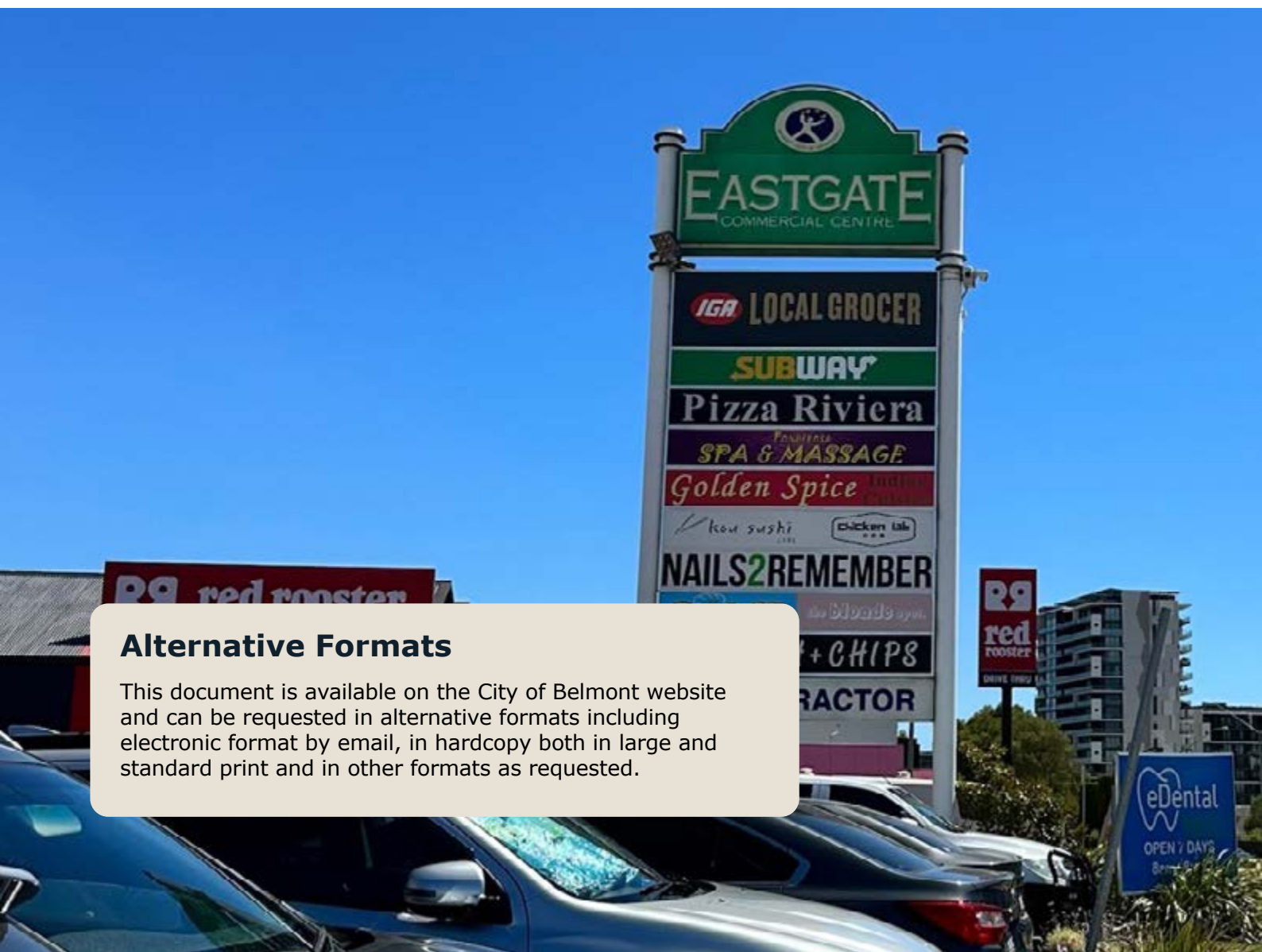


# Activity Centre Planning Strategy Eastgate



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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.



