

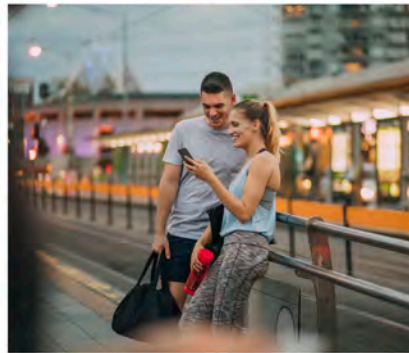


# EGLINTON DISTRICT CENTRE

ACTIVITY CENTRE PLAN

FINAL  
5 May 2021





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This structure plan is prepared under the provisions of the City of Wanneroo District Planning Scheme No. 2.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON: **17 MAY 2021**

Signed for and on behalf of the Western Australian Planning Commission



an officer of the Commission duly authorised by the Commission pursuant to Section 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:



Witness

18 MAY 2021

Date

17 MAY 2031

Date of Expiry

# TABLE OF AMENDMENTS

Amendment No.	Summary of the Amendment	Amendment Type	Date Approved by WAPC

# EXECUTIVE SUMMARY

The Eglinton district centre Activity Centre Plan (ACP) will facilitate the development of a district centre for the growing and anticipated Eglinton community and surrounding suburbs. The new Eglinton passenger train station proposed within the ACP will provide a critical catalyst for development of the town centre in the short term.

Bound by Pipidinny Road to the north, the future Eglinton Drive to the south, future Mitchell Freeway extension to the east and Marmion Avenue to the west, the ACP covers an area of 69.48ha. The centre has been contemplated in a range of planning instruments including State Planning Policy No.4.2 – Activity Centres for Perth and Peel (as an ‘emerging centre’), the Alkimos Eglinton District Structure Plan No.18 (DSP 18) and Eglinton Agreed Structure Plan No.82 (ASP 82).

This ACP is made pursuant to the City of Wanneroo District Planning Scheme No.2 (DPS 2), including the deemed provisions for local planning schemes of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the deemed provisions).

The planning for this activity centre has been led by Woodsome Management, representing Eglinton Estates Pty Ltd as the landowner, in consultation with the Department of Planning, Lands and Heritage/WA Planning Commission (DPLH/WAPC), METRONET/Public Transport Authority (PTA) and the City of Wanneroo (the City).

The ACP provides for:

- A new passenger train station and associated public transport infrastructure including a bus interchange and commuter ‘park and ride’ carparking areas.
- A shopping centre that could ultimately grow to approximately 20,000sq.m shop/retail floorspace by 2030, accommodating supermarkets and a discount department store, with associated speciality stores and mini majors. Other uses envisaged include a bulky goods precinct and a range of entertainment and community uses.
- Consolidated carparking areas, with flexibility to change configuration over time as demand for retail and other floorspace increases.
- A pedestrian focused main street connected to the train station, with highly active uses accommodating retail, food and beverage and commercial.
- A diversity of residential development, including provision for townhouse and apartment product closer to the train station and main street.
- Highly legible, well-designed pedestrian linkages to connect all parts of the activity centre, as well as with surrounding residential areas within the activity centre and beyond.
- Suitable provisions to allow flexibility for the centre to transition over time, as well as to surrounding residential areas.

The applicable district structure plan and agreed local structure plan have already planned for the delivery of relevant services, infrastructure and roads that will support the activity centre and broader area.

The activity centre will be developed over several stages, with stage 1 to occur within two to five years of the opening of the Eglinton train station in late-2023.

An overview of the key characteristics of the ACP is provided in **Table 1**.

**Table 1 – Activity Centre Plan Overview**

Item	Data
Activity centre plan area	69.48ha.
Precinct areas	<ul style="list-style-type: none"> <li>• P1 Main Street: 3.51ha</li> <li>• P2 Shopping: 9.70ha</li> <li>• P3 Residential: 14.91ha</li> <li>• P4 Business: 3.88ha</li> <li>• P5 Station and PTA Infrastructure: 9.02ha</li> <li>• P6 Future Development: 27.03ha.</li> </ul>
Land use areas	<ul style="list-style-type: none"> <li>• Residential: 8.94ha</li> <li>• Commercial (including mixed use): 11.74ha</li> <li>• Mixed use: 0.48ha</li> <li>• Business (bulky goods): 3.23ha</li> <li>• PTA: 8.86ha</li> <li>• POS drainage: 1.15ha</li> <li>• Future planning: 27.03ha</li> <li>• Eglinton Drive: 1.43ha.</li> </ul>
Total estimated lot yield	Approximately 236 green title lots, 1 retirement lot, 1 mixed-use lot and 1 multiple unit lot.
Target residential dwellings	480 (minimum) to 640 (desirable) dwellings.
Estimated residential site density	20 dwellings per gross hectare based upon a gross area of 32 hectares (excludes precincts 5 and 6).
Estimated population	1800 people, based on 2.8 persons average household.
Number of high schools	Nil.
Number of primary schools	Nil.
Estimated commercial floor space	<p>20,000sq.m NLA and 4,600sq.m NLA retail floor space and bulky goods floorspace respectively to 2030.</p> <p><i>Note: Additional floorspace for retail use and bulky goods will be subject to review.</i></p>
Estimated area and percentage of public open space	1.15ha public open space and drainage.





# PART 1 - IMPLEMENTATION

# 1. IMPLEMENTATION

## 1.1. ACTIVITY CENTRE PLAN

This Activity Centre Plan (ACP) applies to the Eglinton activity centre, bounded by Pipidinnny Road to the north, future Eglinton Drive to the south, Mitchell Freeway to the east and Marmion Avenue to the west, in Eglinton, Western Australia. The ACP totals 69.48ha in area.

The ACP applies to all areas within the boundary identified on the ACP map, refer **Figure 1** – Eglinton District Centre Activity Centre Plan Map (Part 1).

## 1.2. OPERATION

This ACP comes into effect on the day it is approved by the WA Planning Commission, the date of which is outlined on the endorsement page. As per the deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, from the date of endorsement this ACP is to have effect for a period of 10 years, unless otherwise determined by the WA Planning Commission.

Unless otherwise specified, the words and expressions used in this ACP shall have the respective meanings given to them in the City of Wanneroo District Planning Scheme No.2 (DPS 2).

Nothing in this ACP is to be interpreted as limiting clause 4.2 of DPS 2 which allows for variations to site and development standards and requirements. Nothing in this ACP is to be interpreted as limiting clause 43 of the deemed provisions that outlines that a decision-maker for an application for development approval or subdivision approval in an area that is covered by an ACP is to have due regard to, but is not bound by, the ACP, when determining the application.

## 1.3. ACTIVITY CENTRE VISION AND OBJECTIVES

The vision for the Eglinton town centre is as follows:

*'The Eglinton town centre is an urban community which is convenient, connected and provides diversity in both people and housing choices. The Eglinton train station facilitates a central core of activity that will flow through to a vibrant high street and shopping centre catering for a variety of needs, together with high quality parks, plazas and other meeting places and amenities.*

*It is the largest and most vibrant centre in Eglinton and the main focus of community life during the day time and extending into the evening. It contributes to a strong sense of community and identity that is uniquely Eglinton'.*

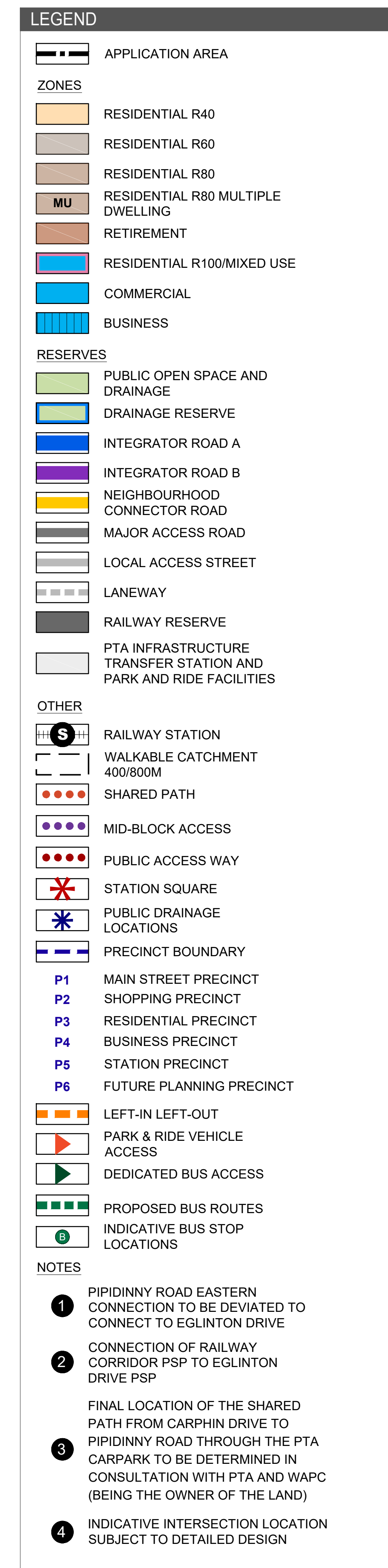
The development of this ACP will be supported by a new passenger train station located centrally within the ACP which forms part of the broader Yanchep Rail Extension with stations also proposed at Alkimos and Yanchep. This significant public transport infrastructure proposal, led by METRONET, will provide a critical catalyst for development of the town centre.

Development in the ACP area shall align with the following objectives:

- The district centre will be a distinctive town centre that is uniquely Eglinton reflected through land use, built form and public realm, setting itself apart from other centres in the corridor.
- To provide an activated focal point and mix of uses leveraging the Eglinton train station as a key entry point.
- To deliver a main street along Carphin Drive between the train station and mid-way to Marmion Avenue. It will be the focus of activity in the centre and will be treated with high quality landscaping and activated frontages.
- To deliver a functional shopping centre which provides for the convenience needs of the local and visiting population.
- To promote inclusiveness through the creation of a centre that facilitates diversity in people, spaces and housing choice.

- To promote active and alternative forms of transport while providing a convenient centre.
- To promote activation of the centre both in the day and evening through an inviting dining precinct and community meeting spaces.
- To ensure appropriate staging of centre development and provide for flexibility and responsive design and commercial outcomes.
- To promote local employment opportunities in a diversity of sectors.







## 2. PRECINCTS – SUBDIVISION AND DEVELOPMENT REQUIREMENTS

The ACP is divided into precincts as identified on the ACP Map. The following sections identify the vision, objectives, and land use and development requirements of the precincts.

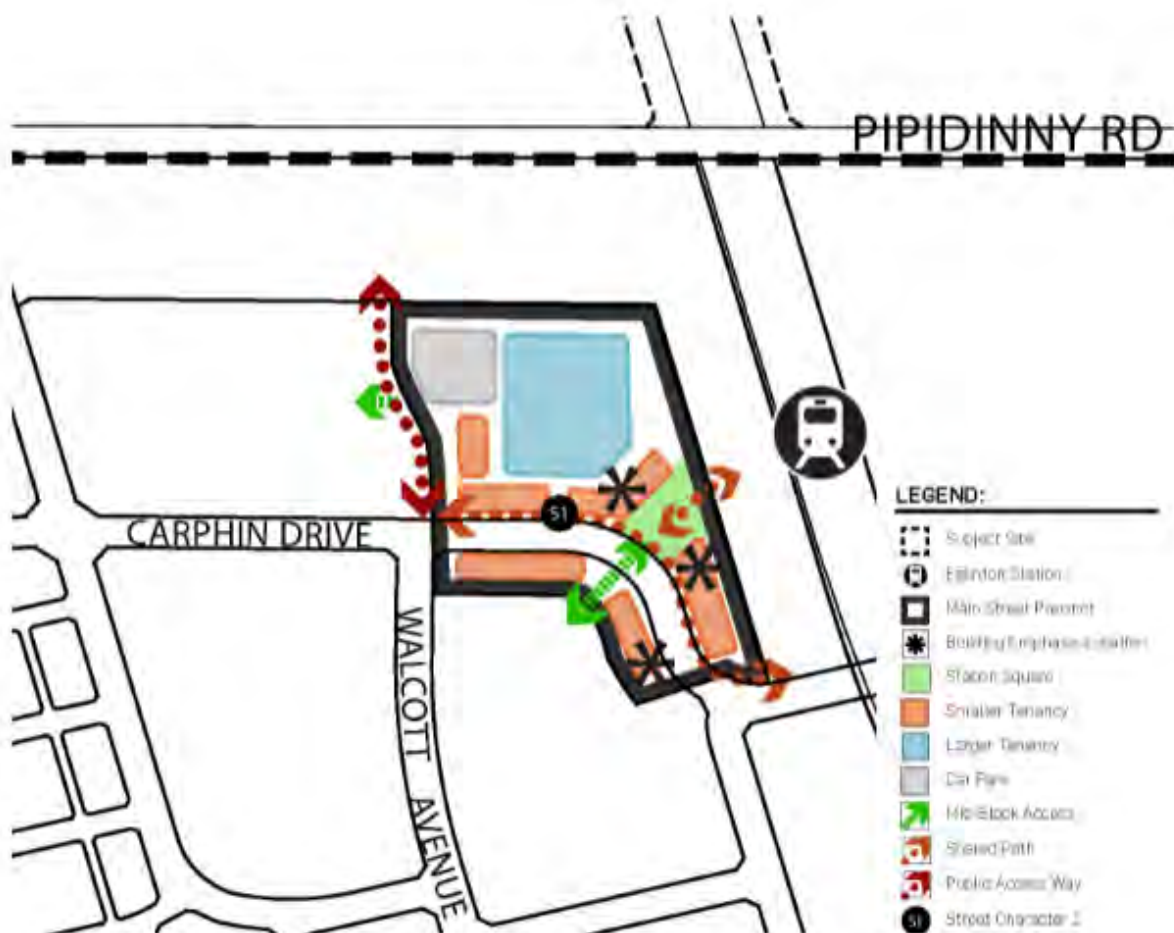
The requirements focus on the public-private interface and are supported by associated diagrams and character images. The design intent is illustrated on the Precinct Principles Maps. The development requirements are to be read in conjunction with DPS and State Planning Policy 7.3 (R-Codes) volumes 1 and 2.

The precinct boundaries are not intended to be rigid and are subject to detailed design refinement at development application stage.

### 2.1. PRECINCT 1 - MAIN STREET PRECINCT (P1)

The Main Street Precinct is in the heart of the Eglinton activity centre adjacent to the proposed train station. This precinct will comprise the main retail and community hub including a public square as an interface to the Station. It will accommodate most of the shop-retail activity, with a mix of commercial and hospitality buildings fronting both sides of the main street on Carphin Drive, refer **Figure 2**.

**Figure 2 – Precinct 1 – Main Street Precinct Principles (P1)**



Source: Urbis

### **2.1.1. Precinct Objectives**

The objectives of the Main Street Precinct are to:

- Provide for a mix of complementary retail, commercial and community uses that activate the Carphin Drive street frontage.
- Focus high intensity and active uses adjoining the public square.
- Provide for convenient, safe and pleasant access between the train station and other parts of the district centre.
- Provide safe and pleasant connections to the residential areas.
- Provide an amenable interface to surrounding development, both in the short and long term.
- Provide for residential development at R-AC3 as per the ACP and SPP 7.3 Volume 2 Apartments, maximising the potential for residential development within the 400m catchment of the train station within mixed use building formats.
- Provide safe and active interface with PTA infrastructure.
- Ensure initial development stages do not compromise ultimate development.

### **2.1.2. Land Use**

- Uses to be generally consistent with the Commercial zone of DPS2.
- Preferred uses along Carphin Drive include a mix of speciality retail shops, small bars, cafes, restaurants, convenience stores, pharmacies at ground level, and commercial uses such as professional services and small businesses, or shop top housing on upper levels.
- The mix of uses is to ensure pedestrian activation of the main street throughout the day and evening, and car based uses are generally not supported.
- Smaller tenancies are preferred along Carphin Drive, and larger tenancies for retail and commercial preferred behind Carphin Drive abutting the station car park to the north.
- Larger format retail uses, such as showrooms and drive through uses, including fast food outlets and petrol stations, are not supported in the precinct which is focused on pedestrian movement and amenity.

### **2.1.3. Building Typology**

#### **2.1.3.1. Built Form Description**

- Carphin Drive: Mixed use two or three storey buildings that orientate to Carphin Drive to create activity at the street front. Generally a narrow continuous building format is to be provided at the ground floor to maximise tenancy opportunities and mix of uses. Upper floors contain mix of commercial and business services, or shop top residential development.
- Contemplate single storey retail (with a two-storey facade) in the first instance that does not compromise ultimate development.
- Larger, two storey or single level commercial/retail buildings in the remainder of the precinct that orientate to the street or laneway frontage, and car parking to be provided to the rear of the buildings.

Figure 3 - Multi Storey Mixed Use Building



Figure 4 - Two storey commercial/retail



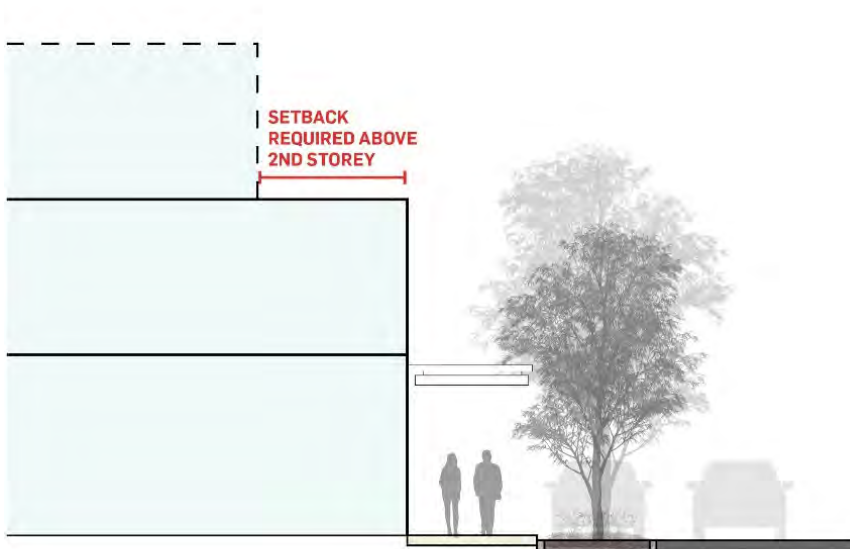


## 2.1.4. Development Requirements

### 2.1.4.1. Setbacks

- Default nil building street setback. Building setbacks may be supported where desirable to provide alfresco dining or similar activities that promote interaction between the internal use and public realm.
- Provide boundary to boundary development to maintain a consistent attached built form character along Carphin Drive.
- Rear setbacks to be considered based on the requirement for car parking and delivery services.
- Any level above 2 storeys is required to be set back 5.0 metres from the Carphin Drive boundary and 3 metres from Walcott Avenue boundary and the pedestrian link to the PTA carpark.

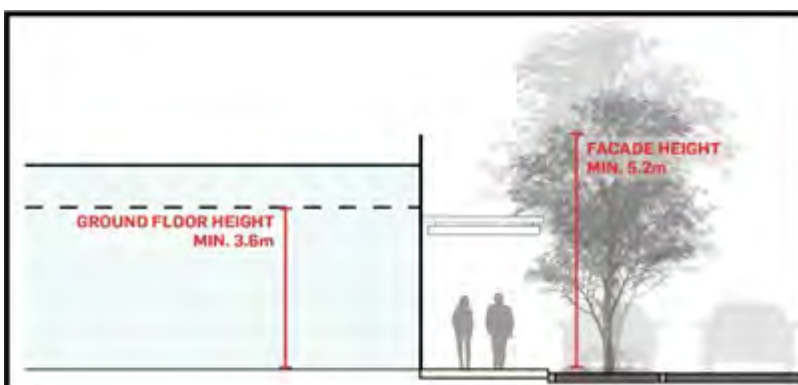
**Figure 5 - 3rd Storeys Setback**



### 2.1.4.2. Building height

- Maximum building height shall be at the discretion of the Council and commensurate with a three storey building height.
- A building emphasis feature designed to reinforce the street corner, may exceed the maximum allowable height at the discretion of Council.
- Minimum ground floor to ceiling height of 3.6 metres.
- Minimum façade height of 5.2 metres to create a sense of enclosure for the pedestrian environment.

**Figure 6 - Ground Floor and Façade Heights**



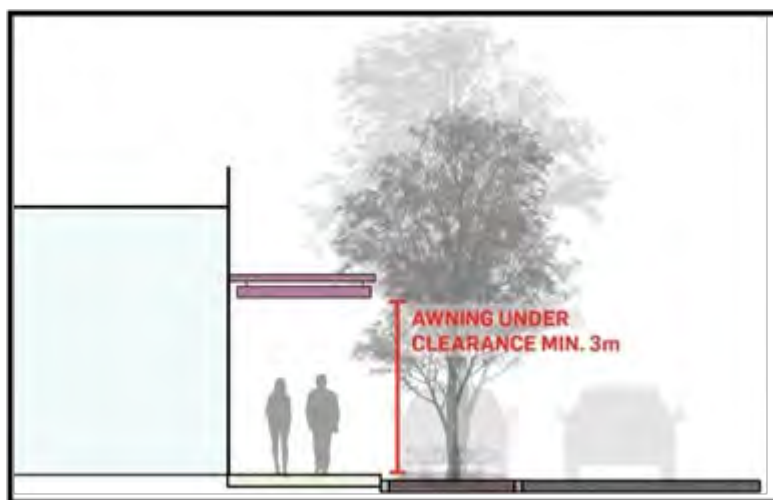
#### 2.1.4.3. Building façades

- At least 80% of the building façade at street level to be maintained as an entry or window with clear glazing.

