

Activity Centre Planning Strategy

Belgravia 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.

Belgravia Street

The Belgravia Street Local Centre is situated at the corner of Belgravia Street and Gabriel Street in the suburb of Cloverdale. It is located approximately 670m north-east of the Belmont Town Centre.

The Centre presents a main street design, with shops and businesses fronting Belgravia Street and Gabriel Street. These include restaurants/cafes, shops, medical facilities, and consulting rooms. The built form is characterised by relatively old single storey commercial buildings with parking predominantly in the road reserves. Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of multiple dwellings.

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

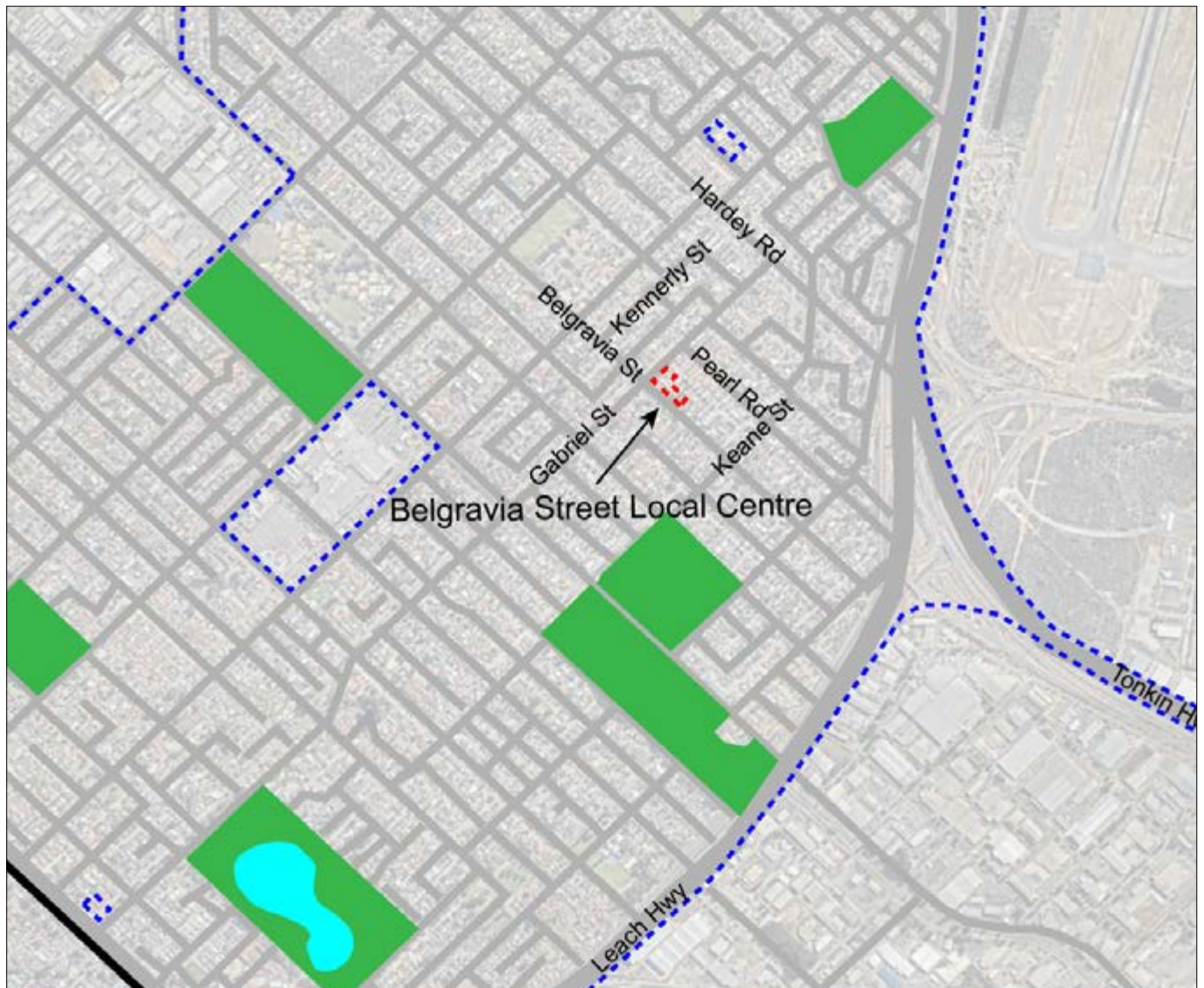


Figure 1: Belgravia Street Locality Map

1. Centre Context

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No.15 (LPS 15), with no associated residential density coding. No residential development has been undertaken within the Centre to date.

