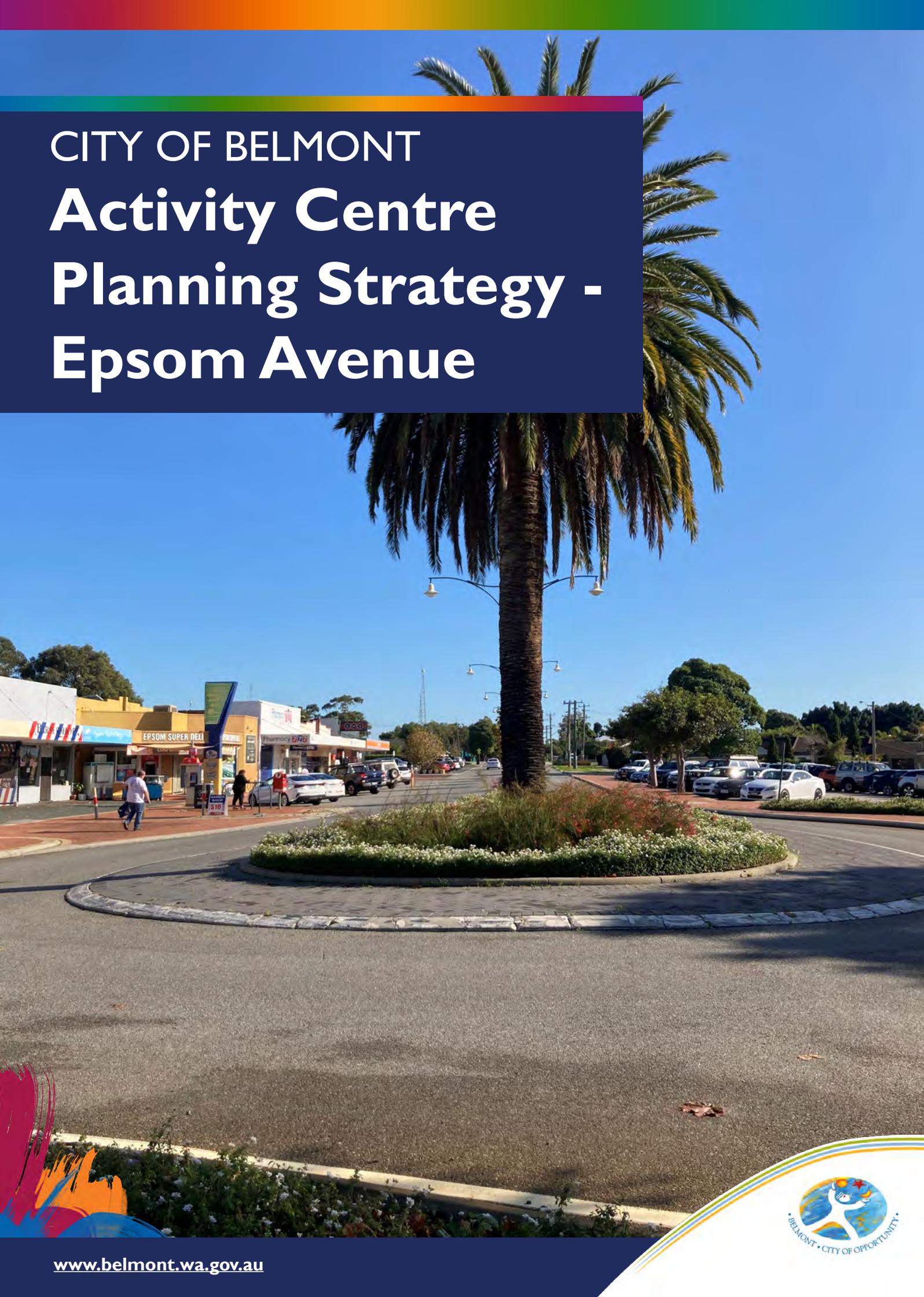


CITY OF BELMONT Activity Centre Planning Strategy - Epsom Avenue





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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.