# Eastgate

Eastgate Neighbourhood Centre is located within the suburb of Rivervale, with frontages to Fitzroy Road, Great Eastern Highway and Kooyong Road (Figure 1). The Centre currently contains 1,718 square metres of retail commercial floorspace.

The Centre sits on a large single lot and offers a variety of goods and services to the community, including a supermarket. The built form is surrounded by parking and primarily addresses Great Eastern Highway with limited visual surveillance afforded to the Kooyong Road and Fitzroy Road streetscapes.

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

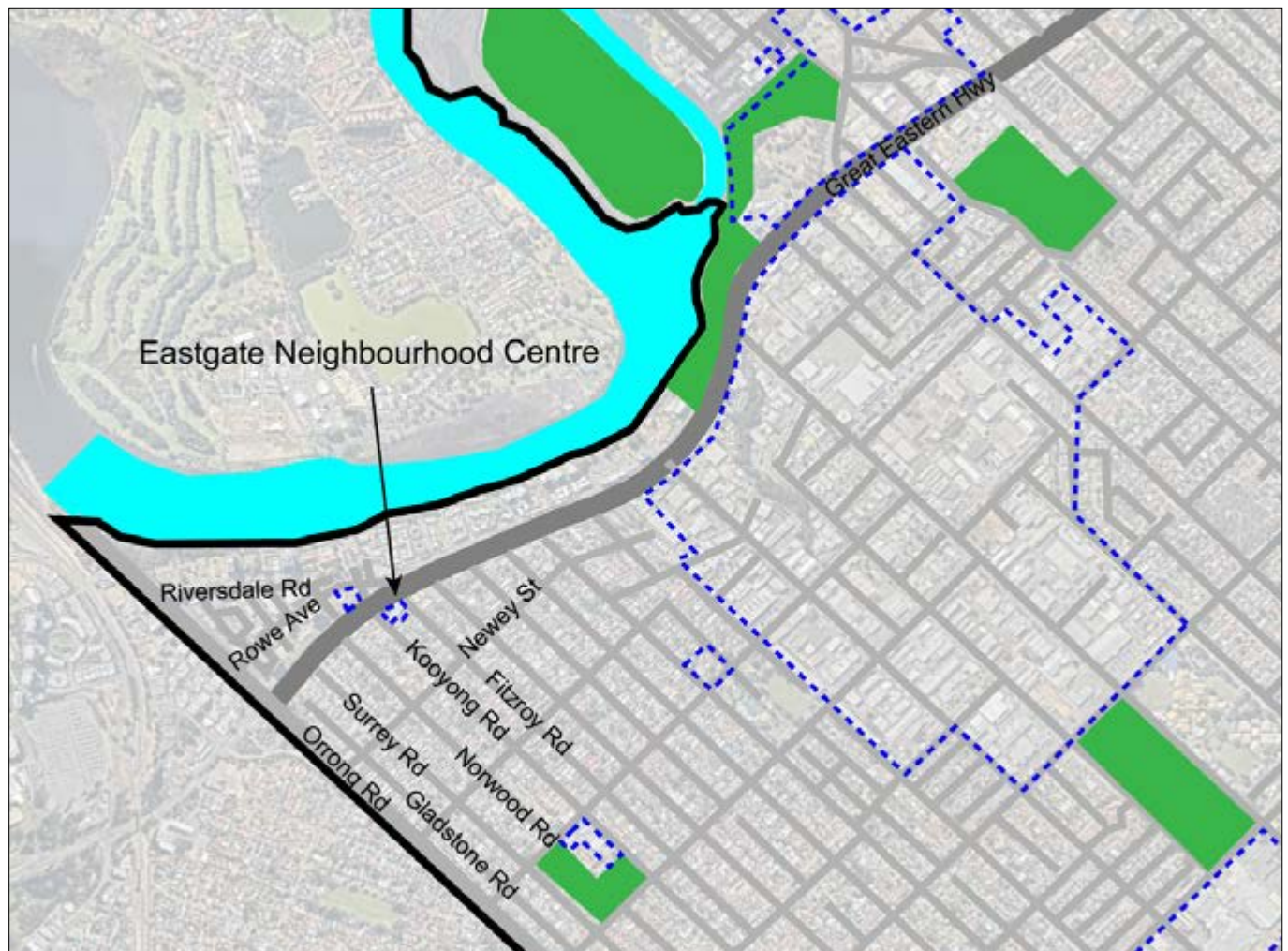


Figure 1: Eastgate Locality Map

# 1. Centre Context

Land within the Centre is predominantly zoned 'Commercial' under Local Planning Scheme No. 15 (LPS15). There is no residential density code associated with the 'Commercial' zoning. A small portion of the lot, to the south-east fronting Fitzroy Road, is currently zoned 'Residential' with an associated density coding of R20/40. This section of the lot currently contains car parking associated with the Centre.

Land surrounding the Centre contains a diverse range of residential dwellings and commercial uses. The majority of residential development is located south of the Centre where the dwelling type is predominantly single houses or grouped dwellings. High density residential development in the form of apartments are located to the north of the Centre and Great Eastern Highway within The Springs Development. The 'Mixed Use' zoned land to the east and west of the Centre, fronting Great Eastern Highway, provides for small scale commercial tenancies and short-stay accommodation.

The immediate catchment area for the Centre is primarily defined by dwellings within a 200 metre radius (as depicted in Figure 2). However, it is important to note that the catchment area may extend beyond this radius due to the presence of high density development within The Springs which currently lacks a centre. It is also likely that the Centre attracts visitors from the passing traffic, as it gains exposure and visibility from those traveling along the highway. Therefore, the catchment area likely extends beyond 200m.



