

# Activity Centre Planning Strategy Kooyong Village



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## Alternative Formats

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# Kooyong Village

Kooyong Village is located centrally within the suburb of Rivervale, bounded by Francisco Street, Gerring Court, Kooyong Road and Wilson Park (Figure 1). Kooyong Village has been operating as a commercial centre for 70 years, steadily growing over time. The Centre currently contains 2,267 square metres of retail commercial floorspace.

The Centre currently reflects a traditional main street design, with shops fronting Kooyong Road. A range of land uses presently located within the Centre offer a variety of goods and services to the community, including an anchor supermarket.

Kooyong Village has retained its traditional form with minimal change to the original facades of commercial tenancies. The Centre presents opportunities to act as a vibrant hub for surrounding residents while maintaining its sense of character and street appeal.

This section of the Activity Centre Planning Strategy outlines the opportunities for Kooyong Village, with recommendations on zoning, residential density, movement and place.

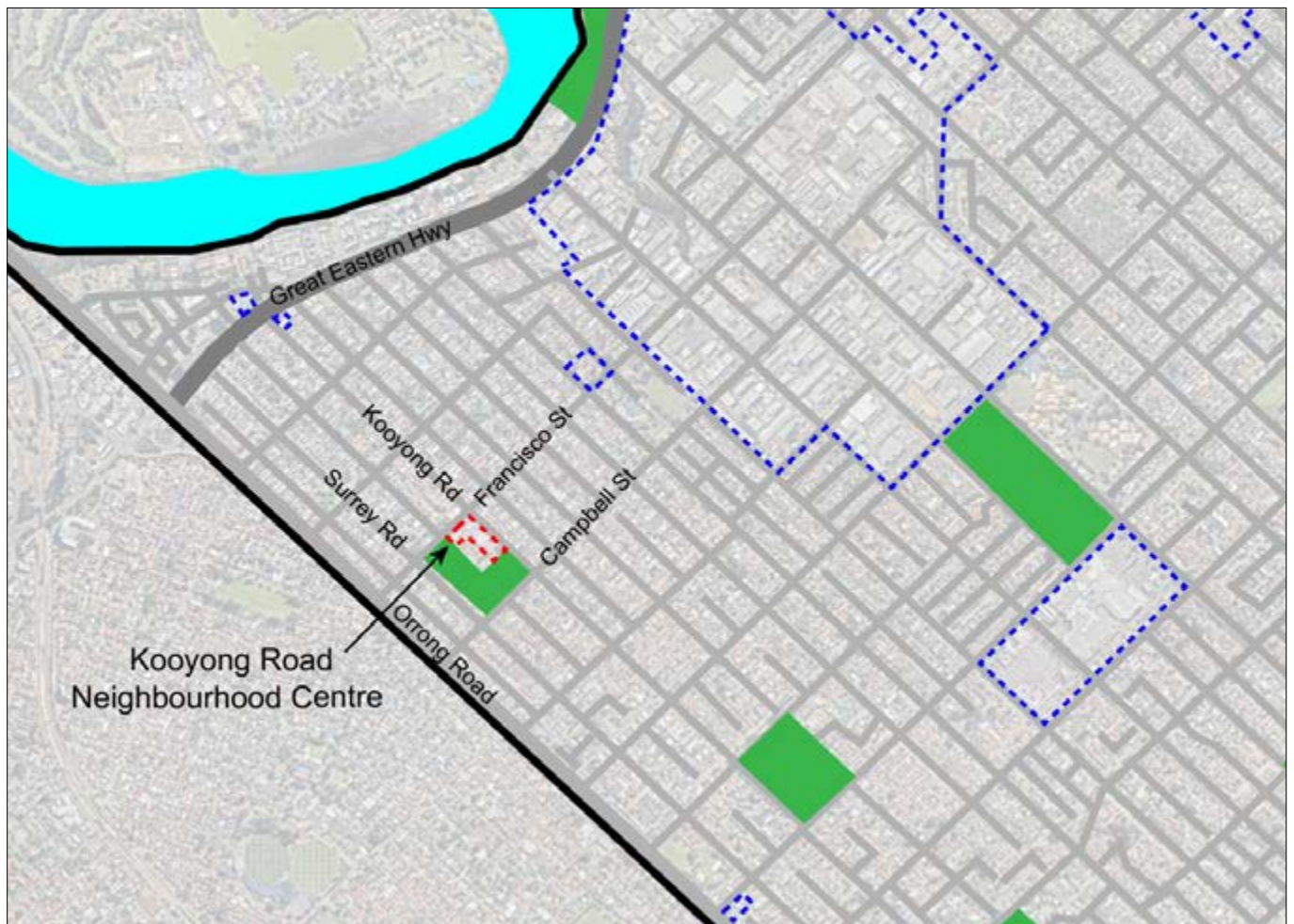


Figure 1: Kooyong Village Locality Map

# 1. Centre Context

The Centre is a destination within Rivervale which attracts activity through the provision of a diverse range of services. The Centre also benefits from its location adjacent to Wilson Park.

