

# Activity Centre Planning Strategy Wright Street



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## Alternative Formats

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# Wright Street

The Wright Street Local Centre is located in the suburb of Kewdale and fronts both Orrong Road and Wright Street, with the latter serving as the predominant frontage. The Local Centre consists of a range of goods and services, including a small liquor store, hairdresser, take-away food outlets, accountant and assortment of other shops.

The Centre presents a main street design along Wright Street while 285 and 287 Orrong Road are characterised by a residential built form. A number of tenancies are also inward facing toward the car parking areas. 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 Wright Street Local Centre, with recommendations on zoning, residential density, movement and place.



Figure 1: Wright 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.

Surrounding land is zoned 'Residential' with density codes of either R20, R30, R20/40, or R20/60 resulting in varying housing arrangements and lot sizes. Single houses represent the predominant housing typology surrounding the Centre, with some grouped dwelling developments and a small number of multiple dwellings. Carlisle Primary School is located directly opposite the Centre along Wright Street and is reserved for 'Public Purpose' under the City of Belmont Local Planning Scheme No.15.

The immediate catchment area of Wright Street Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2) and includes a section of the Town of Victoria Park.



Figure 2: Wright Street Catchment



## Wright Street Local Centre Boundary and Zoning

The Wright Street Local Centre is defined by the area zoned 'Commercial' as shown in Figure 3 and consists of eight lots at the corner of Wright Street and Orrong Road. The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Wright Street Local Centre accommodated approximately 675m<sup>2</sup> of shop/retail floorspace. The Retail Needs Assessment (RNA) prepared to inform this Strategy, suggests that shop/retail floorspace within the Wright Street Local Centre should be only increased by a small amount to 700m<sup>2</sup> until residential densities in the area significantly increase. Therefore, it may be appropriate to retain the Centre boundary as per Figure 2.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, it may be appropriate to zone land within the centre as 'Local Centre' through the preparation of a new local planning scheme.

A local centre zoning reflects the scale and nature of the existing uses on site being a number of take-away food outlets, restaurants, shops, an office and a liquor store.

### Action 1.1

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.