Figure 2 Eastgate Catchment Area



## Eastgate Centre Boundary and Zoning

The Eastgate Neighbourhood Centre boundary can be defined through the singular lot at 49 Great Eastern Highway, Rivervale. Despite the Centre being located on a singular lot, both a 'Commercial' and 'Residential' zoning currently applies under LPS15, as shown in Figure 3.

A Retail Needs Assessment (RNA) prepared for this Strategy indicates the need for an additional 1,282 square metres of retail commercial floor area within the Centre.



Figure 3: Existing Eastgate Zoning

The need for increased retail floorspace within the Centre is a result of major population growth in the immediate vicinity. Major redevelopment within the Centre and a possible rezoning (further discussed below), could facilitate this increase in retail floorspace.

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 may therefore be appropriate for the Centre to be zoned 'Neighbourhood Centre' through the preparation of a new local planning scheme. To facilitate the need for increased retail floorspace, it may also be appropriate to rezone the portion of Eastgate Neighbourhood Centre currently zoned 'Residential' to 'Neighbourhood

Centre' (Identified by the black dashed line on Figure 4). It is anticipated that this will provide for additional employment and activity to be generated within the Centre.

#### Action 1.1

Investigate whether it is appropriate to implement the zoning shown in Figure 4, through the preparation of a new Local Planning Scheme.

#### Action 1.2

Facilitate and encourage increased retail floorspace within the centre.



Figure 4: Proposed Zoning Investigations



## Residential Density within the Centre

Although no residential development has been undertaken within the Centre to date, a density coding of R20/40 is applicable to the portion of the lot currently zoned 'Residential'. 'Commercial' zoned land within the Centre does not currently have an associated residential density code.

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. To achieve this, an overarching residential density coding should be applied to land within the Centre, whilst promoting the economic sustainability of the existing commercial uses.