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.

Whilst the majority of land surrounding the Centre contains either single houses or grouped dwellings, there has been an increase in the number of apartment dwellings developed in recent years. Apartments however remain relatively sparse and have yet to play a major role in the increase of the catchment population surrounding the Centre. There are three vacant land parcels located within and opposite the centre.

The immediate catchment area for Kooyong Village can be defined broadly by dwellings within a 200 metre radius from the centres (as shown in in Figure 2). It is however likely that the total catchment area of Kooyong Village could extend further than a 200 metre walkable catchment and include parts of the suburbs of Cloverdale and Kewdale.

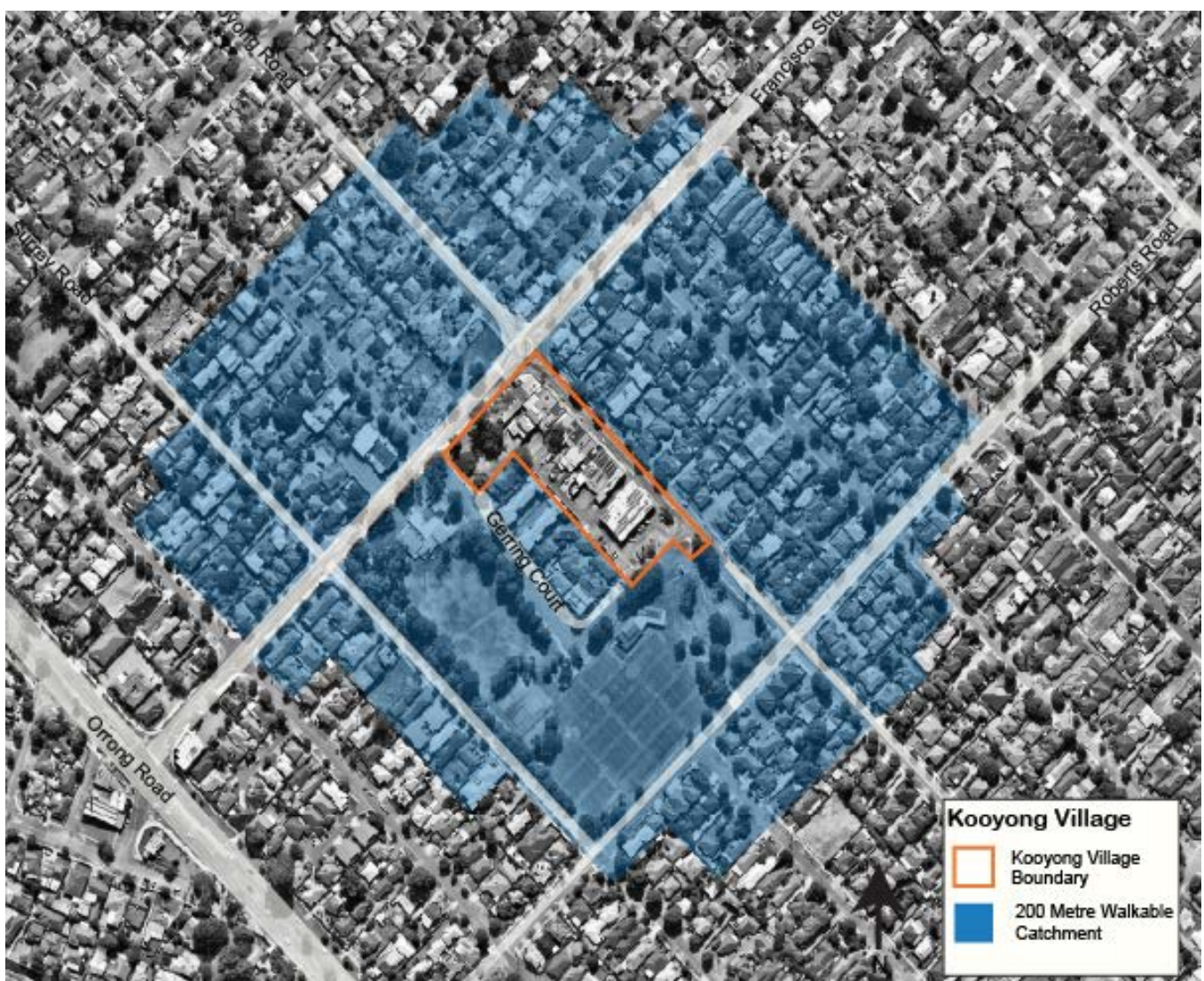


Figure 2: Kooyong Village Catchment Area



## Kooyong Village Zoning

The Centre boundary is defined by the area zoned 'Commercial' as shown in Figure 3. A Retail Needs Assessment (RNA) prepared for this Strategy indicates the need for an additional 224 square metres of retail commercial floor area within the Centre. It is considered that this increase in retail commercial floor area is able to be accommodated within the Kooyong Neighbourhood Centre which will improve the annual turnover per square metre performance of the Centre over time. Therefore, at this stage it is considered appropriate to retain the Centre boundary as per Figure 3.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. It is therefore recommended that a possible rezoning to 'Neighbourhood Centre' be investigated through the preparation of a new local planning scheme.