#### 2.1.4.4. Awnings

- Provided along at least 80% of each building frontage facing a public street or the station square.
- Awnings to have minimum 3m under clearance and be wide enough to provide shelter to pedestrians without impeding surveillance.

**Figure 7 - Awning Clearance**



#### 2.1.5. Public Realm

##### 2.1.5.1. Building Emphasis

- A building emphasis (architectural element) should be applied at the entrance to the main street (Carphin Drive) from the train station. This may be in the form of an architectural structure, public art or landscaped plaza.
- Provide an entrance to the Eglinton ACP area that connects the train station to the Main Street precinct that promotes movement and use of the space.
- A development application for the building emphasis is to be accompanied by a concept plan, architectural drawings, interfaces, address the visual landscape and demonstrate linkages with the train station, station square and the Main Street Precinct.

##### 2.1.5.2. Station Square

- A public square is to be provided between the main access point to the station and the main street.
- The square shall have a minimum width of 25 metres and a minimum length of 30 metres.
- An active edge shall be provided along the northern and southern perimeter of the square to provide for activation and surveillance of the space.
- Abutting tenancies shall provide their primary pedestrian entrance from the square.
- Tenancies abutting both the square and main street may provide its primary entrance from the main street provided alfresco facilities and a secondary entry are provided along the square.
- Direct pedestrian connections across the square shall be provided between the station and Carphin Drive as well as pedestrian connections around the perimeter to provide a choice of route and optimise activation.
- Grade differences may be incorporated within the square subject to universal access being provided and level differences forming an integral part of the landscape design.

- Trees and landscaping shall be key elements within the square and utilised to provide a sense of enclosure around the square.
- Shade and shelter shall be provided through the placement of trees or other shade structures.
- A development application for the Station Square is to be accompanied by a concept plan, architectural drawings, landscaping treatments, and demonstrate how it meets the above points and the details outlined in Section 7, Part 2 of this document.

### 2.1.5.3. Station Interface

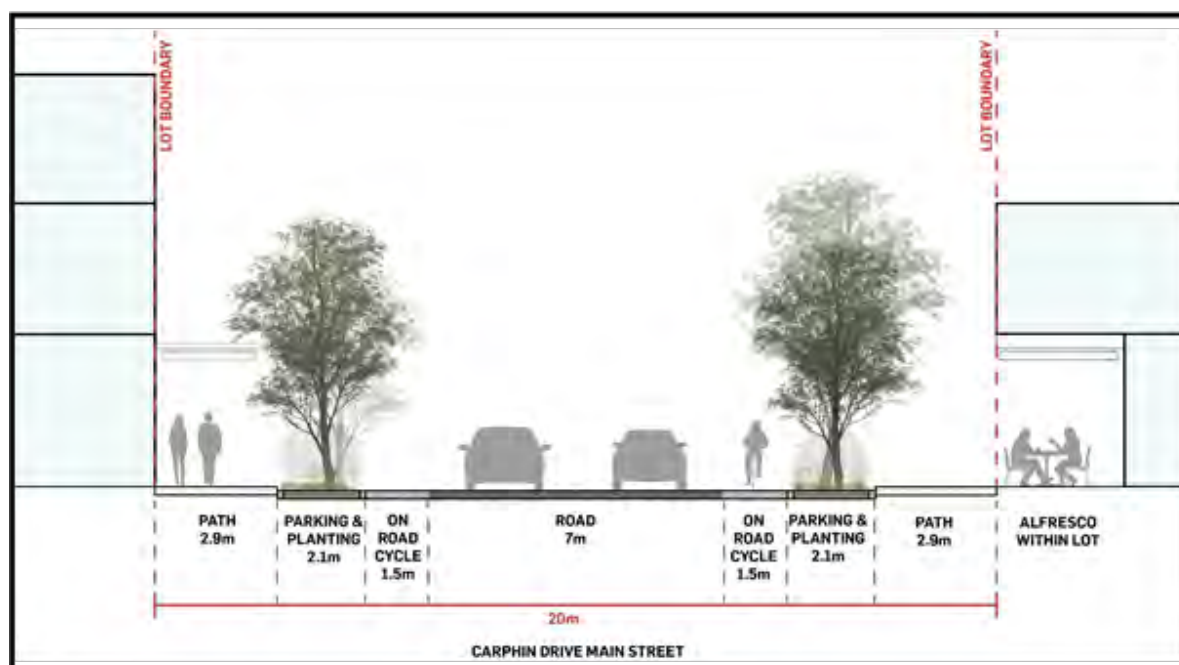
- All buildings and shop frontages are to orientate to the train station and surrounding streets (via a primary and secondary entry).
- Built form to address the station and surrounding streets to create visual interest and provide surveillance of the public realm.
- All roads, intersection, car parking and footpath treatments to be integrated and visually connected to the station infrastructure through colour, texture, and materials.
- High quality landscaping to provide amenity, weather protection and way-finding between the station and ACP.
- Public furniture and art is to be provided to create interest and unique sense of place.

## 2.1.6. Street Character and design

### 2.1.6.1. Carphin Drive

- Neighbourhood Connector A – accommodating, busses, dedicated on-street cycle lanes and parking
- Bus stops are normally in travel lane against kerb extensions in parking lane.
- Alfresco areas accommodated within private lot.

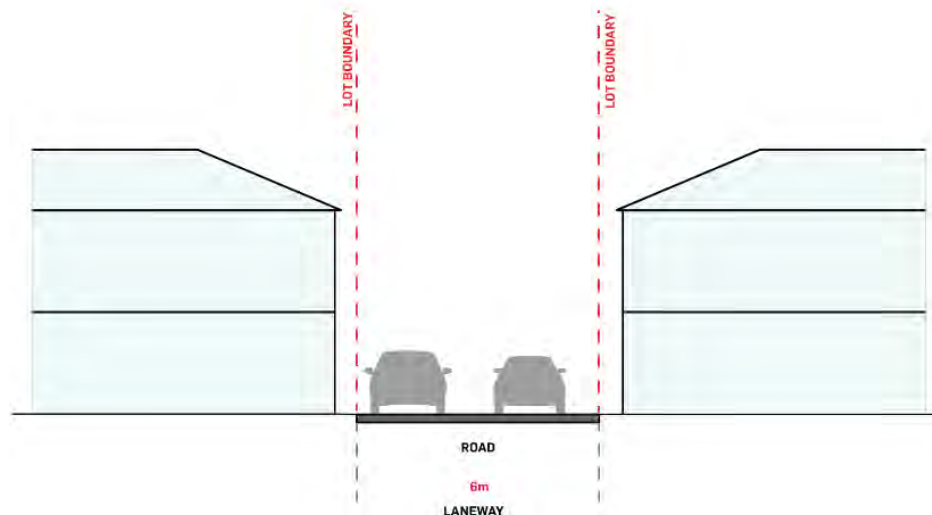
**Figure 8 - S1 Main Street Cross Section**



### 2.1.6.2. Laneway at the Rear of Carphin Drive

- Laneway with a reserve width of 6.0m for two-way vehicle movement. Normally no parking with central-invert drainage.
- Laneway access to the rear of the tenancies facing Carphin Drive for delivery and staff access.

**Figure 9 - Laneway cross section (Laneway as per Neighbourhood Connector, Element 2, Page 18, LN 2009)**



### 2.1.6.3. Accessway from Carphin Drive to PTA Carpark

- The public accessway linking Carphin Drive to the PTA carpark forms part of the Social/Pedestrian/Cycle Linkage system as identified in Agreed Structure Plan No.82. As outlined in ASP82, these connectors form a part of the overall green network and pedestrian/cycle movement network, accordingly this connection should be a minimum width of 10m.
- Where there is abutting built form, this is required to include continuous cover for pedestrians, or where no built form is proposed, planting should occur on both sides of the shared path.

**Figure 10 - Cross Section Including Abutting Built Form**

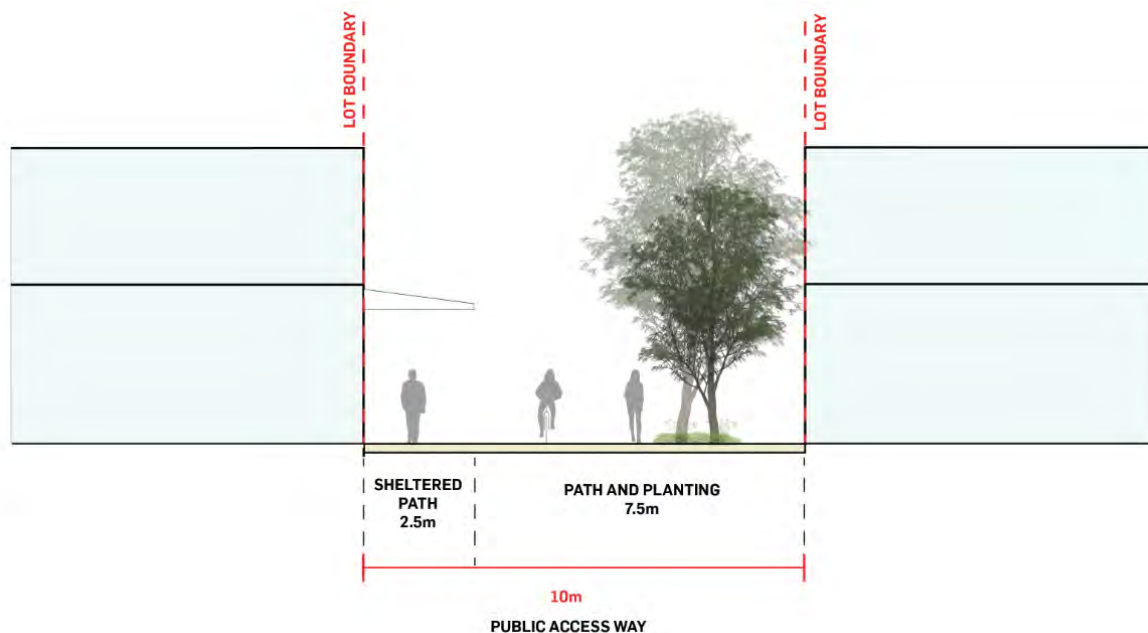


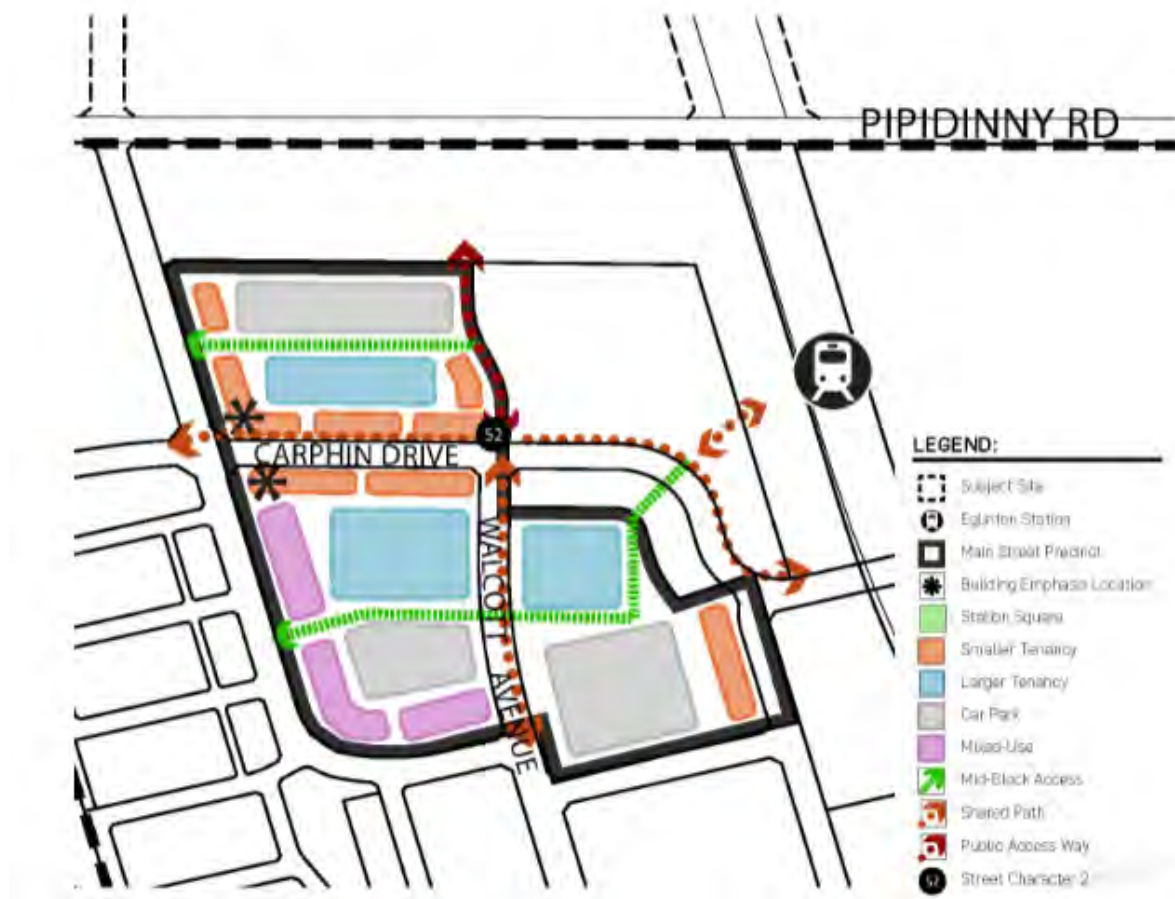
Figure 11 - Cross Section with Landscape Treatment



## 2.2. PRECINCT 2 – SHOPPING PRECINCT (P2)

The shopping precinct adjoins the Main Street Precinct and will accommodate a mix of retail and commercial uses in a shopping centre environment.

Figure 12 – Precinct 2 – Shopping Precinct Principles (P2)



Source: Urbis

### 2.2.1. Precinct Objectives

The objectives of the Shopping Precinct are to:

- Provide a convenient district shopping centre environment.
- Provide for development which activates Carphin Drive.
- Provide safe and pleasant connections to the Business and Residential precincts.
- Facilitate residential development to maximise density within 400m of the train station. Land Use
- Uses to be generally consistent with the Commercial zone of DPS2.
- Preferred uses along Carphin Drive include a mix of speciality retail shops, small bars, cafes, restaurants, convenience stores, pharmacies at ground level, and commercial use such as professional services and small businesses or shop top housing on upper levels.
- The mix of uses to ensure pedestrian activation of Carphin Drive throughout the day and evening, and car-based uses are generally not supported.



- Smaller tenancies preferred along Carphin Drive, and larger tenancies for retail and commercial preferred behind Carphin Drive.
- Residential land uses should not be supported or encouraged at ground floor when directly fronting Carphin Drive.
- Residential ground floor uses permitted within the remainder of the Shopping Precinct provided such units can be retrofitted to commercial uses in the future.
- Mixed use development is encouraged with commercial at ground floor and residential above. Residential development should generally be undertaken at a density of R100 as per the ACP.

### 2.2.2. Building Typology

- Two to three storey mixed use buildings to be provided to Carphin Drive to create an active street frontage. Narrow continuous building format is to be provided at the ground floor to maximise tenancy opportunities and mix of uses. Upper floors to contain a mix of commercial and business services, or top shop residential development.
- Single storey retail (with a two storey façade) may be provided in the interim provided it does not compromise the envisaged ultimate development outcomes.
- Larger, two storey or single level commercial/retail buildings can be provided in the remainder of the precinct. Buildings to be oriented to the street or laneway, with carparking areas provided at the rear of the buildings.



## 2.2.3. Development Requirements

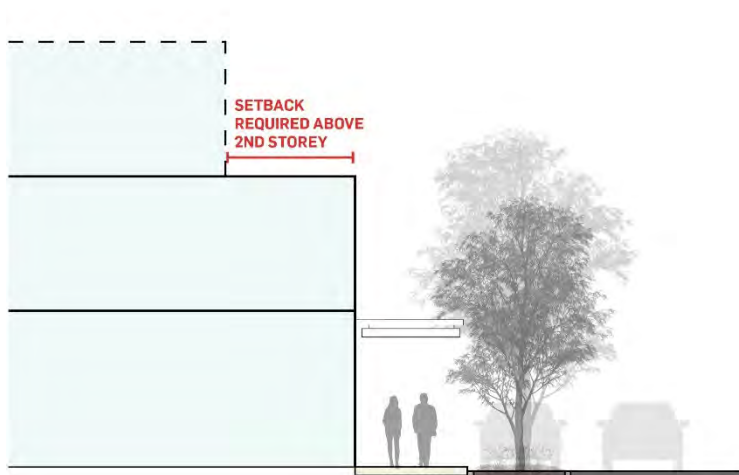
### 2.2.3.1. Setbacks

- Default nil building street setback. Building setbacks may be supported where desirable to provide alfresco dining or similar activities that promote interaction between the internal use and public realm.
- Provide boundary to boundary development to maintain a consistent attached built form character along Carphin Drive.
- Rear setback to be considered based on the requirement for car parking and delivery services.
- Any level above 2 storeys is required to be set back 5.0 metres from the Carphin Drive boundary and 3.0 metres from Walcott Avenue boundary and the pedestrian link to the PTA carpark.

### 2.2.3.2. Building Height

- Building height shall be at the discretion of the Council. Heights shall be subject to considerations such as overshadowing, landmark or gateway status and the impact on important views and view corridors.
- Minimum ground floor to ceiling height of 3.6 metres. Minimum façade height of 5.2 metres to create a sense of enclosure for the pedestrian environment.
- Maximum building height of two storeys at the street interface. Additional storeys may be supported where setback further to create a clear separation of building forms and to not detract from pedestrian scaled street environment, solar access and view lines.
- Mixed use is intended to be developed with commercial at the ground floor and 2-3 storeys of apartment development.

Figure 13 - Upper floor setbacks



### 2.2.3.3. Building facades

#### Carphin Drive

- Building façades to maximise building articulation, including 70% glazing (with at least 50% of glazed area unobscured) at ground floor and entrances directly accessible and visible from the street or public realm.
- Building frontages to be continuous where possible. Exceptions include where desirable to provide for access or other public spaces and facilities.



### Non Carphin Drive

- Building façades to maximise building articulation, including 60% glazing (with at least 40% of glazed area unobscured) at ground floor and entrances directly accessible and visible from the street or public realm.
- Building frontages to be continuous where possible. Exceptions include where desirable to provide for access or other public spaces and facilities.

#### 2.2.3.4. Awnings

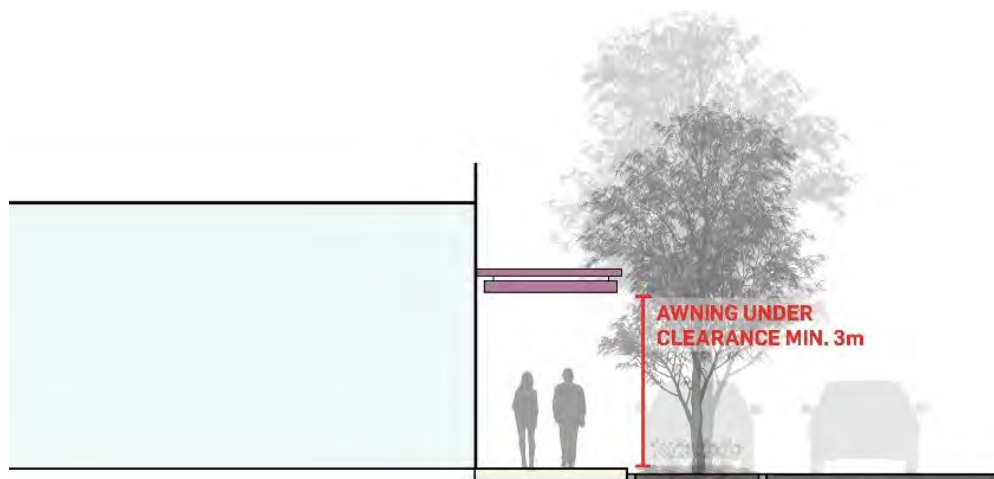
##### Carphin Drive

- Awnings provided along at least 80% of each building frontage facing Carphin Drive
- Awnings to have minimum 3m under clearance and be wide enough to provide shelter to pedestrians without impeding surveillance.

##### Non Carphin Drive

- Awnings provided along at least 60% of each building frontage.