Eastgate Neighbourhood Centre is located adjacent to Great Eastern Highway and surrounded by a mixture of residential dwellings, including high density development to the north. Perth & Peel @ 3.5 million encourages high-density mixed use developments adjacent to major urban transport corridors. Given this, it may be appropriate for the Centre to be allocated a residential density coding consistent with high density urban centres.

State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (SPP7.3 – Volume 2) designates that an R-AC1 residential density coding is suitable for 'high density urban centres'. An R-AC1 density coding allows for a maximum building height of nine storeys, a nil setback from side and rear boundaries and either a nil or 2m setback from the street boundary.

With the exception of the side and rear boundary setback provisions, the R-AC1 development requirements are considered appropriate for this Centre. However, if an R-AC1 density code is applied to the centre, the rear and side boundary setback provisions should be amended to achieve an appropriate interface between the centre and the adjoining low scale residential development.

Alternatively, it may be appropriate for a site specific planning framework to be prepared to guide future development. This could take the form of a Local Development Plan or Structure Plan. To enable the preparation of a site specific planning framework, an R-ACO density code would need to be applied to the centre.

To ensure that residential development does not occur in a manner that erodes the intent of the Centre in providing services to the community, appropriate controls should be introduced within the local planning framework. This may include limiting residential development on ground floors and requiring the provision for a commercial component in any redevelopment proposal.

Through the preparation of a new local planning scheme, the appropriateness of introducing an R-AC1 or R-ACO density coding should be investigated. A minimum rear setback for the Centre should also be investigated, in addition to the planting of trees and landscaping within this area to assist in screening development from the adjoining residential properties.

### Action 1.3

Investigate whether it is appropriate to introduce a residential density code of R-ACO or R-AC1 over Eastgate Neighbourhood Centre.

### Action 1.4

Liaise with the Department of Planning, Lands and Heritage to augment the R-AC1 minimum rear setback provision contained within SPP7.3 – Volume 2.

### 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.



## Residential Density surrounding the Centre

Land to the north of the Centre contains higher density residential development, predominantly in the form of apartments. 'Residential' zoned land south of Great Eastern Highway is assigned a lower density code of either R20 or a flexible density coding of R20/40. This coding has resulted in a predominant housing typology of single and grouped dwellings. 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 the Strategy modeled the effect of an increase in residential density to R80 surrounding the Centre. Whilst the model predicted an increase of up to 13% in annual revenue for local businesses, this was based on the land being vacant. It is also important to note that while much of the housing

stock is ageing, ownership of land is fragmented meaning that it is unlikely that development to realise the modelled density will occur within the foreseeable future. In addition, considering the proximity of the Centre to high density development within The Springs, it may not be necessary to increase densities surrounding the Centre.

Despite the apparent benefit that an increase in density could provide to the Centre, the City should strive to balance any density increase with community aspirations and additional housing needs. A potential increase in 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 Eastgate through the preparation of the City's Local Housing Strategy.





## 2. Movement

The Eastgate Neighbourhood Centre is located adjacent to the key transport corridors of Great Eastern Highway and Kooyong Road. Therefore, the majority of people (70.8%) who participated in the resident survey, indicated that they access Eastgate Neighbourhood Centre by car. While footpaths from the adjoining residential area lead to Eastgate Neighbourhood Centre, only 25% of survey participants indicate that they walk to the centre.

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

Access to the Centre is dominated by vehicle movements, which is evident through the limited priority afforded to pedestrians/cyclists and the dominance of car parking.

Pedestrian and cyclist infrastructure adjacent to the Centre consists of footpaths to Great Eastern Highway, Kooyong Road and Fitzroy Road. Great Eastern Highway also contains on road cycle lanes, however overall there remains limited formalised cyclist connection to the Centre. Within the Centre, there are existing footpaths located under awnings. These footpaths are however quite narrow and could be extended to further facilitate pedestrian movements within the Centre.

