

CITY OF BELMONT Activity Centre Planning Strategy - Ascot





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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.

Ascot

The Ascot Local Centre is bound by Bulong Avenue, Coolgardie Avenue, Residential zoned land, and Great Eastern Highway, with the latter serving as the predominant/primary street frontage. The Centre comprises 16 lots in the ownership of eight different parties and contains two Medical Centres, Offices, a shop (chemist) and Consulting Rooms.

Buildings within the Local Centre are currently setback significantly from the adjacent road reserves with car parking dominating the street frontages. The built form addresses the large car parking areas with awnings providing a level of shelter.

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

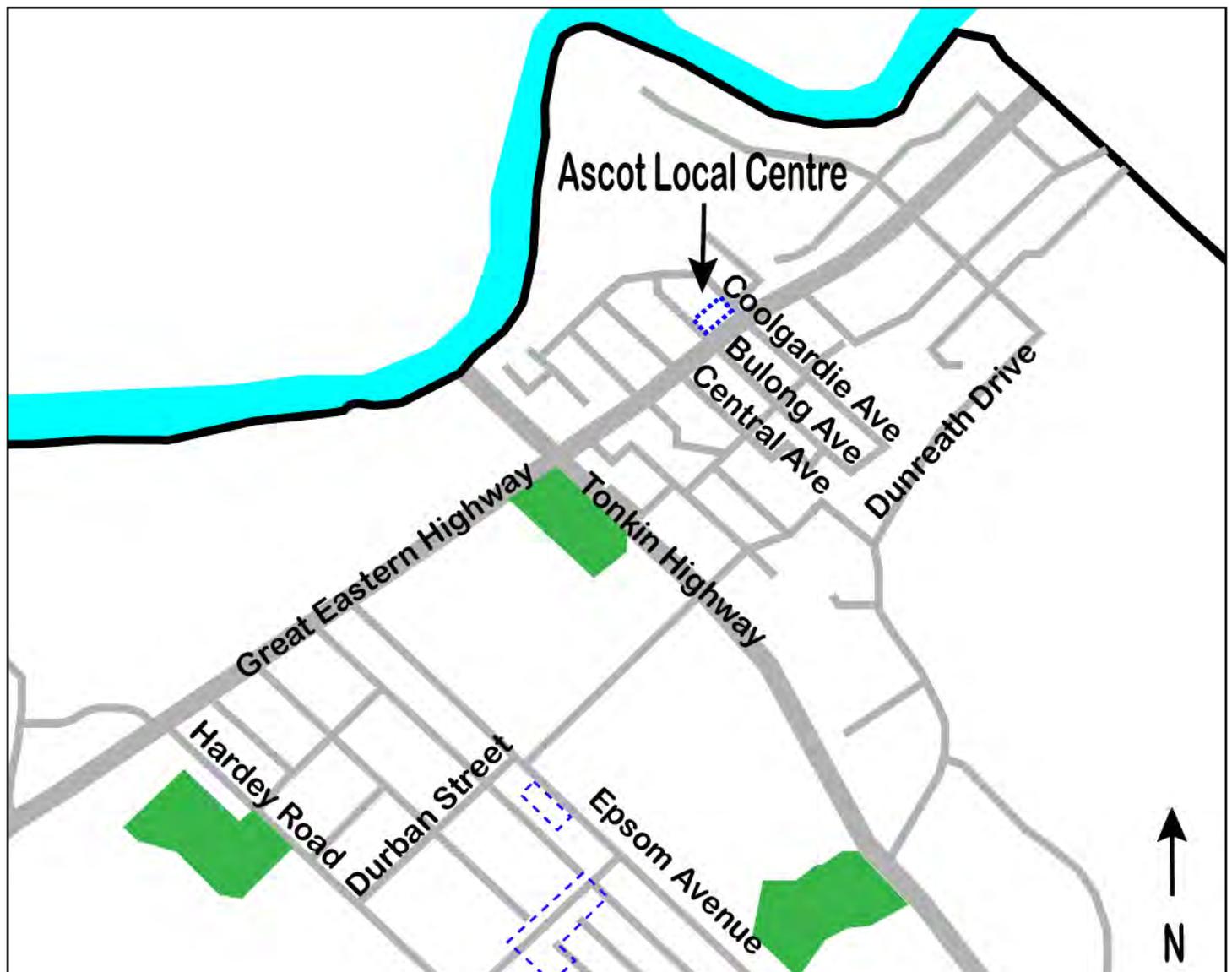


Figure 1: Ascot Local Centre Locality Map

I. Centre Context

Land within the Centre is zoned 'Mixed Use' under Local Planning Scheme No. 15 (LPS 15). While the centre has been developed for commercial land uses, no residential development has been undertaken.

Land immediately surrounding the Centre on the northern side of Great Eastern Highway is zoned 'Residential' with a density coding of R20 and predominantly contains single houses. Land to the south-east of the Centre is zoned 'Industrial' and land to the south-west of the Centre is zoned 'Mixed Use'. The population to the south of the Centre is forecast to significantly increase, largely due to the future development of the Redcliffe Station Precinct located approximately 500m to the south east.

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



Figure 2: Ascot Local Centre Catchment

Ascot Local Centre Boundary and Zoning

The Ascot Local Centre is defined by the extent of the 'Mixed Use' zone between Bulong Avenue and Coolgardie Avenue as shown in Figure 3. The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Ascot Local Centre and land fronting Great Eastern Highway, between Coolgardie Avenue and the former Brearley Avenue, accommodated approximately 525m² of shop/retail floorspace. The Retail Needs Assessment (RNA) prepared to inform this Strategy suggests that retail floorspace within the