Surrounding land is zoned 'Residential' with a flexible residential density code of R20/40. Single houses represent the predominant housing typology surrounding the Centre, with some grouped dwelling developments and a small number of multiple dwellings.

The immediate catchment area for Belgravia Street Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). It is likely however that due to the services provided within the Centre, that the catchment area extends further than 200m.

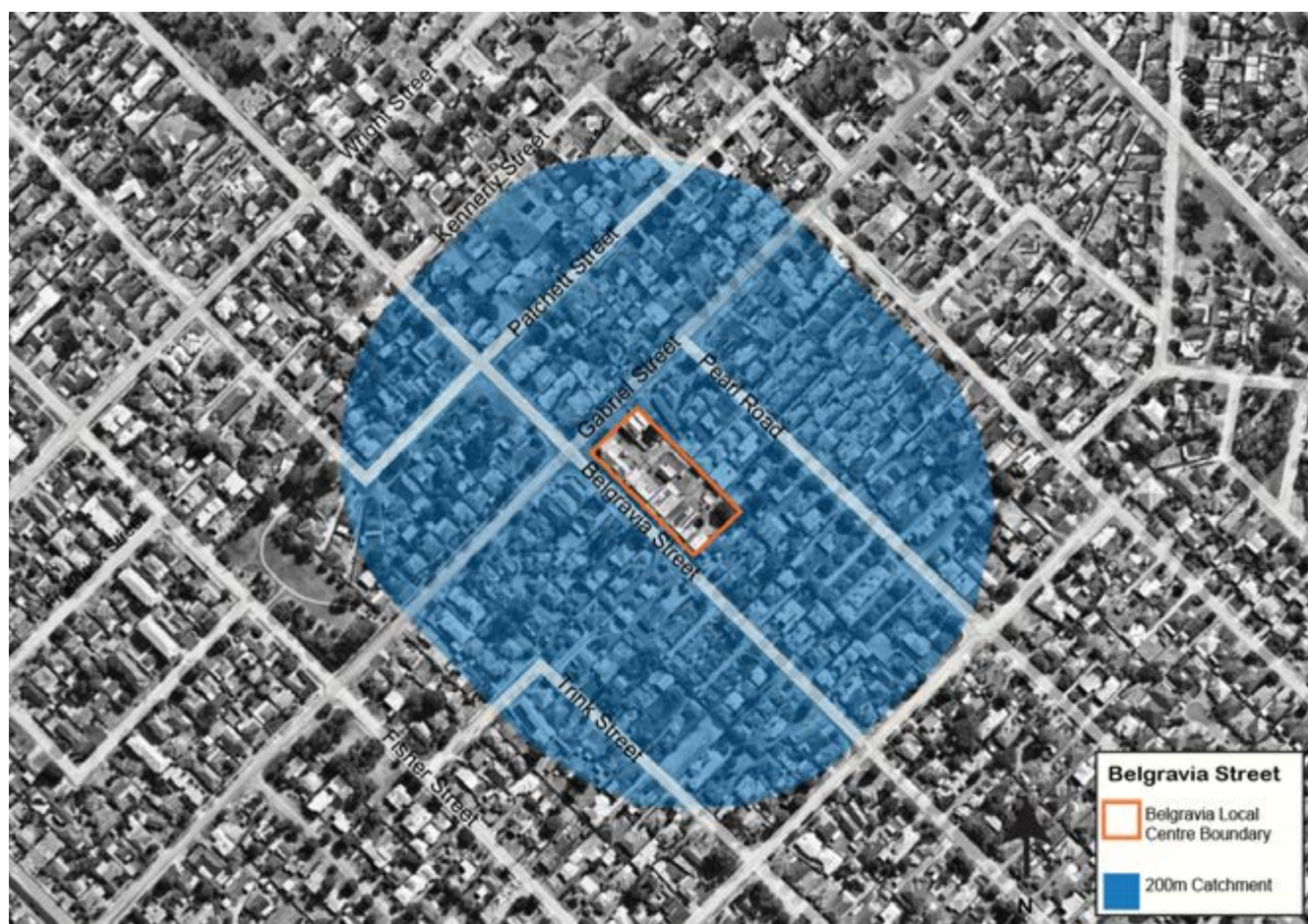


Figure 2: Belgravia Street Catchment

Belgravia Street Local Centre Boundary and Zoning

The Belgravia Street Local Centre is currently defined by the extent of the 'Commercial' zone, with frontages to both Belgravia Street and Gabriel Street as shown in Figure 3. A portion of the parking area and footpath is located within the property boundaries of 277, 279 and 381 Belgravia Street. This effectively results in the private ownership of a portion of the "public realm". Therefore, the City should engage with the landowners to investigate whether the lot boundaries and zoning can be normalised to be consistent with 371, 373, and 375 Belgravia Street (see Figure 4).

A recent Retail Needs Assessment (RNA) prepared to inform this Strategy indicates that while the Centre provides useful functions, it appears to be under performing commercially. This is evident in that Shop/Retail floorspace in 2016 totaled just 942m², down from 1,387m² in 2008. Therefore, there are opportunities to improve the commercial performance of the Centre as discussed in subsequent sections of this Strategy.

The RNA recommends the retail floor area be increased to 1,000m², it is considered that this expansion is able to occur within the existing

centre boundary. Therefore, it may be appropriate for the centre boundary to remain as it is (minor changes may result after investigating the normalisation of the 277, 279 and 381 Belgravia Street front lot boundaries).

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, the City should investigate whether it is appropriate to modify the zoning of Belgravia Local Centre from 'Commercial' to 'Local Centre' through the preparation of a new local planning scheme.

Action 1.1

Investigate normalising the front property boundary of 277, 279 and 381 Belgravia Street.

Action 1.2

Investigate whether it is appropriate to maintain the centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.



Figure 3: Existing Belgravia Street Local Centre Zoning

Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail/commercial land uses, whilst promoting economic sustainability. In this regard, it may be appropriate to apply a residential density code of R60 to land within the Centre (as shown in Figure 4). The appropriateness of an R60 density code will be further explored through the preparation of a new local planning scheme.

The residential density coding of R60 is considered appropriate to deliver good quality apartment style development within the Centre at a suitable scale for the locality. Development would be

limited to a maximum of three storeys, a front setback of 2m, and side and rear setbacks of 3m. This scale is considered to integrate well with the surrounding land which can develop to a maximum height of two storeys under an R40 density code.

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 Belgravia Street Local Centre.

To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the community, the City should investigate introducing appropriate controls 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 1.3

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belgravia Street Local Centre through the preparation of a new Local Planning Scheme.

