

# CITY OF BELMONT

## Activity Centre Planning Strategy - Belvidere Street







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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.

# Belvidere Street

Belvidere Street Neighbourhood Centre is located within the suburb of Belmont, fronting both sides of Belvidere Street between Leake Street and Somers Street (Figure 1). Belvidere Street Neighbourhood Centre has been operating as a commercial centre for over 50 years. The Centre currently contains approximately 2,958 square metres of retail commercial floorspace.

The Centre acts as a focal point for the surrounding community. A range of land uses located within the Centre offer a variety of goods and services including, an anchor supermarket, restaurant/cafes, specialty shops and medical services.

The built form of the Centre has remained largely unchanged since the 1980's, with limited growth in the total commercial floor area. The Centre presents opportunities to act as a vibrant hub for the surrounding residents.

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

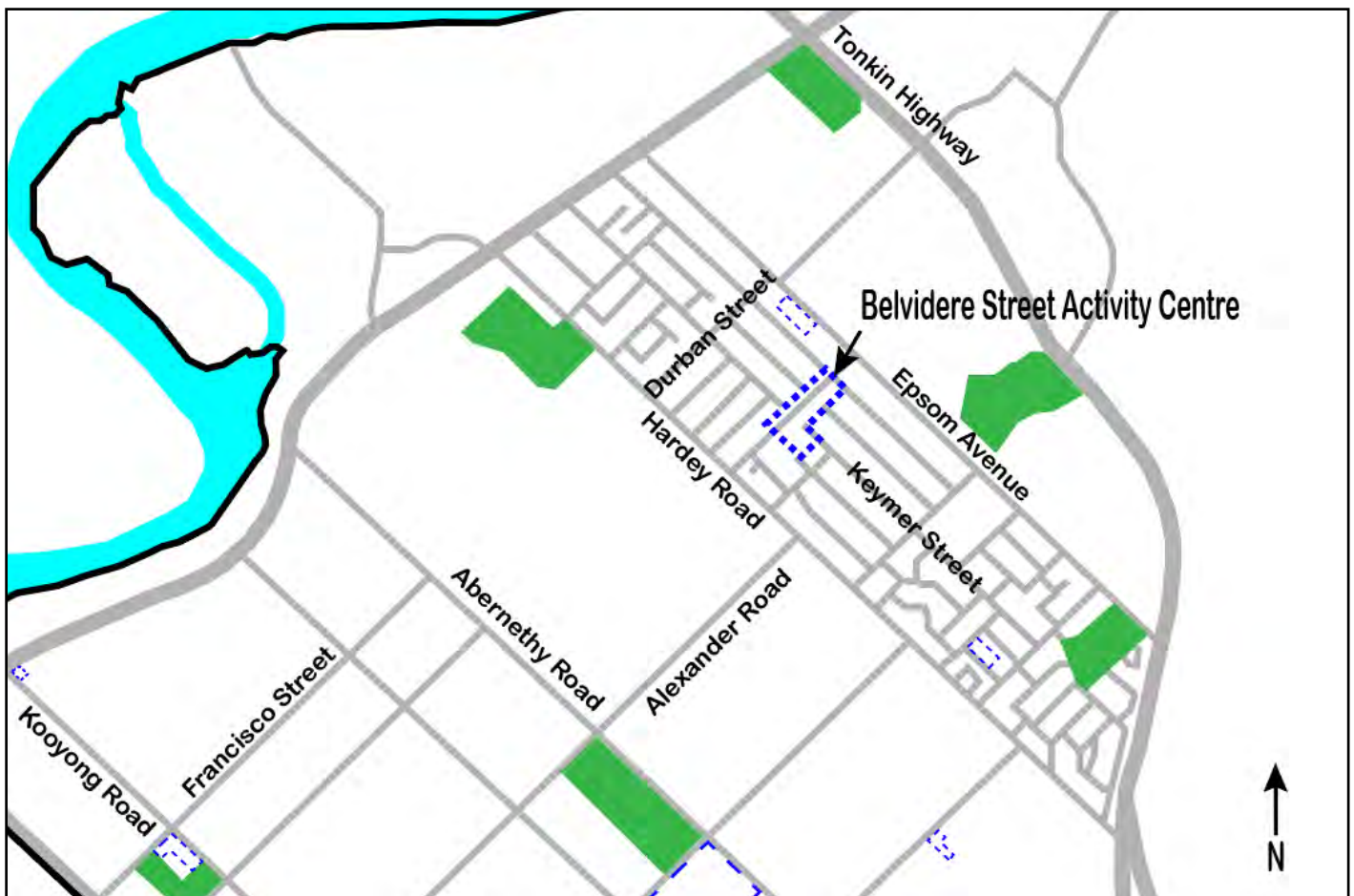


Figure 1: Belvidere Street Locality Map



# I. Centre Context

Land within the Centre is zoned ‘Special Development Precinct’ under Local Planning Scheme No. 15 (LPS 15), with no associated residential density coding. Surrounding land is zoned ‘Residential’ with a flexible residential density coding of R20/40.

The Centre presents a main street design, with shops and businesses fronting Belvidere Street. There are also seven houses presently located within the Belvidere Street Neighbourhood Centre. Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of apartment dwellings.

The immediate catchment area for Belvidere Street Neighbourhood Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). However it is likely that the total catchment area for the Centre would extend further than a 200m walkable catchment and include parts of the suburbs of Belmont and Redcliffe.



Figure 2: Belvidere Street Catchment





# Local Planning Policy No. 15 - Belvidere Street Main Street Precinct Design Guidelines

Local Planning Policy No. 15 contains provisions to guide development within the Belvidere Street Neighbourhood Centre. The provisions cover four key elements including:

- Urban context;
- Movement;
- Built form design; and
- Environmental design.

To date there has been no development undertaken within the Centre in accordance with the Design Guidelines.