### Action 1.1

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

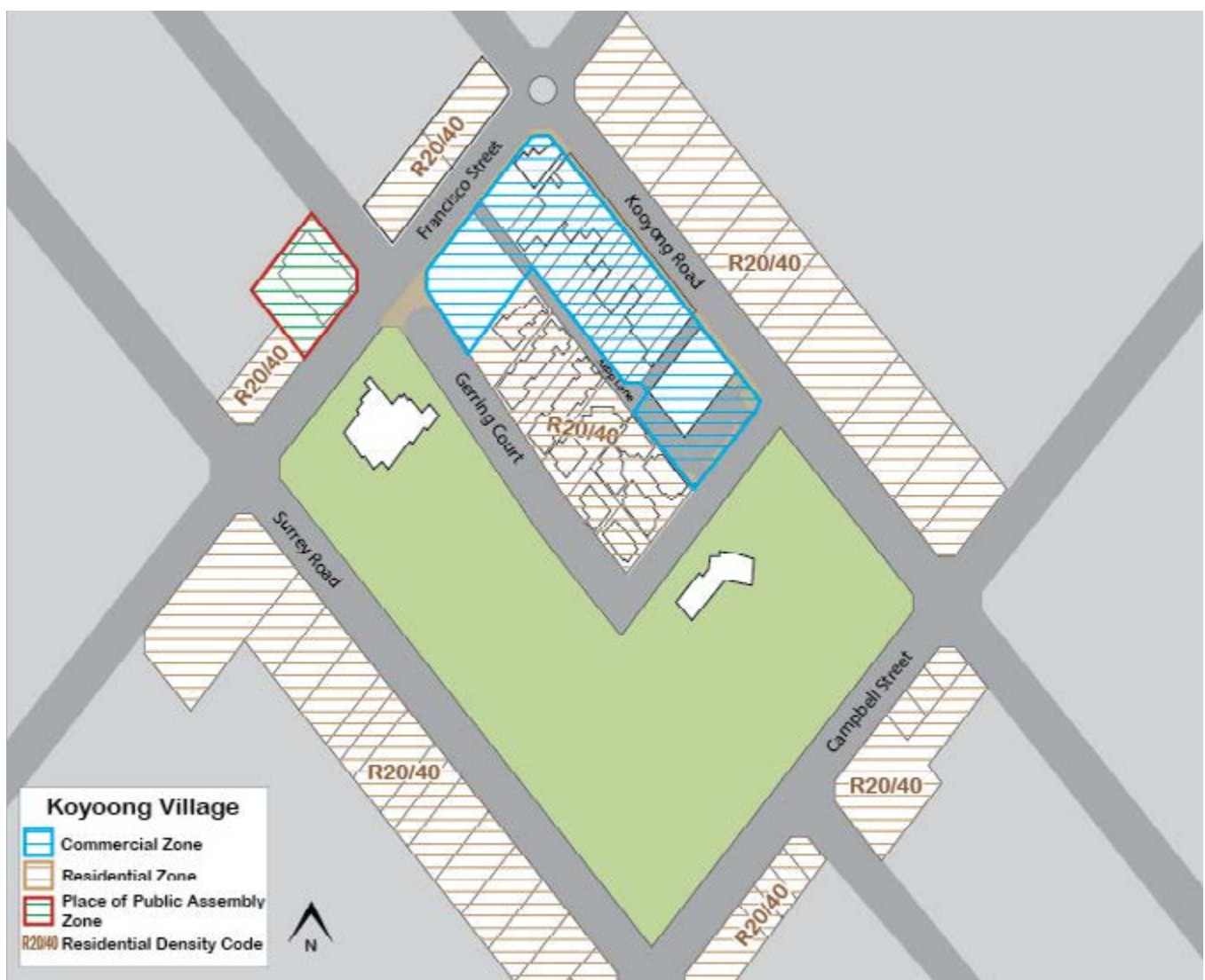


Figure 3: Existing Kooyong Village Zoning

## Kooyong Village Transitional Area

There are two vacant residential land parcels located opposite the Centre on Fransisco Street. It is recognised that these lots provide an opportunity to create a centre transition area (Figure 4).

While the RNA indicates a minimal need for additional retail floorspace within the Centre, the creation of a 'centre transition area' could facilitate a mix of land uses which are both compatible with residential development and complement the commercial function of the Centre.

The following 'Additional Uses' may be appropriate within the 'centre transition area' subject to further investigation:

- Consulting Rooms
- Office
- Art Gallery

These land uses may provide for additional employment and activity to be generated within close proximity to the Centre, which are compatible with residential development. Typically, these land uses operate during standard business hours and remain of a relatively low scale. The establishment of these uses within the 'centre transition area' could contribute to the future economic sustainability of Kooyong Village.