Action 1.4

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 1.5

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

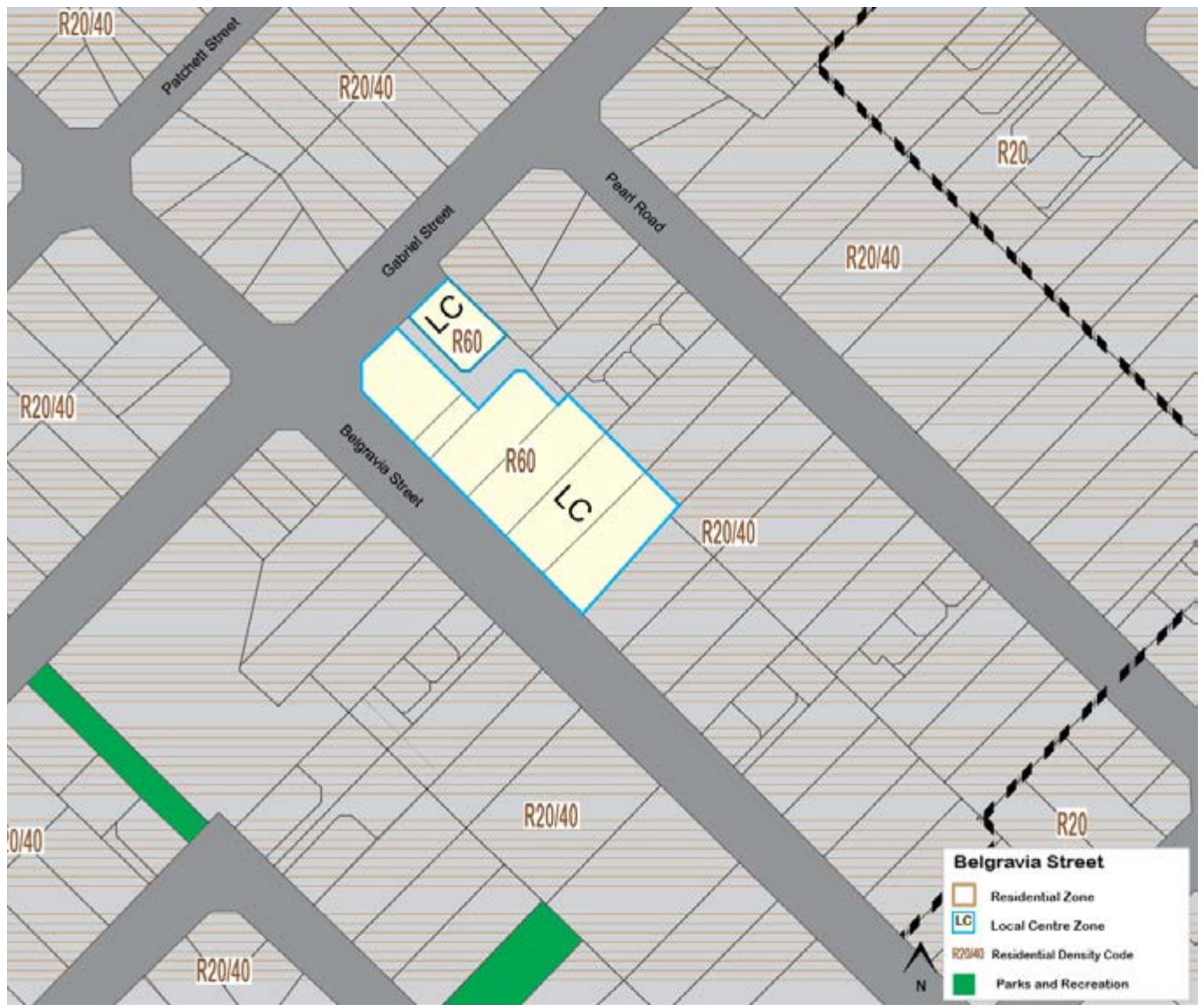


Figure 4: Proposed Zoning Investigations

Zoning and Residential Density Surrounding the Centre

The Centre is surrounded by 'Residential' zoned land with an associated residential 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. Adjacent to this land and further from the Centre land is coded R20.

The RNA prepared to inform this 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 8.3% 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. In addition, a portion of land within 200m of the Centre is located within the ANEF contour

associated with Perth Airport. State Planning Policy 5.1 generally seeks to limit density codes above R20 on land subject to ANEF noise contours except where:

- Land is identified as appropriate for more intensive development through strategic planning instruments such as a regional or sub-regional structure plan;
- a higher density coding is desirable to facilitate redevelopment or infill development of an existing residential area; and
- it can be demonstrated that the public benefits of higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise.

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 1.6

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



2. Movement

The Belgravia Street Local Centre is accessible by all modes of transport apart from train; however the most convenient remains the private vehicle. This is evident in that 64.3% of survey respondents indicated that they access the Centre by private vehicle, while 30% access the Centre by walking or cycling.

Access to and from the Local Centre is supported by a legible local road network and an adequate supply of public on-street car parking, making travel by private vehicle highly attractive. Footpaths connecting the surrounding residential areas to the Centre facilitate walking as an option. Although Gabriel Street and Belgravia Street are characterised by a relatively low number of vehicle movements, cycling is not encouraged through on-street cycle lanes. The Centre is also serviced by two bus routes, with bus stop facilities located on both Belgravia Street and Gabriel Street.