Ascot Local Centre and immediate surrounds should be maintained at its current size. This suggestion however doesn't account for the specialised nature of the existing land uses within the centre and that they don't provide day to day convenience services to the local community. Therefore, it is considered appropriate to allow for the development of additional retail floorspace within the Centre.

The Ascot Local Centre is currently zoned 'Mixed Use' under LPS 15, which is generally consistent with the zoning of other landholdings adjacent to

Great Eastern Highway. As a 'Shop' land use is an 'X' not permitted land use within the 'Mixed Use' zone, LPS 15 provides for an additional 'Shop' land use, up to a maximum floor area of 300m², to be considered across units 1-15/398 Great Eastern Highway.

The 'Mixed Use' zone allows for a number of land uses which are not compatible with the intent of a local centre. These include light industrial uses, larger showrooms and car sales yards. In order to ensure consistency and better align with the intent of a local centre, the City should investigate whether it is appropriate to modify the zoning of Ascot Local Centre from 'Mixed Use' to 'Local Centre' through the preparation of a new local planning scheme. Should the centre be rezoned to 'Local Centre' 'additional use 9' may be deleted.

Action 1.1

Investigate whether it is appropriate to rezone land within the Ascot Local Centre from 'Mixed Use' to 'Local Centre' through the preparation of a new local planning scheme.



Figure 3: Existing Ascot Local Centre Zoning

Residential Density within the Centre

While the current zoning allows for residential development, it does not 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. To achieve this, an overarching residential density coding should be applied to land within the Centre, whilst promoting the economic sustainability of the existing commercial uses.

Ascot Local Centre is located adjacent to Great Eastern Highway. Perth & Peel @ 3.5 million encourages high-density mixed use developments adjacent to major urban transport corridors. Given this, it is appropriate for the Centre to be allocated a residential density coding consistent with high density urban centres.