Consulting rooms can introduce activity to the Centre through specialist services, without detracting from the retail nature of a number of existing businesses. Art galleries can increase the variety of cultural and artistic uses by supporting artists, painters and photographers.

Offices can increase the overall number of employees surrounding the Centre, which has

the potential to increase the amount of annual revenue generated by businesses within the Centre.

It is recommended that the appropriateness of additional uses and the 'centre transition area' being zoned 'Residential' (as shown in Figure 4) be investigated through the preparation of a new local planning scheme.

Whilst these uses are considered compatible with residential uses, it is still important to achieve an appropriate interface between the two forms of development. In addition, to support residential development within close proximity to the Centre, it may be appropriate to investigate a requirement for a minimum residential component to be provided within a development site where an additional use is proposed. It is recommended that provisions to address these considerations be investigated through the preparation of a new Local Planning Scheme.

### Action 1.2

Investigate applying the additional uses of Consulting Rooms, Office and Art Gallery to 97 Norwood Road and 92 Kooyong Road through the preparation of a new Local Planning Scheme.

### Action 1.3

Investigate provisions relating to minimum residential floor space and interface between Commercial and Residential development through the preparation of a new Local Planning Scheme.

## 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, it may be appropriate for a code of RAC-4 to be applied to land within the Centre (as shown in Figure 4).

The residential density coding R-AC4, is designated under State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (SPP7.3 - Volume 2) as being appropriate for Neighbourhood Centres. This code allows for a maximum building height of three storeys and nil setbacks to the primary street and side boundaries.

The R-AC4 density coding is considered to facilitate an appropriate scale of development, typical within a neighbourhood activity centre. The provision of residential dwellings above commercial tenancies will generate activity, increase population, contribute to better passive surveillance and has the potential to incentivise redevelopment of existing land within Kooyong Village.

As Lot 14384 Gerring Court (identified by Figure 4) is located adjacent to residential zoned land (with a density code of R20/R40), the City acknowledges that development of this property will require consideration of the amenity of existing residents.

#### Action 1.4

Investigate whether it is appropriate to introduce a residential density code of R-AC4 in accordance with Figure 4.