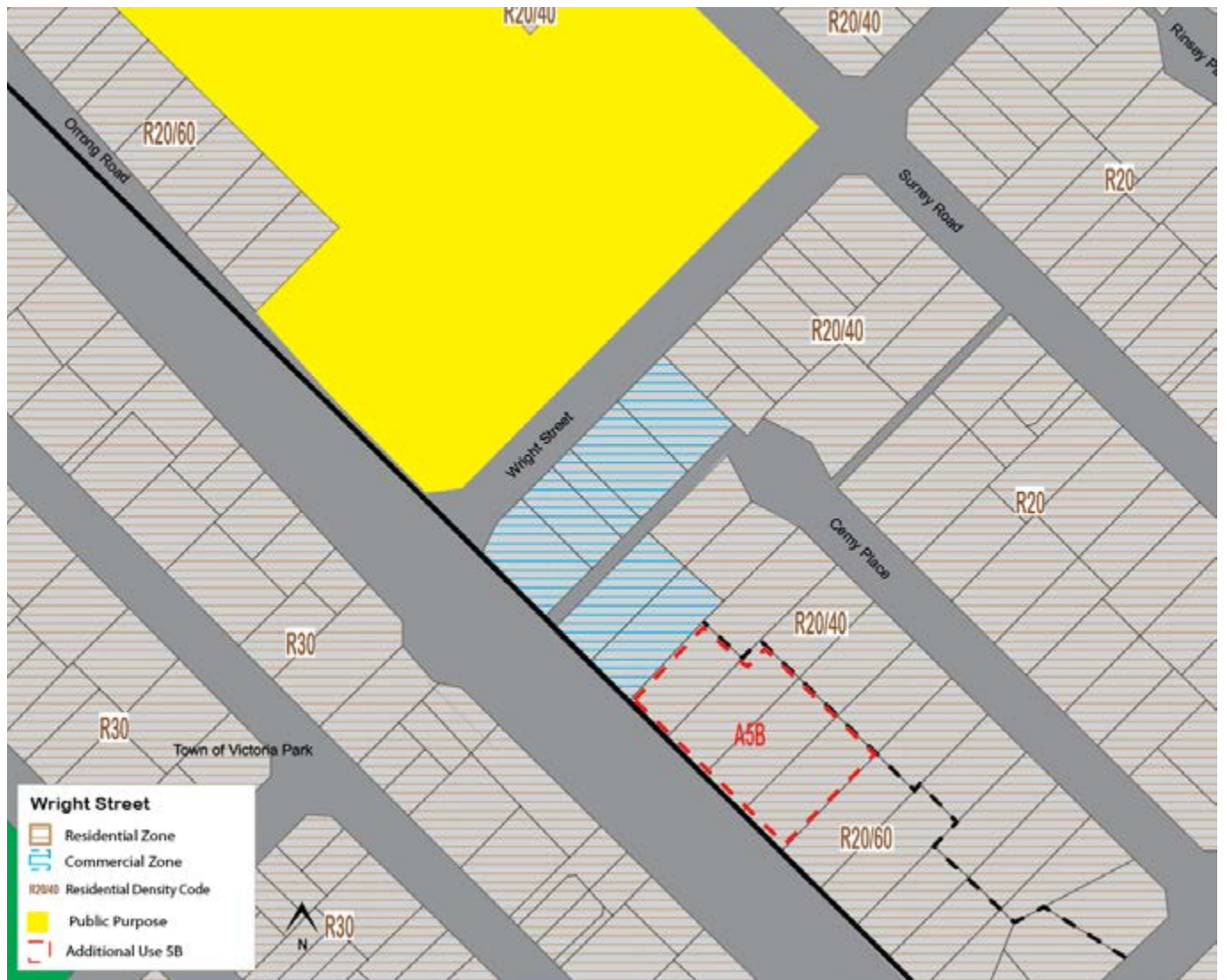


Figure 3: Existing Wright Street Local Centre Zoning



## Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. Despite this, there are two residential dwellings within the Centre being 285A and 287 Orrong Road.

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 the land within the Centre to facilitate a mix of residential and retail/commercial land uses whilst promoting economic sustainability. State Planning Policy 4.2 (SPP 4.2) recommends a residential density target of more than 40 dwellings per gross hectare within an 800m walkable catchment. In this regard, it may be appropriate for a residential density code of R60 be applied to land within the Centre (as shown in Figure 4). The residential density coding of R60 is consistent with the maximum density coding already applied to land along Orrong Road.

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 the Wright 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 local community, appropriate controls should

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

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations be investigated through the preparation of a new Local Planning Scheme.

### Action 1.2

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Wright Street 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 primarily surrounded by 'Residential' zoned land characterised by a mixture of single houses and grouped and multiple dwellings. Residential densities surrounding the Centre comprise of the codings of R20, R20/40, and R20/60 within the City of Belmont, and R30 within the Town of Victoria Park. Through the preparation of the City's Local Housing Strategy, the existing density codes within the City of Belmont will be reviewed.

Carlisle Primary School is located directly opposite the Centre along Wright Street and is reserved for 'Public Purpose' under the City of Belmont Local Planning Scheme No.15.

Lots adjacent to the Centre (289 - 295 Orrong Road) are currently subject to Additional Use 5b which provides for the uses of 'Consulting Rooms', 'Restaurant', 'Medical Centre', 'Office', 'Serviced Apartments', 'Showroom' (where no single tenancy exceeds 200m<sup>2</sup> NLA), and 'Studio'. Through the preparation of the Local Housing Strategy, the appropriateness of retaining these additional uses will be further investigated.

### Action 1.5

Review additional use 5b and the density coding of land surrounding Wright Street Local Centre through the preparation of the Local Housing Strategy.



## 2. Movement

The Wright 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 71.4% of survey respondents indicated that they access the Centre by private vehicle, while only 28.5% access the Centre by walking or cycling. Access to and from the Centre is supported by a legible road network and adequate parking facilities, making travel by private vehicle highly attractive. Walking and cycling is also available for surrounding residents, however Orrong Road acts as a potential barrier for residents to the south-west.