Opportunities exist for consistent provisions to be established to guide development across all activity centres. These could be applied through an appropriate planning instrument, including:

- Local planning scheme provisions for the 'Centre' zones;
- Designated activity centre precinct planning;
- Detailed local development plan; and/or
- An activity centre local planning policy.

LPP 15 should be reviewed to determine the appropriateness of retaining this individual Local Planning Policy.

## Action 1.1

Review LPP 15 and determine whether it should be retained as an independent policy or whether the Centre could be subject to development provisions which are consistent across all activity centres and are contained within a relevant planning instrument.



## Belvidere Street Neighbourhood Centre Zoning

Belvidere Street Neighbourhood Centre is defined by the area zoned 'Special Development Precinct', as shown in Figure 3. A Retail Needs Assessment (RNA) prepared for this Strategy indicates the need for an additional 600 square metres of retail commercial floor area within the Centre. It is considered that the additional floor area can be accommodated within the existing boundaries of the Centre. As a result, no change is proposed to the current Centre boundary.

The Belvidere Street Neighbourhood Centre is the only neighbourhood centre in the City where land is not zoned 'Commercial' and is instead zoned 'Special Development Precinct'. The 'Special Development Precinct' zone provides for the development of residential precincts. Whilst these precincts can contain retail and commercial uses that are compatible with residential development, this zone is not considered to be the most appropriate zoning for a neighbourhood centre.

'Special Development Precinct' is also not a standard Model Provision zone through the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations).

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 to zone the centre 'Neighbourhood Centre' through the preparation of a new local planning scheme.

Local Planning Scheme No. 15 specifies that development within the Belvidere Main Street Precinct is to be consistent with Local Planning Policy No. 15 - Belvidere Street Main Street Precinct Design Guidelines. The Policy will need to be reviewed in light of modifications to the planning framework.

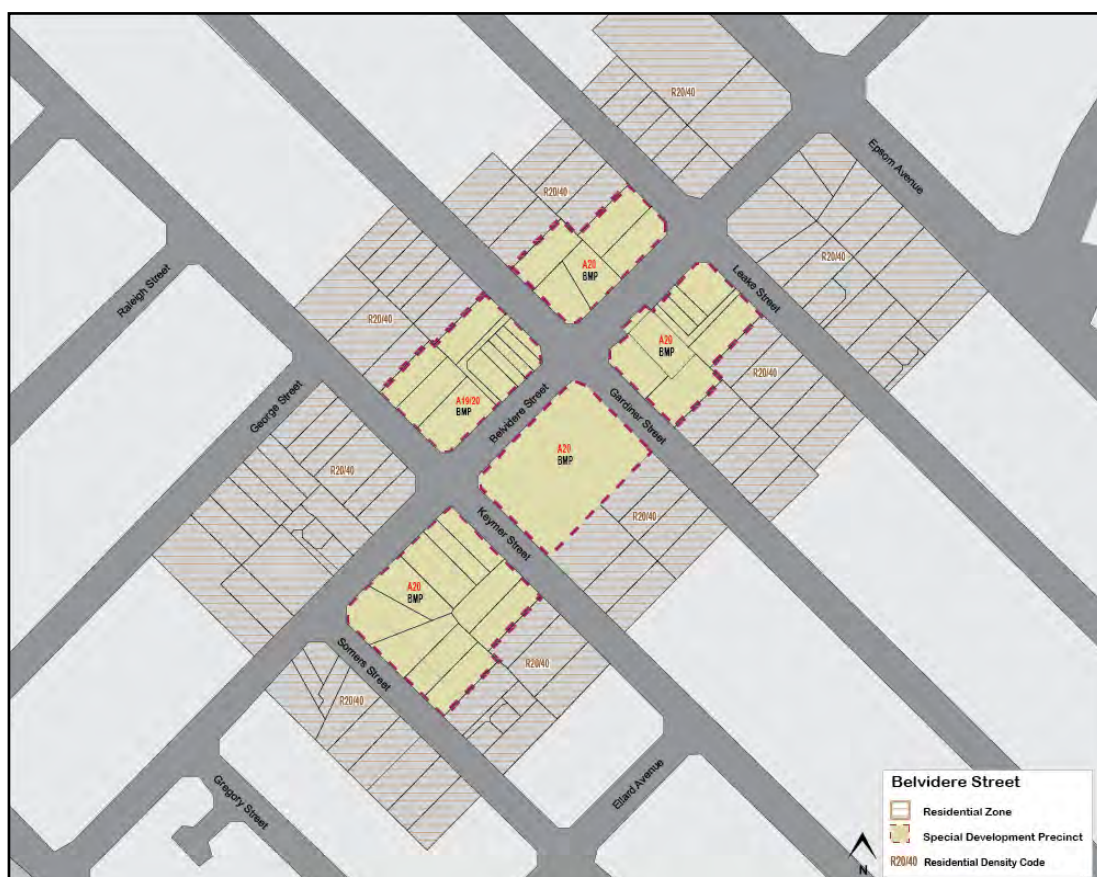


Figure 3: Existing Belvidere Street Neighbourhood Centre Zoning

### Action 1.2

Investigate whether it is appropriate to modify the 'Special Development Precinct' zone to 'Neighbourhood Centre' for the Belvidere Street Neighbourhood Centre.

### Action 1.3

Investigate whether it is appropriate to modify Local Planning Policy 15 to remove reference to the 'Special Development Precinct' zone.



# Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. Local Planning Policy No. 15 encourages residential development within the Centre, above commercial land uses located on the ground floor. The Policy currently provides for a maximum building height of 5 storeys within the Centre.

Despite the guidance listed in Local Planning Policy No. 15, no residential development has been undertaken in accordance with the Policy. Whilst there is existing low density residential development within the Centre, this was constructed prior to the Policy being introduced for the precinct.