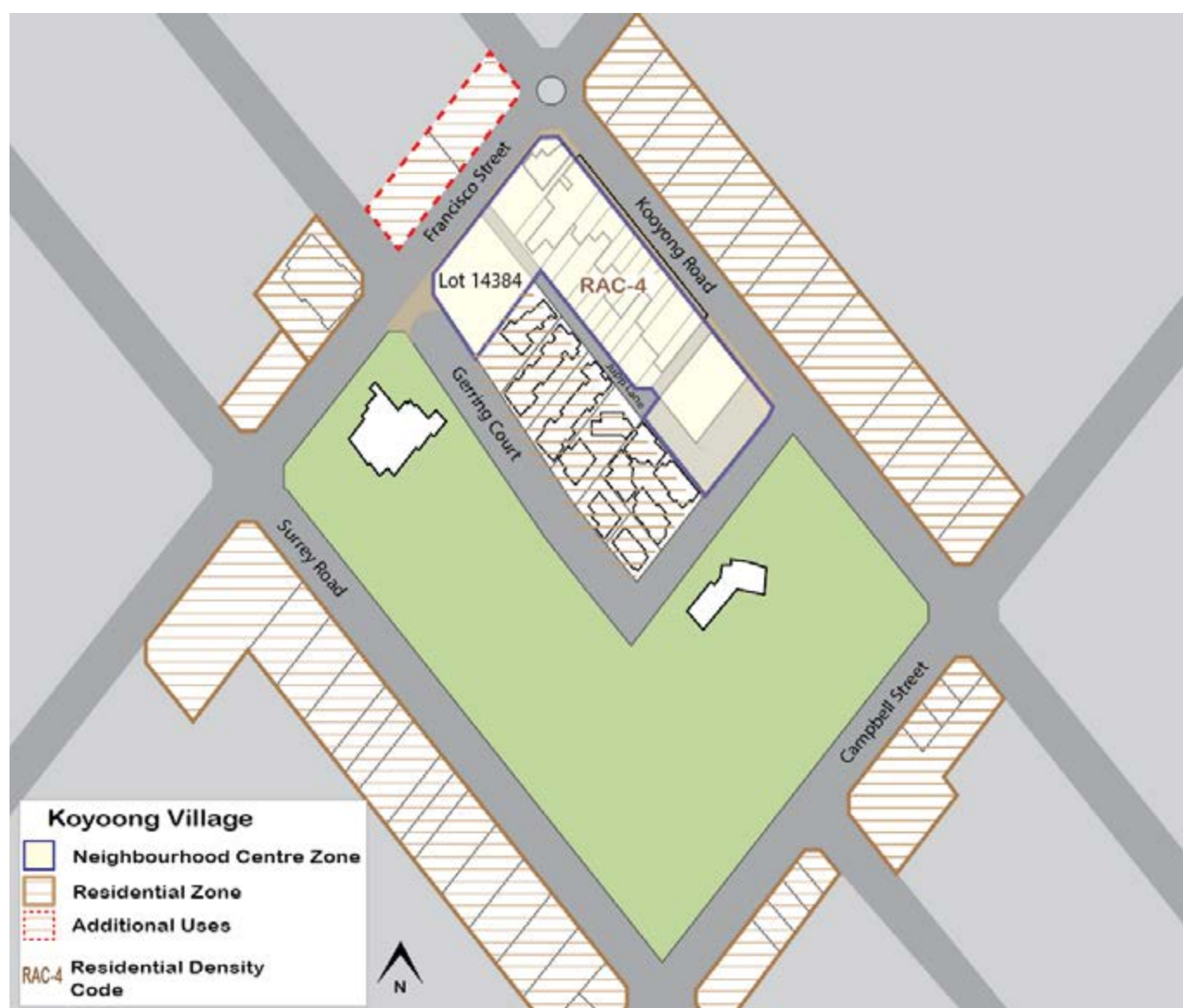


Figure 4: Proposed Zoning Investigations



## Residential Density surrounding the Centre

'Residential' zoned land surrounding the Centre is assigned a flexible density coding of R20/40. This coding has resulted in a predominately single and grouped dwelling housing typology.

A large number of the surrounding grouped dwellings were developed prior to changes in the planning framework which introduced plot ratio for multiple dwellings. Despite a limited uptake to date, the introduction of plot ratio enables a higher yield of multiple dwellings to be developed per site than grouped dwellings.

The RNA prepared to inform this strategy, studied the impact of increasing residential densities from R40 to R80 around the Centre. The goal was to assess how this change might positively affect the annual revenue of businesses. According to the model's predictions, if the vacant land around the Centre were developed with an R80 density, there could be a potential increase of up to 13% in annual revenue for local businesses. However,

due to the relatively recent redevelopment of the surrounding land and fragmented ownership, it is unlikely that further redevelopment will occur in the short-term.

There are however opportunities to increase the residential density coding of lots within the transitional area illustrated in Figure 4. Increasing the density of these lots has the potential to facilitate a higher level of passive surveillance and activity adjacent to the Centre.

This potential increase in 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 within the transition area, adjacent to Kooyong Village, through the preparation of the City's Local Housing Strategy.





## 2. Movement

The suburb of Rivervale follows a traditional grid style road layout, which makes cycling and walking intuitive, legible and accessible for trips from the surrounding residential area to Kooyong Village. Whilst Kooyong Village is also serviced by a high frequency bus route, community surveys undertaken in 2020 indicated that the main mode of transport to the Centre remains via private vehicle (67% of trips).

State Planning Policy 4.2 - Activity Centres 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

Pedestrian and cyclist infrastructure within the Centre consists of footpaths along Francisco Street, Gerring Court and on both sides of Kooyong Road. Crossing Francisco Street or Kooyong Road is aided by areas of line marking and raised medians within the centre of the road, allowing pedestrians and cyclists to seek refuge from traffic. Pedestrians are further aided by the presence of shopfront awnings providing weather protection to one side of Kooyong Road.

A network of footpaths connect surrounding 'Residential' zoned land to the Centre. The footpath network is supported by street tree plantings which provide a level of shade. Cyclists are also provided with a safe and convenient connection to the Centre through the Surrey Road 'Safe Active Street'.

The road network within the Centre is currently dominated by vehicle movement, with unimpeded traffic flow and limited priority afforded to pedestrians/cyclists.

SPP 4.2 recommends that pedestrians and cyclists be prioritised within activity centres. Several opportunities exist to increase cycling and pedestrian priority within key areas of the Centre and the adjacent Wilson Park.

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

- The development of a shared space to aid in pedestrian and cyclist movement between Kooyong Village and Wilson Park, in the area shown within Figure 5.
- Increasing the level of pedestrian priority at the roundabout located at the intersection of Francisco Street and Kooyong Road through the provision of zebra crossings.

In addition, the City should investigate further measures to prioritise pedestrian and cyclist movement including:

- An upgraded connection from Surrey Road through Wilson Park to the intersection of Gerring Court and Kooyong Road.
- Modifying road surface treatments to increase driver awareness to the presence of pedestrians and cyclists.
- Raised median areas at designated crossing points.
- Applying a consistent streetscape along Francisco Street, Gerring Court and Kooyong Road to encourage an attractive cycling and pedestrian environment.
- Increasing street tree planting within the Centre and on surrounding streets to provide greater shade protection and enhance the walking/cycling environment.

### Action 2.1

Investigate the implementation of recommendations made by 'Belmont on the Move', in relation to the Kooyong Village Neighbourhood Centre.

### Action 2.2

Investigate improvements to pedestrian and cyclist priority within Kooyong Village and Wilson Park.