**Figure 14 - Awning Clearance**



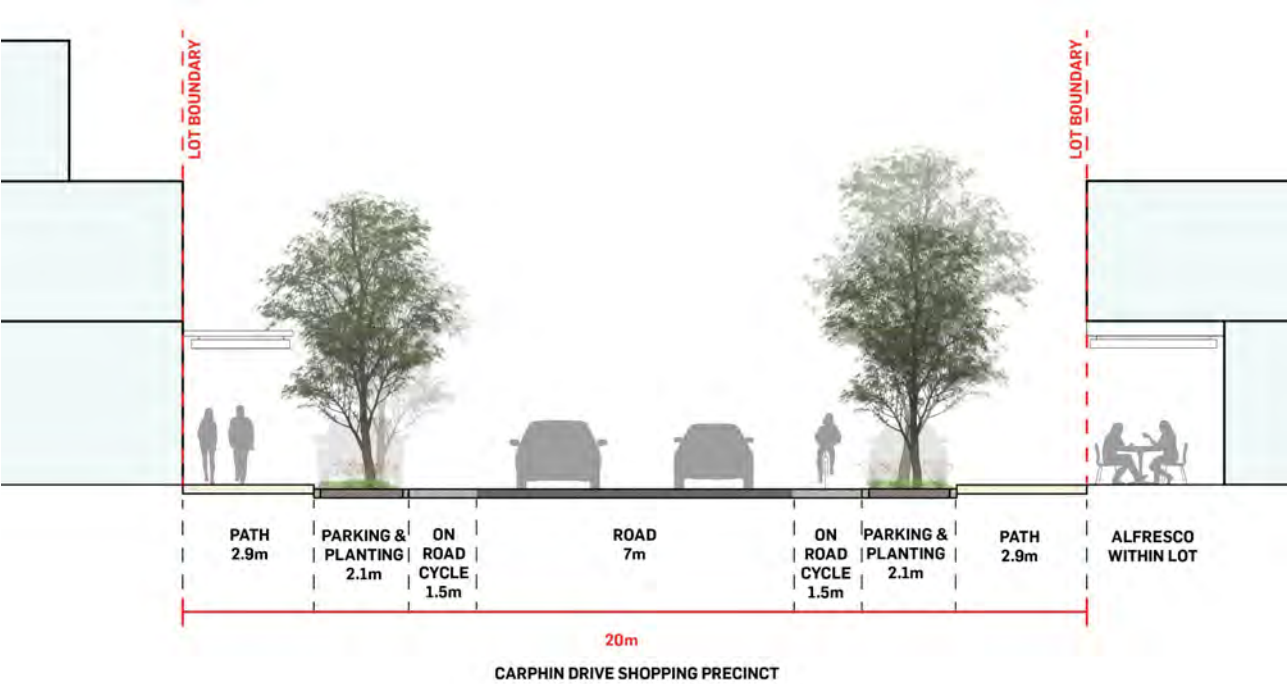
### Building Emphasis

- A building emphasis (architectural element) should be applied at the western entrance to the Shopping Precinct on Carphin Drive. This may be in the form of an architectural structure or public art.

#### 2.2.4. Street Character and Design

Carphin Drive within the Shopping Precinct will be an extension of the main street with commercial buildings fronting both sides of the street. Mixed-use will accommodate commercial and residential uses within an urban street environment and centre core will accommodate a wide range of commercial uses as well as carparking areas.

Figure 15 - Street Character – Carphin Drive Shopping Precinct



## 2.3. PRECINCT 3 – RESIDENTIAL PRECINCT (P3)

This precinct will be primarily for residential purposes, with a mix of single and grouped dwellings.

Figure 16 – Precinct 3 – Residential Precinct Principles (P3)



### 2.3.1. Precinct Objectives

The objectives of the Residential Precinct are to:

- Provide for a diverse range of residential development, designed in accordance with the Residential Design Codes, DesignWA, and City of Wanneroo Local Planning Policies.
- Higher densities of R60 and R80 to be provided in areas of high amenity, including within 800 metres of the train station and around public open space.
- Provision of a site for retirement living.
- The built form will present an appropriate interface to Marmion Avenue and Eglinton Drive, considering acoustic treatment and will overlook public open space to increase amenity and passive surveillance.

### 2.3.2. Land Use

Uses to be generally consistent with the Residential zone of DPS2.

### 2.3.3. Building Typology

Consistent with the density range proposed, a variety of building typologies are intended to be developed within the ACP.



- Single Residential - The R40 coded lots are proposed to be primarily developed as conventional single residential front-loaded lots with an average lot size of 220sq.m where lots could range from 8.5m x 27.5m and 12.5m x 20m.
- Terrace Housing R60 – The R60 coded lots are intended to be developed with terrace housing on lots with an average size of 150sq.m with access either from a laneway or front loaded. Where laneway access is provided lots may be developed as narrow frontage lots 6m x 25m, or when front loaded a wider frontage of 7.5m x 20m is required to accommodate a double garage. Front loaded terrace housing of 6.0m will require tandem garages. It is intended that the terrace housing will be 2-3 storeys in height.
- Terrace Housing R80 – The R80 coded site directly abutting the open space is intended to be developed with front loaded terrace housing with an average lot size of 120sq.m and lots in the order of 6.0m x 20.0m or 7.5m x 15m. Front loaded terrace housing of 6.0m will require tandem garages and are intended to be 2-3 storeys in height.
- Apartments R80 – The multi-unit apartment site located on Walcott Avenue is intended to be developed with a 3-4 storey apartment development accommodating in the order of 70-80 apartments.
- Residential Retirement Living – The retirement living site is coded R80 and it intended to be developed with approximately 280-290 independent living units.

### 2.3.4. Development Requirements

All residential development is to be in accordance with SPP7.3 Residential Design Codes.

### 2.3.5. Retirement Living

- Prior to any subdivision and/or development further planning is undertaken consistent with the WAPC's Draft Position Statement Residential Aged Care and is to address the following:
  - compatibility and integration with the streetscape, interface with Precinct 2, and
  - noise mitigation relative to regional roads.
- Built form is to address building height, bulk and scale, setbacks, open space, access, parking, landscaping, servicing and drainage, visual privacy, solar access and other relevant development requirements.
- Residential development should be oriented external to the site, including fronting Marmion Avenue and Eglinton Drive to provide passive surveillance to street edges.

### 2.3.6. Public Realm

- Landscaping is required along Marmion Avenue and Eglinton Drive, and noise walls are not permitted.
- Residential development adjacent to open space shall be oriented to provide passive surveillance.
- All fencing to internal streets should be at least 50% permeable to enable passive surveillance. Exceptions may be made where significant headlight penetration from passing vehicles may be encountered.
- Bin storage shall be contained and screened to minimise visual impact on adjacent properties and internal streets.
- Detailed Acoustic Assessments shall be undertaken for any residential development fronting Marmion Avenue, Eglinton Drive and Pipidiny Road (if required) at the development application stage (consistent with the Acoustic Assessment at Appendix F), and the determination conditioned accordingly, noting that noise walls or noise bunding are not permitted.

### 2.3.7. Street Character and Design

Given the range of density of development proposed within the Eglinton ACP, together with the range of land use interface, a number of Street Character cross sections have been prepared for the Residential precinct.

**Figure 17 - Street Character S3 – Retirement Living and Commercial Interface**

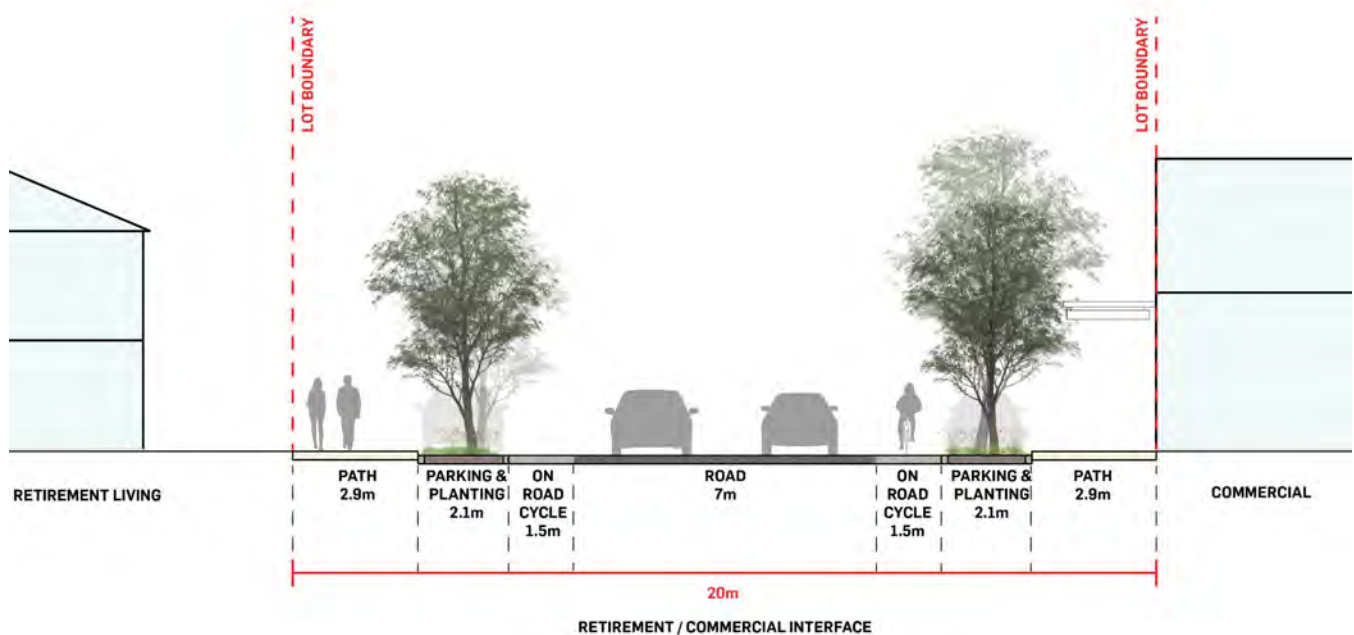




Figure 18 - Street Character S4 – Retirement Living Entry at Carphin Drive with Open Space



Figure 19 - Street Character S5 – Residential R60 with Mixed Use Interface

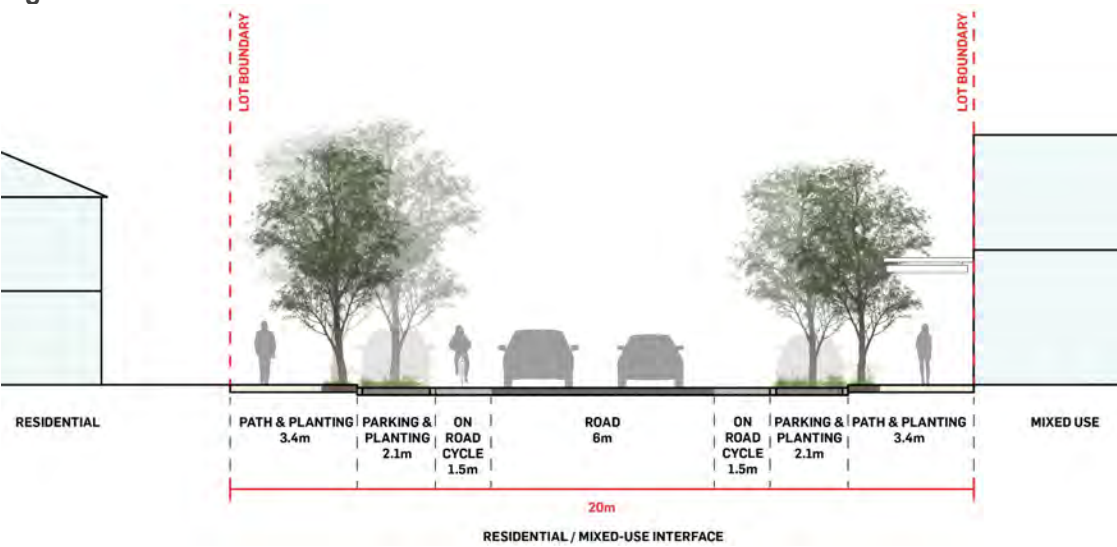


Figure 20 - Street Character S6 – Residential to Residential Interface

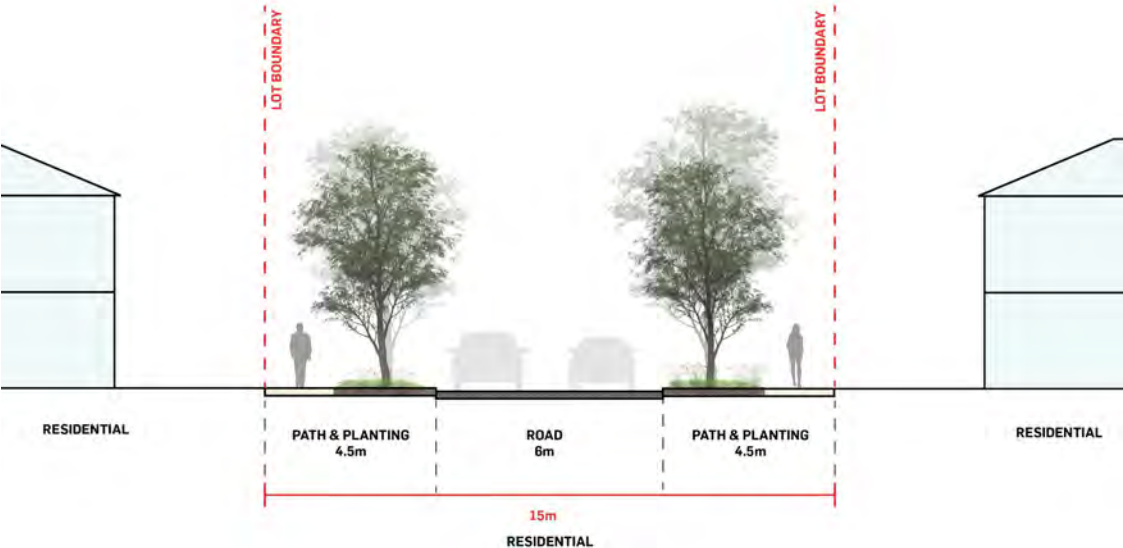
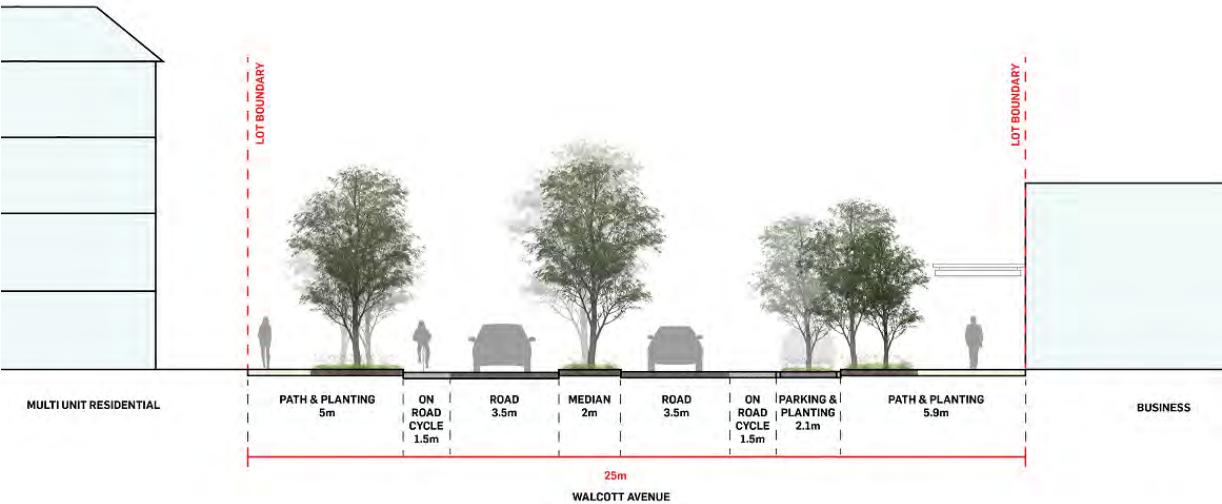


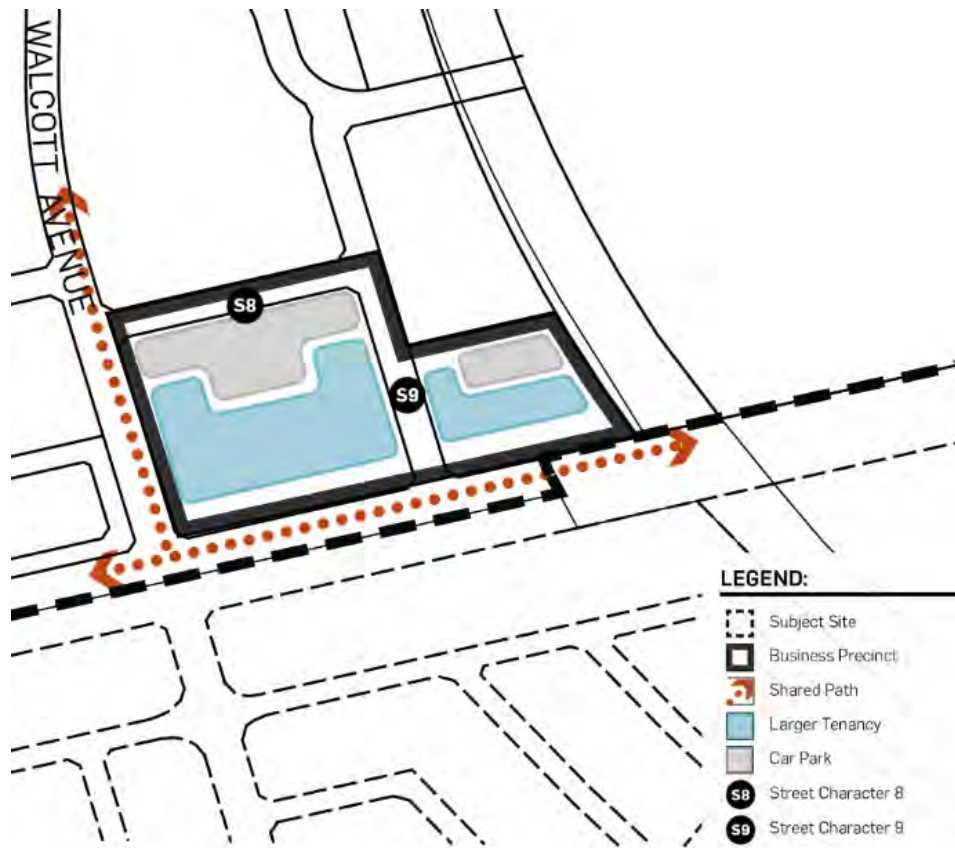
Figure 21 - Street Character S7 – Walcott Avenue Multi Unit Residential and Business Interface



## 2.4. PRECINCT 4 – BUSINESS PRECINCT (P4)

This precinct will predominantly accommodate a mix of car-based retail uses and carparking, drawing such uses away from the main street environment.

Figure 22 – Precinct 4 – Business Precinct Principles (P4)



### 2.4.1. Precinct Objectives

The objectives of the Business Precinct are to:

- Provide for car-based uses away from the main street.
- Provide development that is attractive to Eglinton Drive.
- Provide for development that is also accessible for pedestrians and linked to the Shopping Precinct.
- Ensure land uses are appropriately located to reduce the potential for land use conflict, in particular the interface with the Residential Precinct.
- The built form will provide appropriate presentation to the 'high speed' environment of Eglinton Drive. Some non-retail commercial uses may also be accommodated in this precinct.

### 2.4.2. Land Use

Land Use within the Business Precinct to be generally in accordance with the Commercial Zone.



### **2.4.3. Building Typology**

- The Business Precinct allows the retention of large lots in single ownership together with the diversity of land uses while demand for higher density residential development is limited.
- In the longer term, there is the opportunity for the Business Precinct to be redeveloped for mixed use development including additional residential development within the 400m catchment of the train station.

### **2.4.4. Development Requirements**

#### **2.4.4.1. Setbacks**

- Nil building street/reserve setback is permitted. Vehicle access and parking may be sited between the street and built form where adequately screened from view, or landscaped, so as to complement the amenities of adjacent streets and surrounding development.
- For development fronting Eglinton Drive building setbacks up to 10 metres may be permitted for the purposes of providing landscaping, vehicle access, circulation and queuing areas, but not vehicle parking. Vehicle access, queuing and parking areas shall otherwise be sleeved behind buildings and designed so as not to visually dominate street frontages or other public spaces.

#### **2.4.4.2. Building Height**

- Building height shall be at the discretion of the City of Wanneroo.
- For development fronting Eglinton Drive Maximum building heights to achieve visibility from passing trade on integrator roads while maintaining solar access, and view lines that do not detract from the amenities of surrounding development.

#### **2.4.4.3. Building facades**

- Building façades to incorporate variations in depth, height, colour, texture and/or materials as well as openings (windows and doors) where practicable to create interest and surveillance and avoid visual monotony and blank walls to the public realm.
- External fixtures (eg. utilities, plant, equipment, infrastructure) are to be a similar colour to the building to which they are affixed and adequately screened so as not to be visually obtrusive when viewed from the road reserve or public realm.
- Building façades, including entries, glazing and signage, to incorporate building articulation and be oriented toward and clearly visible from the street where practicable to create interest and surveillance and avoid blank walls and inactivity to the public realm.