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



Pedestrian and Cycling Connections and Priority

The Belgravia Local Centre plays a role in providing services and employment opportunities to the local community. The local catchment for this Centre is predominantly located within a 200m walkable area. Generally footpaths connect the Centre to the surrounding residential land. Pedestrian and cyclist access to and from Belgravia Street Local Centre is possible through the relatively legible grid road network, which is for the most part accompanied by footpaths on at least one side of the street.

The Local Centre itself supports walking and cycling with awnings providing weather protection. Bicycle locking points, public seating, and rubbish bins are also provided and encourage movement across the front of tenancies within the Centre.

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

- Provide dedicated pedestrian crossing points along Gabriel Street and within a new raised central median along Belgravia Street.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Implement a 40km/h speed limit on Belgravia Street and Gabriel Street to create a safer pedestrian orientated centre.
- Modifying road surface treatments to increase driver awareness to the presence of pedestrians and cyclists.

Action 2.1

Investigate improvements to pedestrian and cyclist priority within the Belgravia Street Local Centre.

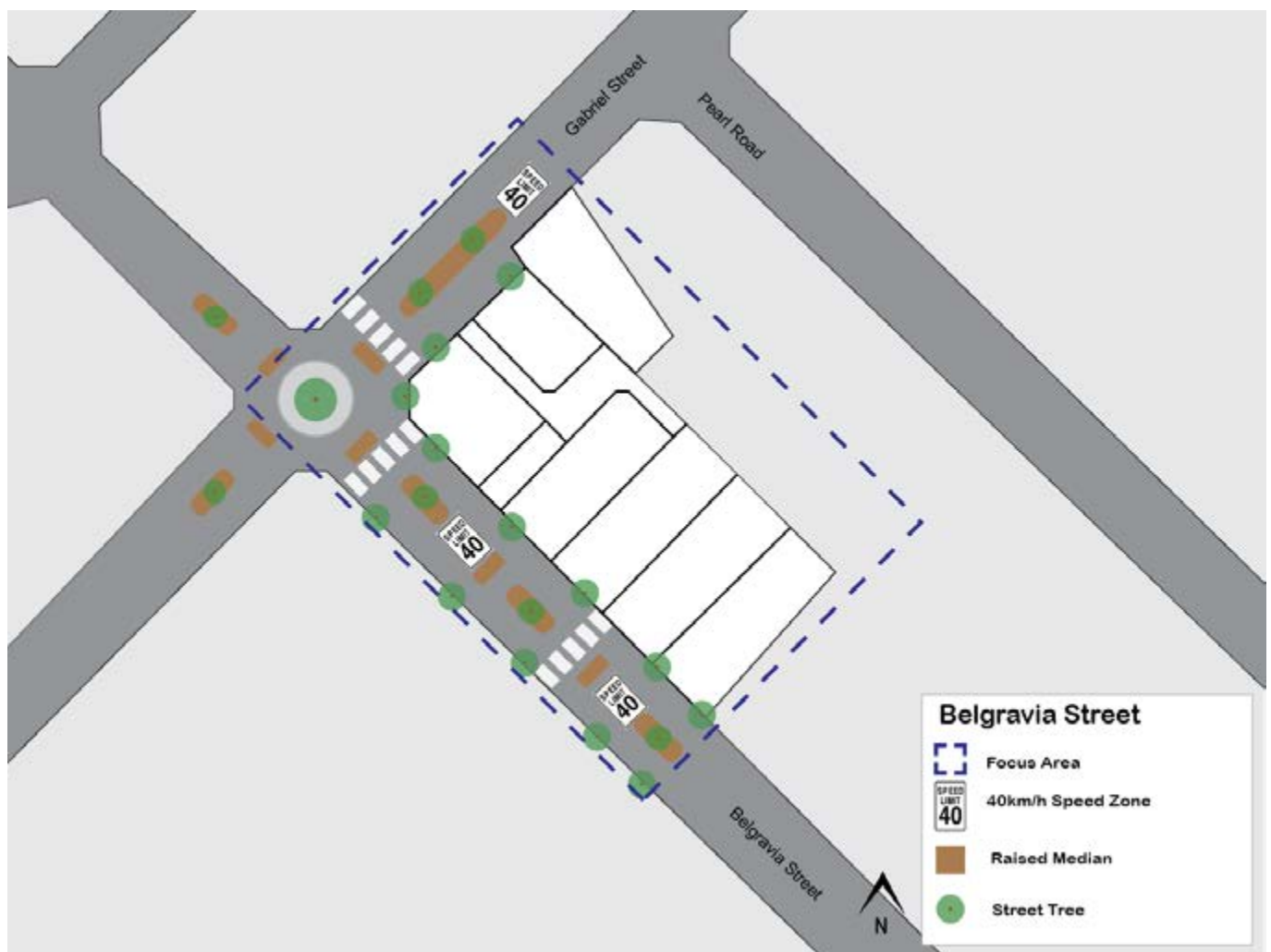


Figure 5: Pedestrian and Cyclist Infrastructure

Wayfinding

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

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

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

Action 2.2

Investigate and implement wayfinding measures at select locations within 200m of the Belgravia Street Local Centre.



Public Transport