Figure 5: Movement Concept Map

## Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists in locating points of interest, in this case Kooyong Village. 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 routes.

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

'Belmont on the Move' details that there are currently limited wayfinding measures for the

Centre, which 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 Kooyong Village.

### Action 2.3

Investigate and implement wayfinding measures at select locations within 200 metres of Kooyong Village.

## Public Transport

High frequency bus route 935 runs along Kooyong Road, with a bus stop on both the north and south side of Kooyong Road, located near the intersection of Gerring Court and Kooyong Road. Route 935 provides Kooyong Village with a connection to Perth CBD, Belmont Forum, Belvidere Street and Perth Airport.

The level of service and connectivity provided by route 935 makes travel via bus a relatively convenient and attractive mode of transport. Bus usage is also supported through the provision of conveniently located and sheltered bus stop facilities.

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

### Action 2.4

Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Kooyong Village.





## Private Vehicles and Road Network

Kooyong Village is bound by Kooyong Road, Francisco Street and Gerring Court. While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres.

The road network surrounding Kooyong Village 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 Kooyong Village including:

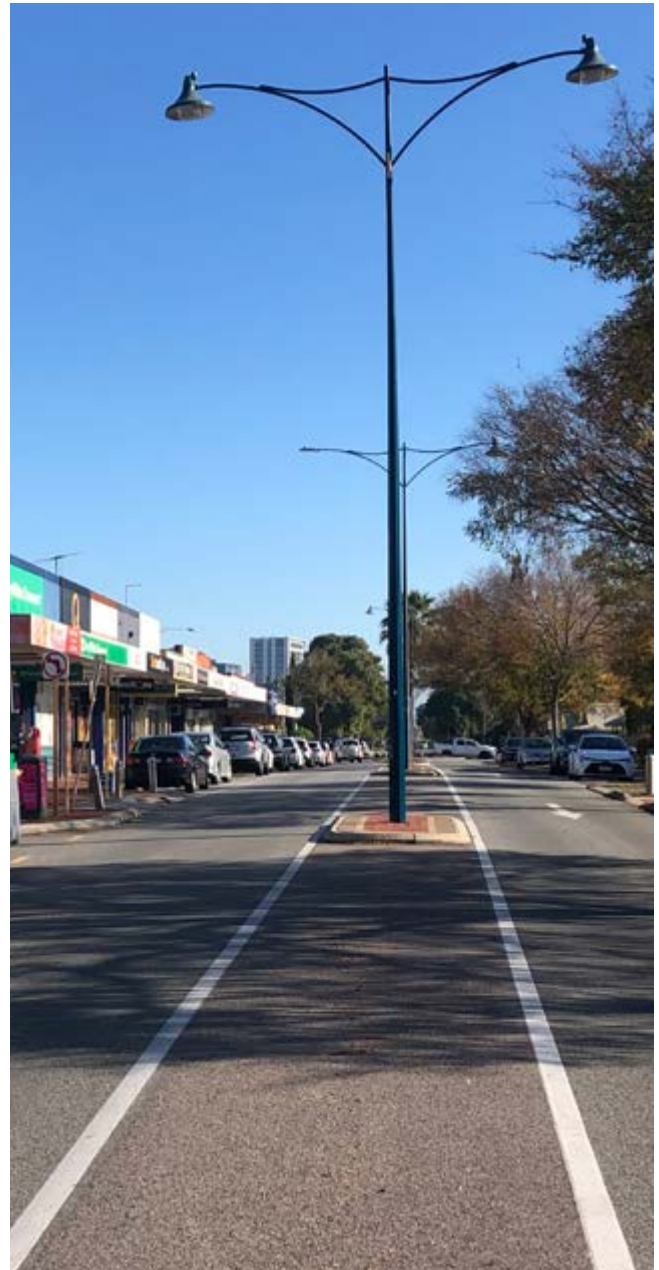
- The implementation of a 40km/h speed limit.
- A raised platform at the intersection of Gerring Court and Kooyong Road.
- Altering the pedestrian crossing points at the roundabout located at the intersection of Francisco Street and Kooyong Road.

Additional modifications to the road treatments within Kooyong Village should also be investigated including:

- The provision of trees within existing on street parking areas and the central median area.
- Re-design of the road layout to calm traffic, through slow points, pedestrian permeability and road surface treatments.

### Action 2.5

Investigate improvements to the road network, in accordance with 'Belmont on the Move' and the draft Wilson Park Masterplan as outlined in Figure 5.



## Car Parking

There is currently both public and private car parking within and surrounding Kooyong Village, including:

- On street parallel parking on Kooyong Road subject to either 30 minute or 2 hour car parking restrictions;
- Unrestricted on street parallel parking on Francisco Street;
- Unrestricted 90 degree public parking bays located within the road reserve of Gerring Court;
- Unrestricted angled parking bays within the road reserve of both Campbell Street and Surrey Road.
- A mixture of angled and 90 degree parking bays within private land adjacent to the supermarket; and
- Informal tenant parking to the rear of tenancies accessed via Jupp Lane.