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 this can be improved.



## Pedestrian and Cycling Connections and Priority

The Wright Street Local Centre currently contains limited formalised pedestrian and cyclist infrastructure. Shelter for pedestrians is limited and bicycle parking and cycle lanes are not provided. In addition, besides the signalised crossing point at the intersection of Wright Street and Orrong Road, only one other formal pedestrian crossing point is provided. This crossing is controlled by a traffic warden during school pick up and drop off times but as a result of there being no raised median, is unprotected for the remainder of the time.

It should also be noted that given the Centre's catchment area is likely to extend outside of the City of Belmont to the southern side of Orrong Road, pedestrian and cyclist permeability across Orrong Road is vital to the Centre's viability. This is currently only provided through a signalised crossing at the Wright Street and Orrong Road traffic lights.

It is noted that Orrong Road is currently subject to a significant planning exercise for its future and as a result the road geometry and layout is likely to change. The City should look to monitor any changes to Orrong Road and advocate Main Roads WA and the Department of Planning Lands and Heritage to increase the priority afforded to pedestrians and cyclists looking to cross Orrong Road.

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

- Provide dedicated pedestrian crossing points along a new raised median on Wright Street.
- Modify the existing at-grade crossing point on Wright Street by raising it and installing a zebra crossing.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Investigate implementing a 40km/h speed limit on Wright Street to create a safer pedestrian orientated centre.
- Modifying road surface treatments to increase driver awareness to the presence of pedestrians and cyclists.
- Install formalised cycling infrastructure, including bicycle racks at various locations within the Centre.

### Action 2.1

Investigate improvements to pedestrian and cyclist priority within the Wright Street Local Centre and advocate for increased priority for pedestrians and cyclists crossing Orrong Road.

### Action 2.2

Continue to liaise with Main Roads WA regarding future Orrong road upgrades/works.



Figure 5: Pedestrian and Cyclist Infrastructure



## Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case Wright Street 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 2.3

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



## Public Transport

The Wright Street Local Centre is well serviced by Public Transport with five bus routes running through the Local Centre and two bus stops being located within close proximity along Wright Street (see Figure 6 below). The current public transport routes connect the Local Centre to significant landmarks including other activity centres within the City, Perth Airport, the CBD, and major activity centres in surrounding local government areas.

While the level of service within the Centre is high and bus stops are located within close proximity, the City should provide additional wayfinding measures. The City may also look to investigate the possibility of advocating to the Public Transport Authority (PTA) for relocating the current bus stops along Wright Street closer to the centre having regard to the Wright Street/Orrong Road intersection.

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

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

### Action 2.5

Liaise with the Public Transport Authority to investigate the possibility of locating bus stops closer to the centre.

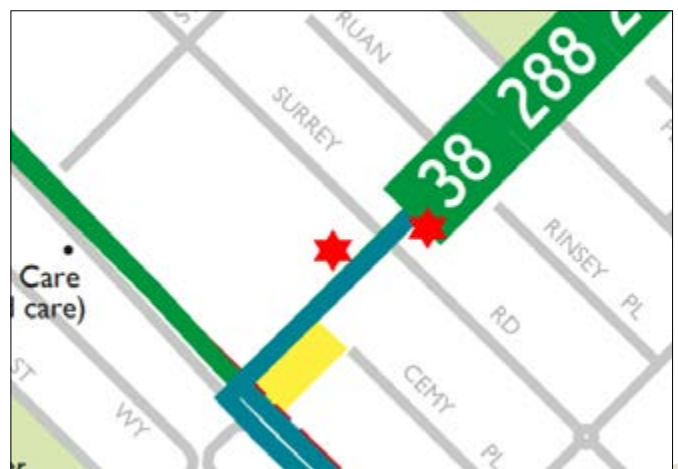


Figure 6: Location of Bus Stops (red stars)

## Private Vehicles and Road Network

The Centre is focused on Wright Street with secondary access provided by Orrong Road. Wright Street connects the Centre to surrounding residential development within the City of Belmont.