It is appropriate for all land that can provide for residential development to be subject to an associated density coding. Given Local Planning Policy No. 15 sets out appropriate development controls, an R-AC0 density coding may be appropriate. Alternatively, following a review of Local Planning Policy No. 15, an R-AC4 density code could be applied to land within the Centre to be consistent with the density code of other neighbourhood centres. It is recommended that a future density code is explored in more detail through the preparation of a new local planning scheme, having regard to the views of the community.

To ensure that residential development does not occur in a manner that erodes the intent of the Centre in providing convenience services to the community, appropriate controls should be introduced within

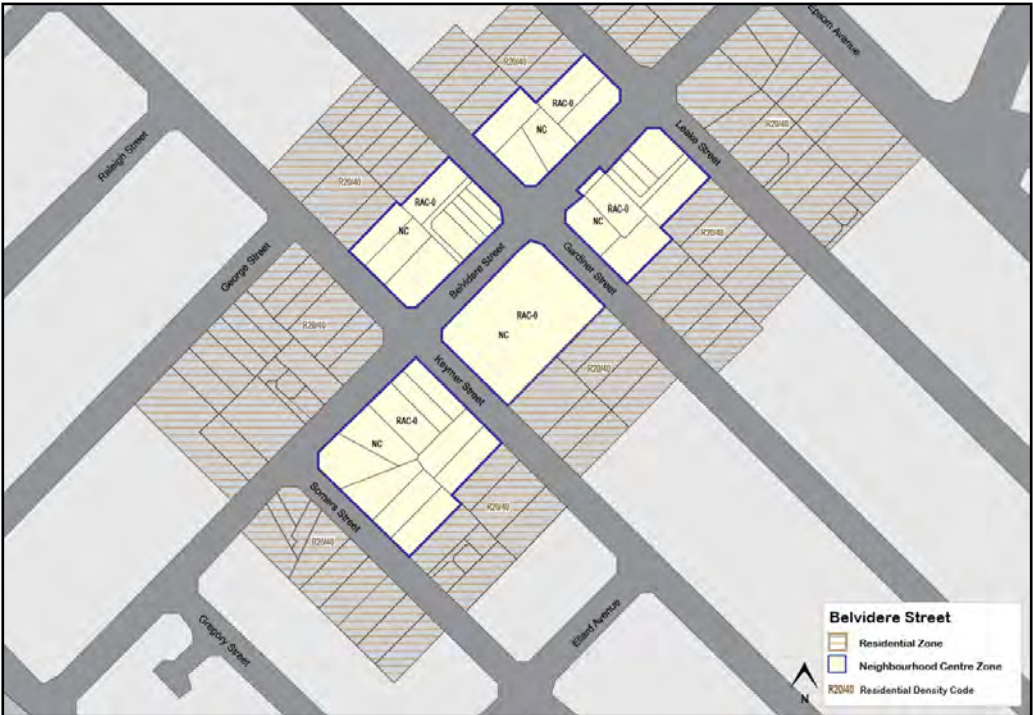
the local planning framework. This may include limiting residential development on ground floors and requiring the provision for a commercial component in any redevelopment proposal.

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 1.4**  
Investigate whether it is appropriate to introduce a residential density code of R-AC0 or R-AC4 over land within the Belvidere Street Neighbourhood Centre.

**Action 1.5**  
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 1.6**  
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

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

The RNA prepared to inform the Strategy modeled 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 10% 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 modeled density will occur within the foreseeable future.

Despite the above, a potential increase in the surrounding residential density should be explored in more detail through the preparation of the City's Local Housing Strategy and following further engagement with relevant stakeholders.

### Action 1.7

Investigate increasing the density coding of land surrounding Belvidere Neighbourhood Centre through the preparation of the City's Local Housing Strategy.





## 2. Movement

The Centre has been developed as a main street, with development addressing Belvidere Street on both sides of the road. The Centre is universally accessible by all modes of transport, including a high frequency bus route running along Belvidere Street.

State Planning Policy 4.2 - Activity Centres (SPP4.2) 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 access can be improved.





# Pedestrian and Cycling

## Connections and Priority

The Centre contains a central median area, designated pedestrian crossing points (provided through breaks in raised median sections) and large footpath/verge areas. Despite this and the main street style development pattern, pedestrian and cyclist access and movement is inhibited by the current private vehicle dominance.

Limited priority is given to pedestrians and cyclists through the current road layout, with only one clear pedestrian crossing point which is constructed in alternative materials and colours to the road. There are also limited trees to shade paths within the Centre, however awnings associated with businesses do provide for a level of protection for pedestrians. Pedestrian connections to the surrounding residential areas are provided through the existing footpath network on Belvidere Street, Somers Street, Keymer Street, Gardiner Street, Leake Street, and Epson Avenue.

There are no current cycling lanes or cyclist priority measures within or surrounding the Centre.

SPP4.2 recommends that pedestrians and cyclists be prioritised within activity centres. Several opportunities exist to increase pedestrian and cyclist priority within key areas of the Centre.

The City's Integrated Movement Strategy 'Belmont on the Move' recommends the following in relation to the Centre:

- Modify street treatments to assist pedestrians crossing Belvidere Street.
- Revise the road treatment at the intersection of Belvidere Street and Gardiner Street to improve pedestrian access, including shade trees.
- Investigate the potential for a 'Safe Active Street' to be incorporated along Leake Street, connecting Belmay Primary School to Great Eastern Highway.
- Improve cycle parking in the Centre with the provision of secure cycle parking facilities.
- Introduce pedestrian priority infrastructure in the form of zebra crossings at the roundabout intersecting Belvidere Street and Keymer Street.

- Seek the implementation of a 40km/h speed limit within the Belvidere Street Neighbourhood Centre, along with appropriate entrance treatments, local area traffic management and signage.