Footpaths and pedestrian crossing points do not provide the most convenient or direct route to the Centre, resulting in a loss of pedestrian access. The footpath connecting Kooyong Road to the Centre is located on the western side, with no definable or formalised pedestrian crossing point until the intersection with Great Eastern Highway.

Whilst Great Eastern Highway contains a signalised pedestrian crossing at its intersection with Kooyong Road, due to the traffic volumes using the road it presents as a barrier to accessing the Centre from the north.

Access to the Centre from the north of Great Eastern Highway is however aided by the Surrey Road Underpass, which is located approximately 200 metres to the west of the Centre. Whilst the underpass does not provide the most convenient or legible point of access, it does facilitate pedestrian crossing of Great Eastern Highway to access the Centre.

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.

The City's Integrated Movement Strategy 'Belmont on the Move' doesn't have specific recommendations for Eastgate Neighbourhood Centre but does include the following recommendations broadly applicable to all centres:

- Provision of facilities that provide comfortable and safe cycling infrastructure for all users.
- Improving the design of crossing points at key locations identified as having greater vehicle/pedestrian interaction.

Opportunities also exist for the City to increase pedestrian and cyclist priority for access to and from the Eastgate Centre. These include the following as visualised by Figure 6 overleaf:

- Investigating a formalised pedestrian crossing point across Kooyong Road from the existing footpath.
- Providing cycle connections with direct access to cycling infrastructure including bike racks and end of trip facilities.
- Providing greater connection to and from the Surrey Road Underpass (see location illustrated by Figure 7 overleaf) for the Centre.
- Planting street trees along the Great Eastern Highway frontage between the Surrey Road Underpass and the Centre.

### Action 2.1

Investigate improvements to pedestrian and cyclist priority to and from Eastgate Neighbourhood Centre.







Figure 6: Movement Concept Map



Figure 7: Location of Surrey Road Underpass



## Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists in locating points of interest, in this case Eastgate Neighbourhood Centre. Whilst the Centre is highly exposed to vehicle movement due to its proximity to Great Eastern Highway, opportunities exist to facilitate an increase in pedestrian and cyclist access through wayfinding signage and maps.

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 Eastgate Neighbourhood Centre.

This could include wayfinding measures which provide directional details to the Surrey Road Underpass to facilitate convenient and safe access to the Centre.

### Action 2.2

Investigate and implement wayfinding measures at select locations within 200 metres of Eastgate Neighbourhood Centre.

## Public Transport

The Eastgate Neighbourhood Centre is well serviced by public transport, with high frequency bus services running along Great Eastern Highway and Kooyong Road.

There are bus stops on either side of Kooyong Road directly adjacent to the Centre. Bus stops associated with services running along Great Eastern Highway are located within 50 metres of the Centre.

The level of service and location of stops makes travel via bus a viable mode of transport for access to the Centre.

The City should continue to promote public transport usage through its Travel Smart program, as well as liaising with land and business owners to maximise public transport usage.

### Action 2.3

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





## Car Parking

Car parking within Eastgate Neighbourhood Centre is predominantly located within the private lot boundaries. Car parking wraps the building facades and is visible from Kooyong Road, Great Eastern Highway, and Fitzroy Road. Limited public on street parking is available, however informal parallel parking does occur along Fitzroy Road.

As a result of the road network surrounding the Centre, future car parking will need to continue to be provided on-site. The City's current LPS15 requires a minimum parking requirement dependent on the land use proposed. The Eastgate Neighbourhood Centre site is constrained and continual change in land uses on the site may result in an increased requirement for parking, which is unable to be accommodated on site or within the immediate vicinity. This is unless the configuration of the Centre is altered through redevelopment.

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 Eastgate Neighbourhood Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre. While there are limited opportunities for additional parking to be provided within the road reserves, parking in lieu payments could be used to promote active modes of transport or to establish appropriate parking management measures.

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 2.4

Investigate an appropriate car parking standard for land uses within the Eastgate Neighbourhood Centre.