While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access.

Potential changes to the road network include implementing a 40km/h speed limit, providing dedicated pedestrian crossing points on Wright Street, and planting additional trees within the road reserve and car parking areas. These measures will provide for the Centre to be accessed by private vehicles while also promoting the prioritisation of alternative modes of transport.

### Action 2.6

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



## Car Parking

The Wright Street Local Centre predominantly relies on off-street car parking which often operates at very low occupancy. A small number of on-street bays are provided in the northern portion of the Centre.

Local Planning Scheme No. 15 provides parking 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. It is considered that a payment in lieu of parking plan is not necessary for this local centre as the majority of parking is contained on-site.

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

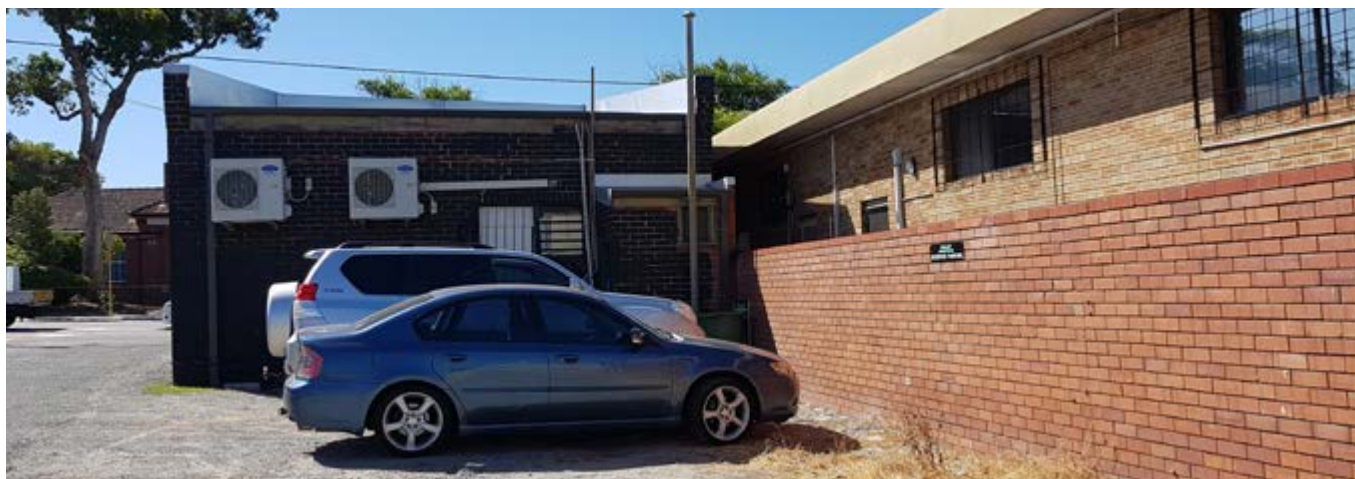
Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Love Street Local Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre.



The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement. 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 2.7

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



### 3. Place

The Wright Street Local Centre currently consists of a mixture of land uses, including a liquor store, shops, hairdresser, massage parlour, and take-away food outlets. These uses facilitate activity within the Centre both during the day and at night.

The Centre consists of expansive areas of underutilised car parking in poor condition, resulting in limited continuity in active street frontages and underutilised commercial land. The frontages of the commercial tenancies are dominated by expanses of advertising, roller shutters and blank sections of walls. A number of tenancies can also only be accessed from the side or rear of the Centre. 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 Wright Street Local Centre as discussed further in the following sections of this Strategy.





## Land Use Permissibility

Wright 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, 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 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 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 '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 SPP4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> <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

Wright Street Local Centre is predominantly characterised by a range of commercial tenancies with frontages that are dominated by expanses of visually 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 generally front the road reserves and provide 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 roller shutters are down, and where possible, increasing the aesthetic appeal of the frontage. 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 where the City deems it is safe to do so. 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 Wright Street's public realm area, additional landscaping (including

shade trees) should be installed. The City should also look to introduce public seating areas and rubbish bins 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.