In addition, the City should investigate further measures to prioritise pedestrian and cyclist movement including the following as visualised by Figure 5:

- Providing a continuous high quality shared surface main street environment with generous uncluttered footpaths providing sufficient space for alfresco seating and pedestrian movement.
- Ensuring pedestrian safety is a priority for new developments.
- Pedestrian and cyclist friendly road geometry, including tight radii of street corners to slow traffic.
- Street furniture being included within designated locations including cycle racks.
- The continuation and formalisation of the public accessway (currently within the IGA building).
- Providing regular tree planting along the median and footpath to provide pedestrian shade and shelter.

The City of Belmont should also investigate the potential for additional traffic calming measures along Belvidere Street such as the painting of the road surface. This measure will not only create a safer pedestrian environment, but also contribute toward the provision of public art within the centre.

### Action 2.1

Investigate the implementation of recommendations made by 'Belmont on the Move' in relation to the Belvidere Street Neighbourhood Centre.

### Action 2.2

Investigate improvements to pedestrian and cyclist priority within the Belvidere Street Neighbourhood 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 Belvidere Street Neighbourhood 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.

'Belmont on the Move' details that there are currently limited wayfinding measures for the Centre in addition to street treatments which could be improved upon. This hinders the public's knowledge regarding access to the site and where to locate services such as buses.

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 Belvidere Street Neighbourhood Centre.





# Public Transport

High frequency bus route 935 runs along Belvidere Street and provides a connection to Belmont Town Centre, Perth Airport, Perth CBD and surrounding suburbs.

The level of service and connectivity provided by route 935 makes travel via bus a relatively convenient and attractive mode of transport. The Centre is directly serviced by two bus stops as visualised by Figure 6.

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.

Users may also look to combine trips for example a trip to work in the CBD combined with a shopping trip to Belvidere Street Neighbourhood Centre.

## Action 2.4

Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belvidere Street Neighbourhood Centre.

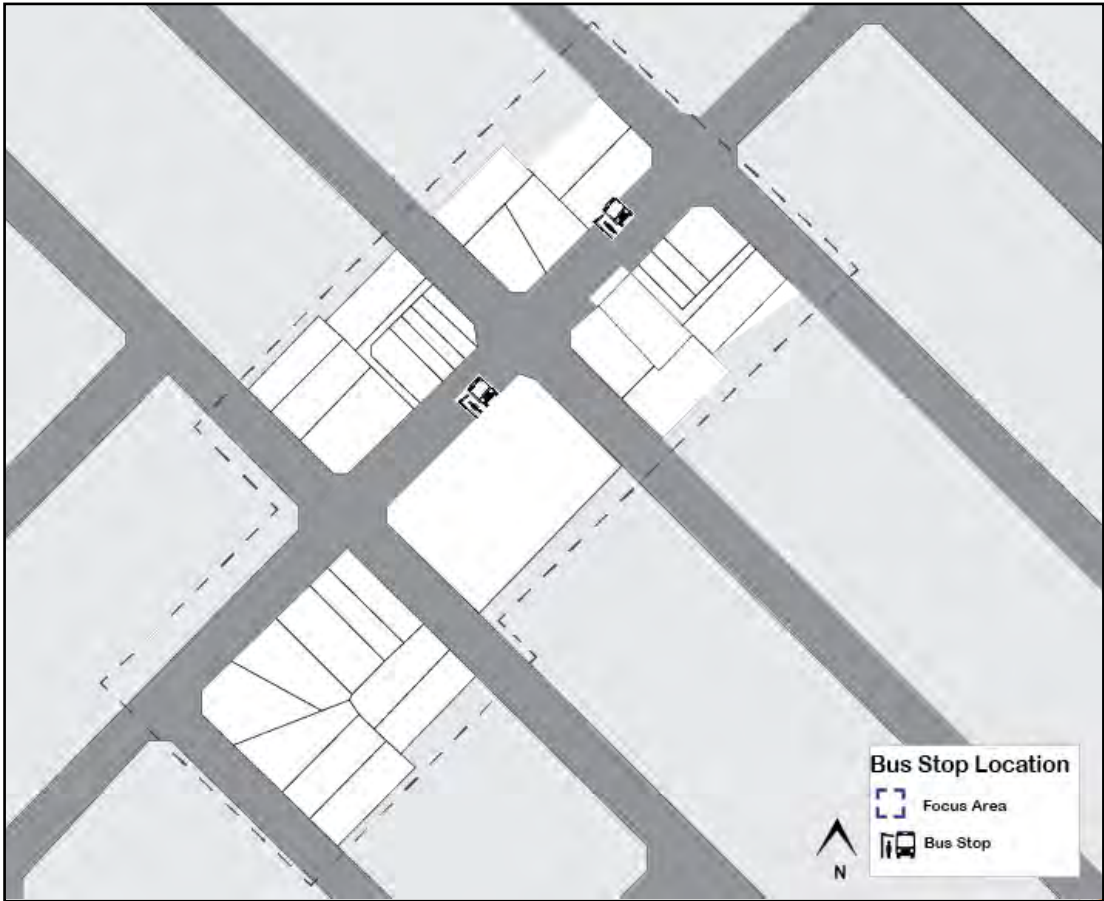


Figure 6: Bus Stop Location



## Private Vehicles and Road Network

The Centre is focussed on Belvidere Street, however a number of roads border and run through the Centre. Somers Street currently forms the southern border, with Gardiner Street running through the centre of Belvidere Street and Leake Street forming the northern border.

While the intent of contemporary activity centre planning (as mentioned in SPP4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres.

The road network and design within the Centre should reflect the intended prioritisation of pedestrian, cycling and public transport modes detailed in SPP4.2.

‘Belmont on the Move’ details potential changes to the road network within the Centre including:

- The implementation of a 40km/h speed limit.
- Appropriate entrance treatments, local area traffic management and signage.
- Modifying the road treatment at the intersection of Belvidere Street and Gardiner Street.