Bus routes 38 and 39 run along Belgravia Street and Gabriel Street. These routes provide connections to Elizabeth Quay, Belmont Forum, and the surrounding residential land. Stops for these routes are provided in close proximity to the Centre as shown in Figure 6.

The level of service and connectivity provided by the bus routes make travel via bus a relatively convenient and attractive mode of transport.

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 Belgravia Street Local Centre before catching a bus home or walking/cycling.

Action 2.3

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

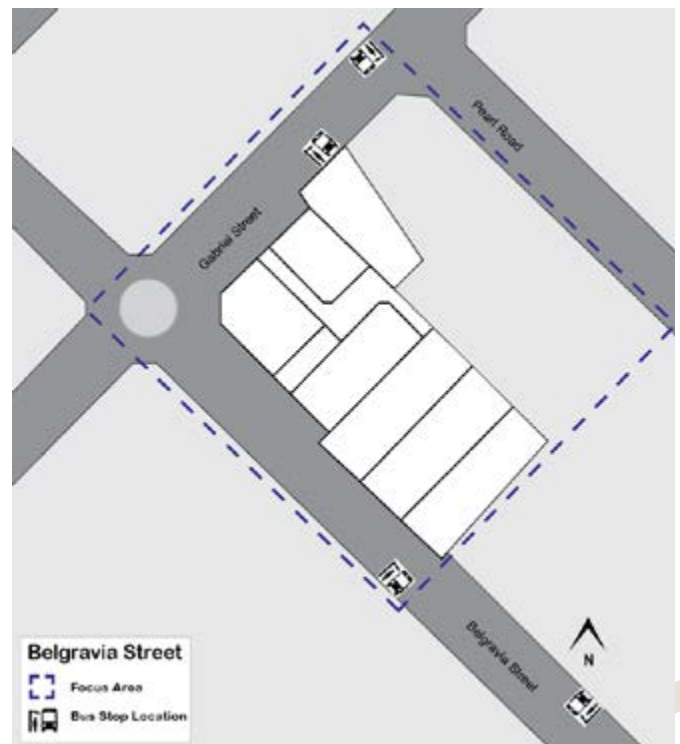


Figure 6: Location of Bus Stops

Private Vehicles and Road Network

Access to Belgravia Street Local Centre via private vehicle is attractive due to the design of the road network, as well as the availability of unrestricted public on-street car parking. The surrounding road network is predominately a grid network with clear legibility and very limited traffic calming measures. Furthermore, the main intersection within the Local Centre, being Belgravia Street and Gabriel Street, is controlled by a roundabout facilitating free flowing vehicle movements.

While private vehicle movement is recognised as being important to both the Centre and through traffic accessing the surrounding residential areas, an effort should be made to encourage access via other modes of transport.

The City should investigate the potential for the sections of Belgravia Street and Gabriel Street,

that fall within the boundary of the Local Centre, to be modified to balance the movement of private vehicles with walking and cycling.

The City should investigate implementing a 40km/h speed limit through the Local Centre to encourage pedestrian and cyclist permeability and informal crossing. In addition, the City should investigate the appropriate measure to formalise pedestrian and cyclist crossing of both Belgravia Street and Gabriel Street through the provision of raised platforms, road treatments or any other appropriate measure.