2.4.5. Street Character and Design

Figure 23 - Street Character S8 Business Precinct interface with Shopping Precinct

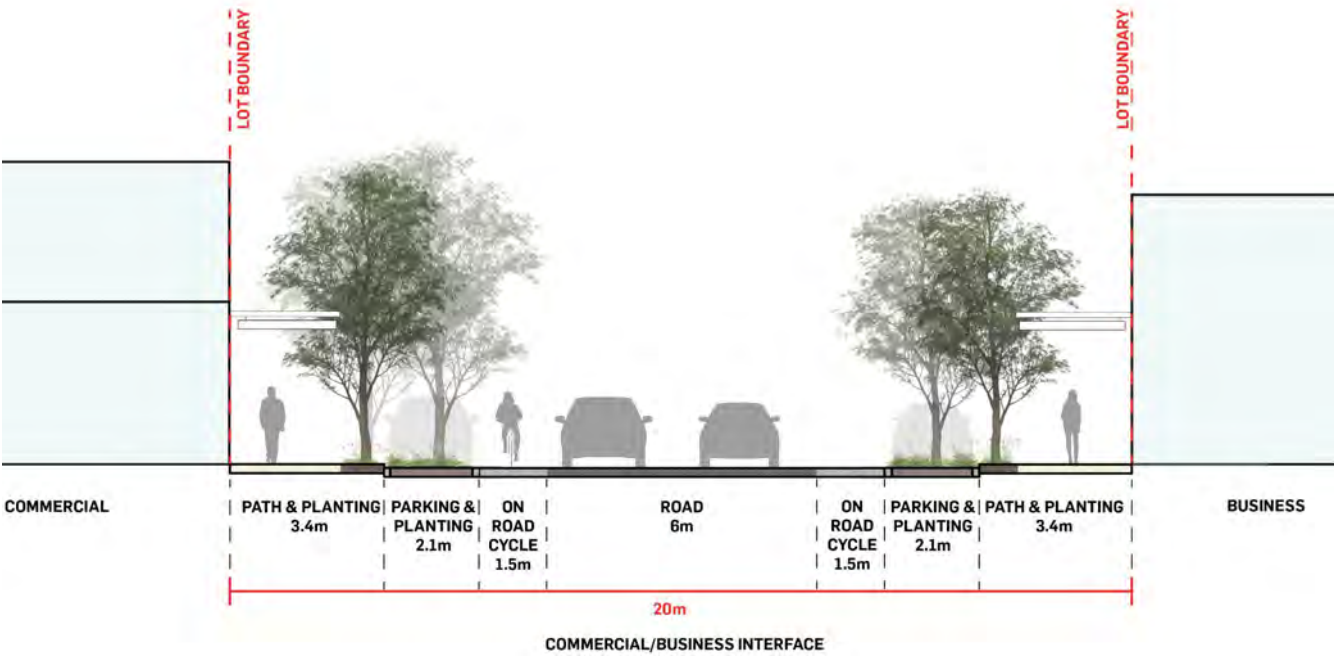
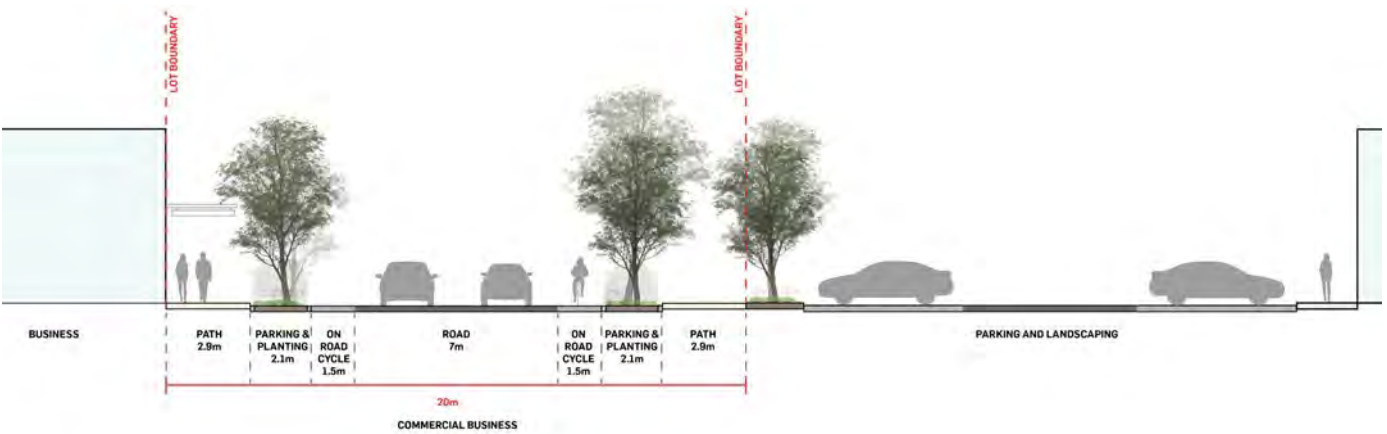


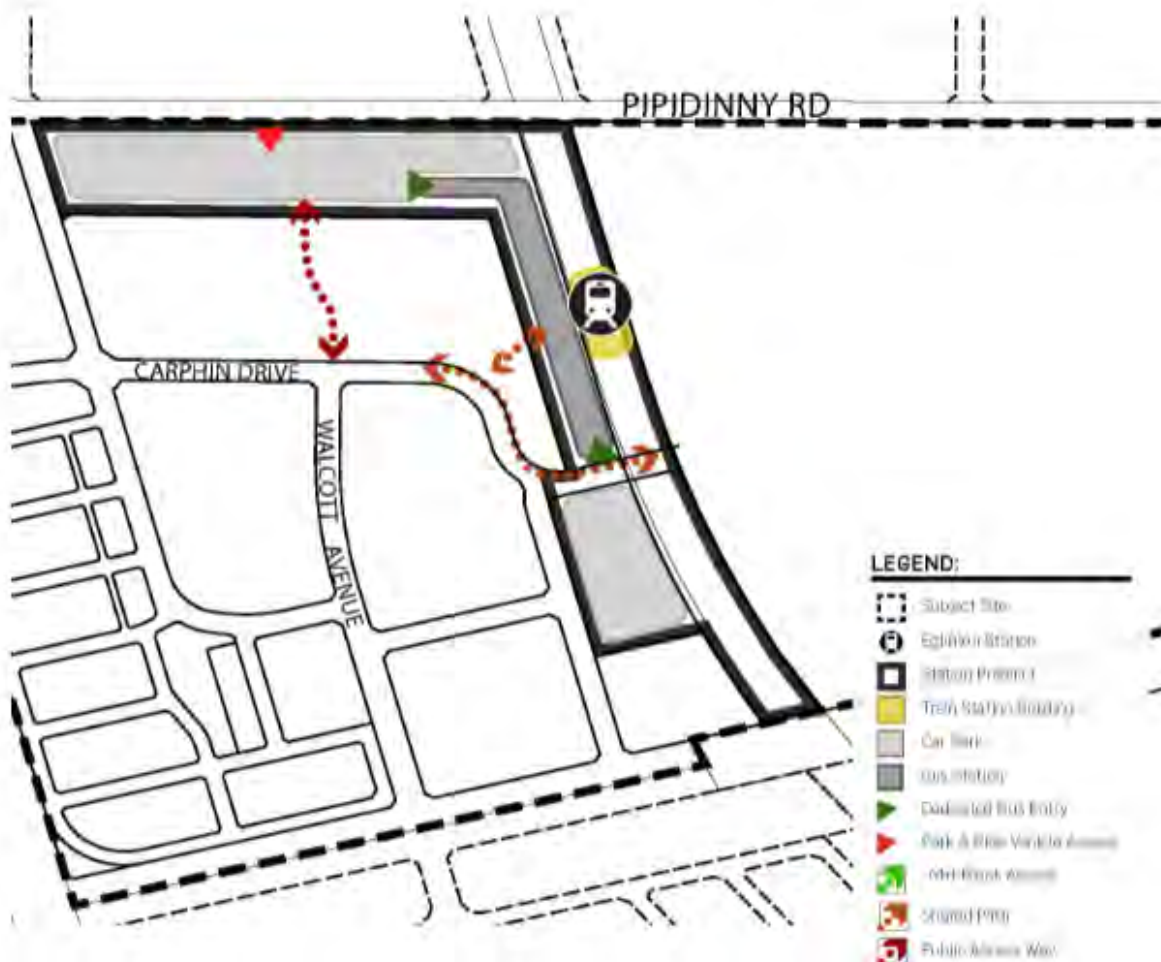
Figure 24 - Street Character S9 Business Precinct interface with Business Precinct



## 2.5. PRECINCT 5 - STATION PRECINCT (P5)

The Station Precinct designates an area to be set aside for public transport infrastructure associated with the Eglinton train station.

Figure 25 – Precinct 5 – Station Precinct Principles (P5)



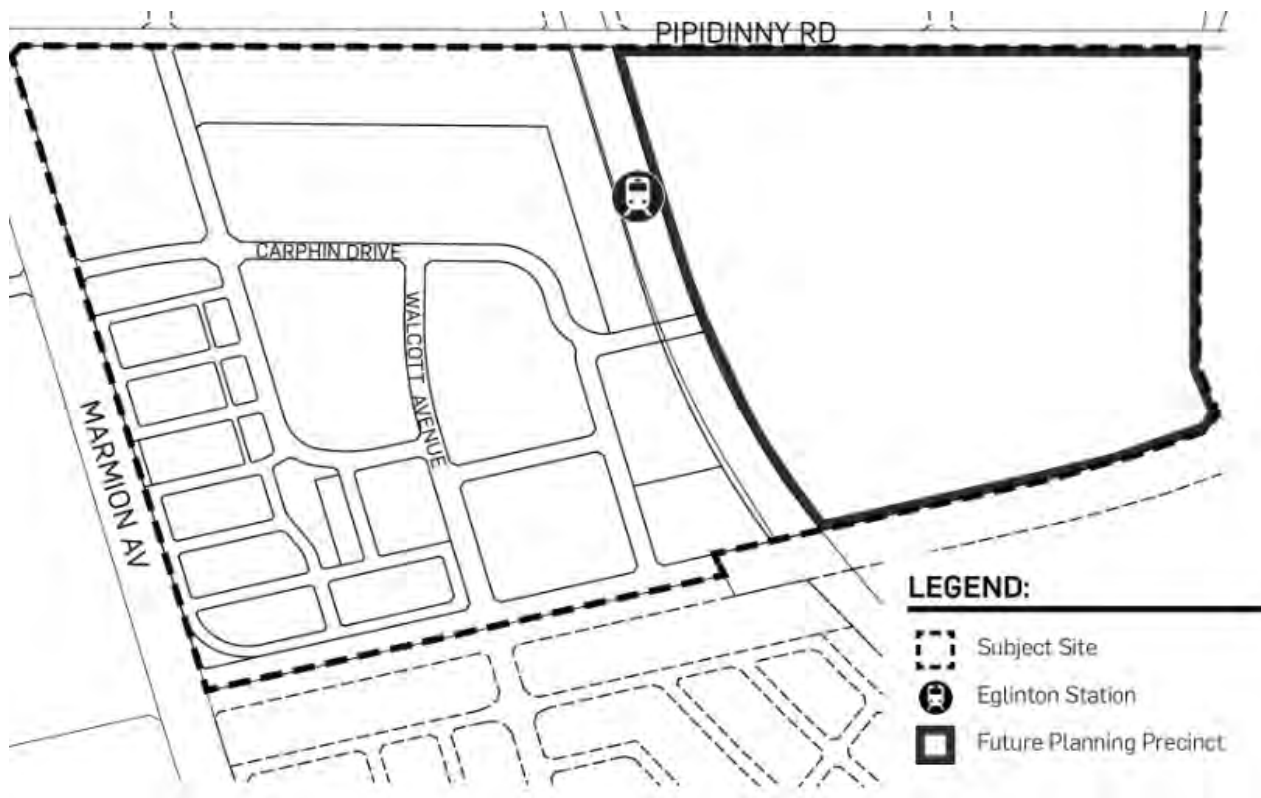
The Station Precinct Principles Plan reflects the detailed plan PTA has prepared in conjunction with METRONET. Specifically, the area includes:

- A bus interchange orientated north south, located directly adjoining the train station.
- A kiss and ride facility.
- Park and ride facilities – with 400 bays provided as part of the initial stage (located to the north of the ACP) and an additional 600 bays, totalling 1,000, as part of the ultimate stage, located to the south adjoining the Railway reserve.
- Shared path and pedestrian linkages both north south and east west to the train station.

## 2.6. PRECINCT 6 – FUTURE PLANNING PRECINCT (P6)

Due to the scale of the area identified as the Eglinton ACP, being a total area of 69.48ha, there is well in excess of the land required to be developed within the 10-year life of the Eglinton ACP. Consequently, the area on the eastern side of the railway line is identified as being within the 'Future Planning Precinct'.

Figure 26 – Precinct 6 – Future Planning Precinct Principles (P6)



No subdivision or development is to occur in the Future Planning Precinct until an ACP amendment is undertaken that includes the following:

- Identification of the movement network, land use and residential density targets, built form, land use mix, public open space (to address the shortfall of POS), development criteria and relevant concept planning.
- Relevant background assessments, such as a flora and fauna assessment, transport assessment, car parking strategy, bushfire management plan, local water management strategy and noise assessment.
- How the proposal is consistent with planning policy and guidance.

## 2.7. GENERAL DEVELOPMENT STANDARDS

In addition, to the precinct development requirements the following general development standards apply.

**Table 2 - General Development Standards**

Element	Requirement
1) Vehicle Access	<ul style="list-style-type: none"> <li>Major vehicle access points should be in the general location and function as outlined on the ACP map.</li> <li>Access within the site should maximise connectivity, legibility, a slow and safe traffic environment and a comfortable, convenient and safe pedestrian environment.</li> <li>All major site access arrangements are subject to a Transport Impact Assessment at subdivision stage.</li> </ul>
2) Pedestrian Paths	<ul style="list-style-type: none"> <li>All road verges (except laneways) shall be provided with a pedestrian path with a minimum width of 2 metres.</li> <li>Pedestrian paths in road verges shall connect with major building entries.</li> <li>Dual use paths shall be designed to give priority to pedestrians and cyclists at vehicle access points to the activity centre.</li> </ul>
3) Pedestrian Linkages (including Public Access Ways, Shared Paths and Mid-block access ways)	<ul style="list-style-type: none"> <li>Pedestrian linkages through the ACP area are to be provided generally where indicated on the ACP map.</li> <li>The Social/Pedestrian/Cycle Linkage system identified in ASP82, which forms a part of the overall green network of the LSP area, is identified as a Public Access Way on the ACP map connecting Carphin Drive to the train station carpark. This connection should be a minimum width of 10m, as outlined in 2.1.6.3</li> <li>Designated shared paths are to provide direct connections through the activity centre plan area, and should be designed generally in accordance with the following: <ul style="list-style-type: none"> <li>Be continuously sheltered and/or tree lined.</li> <li>Be of a typical minimum width of 3 metres.</li> <li>Be of a grade and treatment so that they are able to be utilised by all sectors of the community.</li> <li>Provide wayfinding signage at appropriate points to direct users of the town centre.</li> <li>Be well lit and provide seating at appropriate intervals.</li> <li>Connect with major building entries.</li> </ul> </li> <li>Mid-block access ways provide a secondary pedestrian network linking the train station to the residential zone, and should be designed generally in accordance with the following: <ul style="list-style-type: none"> <li>Be of a typical minimum width of 2.5 metres</li> <li>Be of a grade and treatment so that they are able to be utilised by all sectors of the community</li> <li>Be well lit to provide pedestrian safety</li> </ul> </li> </ul>
4) Urban Form	<ul style="list-style-type: none"> <li>Internally facing shopping malls/centres are not contemplated in the ACP.</li> </ul>
5) Building Emphasis	<ul style="list-style-type: none"> <li>Buildings located on corner sites shall emphasise the prominence of the street corner via: <ul style="list-style-type: none"> <li>Architectural roof features that protrude above the normal roof line;</li> <li>Increased parapet heights with additional detail, colour and textures;</li> <li>Inclusion of public art; and/or</li> <li>Provision of an additional storey at the street corner.</li> </ul> </li> </ul>

Element	Requirement
6) Landscaping	<ul style="list-style-type: none"> <li>All landscaped areas, including car parking areas, pedestrian links, and the main street, should demonstrate the implementation of high-water efficiency design, including though the use of waterwise plans and trees as identified by the Water Corporation Plants Directory, and be protected from damage by vehicles.</li> </ul>
7) Car Parking	<ul style="list-style-type: none"> <li>All car parking is to be in accordance with the Eglinton ACP Car Parking Strategy, which coordinates parking for the centre, maximises on-street parking and delivers public parking facilities integrated with built form, to service the centre as a whole, at strategic locations.</li> <li>Car parking for all non-residential land uses shall be provided at a rate of 5 car spaces per 100sq.m of NLA, with the exception of office and showroom which shall be provided at a rate of 2 car spaces per 100sq.m of NLA. Car parking for the centre is to be supplied in the form of off-street reciprocal and shared parking facilities and on-street or other public parking wherever possible.</li> <li>Bays are to be designed to the Australian Standard.</li> <li>Car parking for all residential uses is to be provided as per the R-Codes.</li> <li>Small car bays (to the specifications of AS2890.1) are permitted off-street to a maximum of 25% of the non-residential off-street car parking provided.</li> <li>At-grade car parking shall include a minimum 2 metre landscaping strip in the lot along all street boundaries.</li> <li>At-grade car parking shall be provided with one tree for every 6 car parking bays.</li> <li>Off-street car parking shall be located either to the rear or side of buildings, and not within the street setback area except where permitted, so as not to visually dominate or disrupt the continuity of building frontages.</li> </ul>
8) Bicycle Parking and End of Trip Facilities	<ul style="list-style-type: none"> <li>Residential development: in accordance with the R-codes.</li> <li>Non-residential development less than 500sq.m NLA: Minimum 2 bicycle parking rack spaces for occupants or visitors.</li> <li>For building occupants: <ul style="list-style-type: none"> <li>Secure bicycle storage bays at a rate of 1 bay per 500sq.m NLA.</li> <li>End of trip facilities are required where 10 or more secure bicycle bays are required, with a minimum of 1 locker per bay, and a minimum of 2 showers (1 male, 1 female) for each block of 10 bays, to a maximum of 10 total showers.</li> <li>End of trip facilities are to be secure and conveniently located.</li> </ul> </li> <li>For visitors: <ul style="list-style-type: none"> <li>Bicycle parking rack spaces are to be provided at a rate of 1 per 750sq.m NLA and shall be located near building entrances.</li> </ul> </li> </ul>
9) Signage	<ul style="list-style-type: none"> <li>Signage is to be designed in accordance with the City's Signs Local Planning Policy (LPP 4.6). A signage strategy will be required at the DA stage.</li> </ul>
10) Street Cross Sections	<ul style="list-style-type: none"> <li>A cross-section of Pipidinn Road and associated intersections is required, in consultation with the City of Wanneroo and Main Roads WA, prior to any subdivision or development abutting Pipidinn Road, to inform future road upgrades.</li> </ul>
11) Service Vehicle Access	<ul style="list-style-type: none"> <li>Service vehicle routes and access points should be located away from areas with high pedestrian footfall and designed with consideration for safety, visual and acoustic amenity for adjoining uses.</li> <li>Service vehicle access from active frontages, including Carphin Drive and Walcott Avenue, should be avoided.</li> <li>Service areas are to be appropriately visually screened where visible from the public street to minimise their impact.</li> </ul>
12) Other Requirements	<ul style="list-style-type: none"> <li>The provision of services and infrastructure is to be in accordance with the development contribution scheme prepared for DSP 18 (for Alkimos Eglinton) enforced through the powers of DPS 2.</li> </ul>



## 2.8. ADDITIONAL INFORMATION

The table below outlines information required to be prepared in addition to the lodgement requirements of DPS 2.

**Table 3 – Additional Information Requirements**

<b>Additional Information</b>	<b>Purpose</b>	<b>Approval Stage</b>	<b>Consultation Required</b>
Landscape and Public Open Space Management Plan	To detail the ongoing management and maintenance arrangements of landscaping and public open space areas. It shall include details of the main street, town square and any pedestrian linkages and landscaped edges.	Prior to development approval of Stage 1 in the Main Street Precinct.	City of Wanneroo.
Transport Impact Assessments	To undertake the traffic analysis associated with individual development proposals. To be in accordance with WAPC guidelines.	Subdivision application.	City of Wanneroo, Main Roads WA (where abutting Marmion Av or Eglinton Drive).
Traffic Management Plan	To provide technical specifications relating to the subdivision and development of the land, and construction management arrangements.	Lodged prior to building permit stage as a condition of subdivision/development approval.	City of Wanneroo.
Bushfire Management Plan	To demonstrate Emergency Evacuation Plan and Risk Management Plan, prepared in accordance with State Planning Policy 3.7.	Subdivision and development application stage for vulnerable and high-risk land uses.	DFES and City of Wanneroo.
Parking and Servicing Strategy	A Car Parking Strategy for the entire ACP area is to be provided which considers the requirements of SPP 4.2 and Liveable Neighbourhoods to address matters including: use allocation, design, the provision of short-stay and/or paid parking, upper parking limits, the provision of adaptable parking structures, consideration of street management and parking policies, and the provision of dedicated taxi and ride-share pick up and set down areas.	To accompany the first subdivision or development proposal.	City of Wanneroo and the DPLH.
Acoustic/Vibration Report	To demonstrate compliance with SPP 5.4 – Road and Rail Noise.	Subdivision and/or development application.	DWER and City of Wanneroo.

<b>Additional Information</b>	<b>Purpose</b>	<b>Approval Stage</b>	<b>Consultation Required</b>
Geotechnical Report	Detailing the specific design and construction recommendations and requirements.	Lodged prior to development application or building permit stage (whichever comes first), managed as a condition of subdivision approval.	City of Wanneroo.
Signage Strategy	To demonstrate compliance with City of Wanneroo Signage Policy (Local Planning Policy 4.6)	Development application.	City of Wanneroo.
Urban Water Management Strategy	Detailing the specific drainage requirements for future development	Development application or as a condition of subdivision approval.	City of Wanneroo.