State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (SPP 7.3 - Volume 2) designates that an R-AC1 residential density coding is suitable for 'high density urban centres'. An R-AC1 density coding allows for a maximum building height of nine storeys, a nil setback from side and rear boundaries and either a nil or 2m setback from the street boundary. This scale is generally consistent with the draft Great Eastern Highway Urban Corridor Strategy which identifies the site as being appropriate for medium scale development up to 12 storeys in height. The draft Urban Corridor Strategy will need to be reviewed now that SPP 7.3 - Apartments has been gazetted and to ensure that it is consistent with this Strategy.

With the exception of the side and rear boundary setback provisions, the R-AC1 development requirements are considered appropriate for this Centre. Given that the Centre is located adjacent to low scale residential development, the rear and side boundary setback provisions should be amended to achieve an appropriate interface between the two forms of development.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, attribute to better passive surveillance

and has the potential to incentivise redevelopment of the Ascot 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 introduced 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 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 R-AC1 over land within the Ascot 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

Liaise with the Department of Planning Lands and Heritage to augment the R-AC1 minimum rear setback provisions contained within SPP 7.3 - Volume 2.

Action 1.5

Investigate the appropriate land use control mechanisms to ensure that residential development does not impact on the ability for convenience services to establish within the centre.

Action 1.6

Review the draft Great Eastern Highway Urban Corridor Strategy in light of SPP7.3 - Volume 1 and the recommendations and actions contained within this Strategy.



Figure 4: Proposed Zoning Investigations

Zoning and Residential Density Surrounding the Centre

Land surrounding the Centre to the north of Great Eastern Highway is predominantly zoned 'Residential' with a density code of R20. As part of the preparation of the Local Housing Strategy, the existing zoning and density codes surrounding the Centre will be reviewed.

The site on the opposite side of Coolgardie Avenue has been developed for a child care centre. Given this use is capable of approval in the 'Residential' zone, it is considered appropriate to retain the 'Residential' zoning.

128 Tibbradden Circle has an additional use over it (A12) which provides for a density bonus up to R40 subject to the development addressing noise attenuation requirements and providing a high standard of design. Through the preparation of the City's Local Housing Strategy, the City will investigate whether it is appropriate for this land to be coded R40.

Action 1.7

Review the zoning and density coding of land surrounding Ascot Local Centre through the preparation of the City's Local Housing Strategy.

2. Movement

The Ascot Local Centre is accessible by all modes of transport apart from train. Access to and from the Centre is supported by a legible road network and adequate parking facilities, making travel by private vehicle highly attractive. Walking and cycling is also available for surrounding residents, however Great Eastern Highway acts as a potential barrier. While existing uses within the Centre may not currently attract local residents by active modes of transport, this may in the future change. Therefore, it is important to ensure that high quality pedestrian and cyclist connections are provided.

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



Pedestrian and Cycling

Connections and Priority

Ascot Local Centre currently contains medical centres, offices, a shop, and consulting rooms. These tenancies don't provide a high level of convenience or services that would attract people to walk or cycle to the Centre and spend time within it.

While Ascot Local Centre's proximity to Great Eastern Highway provides excellent business exposure and convenient access for private vehicle users, it creates a barrier to walking and cycling for residents to the south of Great Eastern Highway. A signalised pedestrian crossing point is provided at the intersection of Great Eastern Highway and Coolgardie Avenue, however the lack of shelter and exposure to a high number of vehicle movements, creates a relatively unattractive environment for pedestrians and cyclists.

The current walking and cycling environment surrounding Ascot Local Centre is considered to be unattractive and unlikely to encourage walking and/or cycling as a viable mode of transport. The footpath adjacent to Great Eastern Highway is located immediately abutting the road carriageway resulting in an undesirable pedestrian environment. In addition, there are limited tree plantings providing cover from weather events (heat or rain) and no footpath is provided along the northern side of Bulong Avenue.

With regard to cycling infrastructure, there are currently no bicycle racks within the Centre or cycle lanes leading to the Centre.