### Action 2.5

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



### 3. Place

The Eastgate Neighbourhood Centre contains a diverse range of businesses, along with specialised medical services. This mix of land uses services the local community and facilitates activity within the Centre.

Although the Centre contains a diverse range of businesses and services, there is a lack of meeting places and incentive for patrons to stay and utilise the Centre to its full potential. There is an opportunity for residential development to be incorporated into the Centre to facilitate in its activation and ongoing sustainability.





## Land Use Permissibility

The Eastgate Neighbourhood Centre provides a range of goods and services for the surrounding local community. The Eastgate IGA acts as the anchor tenant, with a number of take away food outlets, medical land uses, shops, showrooms and gyms also operating.

The variety of uses provide for a day and night time economy, with Eastgate IGA being open from 7:00am to 9:00pm, medical land uses being open between day trading hours and a number of the takeaway food outlets being open until 9:00pm.

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

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

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

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in 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 and Public Spaces

Eastgate Neighbourhood Centre benefits from exposure to Great Eastern Highway but is currently orientated inwards with limited surveillance afforded to Kooyong Road and Fitzroy Road. Commercial tenancies front car parking and provide awnings for whether protection over the adjacent footpaths.

A lack of formalised public spaces or meeting places results in people spending short periods of time within the Centre. There are also narrow footpaths to the front of tenancies, resulting in limited opportunity for alfresco dining or trading within the footpath. Furthermore, an existing fast food outlet located within the Centre contains a drive through component, resulting in a large amount of activity traversing through the Centre without visiting multiple tenancies.

Opportunities exist to liaise with the owner of the Centre to incorporate public open spaces as part of any redevelopment. The public spaces should provide for social interaction within the Centre and include areas of seating and appropriate landscaping.

If the Centre was to be redeveloped, it should be designed to address all public streets, with car parking sleeved from view. Clear glazing fronting streets, passive surveillance, and active frontages should also be encouraged.

There may be opportunities to co-design such improvements with the landowner.

To facilitate improvements, the City should investigate including built form provisions in the appropriate planning framework.

### Action 3.2

Liaise with the owner of the Eastgate Neighbourhood Centre to encourage the provision of a public space within the Centre.

### Action 3.3

Investigate implementing built form controls to ensure redevelopment of the Centre fronts the street and provides active facades

## Great Eastern Highway

Great Eastern Highway forms the primary street frontage of the Centre. Currently the frontage within the lot boundary of the Centre is dominated by car parking. The Great Eastern Highway road reservation extends further than the current carriageway width. The area outside of the current carriageway contains a footpath, landscaping and a grassed verge area.

Opportunities exist to improve this road reserve area, including:

- Realignment of the existing footpath to be setback from the Great Eastern Highway carriageway.
- Street tree plantings adjacent to the realigned footpath location to provide shade.
- Improved and additional access points to the Centre suitable for cyclists and pedestrians, compliant with the relevant disabled access requirements.

Investigation of the above points will assist in creating a greater connection and amenity for patrons visiting the Centre.

### Action 3.4

Investigate implementing streetscape improvements along the Great Eastern Highway frontage of Eastgate Neighbourhood Centre.





## Kooyong Road

Kooyong Road currently contains footpaths and bus stops on either side of the road. Despite bus stops being located on either side of the road, there is no, safe direct crossing point between these and the Centre. The City should investigate a direct crossing point to the Centre adjacent to the bus stops.

While space is limited within the road reserve, the City should also explore opportunities for the planting of additional trees within the verge fronting Eastgate Neighbourhood Centre, to improve its visual appearance.

These public realm improvements will create a more attractive and functional public realm along the portion of Kooyong Road fronting Eastgate Neighbourhood Centre.

### Action 3.5

Investigate implementing streetscape improvements along the Kooyong Road frontage of Eastgate Neighbourhood Centre.