Epsom Avenue

The Epsom Avenue Local Centre is located in the suburb of Belmont approximately 1km from Perth Airport and 10km from the Perth CBD (Figure 1). The Centre has been operating since the 1950's and currently contains 1,205m² of retail floor space.

The Centre is roughly divided into two segments with one portion containing buildings directly fronting Epsom Avenue, and the second half containing tenancies further setback from Epsom Avenue with car parking located out the front (see aerial image below). Apart from the two-storey Trainwest building, the Centre comprises of single storey development.

There are a range of businesses located within the Centre which offer a variety of goods and services to the community including a deli, pharmacy, fish and chips shop, dentist, medical centre, real estate office, and an educational establishment. The Centre presents opportunities to act as a vibrant hub for surrounding residents through alfresco dining, public art and community spaces.

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



Figure 1: Epsom Avenue 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 a flexible residential density code of R20/40.

Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of apartment dwellings.

The immediate catchment area of Epsom Avenue Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). A number of dwellings within this catchment area are also within the catchment area associated with the Belvidere Street Neighbourhood Centre.



Figure 2: Epsom Avenue Catchment



Epsom Avenue Local Centre Boundary and Zoning

Epsom Avenue Local Centre is defined by the area zoned 'Commercial' as shown in Figure 3. A Retail Needs Assessment (RNA) prepared to inform this Strategy suggests that retail floorspace within the Epsom Avenue Local Centre should be maintained at its current size being 1,200m². Therefore, no changes are proposed to the Centre boundary.

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 whether it is appropriate to apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.