The City's draft Great Eastern Highway Urban Corridor Strategy identifies a 'Landscape Zone' either side of Great Eastern Highway. These 'Landscape Zones' are intended to provide for safer and more comfortable pedestrian and cyclist infrastructure, including through the planting of trees, off street cycle lanes and safer footpaths protected by a landscape buffer from the carriageway. It is considered that components of the 'Landscape Zone', such as the planting of trees, could be implemented in the immediate future. This should be further investigated by the City.

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

- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Investigate a 40km/h speed limit on Bulong Avenue and Coolgardie Avenue to create a safer pedestrian orientated centre.
- For footpaths along Great Eastern Highway, the City should further investigate the 'Landscape Zone' recommendations of the draft Great Eastern Highway Urban Corridor Strategy.
- Investigate the construction of a footpath along Bulong Avenue.

Action 2.1

Investigate improvements to pedestrian and cycling priority within the Ascot Local Centre and advocate for increased priority for pedestrians and cyclists crossing Great Eastern Highway.

Action 2.2

Further investigate the recommendations of the draft Great Eastern Highway Urban Corridor Strategy for the 'Landscape Zone'.



Figure 5: Pedestrian and Cyclist Infrastructure

Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists locating points of interest, in this case Ascot 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 makes walking/cycling 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 the implementation of wayfinding measures at select locations within 200m of the Ascot Local Centre.



Public Transport

Ascot Local Centre is currently serviced by bus route 940 which connects the Centre to Redcliffe Station and Elizabeth Quay via Great Eastern Highway. A stop is located immediately across from the Local Centre on Great Eastern Highway for westbound bus services while the eastbound stop is located 150m to the north east. Therefore, the City should liaise with the Public Transport Authority to obtain support for an eastbound bus stop to be located within the Great Eastern Highway road reserve in front of the Centre.

The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in Centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Action 2.4

Investigate the potential for an eastbound bus stop to be located within the Great Eastern Highway road reserve adjacent to the Ascot Local Centre.

Action 2.5

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

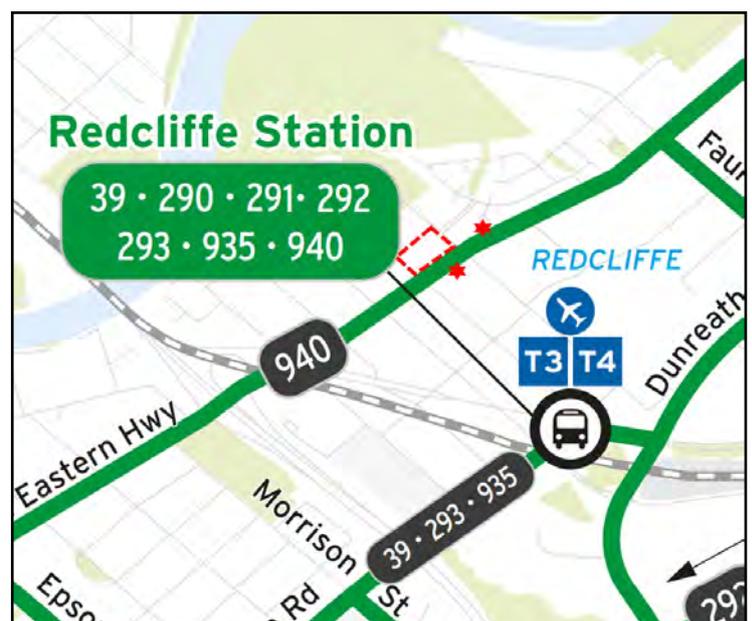


Figure 6: PTA Network Map (Bus Stops Identified by Red Star)

Private Vehicles and Road

Network

The road network servicing the Ascot Local Centre provides a high level of exposure. While vehicle movements are predominantly focused along Great Eastern Highway, no vehicle access is available directly from this road reserve. Rather, the site is accessed via crossovers from Bulong Avenue and Coolgardie Avenue.