'Belmont on the Move' recommends that the existing parking restrictions be maintained for public car parking along Kooyong Road and either two or three hour time restrictions be implemented for car parking bays within Gerring Court. 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 terms of private car parking, Local Planning Scheme No. 15 provides for variations to car parking requirements where it is determined that:

- 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 within the Kooyong Village 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 Kooyong Village Neighbourhood Centre.

### Action 2.7

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



### 3. Place

A range of people visit Kooyong Village due to the diverse range of businesses and services that are located within the Centre. This mix of land uses facilitates activity within the Centre and 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 Kooyong Village. The RNA outlines the benefits of Kooyong Village becoming a significant community focal point which provides a range of conveniently accessible goods and services and social meeting places.

Opportunities exist for the sense of place within Kooyong Village to be enhanced through improvements.



## Land Use Permissibility

Kooyong Village is anchored by a supermarket and benefits from a mix of established businesses all of which provide for residents daily and weekly shopping needs.

LPS 15 currently details only one permissible 'P' land use (Video Store) for 'Commercial' zoned land, which includes Kooyong Village. 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 SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Neighbourhood 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"> <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

Kooyong Village operates as a well-established main street neighbourhood centre with activity to the street generated through existing commercial frontages, bus stop facilities and on-street car parking.

Existing businesses within Kooyong Village generate consistent and steady activity, with both a day and night time economy. In addition, the majority of shop frontages typically contain clear glazing, definable entry points and awnings to the footpath.

A lack of formalised public spaces or meeting places results in people spending short amounts of time within the Centre. Limited alfresco dining options are currently present within the Centre.

Opportunities exist to improve street activation within the Centre through consistent built form design. The City can implement built form provisions into the appropriate planning framework.

The City should also explore opportunities to improve activity within the Centre through engagement with local businesses.

### Action 3.2

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

### Action 3.3

Engage with local businesses to facilitate an increase in street activity within the Centre.



## Kooyong Road

Kooyong Road forms the main frontage for commercial tenancies located within Kooyong Village and as a result plays the role of a 'main street'.

Currently Kooyong Road comprises two lanes of vehicle movement with a central median, parallel parking on both sides and footpaths within the verge. The central median also contains several raised portions along with street lighting and street tree planting within the northern verge area.

The public realm should be designed to enhance the visual appearance, social interaction and accessibility of Kooyong Village.

Modifications to the public realm should be investigated including:

- Providing tree plantings within the central median area and along the southern side of Kooyong Road.
- Alternate road and footpath surface treatments aimed at increasing private vehicle awareness of the presence of pedestrian and cyclists.

### Action 3.4

Investigate opportunities to improve the public realm along Kooyong Road.



## Kooyong Road and Gerring Court Intersection

The intersection of Kooyong Road and Gerring Court plays a significant role within Kooyong Village. This intersection forms the southern entry point to the Centre, and is in close proximity to Wilson Park and bus stop facilities.

As outlined previously, to facilitate better connectivity between the Centre, Wilson Park and bus stop facilities, 'Belmont on the Move' recommends the investigation of a raised platform at the intersection of Gerring Court and Kooyong Road. The proposed raised platform will provide an important link and a shared space for pedestrians and cyclists.

In addition to this, the City should explore the potential for pairing the proposed raised platform within the road space intersection, with the

creation of a public space within Wilson Park, adjoining the intersection of Gerring Court and Kooyong Road.

Creating a formalised public meeting space in this location has the potential to facilitate social interaction whilst also attracting additional patrons to the Centre.

### Action 3.5

Investigate the creation of a public meeting space within Wilson Park adjoining the intersection of Gerring Court and Kooyong Road, in accordance with 'Belmont on the Move' and the draft Wilson Park Masterplan.



## Francisco Street

The public realm of Francisco Street consists of footpaths on both sides of the road, a small number of parallel parking bays, verge areas and a central line marked median.

The City should explore the planting of additional trees within the verge and car parking areas along Francisco Street to improve its visual appearance. In addition the City should investigate altering the road and/or footpath surfaces to prioritise the movement of pedestrians.

These public realm improvements in addition to the proposed 'additional uses' over the vacant lots fronting Francisco Street, opposite the Centre, may act as a catalyst for future development.

### Action 3.6

Investigate potential public realm improvements to the section of Francisco Street between Norwood Road and Kooyong Road.

## Jupp Lane

Jupp Lane is located between Kooyong Road and Gerring Court, within Kooyong Village. Currently Jupp Lane is primarily used for access to the rear of existing commercial tenancies fronting Kooyong Road, as well as some low scale pedestrian movement from residential properties on Gerring Court.

Opportunities exist for the City to repurpose a small section of Jupp Lane as a shared or public space.

The City should investigate the transformation of Jupp Lane into a shared zone, encompassing lighting, street furniture and public art, with the potential for local businesses to activate the laneway.

The creation of a shared zone will provide a valuable public space that can be utilised for community events, as well as day to day activation of the Centre.