Action 2.4

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



Rear Laneway Access

A number of tenancies currently located within the Belgravia Street Local Centre have access for service vehicles and staff members via a rear laneway (Figure 7). The majority of the laneway is designated as 'road reserve' and provides direct access to the rear of 176, 174 and 172 Gabriel Street and 375, 373, and 371 Belgravia Street. The remaining three properties at 377, 379, and 381 Belgravia Street have varying rear access arrangements. 377 Belgravia Street currently contains an easement to the rear of the property to ensure access is maintained from the laneway. Both 379 and 381 Belgravia Street provide rear access from Belgravia Street through separate driveways and crossovers.

Access to the rear of all properties for off-street public parking and service vehicles should be rationalised to a rear laneway arrangement. In order to achieve this, an easement needs to be created at the rear of 379 and 381 Belgravia Street. The City will also be required to investigate the viability of allowing two-way access through the laneway and as a result may require additional land to be vested through an easement for all properties within the Belgravia Street Local Centre. Should an easement be successfully created to the rear of all properties providing permanent access, all crossovers fronting Belgravia Street could be removed. The removal of these crossovers would allow for continuous footpaths and awnings to be constructed, thereby increasing pedestrian and cyclist movements within the Centre.



Action 2.5

Investigate the extension of the laneway across 379 and 381 Belgravia Street and the closure of the exiting crossovers to Belgravia Street.

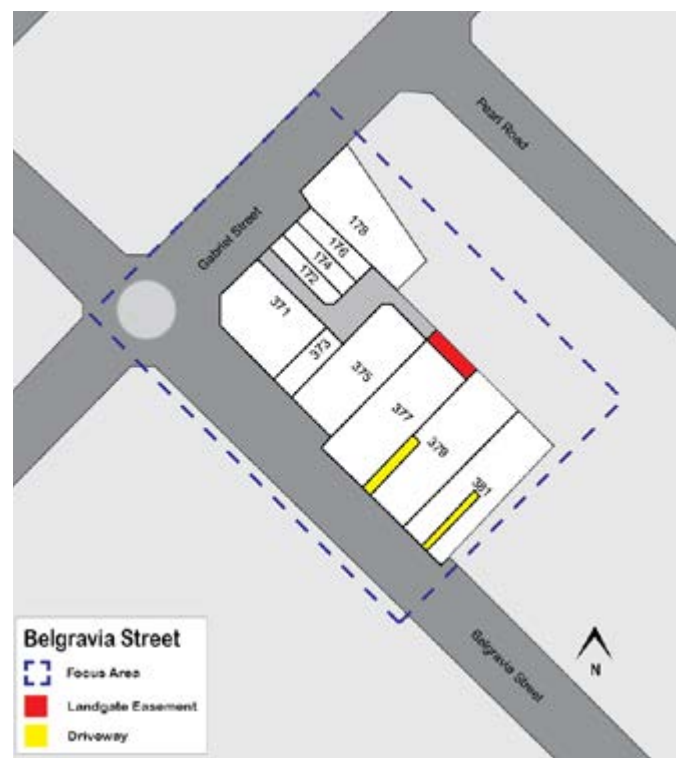


Figure 7: Existing rear access arrangements

Car Parking

Car parking within Belgravia Street Local Centre consists of the following:

- 90 degree parking bays along Belgravia Street and Gabriel Street.
- Parallel bays along Belgravia Street.
- Private car parking behind the tenancies.

For various centres in the City of Belmont, the 'Belmont on the Move' Strategy recommends that a range of parking restrictions be implemented to increase turnover of vehicles and the availability of parking for consumers. Given parking facilities and shared between tenancies, parking restrictions could be applied to the Belgravia Street Local Centre to ensure that all tenancies have bays available for their customers.

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.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Belgravia Street Local Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre.

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

Action 2.7

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

Action 2.8

Investigate introducing car parking restrictions in appropriate locations within the Belgravia Street Local Centre.