LPP15 also provides guidance on recommended road network modifications, including:

- The redevelopment of Belvidere Street, between Gardiner Street and Keymer Street, as a continuous shared space with a focus on pedestrian priority.
- Narrowing of roads in order to calm traffic within Belvidere Street Neighbourhood Centre.
- Limiting the number of crossovers and parking areas with direct access to Belvidere Street.

The recommendations made and their viability should be investigated as part of a future streetscape enhancement project.

### Action 2.5

Review the recommendations of ‘Belmont on the Move’ and LPP15 and implement the appropriate road network modifications.





## Car Parking

There is currently both public and private car parking within and surrounding Belvidere Street Neighbourhood Centre, including:

- Embayed parallel parking bays on Belvidere Street, Gardiner Street and Keymer Street;
- 90 degree parking bays on the north-western side of Belvidere Street;
- 45 degree angled parking bays along the south-eastern side of Belvidere Street; and
- Private car parking is located to the rear of several lots for visitor and employee use.

‘Belmont on the Move’ recommends that a range of parking restrictions be implemented for car parking within the Centre. The introduction of parking restrictions is intended to increase turnover of vehicles within close proximity to activity centres, therefore increasing the availability of parking for consumers. In addition, with the high frequency 935 bus route running through the Centre, it is reasonable for the City to look to deter long term commuter parking within the Centre.

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.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses within the Belvidere Street Neighbourhood 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 and provision of on-street public parking. 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 Belvidere Neighbourhood Centre.

### Action 2.7

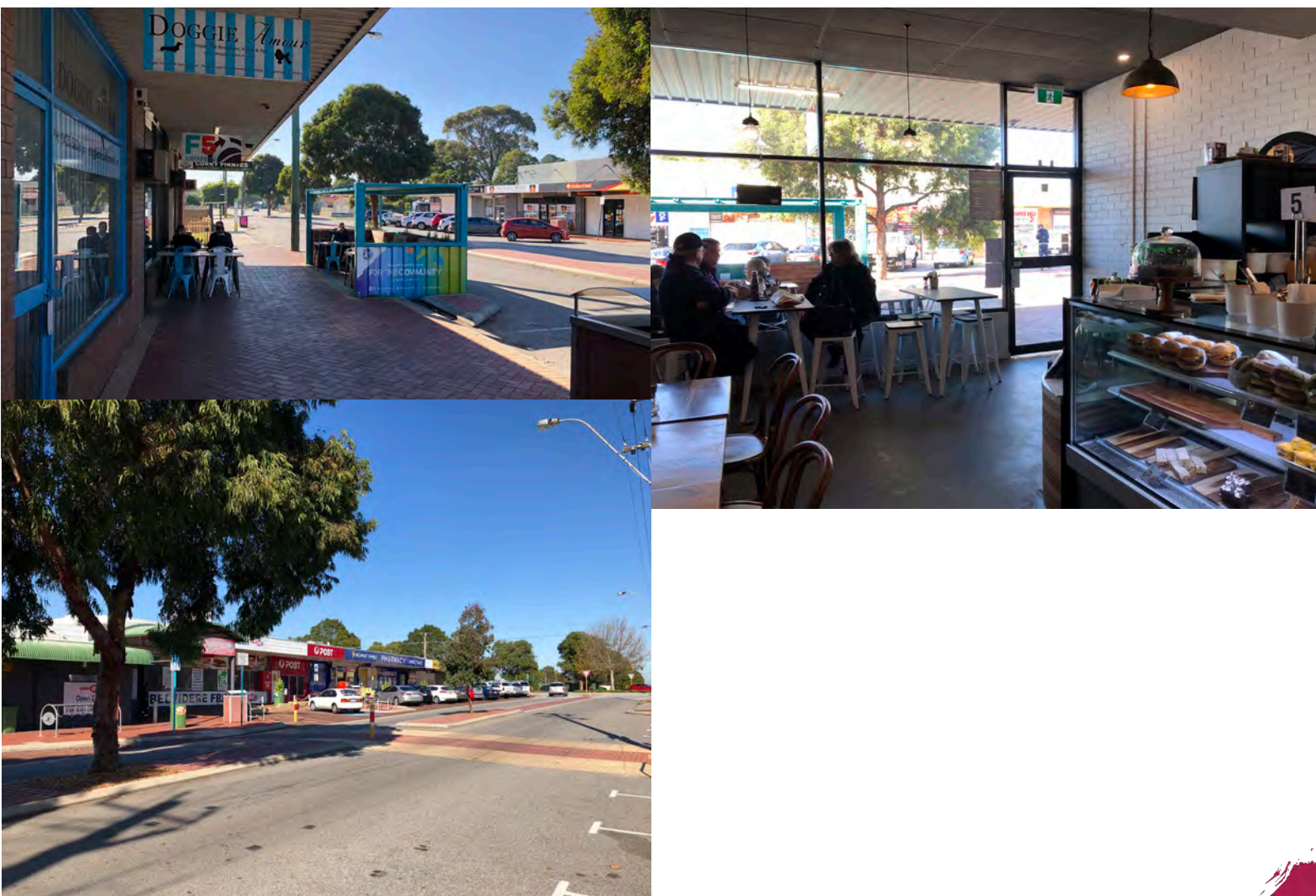
Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belvidere Neighbourhood Centre.

### 3. Place

The Belvidere Street Neighbourhood Centre is characterised by a diverse range of land uses which serve the local catchment area. The mix of land uses allows for patrons to visit a range of businesses within a single trip.

Despite the land use mix and activity generated, there are currently limited meeting places located within the Centre. Increasing the number of meeting places will assist in realising Belvidere Street Neighbourhood Centre as an energetic, attractive, and viable neighbourhood centre as predicted by the RNA.