### 3. IMPLEMENTATION

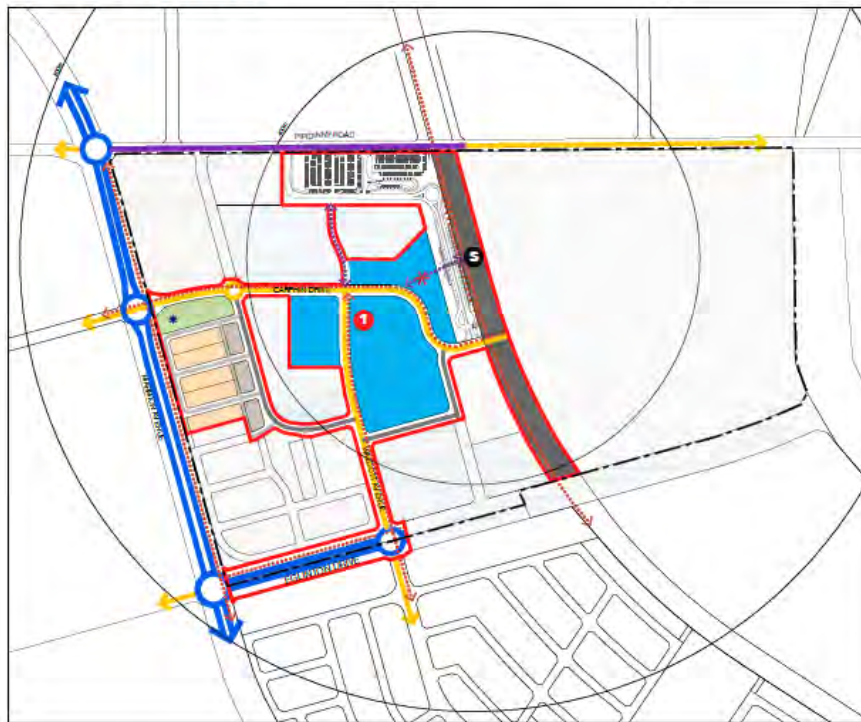
The Eglinton activity centre is expected to develop over a period of 20 years, encompassing:

- Stage 1: 2022 to 2025 (opening year).
- Stage 2: up until 2030 (ten year timeframe and the timeframe for review of the ACP).

The development stages are illustrated in Figure 27.

Figure 27 - Staging

## STAGE 1 - 2022 TO 2025



### STAGING

- Extension of Yanchep passenger railway line through the site and opening of the Eglinton train station (envisaged end-2022).
- Supermarket and some limited specialty (and associated carparking up to 10,800sq.m)
- Commercial floor space and associated car parking (non-retail floorspace up to 6,900sq.m)
- Town square connecting the train station to Carphin Drive
- Single residential - medium density townhouse development in the order of 150 dwellings
- Appropriate provision of all essential services.
- Construction of the following road infrastructure (at the time of Eglinton train station opening):
  - Construction of Walcott Avenue from Eglinton Drive to Carphin Drive
  - Extension of Carphin Drive from Marmion Avenue to the railway line
  - Construction of Eglinton Drive from Marmion Avenue to Walcott Avenue
  - Construction of vehicle bridge crossings over Pipidiny Road and Eglinton Drive
  - Construction of two major access roads from Carphin Drive to Walcott Avenue both east and west of Walcott Avenue

## STAGE 2 - 2025 TO 2030



### STAGING

- Additional retail floorspace to include additional full line supermarket, one small format supermarket, Discount Department Store and specialty shops (up to a total of 20,000 sq.m within the ACP)
- Commercial floor space and associated car parking (non-retail floorspace up to a total of 11,400sq.m within the ACP)
- Bulky goods and non-retail uses (and associated carparking) in line with the Retail Sustainability Assessment (up to 4,8000 sq.m)
- Retirement Village
- Apartment development
- Balance of residential development
- Appropriate provision of all essential services
- Construction of all other roads identified



Eglinton District Centre  
Staging Plan

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**DISCLAIMER**  
This document is a preliminary design and should not be used for any purpose other than the design of the project. It is not a contract and should not be relied upon for any legal or financial purpose. The design is subject to change without notice and the client agrees to accept the design as it is. The design is not a guarantee of performance and the client agrees to accept the design as it is. The design is not a guarantee of performance and the client agrees to accept the design as it is.

CLIENT  
Woodsome

SET DRAWING SCALE

PROJECT NO: PA1523  
DATE: 25.10.2021  
DRAWING NO: 10  
REVISION: d

# **PART TWO – EXPLANATORY REPORT**

## 4. LAND DESCRIPTION

### 4.1. LOCATION

The Eglinton district centre comprises a 69.48ha land parcel located 43km north-west of the Perth CBD in Perth's north-west growth corridor. Nearby features include:

- The site is located 5km south of the Yanchep city centre.
- The site is located 5.5km north of the Alkimos town centre.
- The Indian Ocean is located 2.1km to the west.
- The most immediate estates are Allara (Satterley/LandCorp) to the north, Amberton (Stockland/Eglinton Developments), Shorehaven (Peet), Trinity (LWP) and East of the Beach (Urban Quarter).

The greenfield and emerging character of the locality, together with the future train station, will influence the urban outcomes able to be achieved in the activity centre.

### 4.2. REGIONAL AND LOCAL CONTEXT

Eglinton is located in Perth's fast-growing north-west growth corridor. A district structure planning process commenced more than a decade ago and identified the need for a mix of activity centres to accommodate future population growth planned in the Alkimos and Eglinton area.

The north-west corridor has historically been home to a large number of master planned land estates which have supported strong population growth. In the current major growth area of Alkimos and Eglinton, residential development activity has historically been dominated by Amberton, Shorehaven, Alkimos Beach and Trinity at Alkimos. Estates south of Alkimos are largely developed apart from Jindalee and Eden Beach.

Several new developments recently commenced or progressed planning in the corridor such as Alkimos Vista, East of the Beach, Allara directly to the north and Eglinton Hill to the south. Longer term, several larger land holdings will likely start to offer lots to the market over the next decade such as Alkimos Coastal Node, Alkimos City Centre and urban zoned land holdings by Eglinton Estates Pty Ltd and DevelopmentWA to the western side of Marmion Avenue in Eglinton.

Further, the State Government METRONET project is being implemented and includes construction of the Butler to Yanchep rail extension. As part of this project, a train station within the Eglinton district centre is expected to be completed in 2023.

A regional context plan and aerial plan is shown at **Figures 1 and 2**.

### 4.3. LEGAL DESCRIPTION AND OWNERSHIP

The centre is comprised of the following lots and reserves.

**Table 1 – Lot Detail**

Lot/Plan	Proprietor	Description
Lot 800 on Plan 404604	Eglinton Estates Pty Ltd	Western side of railway
Part Lot 802 on Plan 404604	WA Planning Commission	Railway reserve
Part Lot 803 on Plan 404604	Eglinton Estates Pty Ltd	Eastern side of railway
<b>Total 69.48ha</b>		

A cadastral plan is included at **Figure 3**.

Figure 1 – Regional Context Plan



Source: Urbis



Figure 2 – Aerial Plan

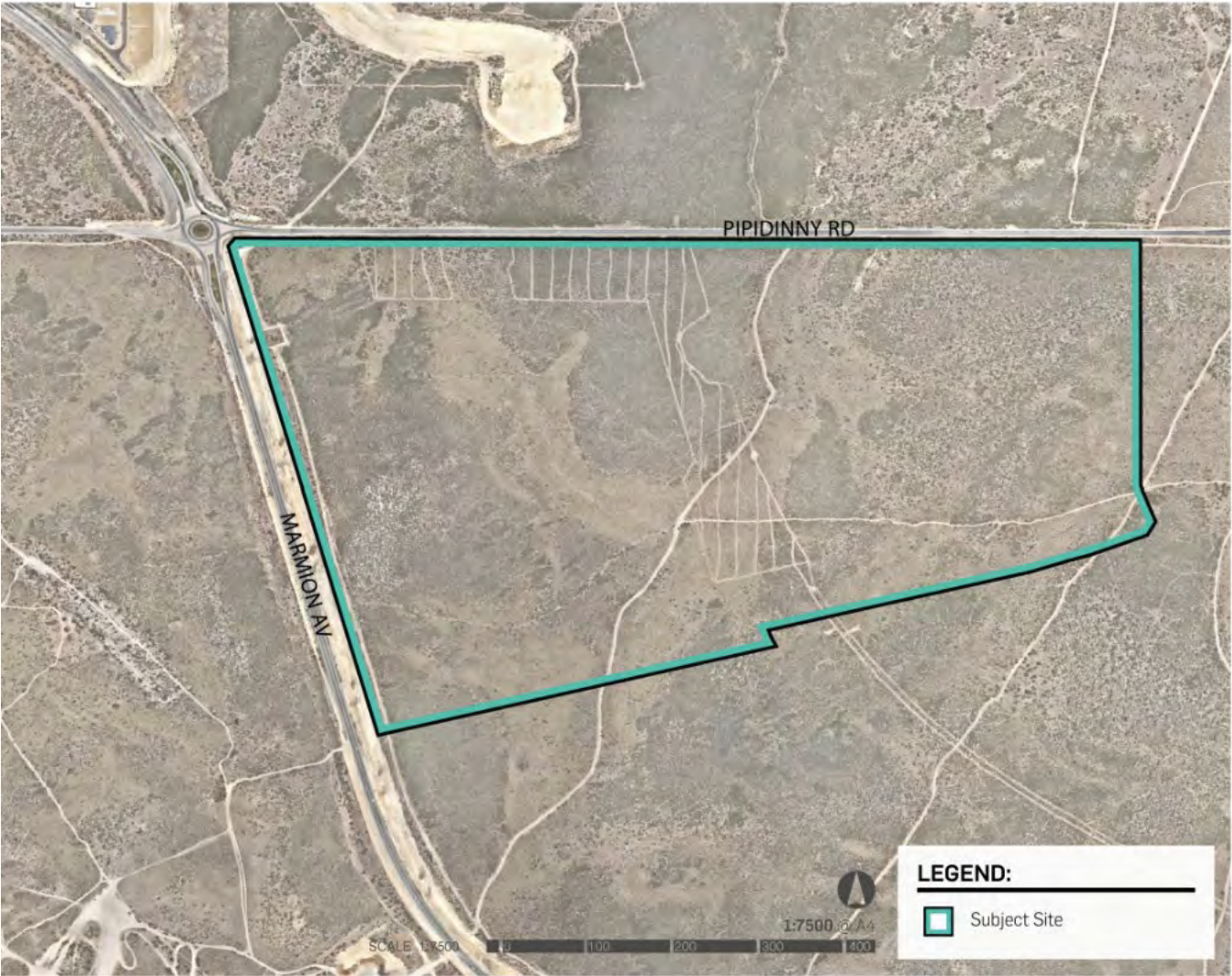
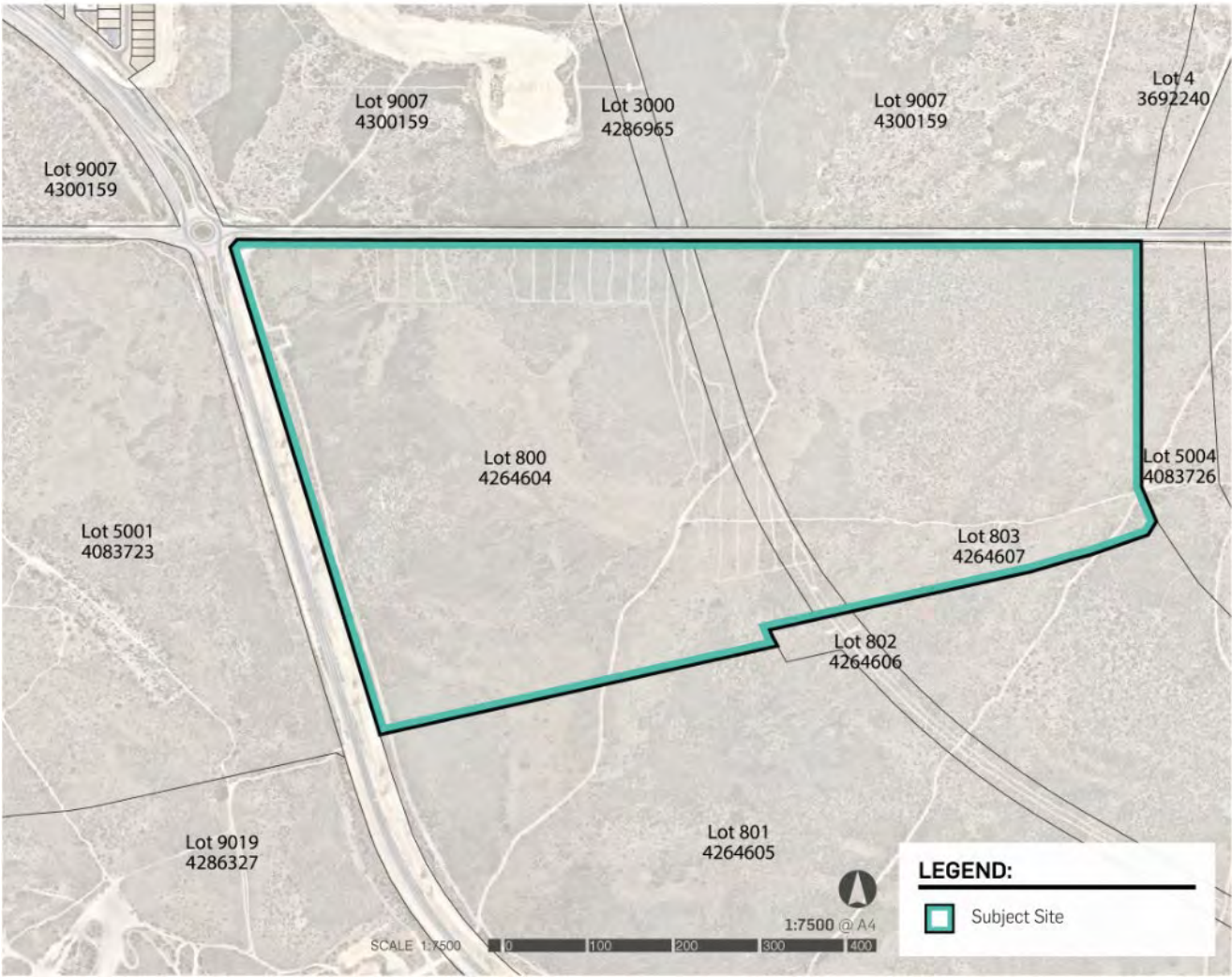




Figure 3 – Cadastral Plan



## 4.4. SITE AND CONTEXT ANALYSIS

The Eglinton ACP site characteristics include:

- The site ranges from 27m AHD to 53m AHD with a north-westerly aspect.
- Soils of the site are characterized as Safety Bay Sands and Tamala Limestone. This is consistent with regional landform mapping which describes the site as being representative of the Quindalup Formation with undulating dunal landforms.
- There are no surface water features or classified geomorphic wetlands located within the site. This is due to the presence of highly permeable sands and significant depth to groundwater.
- Groundwater levels on site are approximately 1m AHD.
- The site is located within the Quindalup Complex for vegetation.
- The site is largely covered with remnant vegetation, with the exception of a number of firebreaks and access tracks

The Eglinton ACP has been subject to environmental assessment under the State Environmental Protection Act 1986 (EP Act) and the Commonwealth Environment, Protection and Biodiversity Conservation Act 2000 (EPBC Act). Environmental approval to develop the land areas has been granted under both State and Commonwealth legislation.

A Level 2 Fauna Survey was undertaken in 2005 by ATA Environmental (2007b) for the entire Alkimos Eglinton District Structure Plan area. There are small sections of the area that are degraded or have a high weed infestation. The increased grass and weed species have resulted in these areas having a low fauna habitat value. However, the areas that remain vegetated provide fauna habitat representative of what would be expected in the area, broadly described as consisting of Banksia woodlands and Dryandra (now Banksia) shrubland on limestone.

In accordance with the EPBC 2010/5777 and approval with Ministerial Statement 722 no conservation POS is required within the Eglinton ACP. Notwithstanding this, it is the developer's responsibility to obtain all necessary approvals, licenses and permits required under any other law prior to development.

## 5. PLANNING BACKGROUND

### 5.1. INTRODUCTION AND PURPOSE

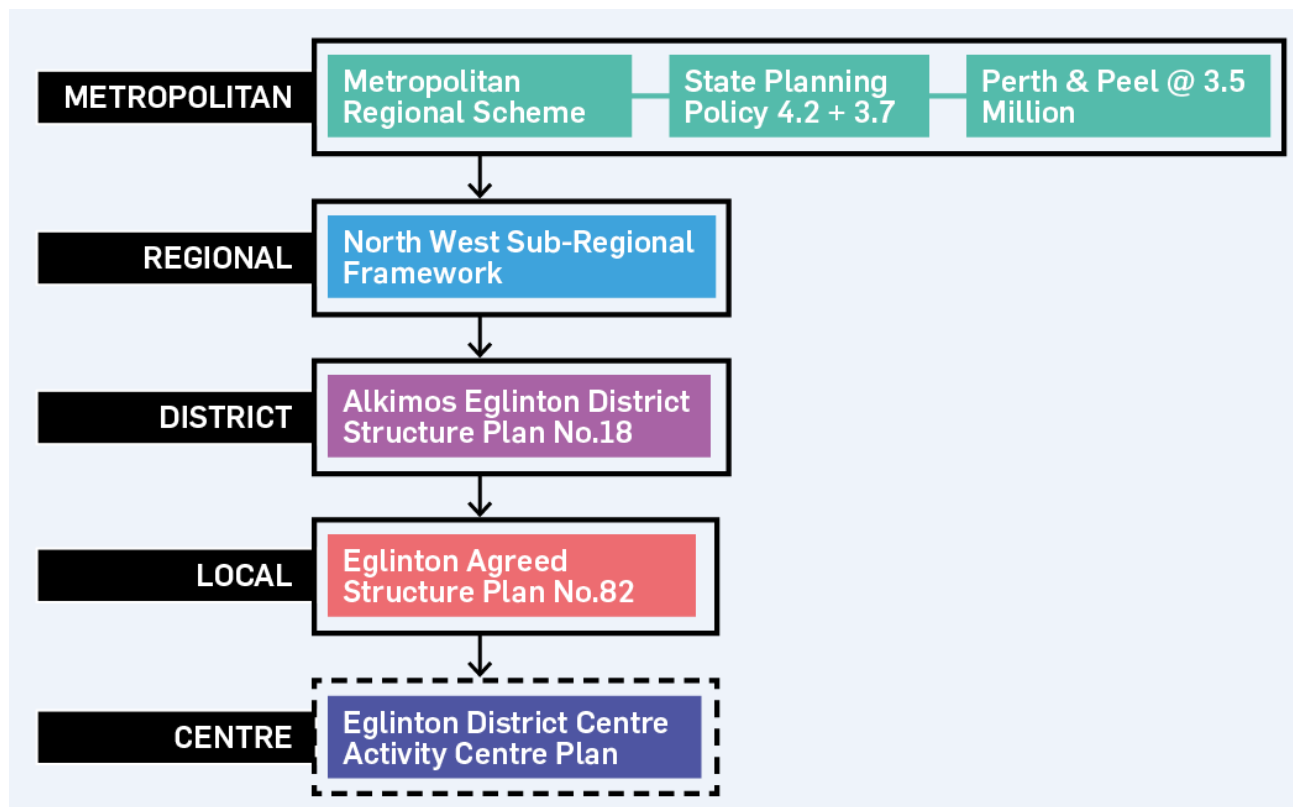
The purpose of the Eglinton ACP is to facilitate the development of a district activity centre in Eglinton, as contemplated and planned for in a variety of State and local planning documents.

The ACP is made pursuant to the requirements of Agreed Structure Plan No.82, SPP 4.2, and the deemed provisions contained within the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The centre will provide for a mix of land uses and provide a focal point for the emerging surrounding residential estates.

**Figure 4** outlines the key planning documents relevant to the activity centre.

**Figure 4 – Key Planning Documents**



## 5.2 PLANNING FRAMEWORK

The documents outlined in the table below provide the basis for the proposed development of the ACP and should be read in conjunction with **Figures 6 to 9**.