3. Place

The Belgravia Street Local Centre provides a wide range of goods and services for the surrounding local community, including restaurants, shops, a liquor store, a news agency, office, and specialist consulting rooms. These uses facilitate activity within the Centre both during the day and at night.

Landscaping and signage on the corner of Belgravia Street and Gabriel Street acts as an entry statement while the adequate footpaths and weather protection could facilitate street activity. The frontages of the commercial tenancies are however 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 public realm. Therefore, there is scope for improvement to activate the Belgravia Street Local Centre which will be outlined in the following sections of this Strategy.



Land Use Permissibility

Belgravia Street 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, which is '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 2, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

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

It may be appropriate to retain a 'D' use class permissibility for typical activity centre land uses listed in SPP4.2 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, 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 '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

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

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

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

Opportunities also exist to improve street activation and a sense of place through place activation measures, and engagement with local businesses and the broader community. The laneway could serve as a good space for community events.

Action 3.2

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

Action 3.3

Investigate implementing built form controls aimed at increasing activity at street level.

Action 3.4

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

Action 3.5

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



Public Art

The 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 on both street frontages and within the laneway, or on the road surface itself.

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

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

Action 3.6

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

Action 3.7

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





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Belgravia Street Local Centre

Actions









Actions & Implementation

Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate normalising the front property boundary or 277, 279 and 381 Belgravia Street.	Part 2 Belgravia Street Local Centre Boundary and Zoning Page 5	 5.1		Medium-Long	Planning Economic Development
1.2	Investigate whether it is appropriate to maintain the centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Belgravia Street Local Centre Boundary and Zoning Page 5	 1.2 1.3  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.3	Investigate whether it is appropriate to Introduce a residential density code of R60 over land within the Belgravia Street Local Centre through the preparation of a new Local Planning Scheme.	Part 2 Residential Density within the Centre Page 6	 1.2 1.3  5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning














Actions & Implementation

Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.4	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
1.5	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
1.6	Investigate increasing the density coding of land surrounding the Belgravia Street Local Centre through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	 1.3 1.4  5.4	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	As part of the Local Housing Strategy	Planning














Actions & Implementation

Belgravia Street

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 Belgravia Street Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.2  1.5  2.2-2.4  3.1	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Long	Infrastructure Services Planning
2.2	Investigate and implement wayfinding measures at select locations within 200m of the Belgravia Street Local Centre.	Part 2 Wayfinding Page 11	 1.5  2.2  2.4  5.7	Belmont on the Move	Medium	Infrastructure Services Planning
2.3	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belgravia Street Local Centre.	Part 2 Public Transport Page 11	 2.1  2.4  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Long	Infrastructure Services
2.4	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	 2.1  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Long	Planning Infrastructure Services

Actions & Implementation

Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Investigate the extension of the laneway across 379 and 381 Belgravia Street and the closure of the existing crossovers to Belgravia Street.	Part 2 Rear Laneway Access Page 13	 1.2  2.3  5.1		Long	Planning
2.6	Investigate an appropriate car parking standard for land uses within the Belgravia Street Local 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	Short	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belgravia Street Local 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	Long	Planning Infrastructure Servies
2.8	Investigate introducing car parking restrictions in appropriate locations within the Belgravia Street Local Centre.	Part 2 Car Parking Page 14	 2.4  5.7	Belmont on the Move	Medium	Infrastructure Servies Ranger Servies






Actions & Implementation

Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 16	 1.2-1.4  4.1	Planning and Development (Local Planning Schemes) 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 17	 1.2-1.4  2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 17	 1.2-1.4	State Planning Policy 4.2 - Activity Centres	Medium	Planning
3.4	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.	Part 2 Street Activation Page 17	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres Place Making Strategy	Long	Infrastructure Services City Projects Planning

Actions & Implementation

Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.5	Investigate the use of the laneway as a shared space for community events.	Part 2 Street Activation Page 17	 1.2 1.4  4.1 4.3	Place Making Strategy	Medium/ Ongoing	Culture and Place
3.6	Investigate opportunities for public art to be located within Belgravia Street Local Centre.	Part 2 Public Art Page 18	 4.1	Place Making Strategy	Medium/ Ongoing	Planning Culture and Place
3.7	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 18	 1.2-1.4  4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Short	Planning Culture and Place