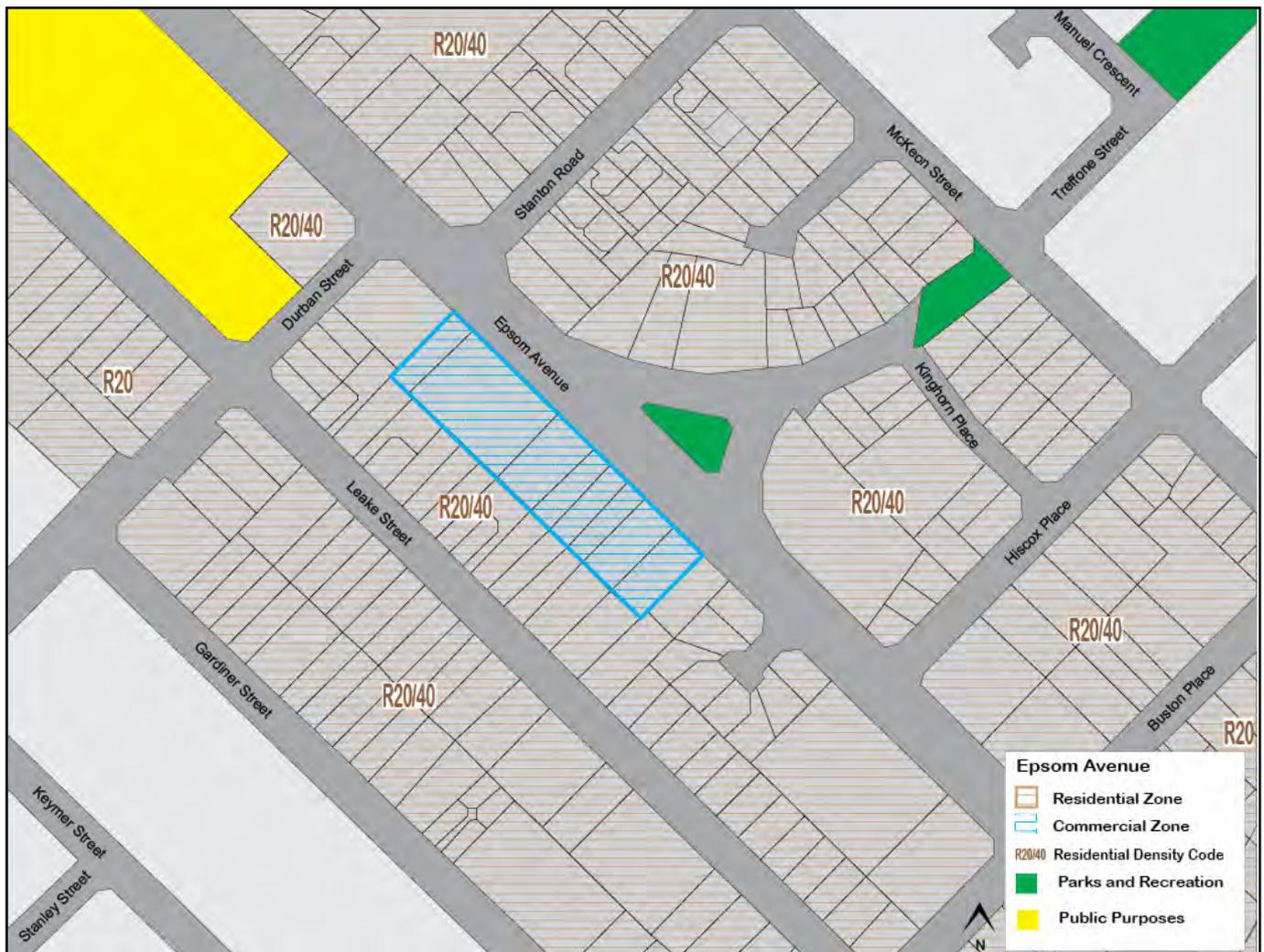
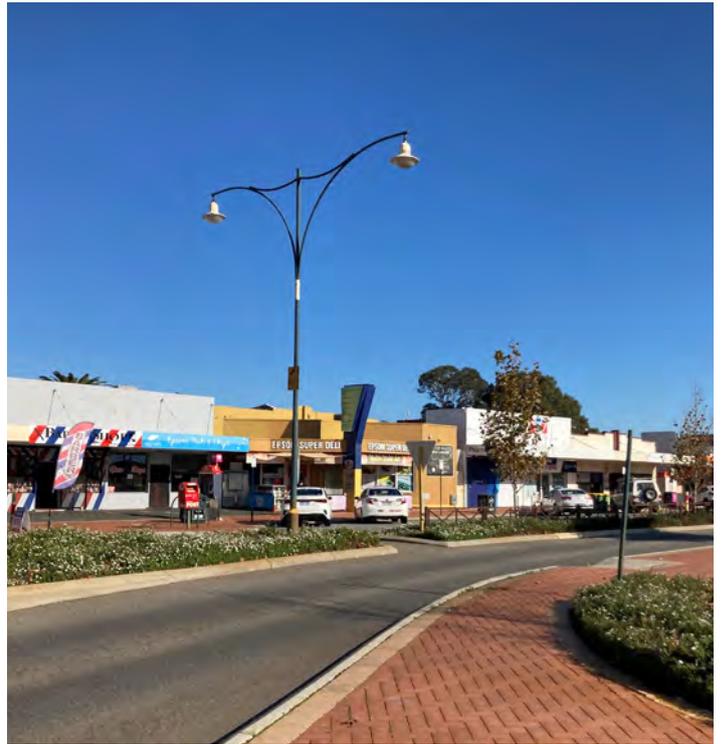


Figure 3: Existing Epsom Avenue Local Centre Zoning

Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also currently 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, a residential density code of R60 may be appropriate (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 storey's, a front setback of 2m, and side and rear setbacks of 3m. This scale is considered to integrate well with the surrounding R20/40 coded land which can develop to a height of 2 storey's.

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 Epsom Avenue 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, the City should investigate introducing appropriate controls within the local planning framework. This may include limiting residential development on ground floors and providing 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 R60 over land within the Epsom Avenue 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.