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 investigating a 40km/h speed limit on Coolgardie Avenue and Bulong Avenue, planting additional trees within the road reserves, investigating additional pedestrian and cyclist crossing points particularly for Great Eastern Highway, and the construction of a footpath along Bulong Avenue. These measures will provide for the Centre to be accessed by private vehicles while also promoting the prioritisation of alternative modes of transport.

Action 2.6

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

Car Parking

The Ascot Local Centre is currently well supplied by off street car parking, which is located at the front of the Centre, adjacent to Great Eastern Highway. The overall parking supply appears to exceed the demand generated by the current land uses on site.

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. Given an adequate number of bays is provided on site, it is considered that a payment in lieu of parking plan is not required for the Ascot Local Centre.

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

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

Action 2.7

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

3. Place

The Ascot Local Centre currently contains a range of specialised and to a degree, complimentary land uses including Medical Centres, Offices, a shop (chemist) and Consulting Rooms. As a result of the Centre containing these specialised land uses, it does not provide convenience goods required to meet the day to day needs of the local community.

Buildings within the Ascot Local Centre are currently setback significantly from the surrounding road network. In addition, there is limited landscaping, footpath connectivity, public spaces for patrons to socialise, and the facade is dominated by vehicle parking.

The draft Great Eastern Highway Urban Corridor Strategy recommends that building setbacks be minimised to provide for active street frontages and the development of a public plaza within the Centre.



Land Use Permissibility

The Ascot Local Centre is currently zoned 'Mixed Use' under LPS 15 and is subject to the land use permissibility's contained within the Zoning Table. The majority of land uses that can be considered within the 'Mixed Use' zone are listed as 'D' Discretionary land uses, and currently require a development application to be considered by the City.

Recent amendments to the Regulations 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, are within the 'Commercial', 'Centre', or 'Mixed Use' zone, and meet the conditions listed in Table 1. The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability.

It may be appropriate for the City's future local planning scheme to maintain a Discretionary 'D' use class permissibility for typical activity centre land uses listed in SPP 4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone, the centre may be rezoned to 'Local Centre'. It is likely that the exemptions detailed 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 SPP4.2 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

Buildings within the Local Centre are currently set-back substantially from surrounding roads, with car parking dominating the street frontages. An area of road reserve currently exists between the car parking area and the Great Eastern Highway carriage-way.

In light of the above and due to the current land uses located within the Centre, there are very limited opportunities for street activation. The majority of tenancies within the Ascot Local Centre provide limited passive surveillance or street presence with services being internalised and glazing being obscured.

Future development within the Centre should be encouraged to have a minor setback to Great Eastern Highway, Bulong Avenue and Coolgardie Avenue and make provision for infrastructure (seating, drink fountains, bike racks, awnings) within the setback area as suggested by the draft Great Eastern Highway Urban Corridor Strategy. This will provide for consolidated vehicle access and car parking to be sleeved to the rear of the development.

In addition, the City should develop built form controls for local centres that require clear glazing, weather protection, clearly definable entry points and active street frontages. These built form provisions will allow for a high level of street activation to be achieved through future development.

Action 3.2

Ensure that future and existing development within the Centre provides for surveillance between buildings and public spaces.

Action 3.3

Ensure that future developments address all street frontages and makes provision for public realm improvements.

Action 3.4

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



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. Despite this, there is currently no public art located within the Ascot Local Centre.

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 blank wall surfaces.