**Table 2 – Key Planning Documents**

Document	Zones, Controls and Relevant Provisions
Metropolitan Region Scheme	<p>The site is primarily zoned Urban under the MRS, with the inclusion of a Railway reserve which transects the site to accommodate the future proposed Yanchep passenger rail line extension and Eglinton station (refer <b>Figure 6</b>). Marmion Avenue and Eglinton Drive are both Other Regional Roads and the Mitchell Freeway is a Primary Regional Road.</p> <p>The development of a district centre is consistent with the Urban zoning. Both Marmion Avenue and Eglinton Drive will be delivered to a standard so that they can operate as Other Regional Roads, consistent with the Transport Assessment (<b>Appendix B</b>). The Railway reserve has been preserved through the ACP in addition to PTA's broader requirements for the bus interchange and carparking.</p>
City of Wanneroo DPS 2	<p>The site is zoned 'Urban Development' under DPS 2 (refer <b>Figure 7</b>), which requires a structure plan to be prepared prior to subdivision and development, consistent with the deemed provisions of the Planning Regulations. This resulting requirement has guided the establishment of the Alkimos-Eglinton District Structure Plan No. 18 (DSP) and subsequent Agreed Structure Plan No.82 (ASP) which seek to facilitate and guide the development of the area. DPS 2 sets out the general development requirements for all development within the City of Wanneroo, this is inclusive of matters pertaining to residential, non-residential and environmental considerations.</p> <p>The zones depicted on the ACP map (Part 1) reflect those zoned provided for under DPS 2.</p>
Alkimos Eglinton District Structure Plan No.18	<p>The site is identified within the DSP 18 area (refer <b>Figure 8</b>). The DSP was formally adopted by Council in 2008 and approved by the WAPC in 2010 and has been amended over time.</p> <p>DSP 18 has been prepared to facilitate the extensive coastal development to provide for the logical growth of the north-west corridor, addressing vital land supply demand and employment creation. DSP 18 outlines the broad urban framework upon which future planning will be based including the indicative location of activity centres and coastal nodes.</p> <p>DSP 18 provides the general basis for the preparation of local structure plans. This has resulted in the provision of the ASP which provides a more detailed level of planning necessary to facilitate development over the site.</p>

Document	Zones, Controls and Relevant Provisions
Eglinton Agreed Structure Plan No.82	<p>This ASP identifies a district centre over the site (refer <b>Figure 9</b>). The district centre comprises Precinct 5 of the structure plan which aims to create a 'strong sense of place, created by its memorable setting, its distinctive landscape and the structure of its built elements.</p> <p>It also responds to the structure plan and specifically the character and land use strategies for Precinct 5 as follows:</p> <ul style="list-style-type: none"> <li>• A true town centre focused around a main street incorporating a wide range of uses including major retail, civic, entertainment, office, commercial and education uses along with a diverse range of higher density residential.</li> <li>• Activated public streets with a focus on high quality public realm where development addresses the street.</li> <li>• The main focus for community life in Eglinton. Such places, including the Station Square, Civic Precinct and town park are focused around a strong east-west axis (main street).</li> <li>• Architecture of the buildings to be a contemporary interpretation of traditional WA coastal towns in its detailing and choice of materials.</li> </ul> <p>The ASP also guides the location of access points into the site, particularly from Eglinton Drive and Marmion Avenue. The ACP maintains the general location of these access points, albeit provides for roundabouts (consistent with MRWA's current policy position) in lieu of signalised intersections as shown on the ASP.</p> <p>Further, the alignment of the main entry into the town centre (main street) from Marmion Avenue, Carphin Drive, has been reconfigured to respond to a range of detailed factors including topography and the location of the PTA infrastructure.</p> <p>From a residential density perspective, it is noted that the ASP designates a density code of R60-R160. While density closer to the train station (core of the centre) has been maintained at R100, the residential area adjoining Marmion Avenue is proposed as R40-R80 to respond to the outcomes of the Residential Market Analysis prepared to support the ACP.</p>
Local Planning Policy (LPP) 2.1 – Residential Development	<p>This Policy applies to applications for development approval under the Design Principles of the Residential Design Codes (R-Codes).</p> <p>This Policy prescribes standards the City considers acceptable in addition to the deemed-to-comply provisions of the R-Codes. When applying this Policy, the City will consider these standards in conjunction with relevant standards in conjunction with relevant 'design principles' and objectives stated in the R-Codes. The ACP has considered the key objectives of the Policy, with future subdivision and development applications to consider these requirements in further detail.</p>

Document	Zones, Controls and Relevant Provisions
LPP 3.2 – Activity Centres	<p>This policy provides additional guidance on the implementation of SPP 4.2. It recognises the Eglinton district centre and its intended function. The ACP is consistent with this policy in that it:</p> <ul style="list-style-type: none"> <li>• Is consistent with the applicable DSP and ASP.</li> <li>• Includes an Employment Strategy which is consistent with the modelled floorspace volumes.</li> <li>• Includes a main street as the focus of energy in the centre.</li> <li>• Provides a legible and interconnected street network that can adapt over time as the centre evolves.</li> <li>• Incorporates a town square and public spaces in close proximity to the main street and train station.</li> <li>• Provides for an integrated and coordinated parking provision both in the short and ultimate term.</li> </ul>
LPP 3.6 – Employment Policy	<p>This policy established a framework to encourage and retain local employment in the City and north-west corridor. In response, a Local Employment Strategy has been prepared (at <b>Appendix D</b>).</p> <p>The strategy provides the direction for the district centre to become a vibrant hub that attracts and retains skilled and professional workers in the Alkimos Eglinton area. It establishes an action plan outlining potential initiatives, objectives and responsibilities of stakeholders to contribute towards the local economy. Examples include industry diversification and attraction, business support and workplace development (such as co-working hubs and youth employment programmes) and considering employment location through adaptive buildings and employment clusters.</p>
LPP 3.8 – Marmion Avenue Arterial Road Access	<p>This policy prescribes acceptable standards for the type and location of vehicular access points, provisional standards for cycling infrastructure, and operational procedures for all new planning proposals. The Policy identifies signalised intersections at Pipidinny Road, Carphin Drive and Eglinton Drive. Left in, left out intersections intersperse these signalised intersections.</p> <p>The same arrangement applies along Eglinton Drive through to the railway alignment. The ACP reflects the general locations of the intersections shown in this Policy however instead provides for roundabouts consistent with Main Roads current policy position.</p>
LPP 4.3 – Public Open Space	<p>The policy articulates Council's position on the planning, provision, location, design, development and interim maintenance of public open space. Section 8.0 articulates the landscape and public open space strategy for the ACP including the preparation of two concept plans for Carphin Park and the residential public open space area.</p>



Document	Zones, Controls and Relevant Provisions
LPP 4.4 – Urban Water Management	<p>The purpose of this Policy is to ensure planning and development within the City of Wanneroo optimises the use and management of urban water resources (including rainwater, stormwater, groundwater, drinking water and wastewater) consistent with State Planning Policy 2.9: Water Resources (SPP 2.9) and the Western Australian Planning Commission's (WAPC) Better Urban Water Management (BUWM).</p> <p>The LWMS Addendum which accompanies this ACP (<b>Appendix E</b>) has had due regard to these documents and has been prepared in close consultation with the City of Wanneroo Officers.</p>
LPP 4.8 – Tree Preservation	<p>This Policy provides a mechanism to protect significant trees of the City.</p> <p>Subdivision design shall carefully locate future public open space areas to accommodate significant groups of trees. Wherever possible and practicable, significant individual trees shall be preserved on private lots and retained appropriately within proposed road reserves, public open space reserves and within car parks.</p> <p>Given the extensive earthworks that are to be associated with the ACP area (described at Section 8.0), a large amount of clearing is required. However, the trees introduced back into the public realm shall augment the planting associated with the public open space areas in terms of windbreak, erosion control, and shade provision. In addition, the trees would provide vegetative cover in the longer term in order to address offsetting the removal of existing cover and wildlife corridors.</p>
LPP 4.18 – Earthworks and Sand Drift	<p>The purpose of this Policy is to provide guidance for the assessment of development applications for earthworks, and to provide guidance on dust management measures to be employed during earthworks on-site as part of a development approval or subdivision approval.</p> <p>The earthworks strategy for the ACP area is outlined at Section 12.</p>
LPP 4.19 – Medium Density Housing	<p>This Policy replaces the R-Code provisions for medium density housing within development zones and applies where the approved structure plan identifies that the R-MD standards apply (ie. R25-R60). This policy will apply to those portions of land within the Residential zone, and for residential development in other precincts where they fall within the R-MD coded area.</p>

Figure 5 – Metropolitan Region Scheme

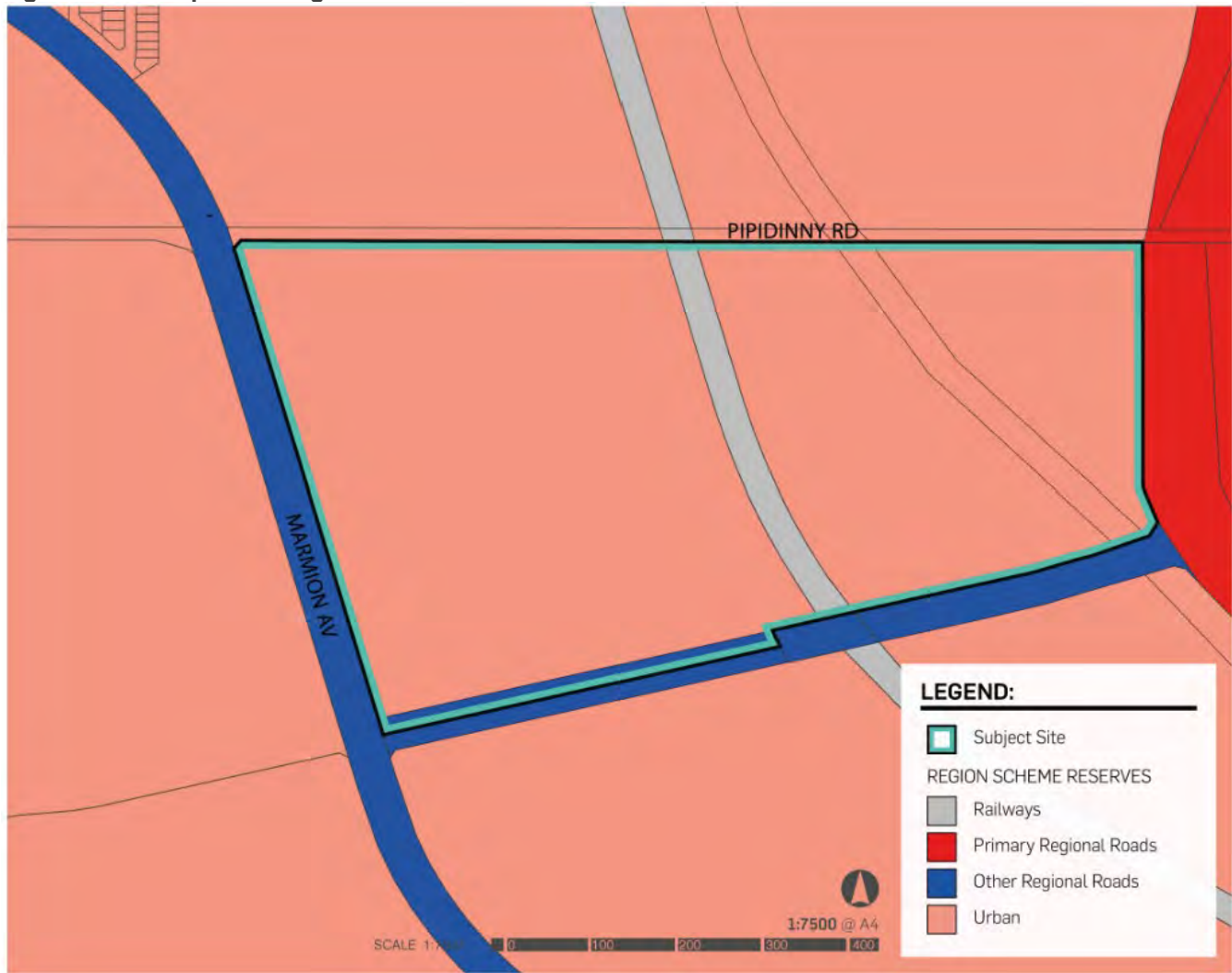
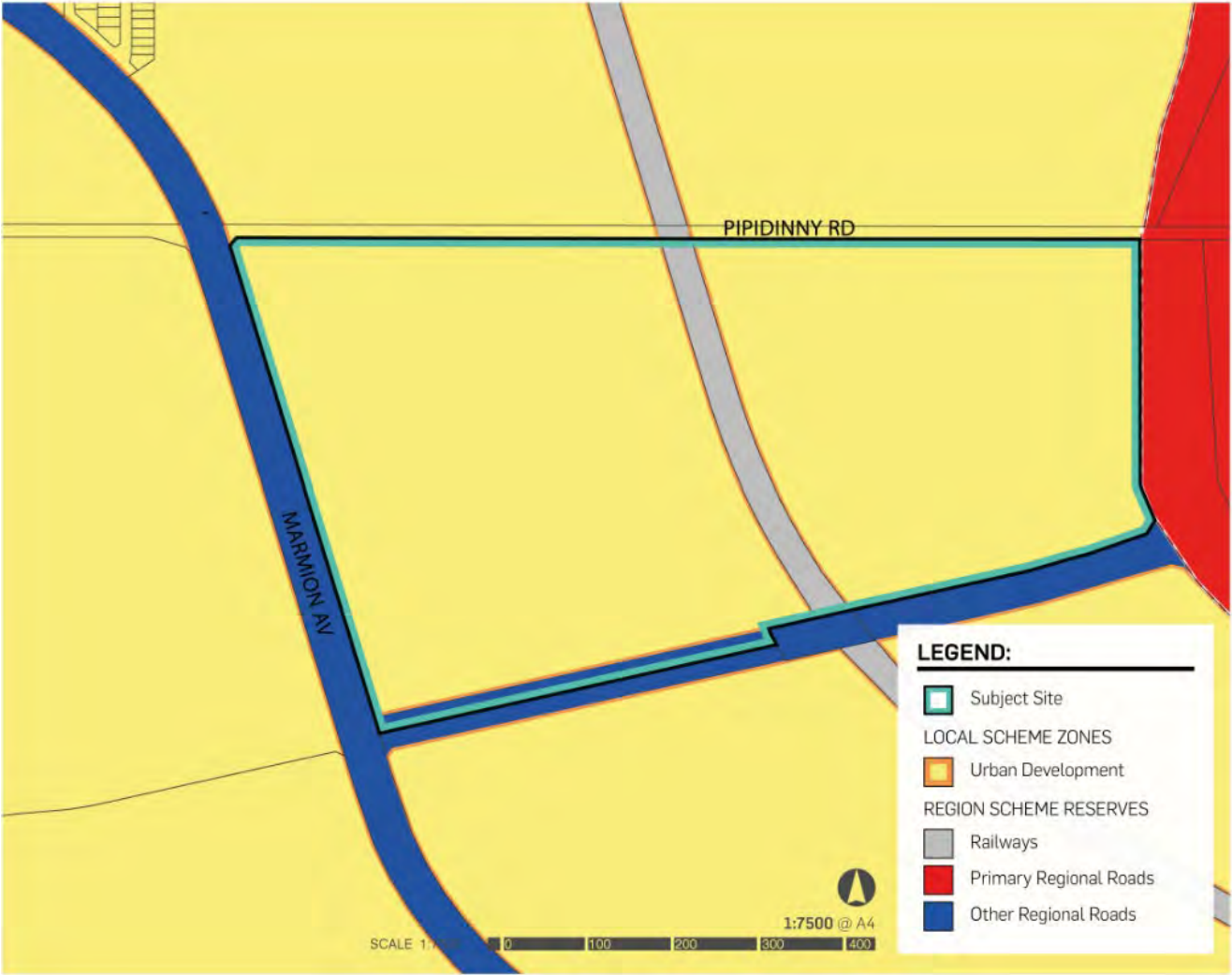


Figure 6 – District Planning Scheme Extract

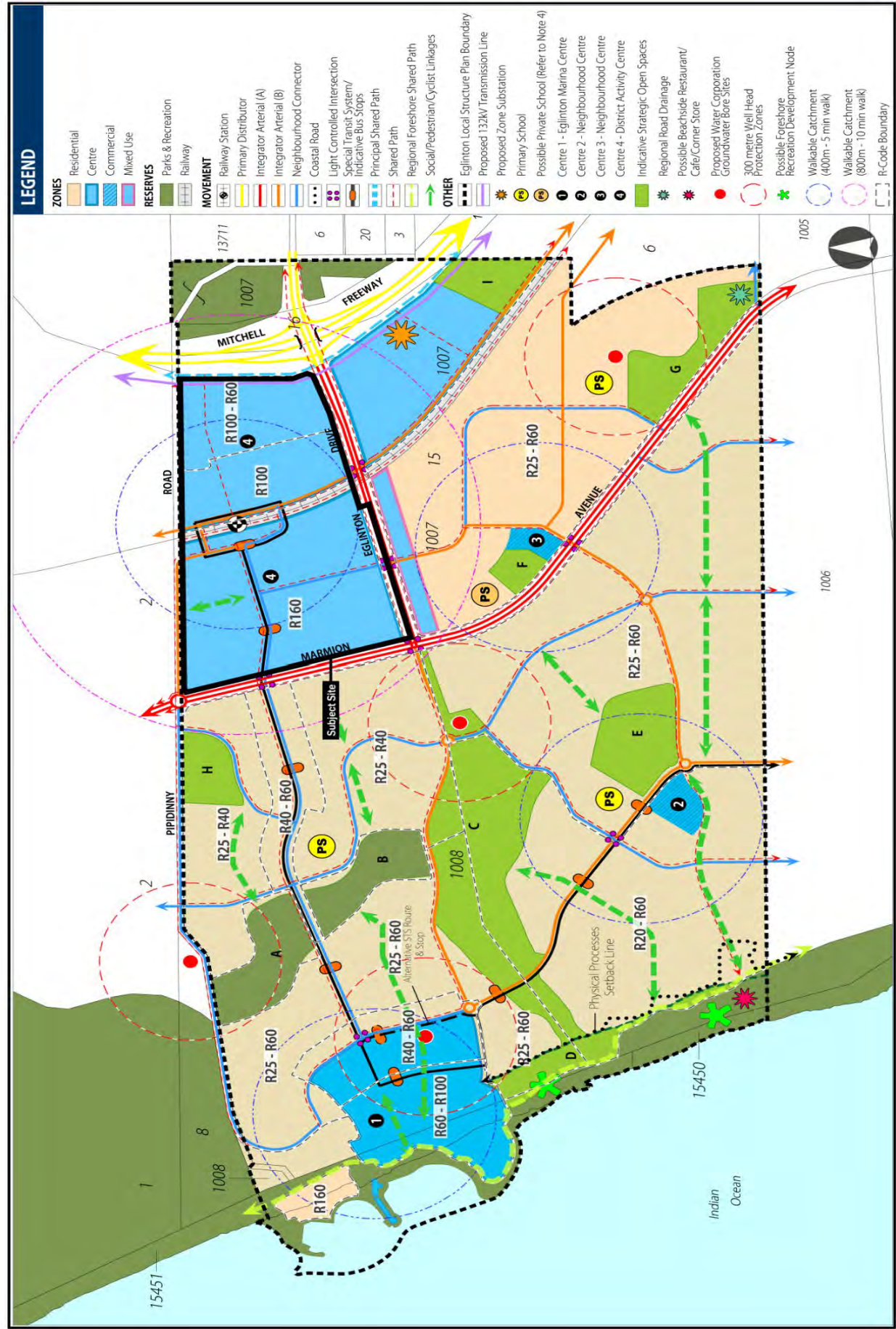


## 46 PLANNING BACKGROUND





Figure 8 – Agreed Structure Plan No.82



### 5.3. SPP 4.2 - ACTIVITY CENTRES FOR PERTH AND PEEL

The following table summarises how the ACP responds to the key provision of SPP 4.2.

**Table 4 – Assessment against SPP 4.2**

Provision/s	Note
An emerging district centre is identified in Eglinton	The ACP facilitates the delivery of a district centre in Eglinton and fulfils the requirement for an ACP for district centres prior to major development.
<b>Typical Characteristics</b>	This ACP aims to achieve the typical characteristics of a district centre as follows:
<ul style="list-style-type: none"> <li>Greater focus on servicing the daily and weekly needs of residents. They are to have a greater local community focus the provide services, facilities and jobs that reflect the needs of their catchment</li> </ul>	The ACP will facilitate a convenience-based centre with retail, community and service offerings targeted towards the local community and commuters.
<ul style="list-style-type: none"> <li>Contain discount departments stores, supermarkets, comparison shopping, personal shopping and speciality shops</li> </ul>	As part of the ultimate development of the centre, all of these retail types are anticipated consistent with the RSA ( <b>Appendix A</b> ), subject to market demand.
<ul style="list-style-type: none"> <li>Should be a focal point for the bus network</li> </ul>	A new passenger train station will be delivered at Eglinton which together with bus facilities, will provide exceptionally high public transport service and amenity to residents and visitors to the centre. Park and ride services will also be incorporated, accessible via Pipidinny Road.
<ul style="list-style-type: none"> <li>Should have district level office development and local professional services</li> </ul>	The ACP allows for office development, with the retail core and main street conducive to accommodating local professional services.
<ul style="list-style-type: none"> <li>Should cater for 20,000-50,000 persons</li> </ul>	The accompanying RSA ( <b>Appendix A</b> ) bases its analysis on an ultimate trade area population of 42,130 by the year 2040.
<ul style="list-style-type: none"> <li>Should accommodate a minimum 20 dwellings per gross hectare residential density within a 400m walkable catchment, and a desirable 30 dwellings per gross hectare</li> </ul>	The activity centre is capable of meeting this residential density target. This is outlined in further detail in other sections.
<ul style="list-style-type: none"> <li>Should accommodate a 30% mix of land uses where there is more than 20,000sq.m NLA of shop retail floorspace</li> </ul>	The ACP meets the 30% diversity target, with 11,400sq.m of non-retail floor space of a total of 36,000sq.m of floor space, refer Table 10.
Retail sustainability/needs assessments are required prior to major development in activity centres	The ACP will facilitate development greater than 10,000sq.m of shop/retail floorspace, and therefore an RSA has been prepared to support the ACP. The assessment concludes that the trade area can sustain further major development at the Eglinton district centre, and that any impacts of the development will not unduly impact other activity centres.



Provision/s	Note
SPP4.2 outlines a range of matters that are to be addressed in activity centre plans, under the headings of centre context, movement, activity, urban form, resource conversation and implementation.	All of these matters are addressed throughout the ACP.

## 5.4. SPP 3.7 – BUSH FIRE RISK MANAGEMENT

A Bushfire Management Plan (BMP) been prepared by Strategen Environmental consistent with SPP 3.7 and the Guidelines for Planning in Bushfire Prone Areas to accompany the Eglinton ACP (refer **Appendix C**). The BMP concludes that the associated bushfire risks are readily manageable through standard implementation responses outlined in the Guidelines and AS 3959.

Future BMP's prepared for subsequent subdivision and development applications are to meet the relevant commitments outlined in this strategic level BMP as well as address the broader requirements of SPP 3.7 and demonstrate in detail how the proposed development will incorporate the acceptable solutions or meet the performance requirements of the Guidelines.