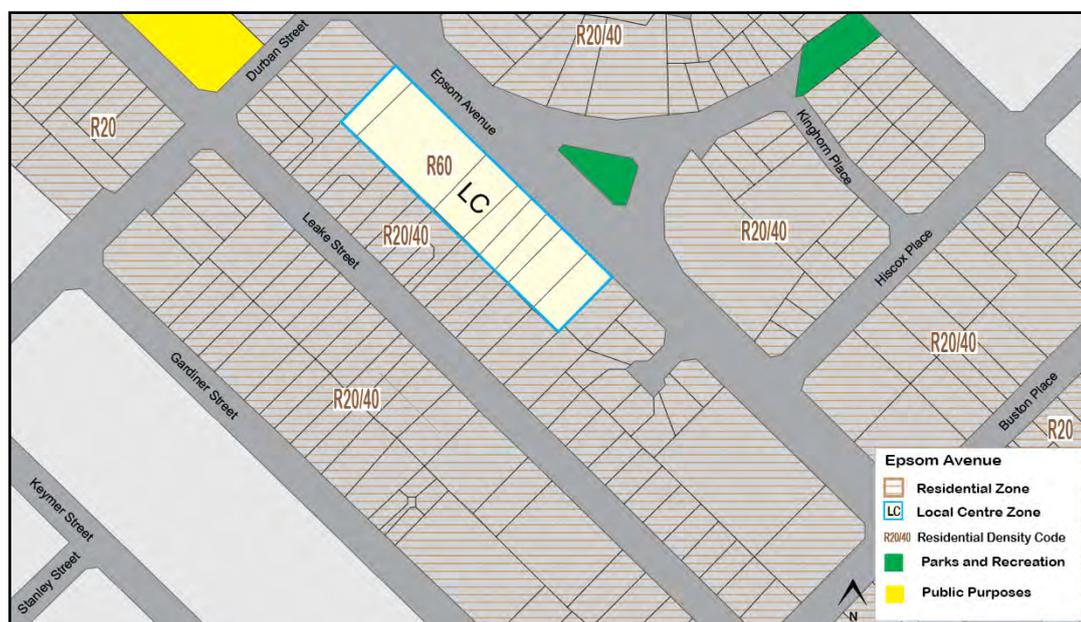


Figure 4: Proposed Zoning Investigations

Zoning and Residential Density Surrounding the Centre

The Centre is predominantly surrounded by 'Residential' zoned land with an associated density coding of R20/40. This land is predominantly characterised by a mixture of single houses and grouped dwellings, with a small number of multiple dwellings. The Department of Fire and Emergency Services Belmont office is also located in close proximity to the Centre, on a large lot currently reserved for 'Public Purposes'.

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 12.4% 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.

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 Epsom Avenue Local Centre through the preparation of the City's Local Housing Strategy.



2. Movement

The Epsom Avenue Local Centre is accessible by all modes of transport apart from train and bus; however the most convenient remains the private vehicle. Access to and from the Local Centre is supported by a legible road network and on-site parking, making travel by private vehicles highly attractive.

A continuous footpath network to encourage walking and cycling surrounds the Centre. There are four evenly distributed pedestrian crossing points provided along Epsom Avenue which connect the Centre to surrounding residential properties and car parking. With regard to public transport, a high frequency bus route travels along Epsom Avenue however there are no bus stops located within the Centre.

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 that access can be improved.



Pedestrian and Cycling

Connections and Priority

Epsom Avenue Centre provides services and employment opportunities to the local and wider community. Footpaths connect the Centre to the surrounding residential land. However, limited priority is given to cyclists with no cycling lanes currently being provided within or surrounding the Centre.

Of those that participated in the Local Planning Scheme Review Survey, only 9.3% indicated that they access the Epsom Avenue Local Centre by walking, and 3.7% by cycling. It is considered that there is scope to improve the desirability of accessing the Centre by active modes of transport as discussed further below.

While evenly distributed crossing points are provided within the Centre along Epsom Avenue, the pedestrian priority of these is limited.

Trees were recently installed in the central median and footpath area on the south east side of Epsom Avenue. With regard to the opposite side of Epsom Avenue, there is a lack of street trees and shade. Therefore, there is scope to plant additional trees within this area.

Awnings attached to businesses provide a level of protection and shelter for pedestrians. There is however a lack of continuation of the awnings with the southern portion of the Centre having awnings over the public footpath, while the northern section has greater building setbacks and private parking between Epsom Avenue and the building facades. This results in no shelter being provided over the public footpath, and emphasises this section's car dominance.

