	Place Making Strategy	Short/Ongoing	Planning Culture and Place