## 5.5. PRE-LODGE MENT CONSULTATION

A range of consultation activities have taken place to inform the development of this activity centre plan, including:

- An initial workshop with the City of Wanneroo, Department of Planning, Lands and Heritage and METRONET in mid-2018 to discuss the vision for the activity centre, the impact and opportunities afforded by the proposed new train station and the planning process.
- Ongoing discussions with both the agencies above in relation to specific matters relating to the ACP.
- Issuing the draft ACP plan, Retail Sustainability Assessment and approach for the Local Water Management Strategy to the City of Wanneroo and Department of Planning, Lands and Heritage in late-2018 to provide an opportunity to comment prior to the finalisation of the documents.
- Ongoing liaison with METRONET and the Public Transport Authority in relation to the location and form of public transport infrastructure within the centre and its impact on the centre development.
- Liaison with relevant Government authorities including Main Roads WA regarding traffic and access matters and relevant servicing authorities to inform technical reporting.
- Engagement with the adjoining landowners, in particular DevelopmentWA and Satterly Property Group as joint venture owners of Allara Estate to the north. The need to provide access to the station from the north was raised and agreed with these landowners.

The preparation of this ACP has been undertaken with appropriate levels of consultation between the applicant and relevant stakeholders prior to lodgement.

## 6. ECONOMIC ASSESSMENT

### 6.1. RETAIL SUSTAINABILITY ASSESSMENT

Urbis has prepared a Retail Sustainability Assessment (refer **Appendix A**) in accordance with SPP 4.2 - Activity Centres for Perth and Peel, in order to assess the sustainable future provision of floorspace. The key requirements of the research and advice were to:

- Determine the potential scale, mix and timing of development (retail and ancillary non -residential uses) within the Eglinton district centre; and
- Advise on the appropriate location of the potential range of uses, layout of the town centre and required land area to accommodate these uses.

The study was complemented by a Local Employment Strategy which determines the potential employment contribution of the centre and strategies to enhance employment and diversity outcomes.

Through the process of the preparation of the Eglinton ACP, it has been determined that the retail floorspace should be allocated through to the life of the ACP at 2030 in accordance with **Table 5** below.

**Table 5 - Eglinton ACP Retail and Non Retail Floor space allocation**

Land use category	Estimated Floorspace NLA (2030)
<u>Non-Retail</u>  Health/welfare/community services; government and non-government activities that provide services such as hospitals, schools, community services and hotels  Office/business; administrative, clerical, professional and medical offices	11,400sq.m
<u>Bulky goods retail/showroom</u>	4,600sq.m
<u>Shop-retail</u>	20,00sq.m
<b>TOTAL</b>	<b>36,000sq.m</b>

The analysis indicates that at 2030 the centre can sustain around 20,000sq.m of shopping centre floorspace. This floorspace would be based around one discount department store and three supermarket anchors.

A further 16,000sq.m could be sustained in bulky goods and other non-retail uses.

Any further floor space allocation to 2040 may be contemplated but would be subject to an ACP modification.

Urbis has prepared a Local Employment Strategy in conjunction with the RSA (refer **Appendix D**). This Strategy is the outcome of engagement and analytical understanding of the region. In particular the analysis focussed on understanding:

- The expected development potential throughout the district centre and the attributes and market factors which impact on the ability of the centre to attract investment;
- How the district centre can complement other centres to maximise employment and optimise the distribution of land use and floorspace in the region; and
- What potential investment attraction and innovative urban renewal strategies and actions stakeholders should adopt and champion.

In summary, the activity centre is expected to support approximately 1395 jobs by 2030, as shown in **Table 6** below.

**Table 6 – Employment Estimates**

<b>EMPLOYMENT ESTIMATES</b>		
	<b>2025</b>	<b>2030</b>
DDS	0	0
Supermarket	175	300
Mini Majors	17	33
Specialty Shops	100	133
External	115	192
<b>Total Retail</b>	<b>582</b>	<b>959</b>
Bulky Goods	33	55
Church/Community	4	6
Library	2	4
Pub/Tavern	10	20
Sporting Facilities	6	9
Medical Centre	33	53
Gyms	10	16
Cinemas/Other Entertainment	4	7
Child Care	10	17
Motor Vehicle Services	15	22
Real Estate / Finance / Insurance	54	79
Retail / Trade Services	21	36
Private School	40	80
Aged Care	0	0
<b>Total Activity Centre Floorspace</b>	<b>822</b>	<b>1,365</b>
Home-Based / Co-Working Hub	10	30
<b>TOTAL</b>	<b>832</b>	<b>1,395</b>

It is expected that population-serving industries will dominate early employment generation, responding to the growth of the retail catchments and associated expenditure levels and service demand. However, as the district centre develops, its exposure to visitation and the provision of co-working spaces will support a more diversified industry base.

This ESS varies across the development profile and staging, reflecting the evolution of the local economy over time and changes in the composition of economic activity. ESS estimates until 2030 are shown in Table 7 below.

**Table 7 – Employment Self Sufficiency Estimates**

<b>EMPLOYMENT SELF-SUFFICIENCY ESTIMATES</b>		
	<b>2025</b>	<b>2030</b>
Labour Force	200	600
Employment	832	1,395
Employment Self Sufficiency	416%	233%
Contribution to DSP Target (16,000 jobs)	5.2%	8.7%

## 6.2. PRELIMINARY RESIDENTIAL MARKET ANALYSIS

Urbis prepared a Preliminary Residential Market Analysis to develop the evidence base required to identify and interrogate the likely residential development within the district centre. The analysis identifies the following matters which will impact the residential market within the ACP area:

- Given an observed limited diversity of buyer types in Eglinton, land and dwelling values, and considerable competing supply for medium density product, the ability for the district centre to accommodate apartment and townhouse/terrace product will be limited in the short to medium term (0-5 years).
- The market depth for apartment products will likely be limited over a 15-year period.
- The market depth for terrace/townhouse products is currently untested in Eglinton however many developments are incorporating a mix of terrace and lots under 100sq.m within developments. The market depth is likely to be limited to 20-40 dwellings per annum over a 15-year period.
- Detached housing is the strongest market in the area and varies between estates from approximately 50 to 250 sales per annum, dependent on market conditions.
- Dependent on the development timeframe, Urbis recommends consideration of the following development mixes.

**Table 8 – Potential Market Depth and Mix Considerations, 2021-36**

### MARKET DEPTH AND MIX CONSIDERATIONS

<b>Dwelling Type</b>	<b>Market Depth (per annum)</b>	<b>Recommended Dwellings</b>	<b>Indicative Land Area (ha)</b>
Detached House	50+	-	-
Semi-Detached Dwelling	20-40	300-600	6-11
Apartment/Flat/Unit	5-10	75-150	1-1.5

## 7. CENTRE VISION AND FORM

*'The Eglinton town centre is an urban community which is convenient, connected and provides diversity in both people and housing choices. The Eglinton train station facilitates a central core of activity that will flow through to a vibrant high street and shopping centre catering for a variety of needs, together with high quality parks, plazas and other meeting places and amenities.*

*It is the largest and most vibrant centre in Eglinton and the main focus of community life during the day time and extending into the evening. It contributes to a strong sense of community and identity that is uniquely Eglinton'.*

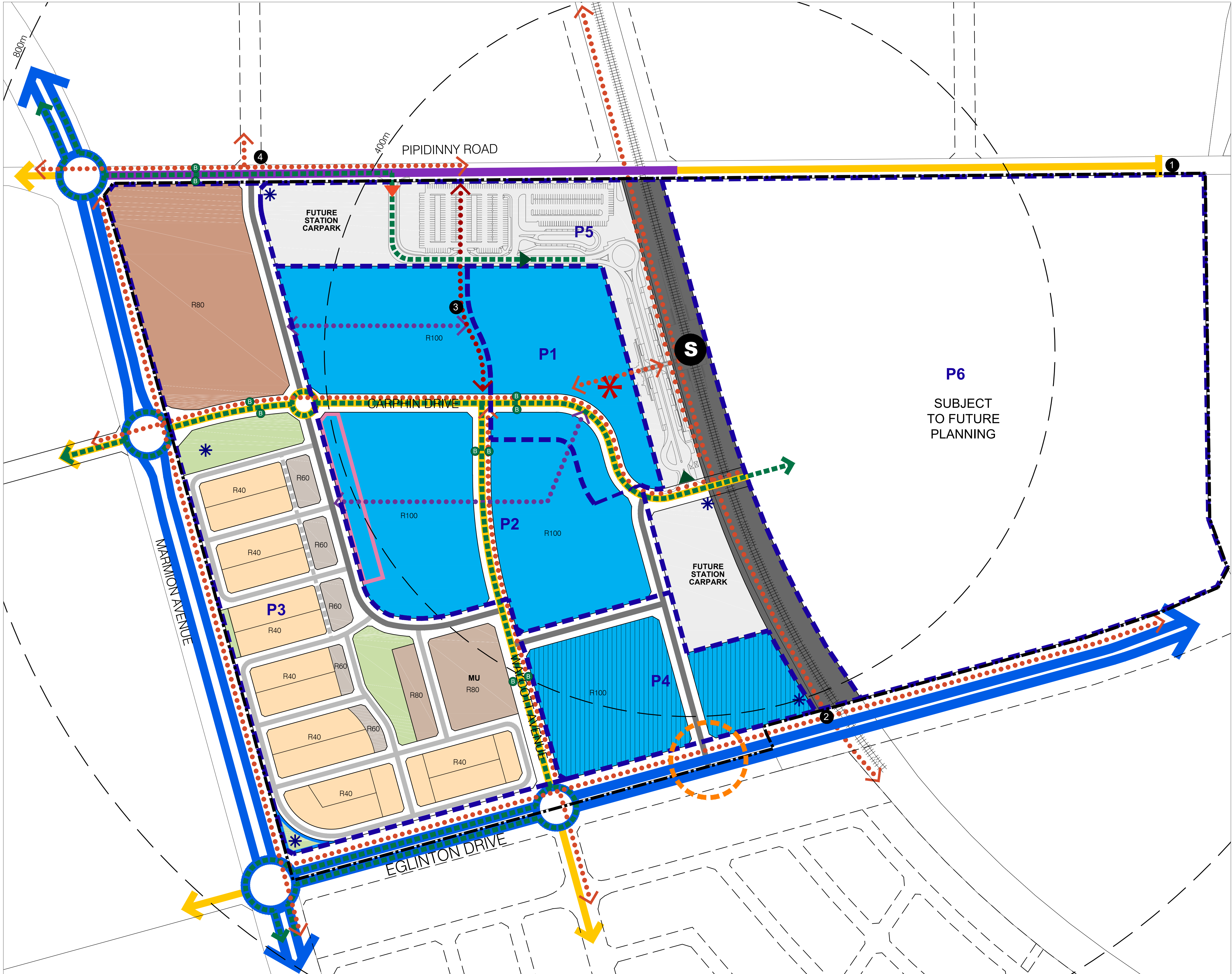
The development of this ACP will support a new passenger rail station located centrally within the ACP which forms part of the broader Yanchep Rail Extension with stations also proposed at Alkimos and Yanchep. This significant public transport infrastructure proposal, led by METRONET, will provide a critical catalyst for development of the town centre.

Development shall align with the following objectives:

- The district centre will be a distinctive town centre that is uniquely Eglinton reflected through land use, built form and public realm, setting itself apart from other centres in the corridor.
- To provide an activated focal point and mix of uses leveraging the Eglinton train station as a key entry point.
- To deliver a main street along Carphin Drive between the train station and mid-way to Marmion Avenue. It will be the focus of activity in the centre and will be treated with high quality landscaping and activated frontages.
- To deliver a functional shopping centre which provides for the convenience needs of the local and visiting population.
- To promote inclusiveness through the creation of a centre that facilitates diversity in people, spaces and housing choice.
- To promote active and alternative forms of transport while providing a convenient centre.
- To promote activation of the centre both in the day and evening through an inviting dining precinct and community meeting spaces.
- To ensure appropriate staging of centre development and provide for flexibility and responsive design and commercial outcomes.
- To promote local employment opportunities in a diversity of sectors.

The ACP Part I Plan and provisions in Section 2.0 of Part I provide comprehensive provisions to guide the future subdivision and development of the Eglinton Activity Centre. **Figure 10** is a copy of the Part I Plan.





**LEGEND**

APPLICATION AREA

**ZONES**

RESIDENTIAL R40

RESIDENTIAL R60

RESIDENTIAL R80

RESIDENTIAL R80 MULTIPLE DWELLING

RETIREMENT

RESIDENTIAL R100/MIXED USE

COMMERCIAL

BUSINESS

**RESERVES**

PUBLIC OPEN SPACE AND DRAINAGE

DRAINAGE RESERVE

INTEGRATOR ROAD A

INTEGRATOR ROAD B

NEIGHBOURHOOD CONNECTOR ROAD

MAJOR ACCESS ROAD

LOCAL ACCESS STREET

LANEWAY

RAILWAY RESERVE

PTA INFRASTRUCTURE TRANSFER STATION AND PARK AND RIDE FACILITIES

**OTHER**

RAILWAY STATION

WALKABLE CATCHMENT 400/800M

SHARED PATH

MID-BLOCK ACCESS

PUBLIC ACCESS WAY

STATION SQUARE

PUBLIC DRAINAGE LOCATIONS

PRECINCT BOUNDARY

P1 MAIN STREET PRECINCT

P2 SHOPPING PRECINCT

P3 RESIDENTIAL PRECINCT

P4 BUSINESS PRECINCT

P5 STATION PRECINCT

P6 FUTURE PLANNING PRECINCT

LEFT-IN LEFT-OUT

PARK & RIDE VEHICLE ACCESS

DEDICATED BUS ACCESS

PROPOSED BUS ROUTES

INDICATIVE BUS STOP LOCATIONS

**NOTES**

PIPIDINNY ROAD EASTERN CONNECTION TO BE DEVIATED TO CONNECT TO EGLINTON DRIVE

CONNECTION OF RAILWAY CORRIDOR PSP TO EGLINTON DRIVE PSP

FINAL LOCATION OF THE SHARED PATH FROM CARPHIN DRIVE TO PIPIDINNY ROAD THROUGH THE PTA CARPARK TO BE DETERMINED IN CONSULTATION WITH PTA AND WAPC (BEING THE OWNER OF THE LAND)

INDICATIVE INTERSECTION LOCATION SUBJECT TO DETAILED DESIGN



Eglinton District Centre  
Figure 9 - Activity Centre Structure Plan - Part

Level 14, The Quadrant, 1 William Street | Perth WA 6000 Australia | +61 8 9346 0500 | URBIS Pty Ltd | ABN 50 105 256 228

DATA SOURCE  
Landgate & MNG  
PROJECTION  
MGA Zone 50

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CLIENT  
Eglinton Estates Pty Ltd

PROJECT NO.  
PA1523  
DRAWING NO.  
09  
DATE  
03.05.21  
REVISION  
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## 7.1. ACTIVITY CENTRE PRECINCTS

The Eglinton district centre will offer a convenience centre that is retail focussed with complementary commercial, community and residential uses. The retail core and activity of the centre will be focused around a new train station which will provide active day and night uses for locals and commuters.

The activity centre is divided into six precincts that are intended to have distinct urban forms and functions. These precincts clarify the legibility of the centre and concentrates activity to ensure the main street and core will thrive.

The various precincts are illustrated on the ACP Map, **Figure 10** and described in the table below. The development controls for each Precinct are contained in Part I of the Eglinton ACP Section 2.0.

**Table 9 – Activity Centre Precincts**

Precinct		Precinct Description
	<b>Main Street Precinct</b> Area: 3.5ha	This precinct will comprise the main retail and community hub including Station Square. It will accommodate the majority of shop-retail activity, with a mix of commercial and hospitality buildings fronting both sides of the main street on Carphin Drive, as identified on the ACP map.
	<b>Shopping Precinct</b> Area: 9.7ha	This precinct will accommodate a mix of retail and commercial land uses in a shopping centre environment, and a consolidated area for car parking in the southern and western portion of the precinct
	<b>Business Precinct</b> Area: 3.88 ha	This precinct will predominantly accommodate a mix of car-based retail uses and carparking, drawing such uses away from the main street environment. The built form will provide appropriate presentation to the 'high speed' environment of Eglinton Drive. Some non-retail commercial uses may also be accommodated in this precinct.
	<b>Residential Precinct</b> Area: 14.9ha	This precinct will be residential, with a mix of density and aged housing opportunities. The built form will present an appropriate interface to Marmion Avenue and Eglinton Drive, considering acoustic treatment and will overlook public open space to increase amenity and passive surveillance.
	<b>Station Precinct</b> 9.02ha	The Station Precinct designates an area to be set aside for public transport infrastructure associated with the Eglinton train station. The area shown on the ACP for PTA infrastructure reflects the detailed plan PTA has prepared in conjunction with METRONET.
	<b>Future Planning Precinct</b> 27.03ha	Due to the unprecedented scale of the area identified as the Eglinton Activity Centre Plan, being a total area of 69.48ha, there is well in excess of the land required to be developed within the 10-year life of the Eglinton ACP. Consequently, an area on the eastern side of the railway line and predominantly north of the school site is identified as being within the Future Planning Precinct.

## 7.2. ROLE IN HIERARCHY, SIZE AND USE

The Eglinton activity centre has been designed to operate as a district centre. This is consistent with all higher-level planning documentation including SPP 4.2. The development of the activity centre will be retail-led with a likely initial stage of 10,600sq.m NLA of shop-retail (in 2025), growing to 20,000sq.m shop-retail NLA at (2030). Any further increase in retail floorspace will be subject to review.

The proposed development staging and timing of the district centre was assessed in the context of the balance of demand available to other activity centres in the region, such as Alkimos and Yanchep.

Importantly, sales in competing centres will not be impacted by greater than 10% as a result of the development of the Eglinton district centre. 10% or less is the industry accepted impact standard, and therefore, the development of Eglinton will not disrupt the established and proposed centre hierarchy within the trade area.

The estimated mix of land uses to be achieved in the activity centre is outlined in the table below.

**Table 10 – Estimated Mix of Land Uses (at 2030)**

Land use category	Estimated Floorspace NLA	%
<u>Non-Retail</u>  Health/welfare/community services; government and non-government activities that provide services such as hospitals, schools, community services and hotels  Office/business; administrative, clerical, professional and medical offices	11,400sq.m	32%
<u>Bulky goods retail/showroom</u>	4,600sq.m	13%
<u>Shop-retail</u>	20,00sq.m	55%
<b>TOTAL</b>	<b>36,000sq.m</b>	<b>100%</b>

## 7.3. URBAN FORM

The activity centre is in an emerging greenfield residential area, and the intensity, scale and form of the centre will reflect its context. As a result, the centre will generally be of a medium intensity, in lower-scale buildings that integrate with the surrounding predominantly single storey residential environment.

The presence of a train station lends the urban form to being of greater intensity near the station and centre core, to encourage commuters to access a range of both dining, entertainment and convenience services either before or after their commute to work (or leisure).

As outlined in the 7.0 Vision and Overview above, the urban form across the precinct will differ according to the precincts, each with distinct roles and intended land uses.

Traditional urban form will be concentrated along and surrounding the main street, with car-based uses concentrated to the south along Eglinton Drive and north into the site on Walcott Avenue.

The desired urban form will be driven by a number of features and provisions including:

- Street frontage standards.
- Key public spaces and features.
- Requirements for residential density.
- Landscaping.

## 7.4. KEY SPACES AND FEATURES

Building on the vision for the Eglinton activity centre, a number of key spaces and features have been identified as critical to the delivery of Eglinton as a true and unique town centre. This includes:

- **Station Square** – a scaleable and defined town square adjoining the train station will provide a civic focus of energy for the centre. The space may be retained in private ownership to allow for it to be programmed and well maintained to a high standard including high-specification landscaping, flexible event spaces and recognisable features, with the potential for it to be designed to allow for its closure for markets and other community events.
- **Main Street** – the central portion of Carphim Drive will be an extension to the Station Square and will serve as the main street with a focus for pedestrian activity. It may include custom pavement and similar to the Station Square, will promote high-specification landscaping and pedestrian friendly features to encourage people to walk, linger and feel safe.
- **Shopping Precinct** – in addition to traditional retailing, the shopping precinct will provide opportunities for the community to meet in hospitality outlets. It will provide for the main convenience and comparison retail shopping and will provide access to a range of daily and weekly services such as bank, medical and other consulting and office uses.
- **Pedestrian Linkages** – numerous pedestrian linkages have been identified in the ACP, linking the train station with the main street, north to the park and ride facility and south to the shopping centre and the Eglinton Hill estate south of Eglinton Drive.