## Fitzroy Road

The public realm of Fitzroy Road consists of a footpath fronting the Eastgate Neighbourhood Centre and landscaped verges. Given there is only one street tree fronting the neighbourhood centre, the City should investigate opportunities to increase the number of street trees on both sides of the road.

One crossing point via a central median is provided at the intersection of Great Eastern Highway. The City should investigate providing additional crossing points for pedestrians accessing the Centre from the residential land to the north east.

These public realm improvements will assist in creating an attractive streetscape for pedestrians.

### Action 3.6

Investigate implementing streetscape improvements along the Fitzroy Road frontage of Eastgate Neighbourhood Centre.



## Public Art

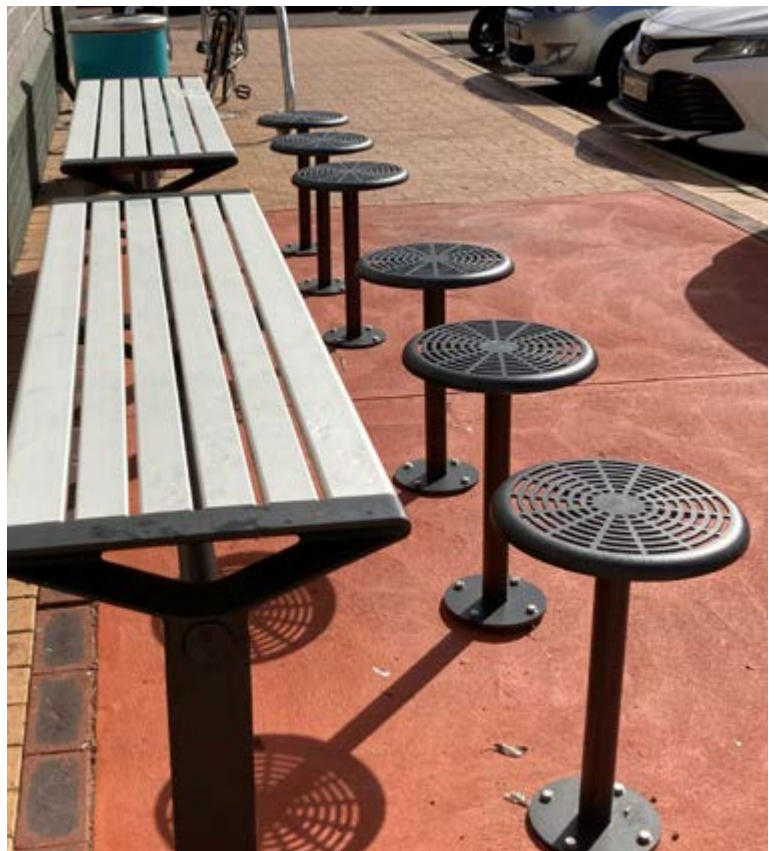
Eastgate Neighbourhood Centre currently contains no public art within its boundary. Public art is vital as it assists in developing a strong sense of place with the local community and increases the overall attractiveness of a centre to customers.

The City 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. While Eastgate Neighbourhood Centre is located within the policy area, the public art threshold has not benefited the Centre as there has been no major redevelopment since the adoption of Local Planning Policy No.11 – Public Art Contribution.

Opportunities exist to incorporate public art within the Centre, particularly given its accessibility and prominent location. Public art provision should be investigated through any future redevelopment of the Centre, in accordance Local Planning Policy No.11.

### Action 3.7

Investigate opportunities for public art to be located within the Centre.