Public art and an increased sense of place has developed within the centre overtime, however opportunities exist for the sense of place within the Belvidere Street Neighbourhood Centre to be further enhanced. Opportunities include improvements to the public realm and working with the Belvidere Street Interest Group to develop a sense of place through community events and active involvement in shaping the future of the Centre.





# Land Use Permissibility

Belvidere Street Neighbourhood Centre is currently the only activity centre within the City zoned 'Special Development Precinct'. As a result, the land use permissibility detailed in the Zoning Table of LPS 15 differs to that of other activity centres within the City. In addition, Schedule No. 2 - Additional Use No. 20 listed within LPS15 allows a number of land uses to be considered as discretionary 'D' land uses within the Centre.

This ACPS recommends that land within the Belvidere Street Neighbourhood Centre be investigated to be rezoned to 'Neighbourhood Centre'. Land uses listed in LPS 15 should be reviewed to achieve consistency with the Planning and Development (Local Planning Schemes) Regulations 2015 Deemed Provisions for Local Planning Schemes where possible.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It is considered appropriate to retain the 'D' use class permissibility over appropriate land uses within the 'Commercial' zone as this reduces any potential impacts associated with land uses, whilst still providing landowners with a level of flexibility. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with Centre zones, this strategy proposes to investigate zoning land within the centre 'Neighbourhood Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Centre' zones.

## Action 3.1

Review land uses listed in LPS 15 to achieve consistency with the Planning and Development (Local Planning Schemes) Regulations 2015 Deemed Provisions for Local Planning Schemes where possible.

## Action 3.2

Apply a 'D' permissibility for typical activity centre land uses listed in SPP 4.2.

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

Belvidere Street Neighbourhood Centre operates as a well-established main street neighbourhood centre, with activity generated by commercial frontages, bus stop facilities, and on-street car parking.

Existing businesses within Belvidere Street Neighbourhood Centre generate consistent and steady activity, with both a day and night time economy. The majority of shop frontages typically contain definable entry points and awnings to the footpath. However, numerous tenancies within the Centre contain signage or rollershutters which cover the windows, thereby limiting surveillance.

A lack of formalised public spaces results in people spending relatively short amounts of time within the Centre. Limited alfresco dining options are currently present within the Centre, with the exception of F5 Coffee Co.

Opportunities exist to improve street activation within the Centre through consistent built form design. As development occurs, it will be assessed against LPP15 or another planning instrument which will require surveillance between buildings and the street and public spaces.

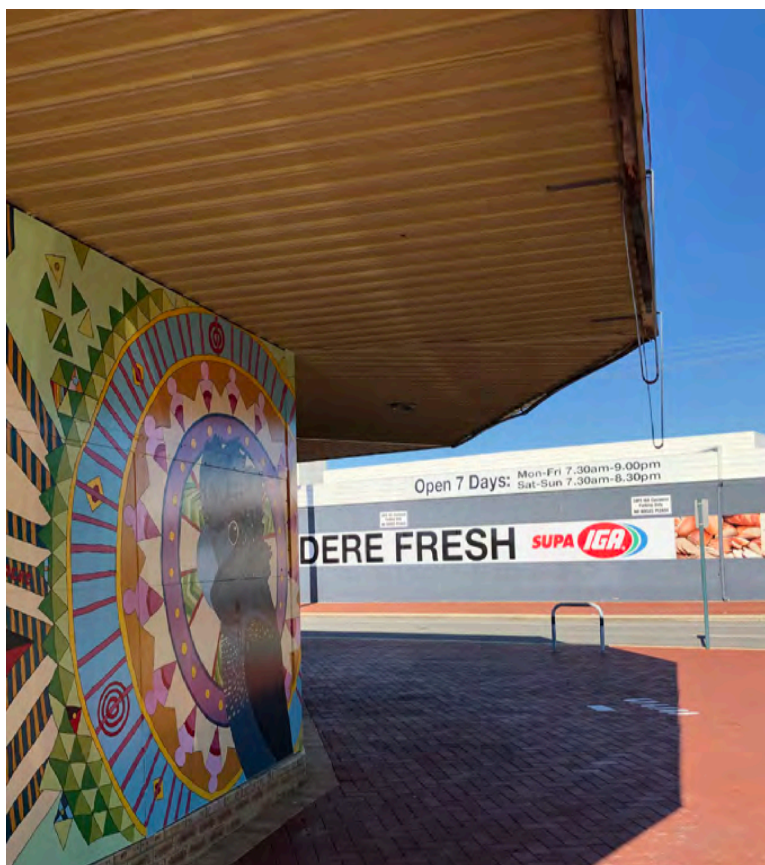
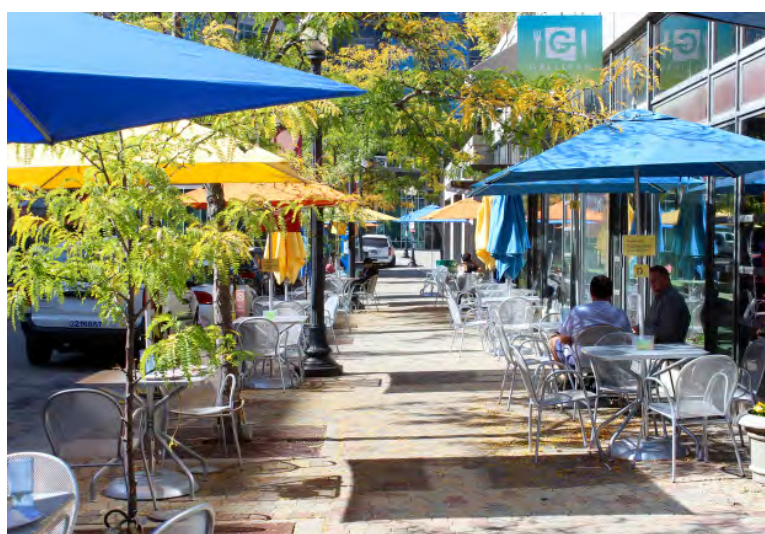
The City should also explore opportunities to improve activity within the Centre through engagement with local businesses and the Belvidere Street Interest Group.