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

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

Action 3.5

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

Action 3.6

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





City of Belmont

215 Wright Street, Cloverdale WA 6105

Locked Bag 379, Cloverdale WA 6985

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

City of Belmont

☎ 9477 7222

☎ (A/H) 9477 7224

✉ belmont@belmont.wa.gov.au

🌐 belmont.wa.gov.au



CITY OF BELMONT

Ascot Local Centre Actions



Actions & Implementation

Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate whether it is appropriate to rezone land within the Ascot Local Centre from 'Mixed Use' to 'Local Centre' through the preparation of a new local planning scheme.	Part 2 Ascot Local Centre Boundary and Zoning Page 5	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Investigate whether it is appropriate to introduce a residential density code of R-AC1 over land within the Ascot Local Centre.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3  5.4 5.7	State Planning Policy 7.3 - Residential Design Codes: Volume 2 - Apartments 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 Centre Page 6	 1.2 1.3  5.4 5.7	State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning
1.4	Liaise with the Department of Planning, Lands and Heritage to augment the R-AC1 minimum rear setback provisions contained within SPP 7.3 - Volume 2.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3  5.4 5.7	Local Housing Strategy	As part of Local Housing Strategy	Planning
1.5	Investigate the appropriate land use control mechanisms to ensure that residential development does not impact on the ability for convenience services to establish within the centre.	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

Actions & Implementation

Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.6	Review the draft Great Eastern Highway Urban Corridor Strategy in light of SPP 7.3 - Volume 1 and the recommendations and actions contained within this Strategy.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3  5.4 5.7	State Planning Policy 7.3 - Residential Design Codes: Volume 2 - Apartments State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning
1.7	Review the zoning and density coding of land surrounding the Ascot Local Centre through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 7	 1.3 1.4  5.4	State Planning Policy 4.2 - Activity Centres	As part of Local Housing Strategy	Planning

Actions & Implementation

Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate improvements to pedestrian and cyclist priority with the Ascot Local Centre and advocate for increased priority for pedestrians and cyclists crossing Great Eastern Highway.	Part 2 Pedestrian and Cycling Connections and Priority Page 9	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Great Eastern Highway Urban Corridor Strategy Streetscape Enhancement Strategy	Medium	Infrastructure Services Planning
2.2	Further investigate the recommendations of the draft Great Eastern Highway Urban Corridor Strategy for the 'Landscape Zone'.	Part 2 Pedestrian and Cycling Connections and Priority Page 9	 1.2  2.2  3.1	Great Eastern Highway Urban Corridor Strategy	Medium	Planning Infrastructure Services
2.3	Investigate the implementation of wayfinding measures at select locations within 200m of the Ascot Local Centre.	Part 2 Wayfinding Page 11	 2.2 2.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services
2.4	Investigate the potential for an eastbound bus stop to be located within the Great Eastern Highway road reserve adjacent to the Ascot Local Centre.	Part 2 Public Transport Page 11	 2.2-2.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services Public Transport Authority

Actions & Implementation

Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Ascot Local Centre.	Part 2 Public Transport Page 11	 2.1  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Infrastructure Services
2.6	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	State Planning Policy 4.2 - Activity Centres	Medium-Long	Infrastructure Services City Projects Planning
2.7	Investigate an appropriate car parking standard for land uses within the Ascot Local Centre.	Part 2 Car Parking Pge 12	 1.2  1.5  2.2  2.4  5.7	Planning and Development (Local Planning Scheme) Regulations 2015	Medium	Planning

Actions & Implementation

Ascot

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 SPP4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 14	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.2	Ensure that future and existing development within the Centre provides for surveillance between buildings and public spaces.	Part 2 Street Activation Page 15	 1.2-1.4  2.2	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Scheme) Regulations 2015	Ongoing	Planning
3.3	Ensure that future developments address all street frontages and makes provision for public realm improvements.	Part 2 Street Activation Page 15	 1.2-1.4  2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.4	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.	Part 2 Street Activation Page 15	 1.2-1.4  2.2  5.7	State Planning Policy 4.2 - Activity Centres Canopy Plan	Medium/Long	Planning Infrastructure Services

Actions & Implementation

Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.5	Investigate opportunities for public art to be located within Ascot Local Centre.	Part 2 Public Art Page 16	 1.2  4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium/On-going	Planning Culture and Place
3.6	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 16	 1.2  4.1	Local Planning Policy No. 11 - Public Art	Short	Planning