### Action 3.7

Investigate the implementation of a shared or public space within Jupp Lane.



## Public Art

There is currently one public art mural located along the western wall of Jupp Lane within the Kooyong Village. Public art is a vital part of the public realm as it assists in developing a strong 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 the large number of blank wall surfaces or the road surface.

Future funding mechanisms for public art within Kooyong Village 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 3.8

Investigate opportunities for public art to be located within Kooyong Village.

### Action 3.9

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







## City of Belmont

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# Kooyong Village Neighbourhood Centre Actions






# Actions & Implementation

## Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate the appropriateness of maintaining the centre boundary and applying a 'Neighbourhood Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Kooyong Village Zoning Page 5	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Investigate applying the additional uses of Consulting Rooms, Office and Art Gallery to 97 Norwood Road and 92 Kooyong Road through the preparation of a new Local Planning Scheme.	Part 2 Kooyong Village Transitional Area Page 6	 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
1.3	Investigate provisions relating to minimum residential floor space and interface between commercial and residential development through the preparation of a new Local Planning Scheme	Part 2 Kooyong Village Transitional Area Page 6	 1.2 1.3 1.4  5.7	State Planning Policy 7.3 - Residential Design Codes: Volume 2 - Apartments State Planning Policy 4.2 - Activity Centres	Short	Planning
1.4	Investigate whether it is appropriate to introduce a residential density code of R-AC4 in accordance with Figure 4.	Part 2 Residential Density within the Centre Page 7	 1.2 1.3  5.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning

## Actions & Implementation

### Kooyong Village

















No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.5	Investigate increasing the density coding of land within the transition area, adjacent to Kooyong Village, through the preparation of the City's Local Housing Strategy.	Part 2 Residential Density surrounding the Centre Page 8	 5.4 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

## Kooyong Village

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 Kooyong Village Neighbourhood Centre.	Part 2 Connections and Priority Page 10	 1.5  2.1-2.4  5.7	'Belmont on the Move' State Planning Policy 4.2 - Activity Centres	Short/ Medium	Planning Infrastructure Services
2.2	Investigate improvements to pedestrian and cyclist priority within Kooyong Village and Wilson Park.	Part 2 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 Kooyong Village.	Part 2 Wayfinding Page 11	 1.5  2.2  2.4	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 Kooyong Village.	Part 2 Public Transport Page 12	 1.5  2.2  2.4  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short	Infrastructure Services
2.5	Investigate improvements to the road network, in accordance with 'Belmont on the Move' and the draft Wilson Park Masterplan as outlined in Figure 5.	Part 2 Private Vehicles and Network Page 13	 1.2  1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move Draft Wilson Park Masterplan	Medium/ Long	Infrastructure Services

## Actions & Implementation






### Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.6	Investigate an appropriate car parking standard for land uses within the Kooyong Village Neighbourhood Centre.	Part 2 Car Parking Page 14	<div>2.1</div> <div>  5.7                 </div>	Belmont on the Move Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning Infrastructure Services
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Kooyong Village Neighbourhood Centre.	Part 2 Car Parking Page 14	<div>  2.1-2.3                 </div> <div>  5.7                 </div>	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning Infrastructure Services



# Actions & Implementation

## Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
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  5.7	Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.2	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 17	 1.2-1.4  3.6  4.3	Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.3	Engage with local businesses to facilitate an increase in street activity within the Centre.	Part 2 Street Activation Page 17	 1.2  1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres	Ongoing	Place Making
3.4	Investigate opportunities to improve the public realm along Kooyong Road.	Part 2 Kooyong Road Page 18	 1.2  1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Canopy Plan 2019 - 2024	Medium/Long	Planning Infrastructure Services

## Actions & Implementation

### Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.5	Investigate the creation of a public meeting space within Wilson Park adjoining the intersection of Gerring Court and Kooyong Road, in accordance with 'Belmont on the Move' and the draft Wilson Park Masterplan.	Part 2 Kooyong Road and Gerring Court Intersection Page 18	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres	Long	Planning City Projects Place Making
3.6	Investigate potential public realm improvements to the section of Francisco Street between Norwood Road and Kooyong Road.	Part 2 Francisco Street Page 19	 1.2 1.3  3.4  5.3	State Planning Policy 4.2 - Activity Centres Canopy Plan 2019-2024	Medium	Planning Infrastructure Services City Projects Parks & Environment
3.7	Investigate the implementation of a shared or public space within Jupp Lane.	Part 2 Jupp Lane Page 19	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Place Making Strategy	Long	Planning Infrastructure services City Projects
3.8	Investigate opportunities for public art to be located within Kooyong Village.	Part 2 Public Art Page 20	 1.2  4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium	Planning Place Making



# Actions & Implementation

## Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.9	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 20	<div> 3.4</div> <div> 5.3</div> <div> 1.2</div> <div> 4.1</div>	Local Planning Policy No. 11 - Public Art Place Making Strategy	Short	Planning Place Making