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# Eastgate Neighbourhood Centre Actions








# Actions & Implementation

## Eastgate

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate whether it is appropriate to implement the zoning shown in Figure 4, through the preparation of a new Local Planning Scheme.	Part 2 Eastgate Centre Boundary and Zoning Pages 5-7	 1.2 1.3 1.4	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2	Short	Planning
1.2	Facilitate and encourage increased retail floorspace within the centre.	Part 2 Eastgate Centre Boundary and Zoning Pages 5-7	 1.2 1.3 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.3	Investigate whether it is appropriate to introduce a residential density code of R-ACO or R-AC1 over Eastgate Neighbourhood Centre.	Part 2 Residential Density Within the Centre Page 8	 1.3 1.4  5.4 5.7	State Planning Policy 7.3 - Residential Design Codes: Volume 2 - Apartments State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning
1.4	Liaise with the Department of Planning, Lands and Heritage to augment the R-AC1 minimum rear setback provision contained within SPP7.3 – Volume 2.	Part 2 Residential Density Within the Centre Page 8	 1.2 1.3  5.1 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	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 Surrounding the Centre Page 9	 1.3 1.4  5.4	State Planning Policy 4.2 - Activity Centres Local Housing Strategy	As part of the Local Housing Strategy	Planning

# Actions & Implementation













## Eastgate

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.6	Investigate increasing the density coding of land surrounding Eastgate through the preparation of the City's Local Housing Strategy.	Part 2 Residential Density Surrounding the Centre Page 9	 1.3  1.4  5.4	State Planning Policy 4.2 - Activity Centres Local Housing Strategy	As part of the Local Housing Strategy	Planning















# Actions & Implementation

## Eastgate

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 to and from Eastgate Neighbourhood Centre.	Part 2 Pedestrian and Cycling Connections and Priority Pages 11-12	 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	Investigate and implement wayfinding measures at select locations within 200 metres of Eastgate Neighbourhood Centre.	Part 2 Wayfinding Page 13	 2.1-2.3  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Planning Infrastructure Services
2.3	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Eastgate Neighbourhood Centre.	Part 2 Public Transport Page 13	 2.1&2.4  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Infrastructure Services
2.4	Investigate an appropriate car parking standard for land uses within the Eastgate Neighbourhood Centre.	Part 2 Car Parking Page 14	 1.2&1.5  2.2&2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning
2.5	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Eastgate Neighbourhood Centre.	Part 2 Car Parking Page 14	 1.2&1.5  2.2&2.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning Infrastructure Services

# Actions & Implementation

## Eastgate

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  4.1	Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.2	Liaise with the owner of the Eastgate Neighbourhood Centre to encourage the provision of a public space within the Centre.	Part 2 Street Activation and Public Spaces Page 17	 1.2&1.4  3.4  5.7	State Planning Policy 4.2 - Activity Centres Place Making Strategy	Medium	Planning Infrastructure Services Place Making
3.3	Investigate implementing built form controls to ensure redevelopment of the Centre fronts the street and provides active facades.	Part 2 Street Activation and Public Spaces Page 17	 1.2-1.4  2.2	State Planning Policy 4.2 Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.4	Investigate implementing streetscape improvements along the Great Eastern Highway frontage of Eastgate Neighbourhood Centre.	Part 2 Great Eastern Highway Page 17	 1.2-1.4  2.2-2.4  5.7	State Planning Policy 4.2.	Medium/Long	Planning Infrastructure Services Main Roads Western Australia
3.5	Investigate implementing streetscape improvements along the Kooyong Road frontage of Eastgate Neighbourhood Centre.	Part 2 Kooyong Road Page 18	 1.2-1.4  2.2-2.4  5.7	State Planning Policy 4.2	Medium/Long	Planning Infrastructure Services



# Actions & Implementation

## Eastgate

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.6	Investigate implementing streetscape improvements along the Fitzroy Road frontage of Eastgate Neighbourhood Centre.	Part 2 Fitzroy Road Page 18	 1.2-1.4  2.2-2.4  5.7	State Planning Policy 4.2	Medium/Long	Planning Infrastructure Services
3.7	Investigate opportunities for public art to be located within the Centre.	Part 2 Public Art Page 19	 1.2  4.1	Local Planning Policy No.11 - Public Art Place Making Strategy	Medium	Planning Culture and Place