SPP 4.2 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:

- Provide dedicated pedestrian crossing points within the Centre in the form of zebra crossings and raised median treatments.
- Examine the potential reconfiguration of Epsom Avenue with relocation of the southbound carriageway to develop a linear park adjacent to the Centre.
- Improve provision for secure cycle parking facilities.
- Establish appropriate entrance treatments and signage within the Centre.
- Review existing parking usage of all on-street bays to determine whether any bays could be removed.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.

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

- Provide a continuous high quality shared surface main street environment with generous uncluttered footpaths providing sufficient space for alfresco seating where appropriate, and pedestrian movement.
- Implement a pedestrian and cyclist friendly road geometry to slow traffic.
- Street furniture being included within designated locations.
- Providing regular tree planting particularly on the north east side of Epsom Avenue to provide shade and shelter.

Action 2.1

Investigate and implement the recommendations made by 'Belmont on the Move' in relation to the Epsom Avenue Local Centre.

Action 2.2

Investigate improvements to pedestrian and cyclist priority within the Epsom Avenue 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 Epsom Avenue 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.

‘Belmont on the Move’ details that there are currently limited wayfinding measures for the Centre. This hinders the public’s knowledge regarding access to the site.

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 various locations within 200 metres of Epsom Avenue Local Centre.



Public Transport

Unlike other local centres in the City of Belmont, Epsom Avenue Local Centre isn't directly serviced by a bus route. The nearest bus stop is approximately 200m from the subject land along Johnson Street. Additional bus stops are located along Belvidere Street with the closest being 240m from the subject land.

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 Epsom Avenue Local Centre. Better pedestrian connections and wayfinding signage to the existing bus stop along Johnson Street should also be investigated.

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 improving pedestrian connections and wayfinding signage to the bus stop on Johnson Street.

Action 2.5

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

Action 2.6

Implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.

Private Vehicles and Road Network

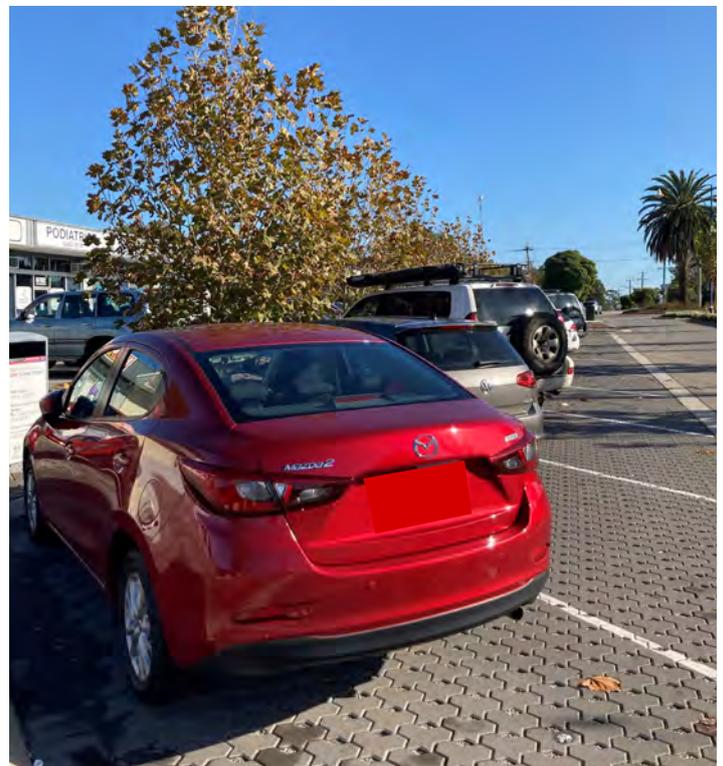
The Centre is focussed on Epsom Avenue, between Dray Court and Durban Street. Roads such as Stanton Road, Durban Street, and Johnson Street provide connections to the surrounding residential areas.

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. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access.

'Belmont on the Move' recommends that a 40km/h speed limit be implemented along Epsom Avenue adjacent to the Centre and that dedicated pedestrian crossing points be established. These changes will better balance private vehicles access to the Centre with pedestrian and cyclist movements.

Action 2.7

Review the recommendations of 'Belmont on the Move' and investigate the implementation of the appropriate road network modifications.