## Action 3.3

Ensure that future development within the Centre provides for surveillance between buildings and public spaces in accordance with the relevant planning instrument.

## Action 3.4

Liaise with landowners and consider the appropriate mechanism to facilitate public spaces as part of any redevelopment.





## Streetscape Enhancement

The Centre contains commercial tenancies fronting both sides of Belvidere Street. The main street design of the Centre provides opportunity for enhancements to the streetscape.

LPP15 details a concept plan for the overall Centre boundary, which includes improvements to Belvidere Street. The concept plan can be seen as Figure 8 overleaf. Streetscape enhancements recommended in LPP15 include:

- A continuous high quality shared surface main street environment.
- Regular tree planting along the median and footpath paving.
- Bus stop shelter and seating located east and west of the main street.
- Street furniture including seating, cycle racks, public art and bins in convenient locations.
- Integrated water sensitive urban design (WSUD).

### Action 3.5

Investigate opportunities to improve the public realm within the Belvidere Neighbourhood Centre.



## Urban Open Space

LPP15 designates the development of a new 'community square' to be located within the existing Belvidere Street IGA site, see number 2 on Figure 8. The proposed community square appears to be located within the extent of a private lot, making the implementation and development of this public space difficult and reliant on external factors. Given this, the City should investigate the establishment of a public space/community square within the large verge area at the intersection of Belvidere Street and Gardiner Street.

A public space at the intersection of Belvidere Street and Gardiner Street will provide a centrally located area which is wholly within the City's land. The City should investigate this area containing public seating, shade trees/landscaping, grassed area for recreation and the ability for local businesses to utilise the area for alfresco dining or sale of goods.

### Action 3.6

Investigate the development of an urban open space at the intersection of Belvidere Street and Gardiner Street.







**Figure 8: LPP 15 Concept Plan**

## Public Art

There is currently one public art mural within Belvidere Street Neighbourhood Centre. The mural was painted on a previously blank facade of a commercial tenancy located at the intersection of Belvidere Street and Gardiner Street.

Public art is a vital part of the public realm as it assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than \$4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include blank wall surfaces and the road pavement.

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

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

### Action 3.7

Investigate opportunities for public art to be located within Belvidere Street Neighbourhood Centre.

### Action 3.8

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

## Community Groups

Belvidere Street Interest Group is a community group containing community members and business owners.

The City currently liaises when necessary with the group, as well as engaging with the group upon request. The City should continue to support the groups operation and growth and collaborate with them where possible in shaping the future of the Belvidere Street Neighbourhood Centre.

### Action 3.9

Continue to liaise with and involve Belvidere Street Interest Group in matters relating to Belvidere Street Neighbourhood Centre.







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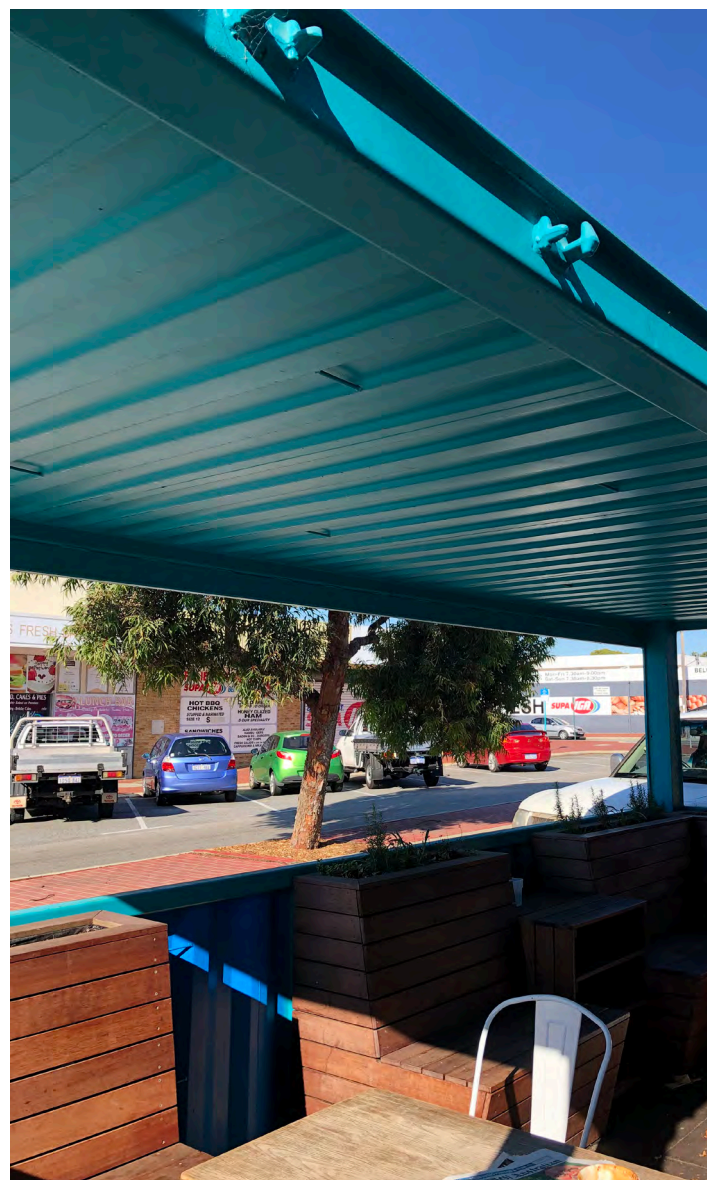
## Community Events

The City has previously been involved in the delivery of community events within Belvidere Street neighbourhood centre, most notably the Belvidere Street Party. Such events assist in creating a sense of place and local community.