Existing tenancies at 10 Wright Street currently front an area of open air car parking, which is often underutilised. An opportunity exists to activate this car parking area and facilitate the creation of a laneway style space connecting Wright Street and the currently laneway at the rear of the Local Centre.

The potential laneway development would primarily be used for access from Wright Street to rear car parking areas. Despite the primary function being vehicle movement, the laneway should be designed to present as a pedestrian priority zone, incorporating a clear shared space where two narrow lanes of traffic allow for slow vehicle movement and safe pedestrian crossing and cyclist access.

To enhance the sense of place within the Centre, the City should also explore the possibility of installing entrance statements.



### Action 3.2

Facilitate existing and future development within the Centre to provide 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.



## Public Art

While Wright Street Local Centre incorporates public art murals, there remains opportunities for additional public art to be incorporated into the 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.

Future funding mechanisms for public art within Wright 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 3.5

Investigate opportunities for public art to be located within the Wright Street 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.



## Community Groups

The Wright Street Local Centre provides an excellent opportunity to engage with the local community through periodic events and marketing within the vacant hardstand areas. Community events would require minimal infrastructure from the City and could include markets and public art galleries aimed at attracting local members into the Centre. Therefore, the City should engage with the relevant stakeholders to encourage community events.

### Action 3.7

Encourage relevant stakeholders to undertake community events within vacant areas of the Wright Street Local Centre.





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**Belmont**









# Wright Street Local Centre Actions



## Actions & Implementation

### Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	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 Wright Street Local Centre Boundary and Zoning Page 5	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015.	Short	Planning
1.2	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Wright Street Local Centre.	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
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 7	 1.2 1.3 1.4  5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres	Short	Planning












## Actions & Implementation

### Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
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 7	 1.2  1.3  1.4  5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.5	Review additional use 5b and the density of land surrounding the Wright Street Local Centre through the preparation of the Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	 1.2  1.3  1.4  5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres	As part of Local Housing Strategy	Planning

## Actions & Implementation










### Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.1	Investigate improvements to pedestrian and cyclist priority within the Wright Street Local Centre and advocate for increased priority for pedestrians and cyclists crossing Orrong Road.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Medium	Planning Infrastructure Services
2.2	Continue to liaise with Main Roads WA regarding future Orrong Road upgrades/works.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	 5.1	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at select locations within 200m of the Wright Street Local Centre.	Part 2 Wayfinding Page 11	 2.2 2.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services
2.4	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Wright Street Local Centre.	Part 2 Public Transport Page 11	 2.1  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short	Infrastructure Services
2.5	Liaise with Public Transport Authority to investigate the possibility of locating bus stops closer to the centre.	Part 2 Public Transport Page 11	 2.2-2.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services












## Actions & Implementation

### Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.6	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	 1.2  1.5  2.2  2.4	Planning and Development (Local Planning Schemes) Regulations 2015	Medium-Long	Planning Infrastructure Services
2.7	Investigate an appropriate car parking standard for land uses within the Wright Street Local Centre.	Part 2 Car Parking Page 13	 1.2  1.5  2.2  2.4  5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning

# Actions & Implementation



## Wright Street

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 SPP4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 15	 1.2-1.4  4.1	State Planning Policy 4.2 - Activity Centres  Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Facilitate existing and future development within the Centre to provide for surveillance between buildings and public spaces.	Part 2 Street Activation Page 16	 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 16	 1.2-1.4  5.7	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 16	 1.2-1.4  2.2  5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services



## Actions & Implementation

### Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.5	Investigate opportunities for public art to be located within the Wright Street Local Centre.	Part 2 Public Art Page 17	 1.2  4.1	Local Planning Policy No. 11 - Public Art 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 17	 1.2  4.1	Local Planning Policy No. 11 - Public Art	Short	Planning
3.7	Encourage relevant stakeholders to undertake community events within vacant areas of the Wright Street Local Centre.	Part 2 Community Events Page 17	 1.2  4.1  4.3  5.1	Place Making Strategy	Ongoing	Planning Culture and Place