Car Parking

Car parking within Epsom Avenue Local Centre includes a variety of public and private forms including:

- Private parking dedicated to the Train West building.
- 45 degree on-street parking on the south west side of Epsom Avenue. Parking in the southern section of the Centre is limited to two hours.
- 45 degree public parking on the north east side of Epsom Avenue. This parking is unrestricted.
- Private 90 degree bays at 132 Epsom Avenue.
- Informal employee parking to the rear of tenancies.

'Belmont on the Move' recommends that a range of parking restrictions be implemented for car parking within the Centre. The City has recently implemented additional restrictions with the intent of increasing the turnover of vehicles within close proximity to the activity centre, therefore increasing the availability of parking for consumers.

In terms of private car parking, Local Planning Scheme No. 15 provides standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have de

tailed 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 with Epsom Avenue 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 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 2.8

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

Action 2.9

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

3. Place

Local centres have an important role to play in the overall social fabric of the community. Epsom Avenue Local Centre provides a range of services including a convenience store, bottle shop, community centre, registered training organisation (Trainwest), pharmacy, take-away food outlets, dentist, medical centre, hairdresser, and a real estate office. These uses facilitate activity within the Centre both during the day and at night.

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 Epsom Avenue Local Centre which will be outlined in the following sections of this Strategy.



Land Use Permissibility

Epsom Avenue Local Centre is currently zoned 'Commercial' under LPS15. The 'Commercial' section of the Zoning Table of LPS15 demonstrates only one retail commercial or entertainment land use as being a permissible 'P' land use, being a 'Video Store'. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

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

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

It may be appropriate to retain the '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 with centre zones, the centre may be rezoned to '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

Epsom Avenue operates as a well established main street local centre with a level of activity to the street generated through existing commercial frontages and on-street parking. The majority of shop frontages contain clearly definable entry points and have awnings over footpaths.

Despite the urban form of the Local Centre being generally conducive to street activation, there are limited examples of this occurring. The majority of glazing is currently covered with advertising material, or obscured through window tinting or coverings. Therefore, the City should encourage businesses to maintain a portion of their frontage unobstructed in order to provide clear sightlines to the street. This will assist in improving perceived safety and the likelihood of passing trade.

A lack of formalised public spaces results in people spending relatively short amounts of time within the Centre. There is also no alfresco dining and very limited seating opportunities. Opportunities exist to improve street activation within the Centre through consistent built form design, place activation measures, and engagement with local business and the broader community.

Action 3.2

Ensure that future and existing developments within the Centre provide for surveillance between buildings and public spaces.

Action 3.3

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

Action 3.4

Investigate built form improvements and place making activities within the Centre which aim to increase activity at street level.

Public Art

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

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

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces or the road surface.

Future funding mechanisms for public art within Epsom Avenue 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 Epsom Avenue 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.



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Activity Centre Planning Strategy

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CITY OF BELMONT

Epsom Avenue Local Centre Actions



Actions & Implementation

Epsom Avenue

| No. | Action | Document Reference | Strategic Community Plan | Relationship to Other Documents | Timing | Responsibility |
|----------------|---|---|--|--|--------|----------------|
| Context | | | | | | |
| 1.1 | Investigate whether it is appropriate to apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme. | Part 2 Epsom Avenue 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 Epsom Avenue 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 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 | 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 Centre Page 6 |  1.2 1.3 1.4  5.7 | State Planning Policy 4.2 - Activity Centres | Short | Planning |

Actions & Implementation

Epsom Avenue

| No. | Action | Document Reference | Strategic Community Plan | Relationship to Other Documents | Timing | Responsibility |
|----------------|---|---|---|--|-----------------------------------|----------------|
| Context | | | | | | |
| 1.5 | Investigate increasing the density coding of land surrounding Epsom Avenue Local Centre through the preparation of the City's Local Housing Strategy. | Part 2 Residential Density within the Centre Page 6 |  1.3 1.4  5.4 | State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million | As part of Local Housing Strategy | Planning |