As detailed previously, the RNA outlines the potential for Belvidere Street Neighbourhood Centre to become an energised, attractive and viable neighbourhood centre. To assist in realising this potential and developing a strong sense of community, the City of Belmont should investigate and support future events within the Belvidere Street Neighbourhood Centre by working with the Belvidere Street Interest Group.

### Action 3.10

Investigate and support future events within the Belvidere Street Neighbourhood Centre.







## City of Belmont

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Activity Centre Planning Strategy



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CITY OF BELMONT







# Belvidere Street Neighbourhood Centre

Actions



# Actions & Implementation








## Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Review LPP 15 and determine whether it should be retained as an independent policy or whether the Centre could be subject to development provisions which are consistent across all activity centres and are contained within a relevant planning instrument.	Part 2 Local Planning Policy No. 15 Page 5	 1.2 1.3 1.4  5.7	Local Planning Policy 15.	Short	Planning
1.2	Investigate whether it is appropriate to modify the 'Special Development Precinct' zone to 'Neighbourhood Centre' for the Belvidere Street Neighbourhood Centre.	Part 2 Belvidere Street Neighbourhood Centre Zoning Page 6	 1.2 1.3 1.4	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.3	Investigate whether it is appropriate to modify Local Planning Policy 15 to remove reference to the 'Special Development Precinct' zone.	Part 2 Belvidere Street Neighbourhood Centre Zoning Page 6	 1.2 1.3 1.4	Local Planning Scheme No. 15. Local Planning Policy 15.	Short	Planning
1.4	Investigate whether it is appropriate to introduce a residential density code of R-AC0 or R-AC4 over land within the Belvidere Street Neighbourhood Centre.	Part 2 Residential Density Within the Centre Page 7	 1.3 1.4  5.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	As part of Local Housing Strategy	Planning











# Actions & Implementation

## Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.5	As part of the preparation of a new Local Planning Scheme investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 7	 1.1  5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5	Short	Planning
1.6	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Centre Page 7	 1.2 1.3 1.4  4.1  5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning
1.7	Investigate increasing the density coding of land surrounding Belvidere Street Neighbourhood Centre through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	 1.3  5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	As part of the Local Housing Strategy	Planning

# Actions & Implementation









## Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate the implementation of recommendations made by 'Belmont on the Move' in relation to the Belvidere Street Neighbourhood Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.2 1.5  2.1-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short/Medium	Planning Infrastructure Services
2.2	Investigate improvements to pedestrian and cyclist priority within the Belvidere Street Neighbourhood Centre.	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 Belmont on the Move Streetscape Enhancement Strategy	Medium	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at select locations within 200 metres of Belvidere Street Neighbourhood Centre.	Part 2 Wayfinding Page 11	 2.1-2.3  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Planning Infrastructure Services
2.4	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belvidere Street Neighbourhood Centre.	Part 2 Public Transport Page 12	 2.1& 2.4  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short	Infrastructure Services














# Actions & Implementation

## Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.5	Review the recommendations of 'Belmont on the Move' and LPP15 and implement the appropriate road network modifications.	Part 2 Private Vehicles and Road Network Page 13	 1.2 1.5  2.2-2.4	Belmont on the move Local Planning Policy 15	Medium	Infrastructure Services
2.6	Investigate an appropriate car parking standard for land uses within the Belvidere Neighbourhood Centre.	Part 2 Car Parking Page 14	 1.2 & 1.5  2.2 2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belvidere Neighbourhood Centre.	Part 2 Car Parking Page 14	 1.2 & 1.5  2.2 2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning Infrastructure Services

# Actions & Implementation













## Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Review land uses listed in LPS 15 to achieve consistency with the Planning and Development (Local Planning Schemes) Regulations 2015 Deemed Provisions for Local Planning Schemes where possible.	Part 2 Land Use Permissibility Page 16	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Apply a 'D' permissibility for typical activity centre land uses listed in SPP 4.2.	Part 2 Land Use Permissibility Page 16	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.3	Ensure that future development within the Centre provides for surveillance between buildings and public spaces in accordance with the relevant planning instrument.	Part 2 Street Activation Page 17	 1.2-1.4  2.2	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.4	Liaise with landowners and consider the appropriate mechanism to facilitate public spaces as part of any redevelopment.	Part 2 Street Activation Page 17	 1.2&1.4  3.4  5.7	Place Making Strategy State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Culture and Place
3.5	Investigate opportunities to improve the public realm within the Belvidere Neighbourhood Centre.	Part 2 Streetscape Enhancement Page 19	 1.2-1.4  2.2-2.4  5.7	State Planning Policy 4.2 - Activity Centres Canopy Plan	Medium/Long	Planning Infrastructure Services



# Actions & Implementation

## Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.6	Investigate the development of an urban open space at the intersection of Belvidere Street and Gardiner Street.	Part 2 Urban Open Space Page 19	 1.2  1.3 3.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services Culture and Place
3.7	Investigate opportunities for public art to be located within Belvidere Street Neighbourhood Centre.	Part 2 Public Art Page 21	 1.2  4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium/On-going	Planning Culture and Place
3.8	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 21	 1.2  4.1	Local Planning Policy No. 11 - Public Art	Short	Planning
3.9	Continue to liaise with and involve Belvidere Street Interest Group in matters relating to Belvidere Street Neighbourhood Centre.	Part 2 Community Groups Page 21	 1.2  5.1 5.5	Place Making Strategy	Ongoing	Planning Culture and Place
3.10	Investigate and support future events within the Belvidere Street Neighbourhood Centre.	Part 2 Community Events Page 22	 1.2-1.4  4.1 5.7  5.1 5.5	Place Making Strategy	Short/Ongoing	Culture and Place