Actions & Implementation

Epsom Avenue

| No. | Action | Document Reference | Strategic Community Plan | Relationship to Other Documents | Timing | Responsibility |
|-----------------|---|--|---|--|--------|-------------------------------------|
| Movement | | | | | | |
| 2.1 | Investigate and implement the recommendations made by 'Belmont on the Move' in relation to the Epsom Avenue Local Centre. | Part 2 Pedestrian and Cycling Connections and Priority Page 9 |  1.2 1.5  2.2-2.4 | State Planning Policy 4.2 - Activity Centre Belmont on the Move | Long | Planning Infrastructure Services |
| 2.2 | Investigate improvements to pedestrian and cycling priority within the Epsom Avenue Local Centre. | Part 2 Pedestrian and Cycling Connections and Priority Page 9 |  1.5  2.2 2.4  3.1 | State Planning Policy 4.2 - Activity Centre Belmont on the Move Streetscape Enhancement Strategy | Long | Planning Infrastructure Services |
| 2.3 | Investigate and implement wayfinding measures at various locations within 200 metres of Epsom Avenue Local Centre. | Part 2 Pedestrian and Cycling Connections and Priority Page 10 |  1.5  2.2 2.4  5.7 | Belmont on the Move | Medium | Planning Infrastructure Services |
| 2.4 | Investigate improving pedestrian connections and wayfinding signage to the bus stop on Johnson Street. | Part 2 Public Transport Page 11 |  2.1  5.7 | State Planning Policy 4.2 - Activity Centres | Medium | Planning Infrastructure Services |

Actions & Implementation

Epsom Avenue

| No. | Action | Document Reference | Strategic Community Plan | Relationship to Other Documents | Timing | Responsibility |
|-----------------|---|--|--|--|--------|-------------------------------------|
| Movement | | | | | | |
| 2.5 | Liaise with the Public Transport Authority to obtain support for a bus stop within the Epsom Avenue Local Centre. | Part 2 Public Transport Page 11 |  1.2-1.4  5.7 | State Planning Policy 4.2 - Activity Centres | Long | Planning Infrastructure Services |
| 2.6 | Implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage. | Part 2 Public Transport Page 11 |  2.1&2.4  5.7 | Belmont on the Move | Short | Infrastructure Services |
| 2.7 | Review the recommendations of 'Belmont on the Move' and investigate the implementation of the appropriate road network modifications. | Part 2 Private Vehicles and Road Network Page 11 |  1.2 1.5  2.2-2.4 | Belmont on the Move | Long | Infrastructure Services |
| 2.8 | Investigate an appropriate car parking standard for land uses within the Epsom Avenue Local Centre. | Part 2 Car Parking Page 12 |  1.2&1.5  2.2 2.4  5.7 | Planning and Development (Local Planning Schemes) Regulations 2015 | Short | Planning |
| 2.9 | Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Epsom Avenue Local Centre. | Part 2 Car Parking Page 12 |  1.2&1.5  2.2 2.4  5.7 | Planning and Development (Local Planning Schemes) Regulations 2015 | Long | Planning |

Actions & Implementation

Epsom Avenue

| 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 14 |  1.2-1.4  4.1 | Planning and Development (Local Planning Schemes) Regulations 2015 | Short | Planning |
| 3.2 | Ensure that future and existing developments within the Centre provide 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 | Ongoing | Planning |
| 3.3 | Liaise with landowners and consider the appropriate mechanism to facilitate public spaces as part of any redevelopment. | Part 2 Street Activation Page 15 |  1.2-1.4  3.1 3.4 | State Planning Policy 4.2 - Activity Centres | Ongoing | Planning |
| 3.4 | Investigate built form improvements and place making activities within the Centre which aim to increase activity at street level. | Part 2 Street Activation Page 15 |  1.2-1.4  4.1 | State Planning Policy 4.2 - Activity Centres Place Making Strategy | Long/Ongoing | Planning |
| 3.5 | Investigate opportunities for public art to be located within Epsom Avenue Local Centre. | Part 2 Public Art Page 15 |  4.1 | Place Making Strategy | Medium/Ongoing | 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 15 |  1.2-1.4  4.1 | Local Planning Policy No. 11 - Public Art Public Art Masterplan | Short | Planning Culture and Place |