## 7.5. RESIDENTIAL DENSITY

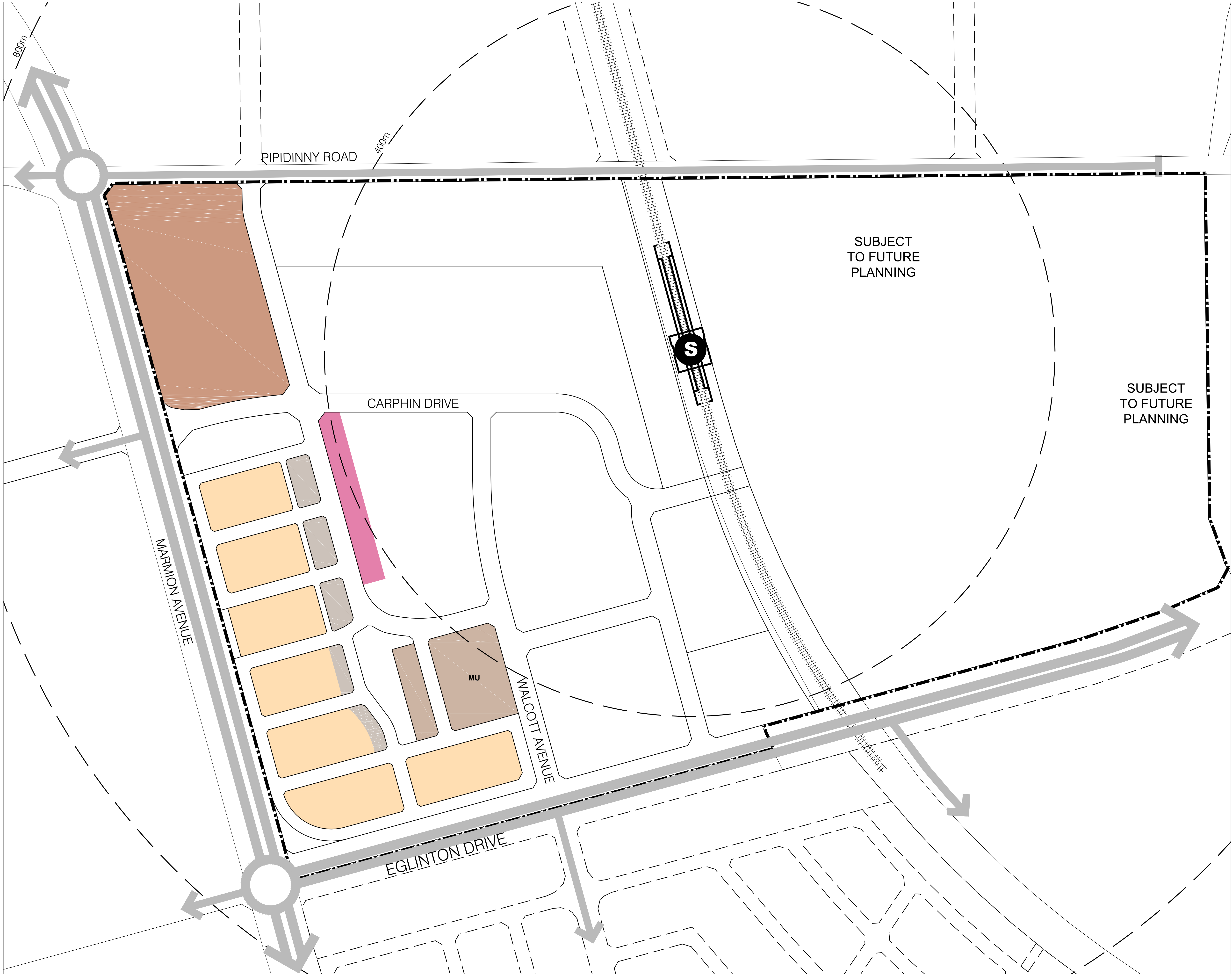
As per SPP 4.2, district centres have a performance target of achieving 20 (minimum) residential dwellings per gross hectare within a 400m walkable catchment. Based on a gross area of 14.9ha for Residential and 0.5ha for Mixed Use, the minimum and desirable yield targets for the area of the ACP includes:

- Minimum – 480 dwellings.
- Desirable – 640 dwellings.

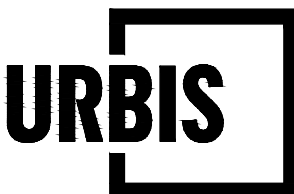
A breakdown of the estimated residential yield is provided in the table below and at **Figure 12**.

**Table 11 – Estimated Residential Density Key Numbers**

Item	Figure	Note
Total activity centre area	69.8ha	Land within the activity centre boundary only
Total activity centre area identified as residential	14.9ha	Future Planning area not included in this calculation
Total number of single-lot product	236 dwellings	Comprises 176 dwellings at R40 (220sq.m average lots size), 39 dwellings R60 (150sq.m average) and 21 dwellings at R80 (120sq.m average lot size)
Total number of multiple dwelling product	100-124 dwellings	Assumes development of 64 multiple dwellings (120sq.m average apartment size) and 39 dwellings within the Residential Mixed Use area on the ACP Map (Part 2)
Estimated number of retirement living dwellings	285 dwellings	
<b>Total</b>	<b>640</b> (desirable) dwellings	



LEGEND	
	APPLICATION AREA
	RESIDENTIAL R40
	RESIDENTIAL R60
	RESIDENTIAL R80
	RESIDENTIAL R80 MULTI-UNIT
	RESIDENTIAL R100
	RETIREMENT R80
	RAILWAY STATION
	WALKABLE CATCHMENT 400/800M



Eglinton District Centre  
Figure 10 - Residential Density Plan

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## **7.6. SUSTAINABILITY**

The sustainability of the Eglinton activity centre will be driven by its efficient urban design and complementary mixture of land uses, resulting in more effective use of land and encouraging efficient means of transportation. Innovation on an ongoing basis will provide opportunities for reducing waste and using resources more efficiently.



## 8. LANDSCAPE AND PUBLIC REALM

The key landscape and public realm elements of the ACP are identified as follows:

### 8.1.1. Station Square

To be developed in accordance with Part I, Main Street Precinct – Precinct 1 Part I Section 2.

### 8.1.2. Public Open Spaces

The ACP area contains two spaces of unrestricted POS that have been considered in line with the City Local Planning Policy 4.3 (LPP 4.3) and in tandem with the drainage catchment and treatment/infiltration basins to the centre, refer **Figure 12 and Figure 13**. These public open space areas perform a number of functions as part of the network of spaces for the ACP area. In addition to community benefit, the spaces perform drainage functions incorporating water sensitive urban design principles, areas for neighbourhood amenity (including landmark sites visible from a number of streets), and future nature spaces.

The sites identified for public open space will be subject to an extensive earthwork strategy over the entire ACP area and therefore retaining existing vegetation is impractical. Both of these areas will therefore be replanted as part of the creation of nature spaces. The two key public open space areas are described below.

Indicative designs have been prepared for these two parks, with the ultimate detailed design to be in accordance with the City's requirements set out in LPP 4.3.

#### Carphin Park

Carphin Park is the northern POS located at the entrance to the development off Marmion Avenue and includes the following key characteristics:

- Carphin Park is greater than 5,000sq.m and complies with LPP 4.3. It will provide drainage in the form of a surface basin (1,195sq.m) and subsurface storage/infiltration.
- It is proposed that the area be grassed for approximately half of the site as part of the recreation provision including play equipment based on nature play.
- This area will provide an attractive entrance to the town centre and will provide a buffer between the entry road off Marmion Avenue and the southern residential areas.

**Figure 11 – Carphin Park**



## **Southern Park**

Southern Park will provide amenity for the abutting higher density development proposed between R60-80 and includes the following characteristics.

- Southern Park is proposed to be recreation in function with the drainage component to address the immediate area only. This area will contain two high quality shaded grassed areas within circular tree lined pathways. The site is less than 5,000sq.m and the provision of inventory requirements will be reflected accordingly.
- For those lots that directly abut Southern Park, consideration will be given to built form orientation, uniform fencing and surveillance with window openings from habitable rooms to overlook the park.

**Figure 12 - Southern POS**



### **8.1.3. Public Open Space Schedule**

Agreed Structure Plan 82 requires the provision of 1.58ha of POS within the Eglinton ACP, in accordance with the table below.

Table 12 ASP82 POS Provision

<b>Eglinton ASP 82 POS provision</b>			
<b>POS NR</b>	<b>Creditable Open Space</b>	<b>Drainage</b>	<b>Total</b>
40	0.35ha	Nil	0.35ha
41	0.29ha	Nil	0.29ha
42	0.94ha	Nil	0.94ha
Total	1.58ha	Nil	1.58ha

The public open space schedule provided in Table 14. calculates that the ACP provides approximately 1ha of credited open space. It will be necessary to undertake a reconciliation of all open space within the Eglinton Alkimos Structure Plan to determine the final overall contributions to open space. If necessary, the balance POS provision of 5800sq.m may be provided in the Future Planning Precinct P7 on the eastern side of the railway line.

**Table 13 - Public Open Space Schedule**

<b>Site Area ha</b>			<b>69.48</b>
<b>Less ha</b>			
EPA Wetlands to be ceded	0.00		
Protected bushland sites	0.00		
<i>Unrestricted POS sites not included in POS contribution</i>	<i>0.00</i>		
<i>Restricted POS not included in POS contribution</i>	<i>0.00</i>		
Foreshore Reserves to be ceded	0.00		
<b>Total</b>		<b>0.00</b>	
<b>Net Site Area ha</b>			<b>69.48</b>
<b>Deductions</b>			
Primary School and High School	10.01		
Town Centres / Commercial (100% deduction) - Excludes Station Square	11.17		
Mixed Use (50% deduction)	0.24		
Showroom Commercial	3.23		
Dedicated Drainage Reserves	0.22		
PTA infrastructure	8.86		
Other (Future Planning)	14.85		
Regional Roads (Eglinton Drive)	1.43		
<b>Total Deductions</b>	<b>50.01</b>		
<b>Gross Subdivisible Area</b>			<b>19.47</b>
<b>Public Open Space @ 10%</b>			<b>1.95</b>
<b>Public Open Space Contribution</b>			
May Comprise			
minimum 80% unrestricted POS	<b>1.56</b>		
maximum 20% restricted POS	<b>0.39</b>		
<b>Unrestricted POS sites</b>			
Area 1 (Carphin)	0.46		
Area 2 (Residential)	0.45		
Area 3 (Station Square) - 25 x 30m min	0.08		
Area 4	0.00		
<b>Unrestricted POS Total area</b>	<b>0.99</b>	<b>5.08%</b>	
<b>Restricted Use POS sites (detention/inundation more often than 1:1 yr event, MUW, Buffers etc)</b>			
Area 1	0.00		
Area 2	0.00		
Area 3	0.00		
Area 4	0.00		
<b>Restricted POS contribution</b>	<b>0.00</b>	<b>0.00</b>	
<b>Total Restricted Use POS able to contribute to POS (cannot exceed 2% of required 10%)</b>		<b>0.39</b>	
<b>Contributing POS</b>			
Unrestricted POS	<b>0.99</b>		
Restricted POS			
<b>Total Contributing POS</b>	<b>0.99</b>	<b>5.08%</b>	
<b>Total POS provided</b>			<b>0.99</b>
<b>Surplus unrestricted POS</b>			<b>-0.57</b>

<b>Site Area ha</b>	<b>69.48</b>
<b>Surplus restricted POS</b>	<b>0.00</b>

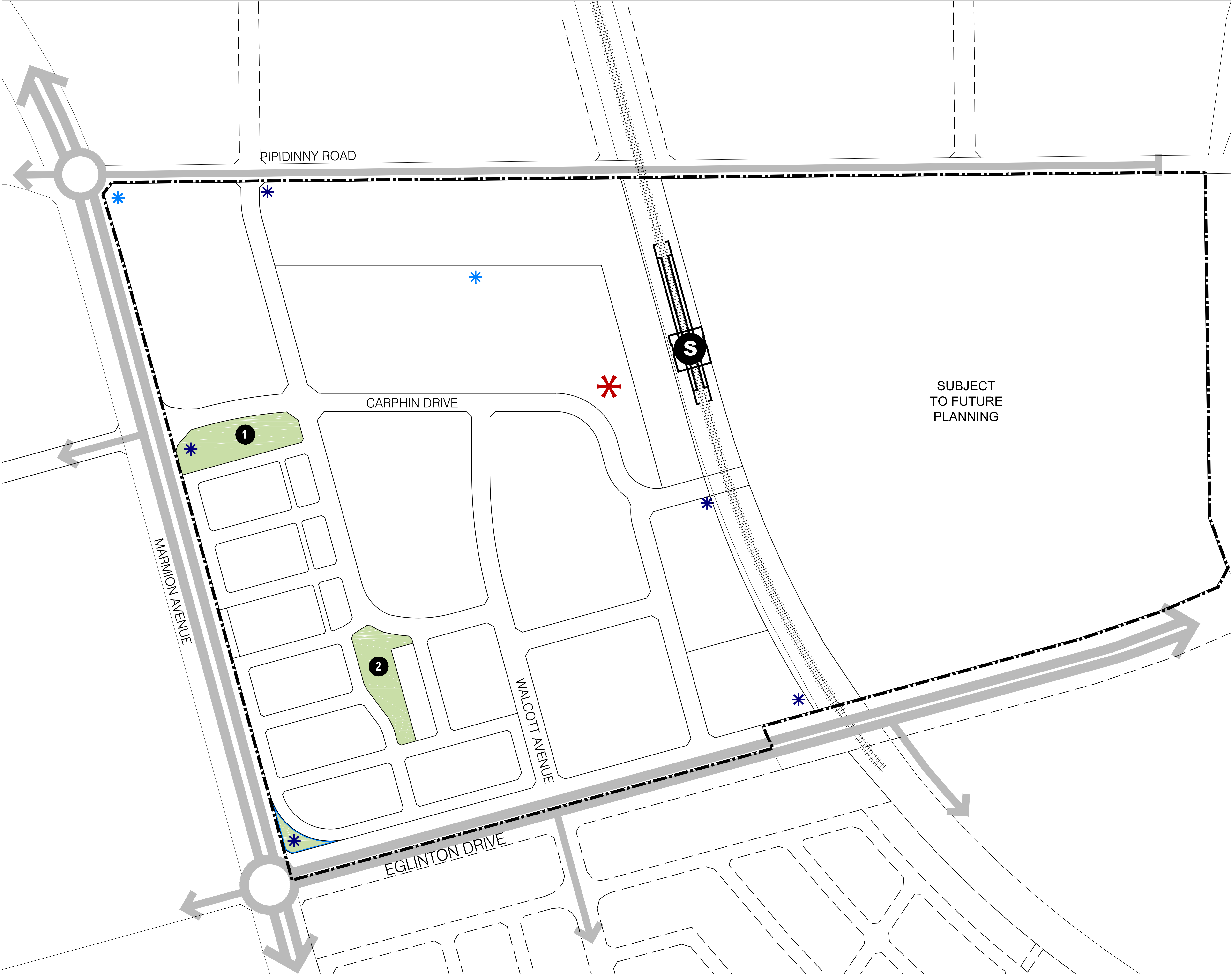
All areas are in hectares.

#### **8.1.4. Trees**

The ACP area lies over the Quindalup Dune system typically characterised as having a limited number of natural trees of stature. In keeping with the City Street Tree Policy and the preference for locally occurring native species, the majority of the street trees would be drawn from a palette of species that are known to perform in such environments.

A number of the species that would be considered could also include local species not directly associated with Quindalup sand but that can be seen to be also characteristic of those environments, such as some of the Casuarinas and Eucalypts. It is considered that trees that are clearly exotic be restricted to the Main Street Precinct where the specific qualities such as seasonal shade, size, and form may be seen to be of advantage and where marker trees may signal key nodal/landmark locations.

Given the extensive earthworks that are to be associated with the ACP area, the street trees shall augment the planting associated with the public open space areas in terms of windbreak, erosion control, and shade provision. In addition, the trees would provide vegetative cover in the longer term in order to address offsetting the removal of existing cover and wildlife corridors.



LEGEND

APPLICATION AREA

PUBLIC OPEN SPACE AND DRAINAGE

Eglinton District Centre  
Figure 13 - Public Open Space Plan

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## 9. MOVEMENT NETWORK


The surrounding road network has been planned to accommodate an activity centre in the location proposed, including the construction of Eglinton Drive. The activity centre benefits from the future train station and a legible residential street network that feeds into the activity centre, and surrounding roads that have been designed and/or built to accommodate anticipated traffic volumes.

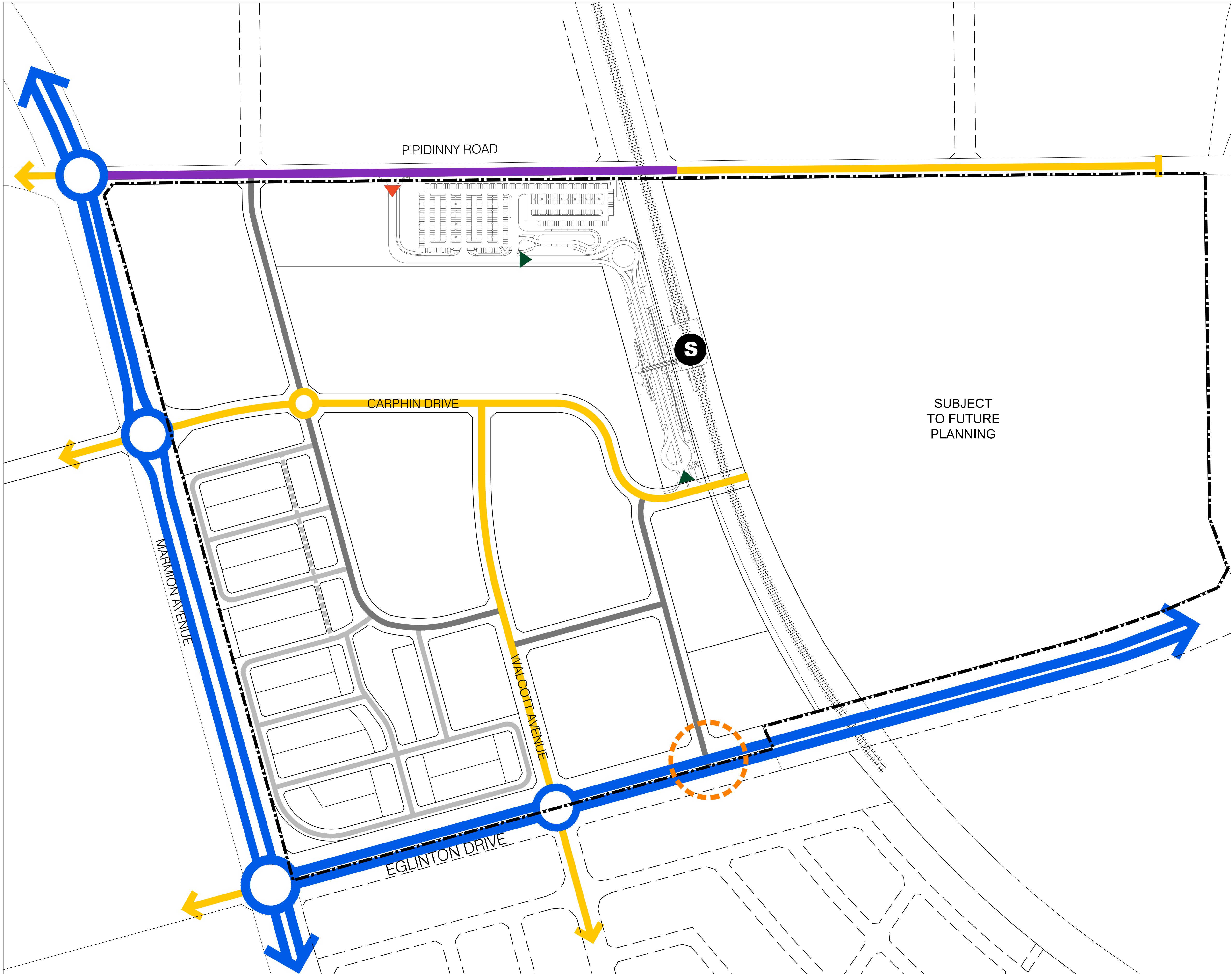
A Transport Assessment is included at **Appendix B**, including Addendum 1 and Addendum 2 as agreed to by Main Roads WA and the City of Wanneroo. This outlines the anticipated traffic volumes on the surrounding road network, with the conclusions being that the layout is consistent with Liveable Neighbourhoods and that the proposed network will operate satisfactorily and within capacity at year 2021. The Assessment does however indicate that the intersections on Marmion Avenue are showing early signs of capacity issues, with the possible expansion of park and ride bays from 400 to 1,000 exacerbating the issues on the external road network. This matter is addressed in Addendum 1. The proposed road network is illustrated in **Figure 14**.

The table below summarises the intended movement network features and principles of the activity centre.

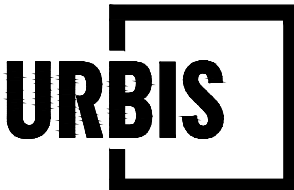
**Table 14 – Movement Network Features and Principles**

Mode/Issue	Features and Principles
 <p>Public Transport</p>	<p>The centre will be serviced by a new train station at Eglinton which will be operational by 2023 and is proposed to be located centrally within the ACP. The provision of a station at the heart of the centre means that bus services will be in place early within the development staging. The bus routes and proposed bus stop locations are included in <b>Figure 16</b>.</p>
 <p>Walking and Cycling</p>	<p>Active transport has been resolved to a high level of detail including provision for cycling and pedestrians. Carphin Drive and Walcott Avenue will be key active transport links in the centre with shared paths leading to the main street. The northern end of Walcott Avenue is also proposed to be a shared street for cyclists. There is provision for a shared path along the western side of the rail alignment providing north-south connectivity around the centre.</p> <p>Pedestrian connectivity between Pipidinny Road and Carphin Drive is proposed via the proposed Pedestrian Access Way. Eglinton Station is also connected by a pedestrian link from the main street through the Station Square, <b>refer Figure 16</b>.</p>
 <p>Cars and Parking</p>	<p>Being an emerging greenfield residential area away from urban centres, it is expected that the highest proportion of trips to and from the Eglinton district centre will be via private car.</p> <p>Carparking associated with the train station (park and ride) is concentrated to the north on Pipidinny Road as part of the initial stage, with allowance for expansion south of the train station. In the short term, 400 park and ride bays are required, with allowance for up to 1,000 bays in the long (ultimate) term.</p> <p>Carparking for the shopping centre will be provided at-grade (at least the short to medium term) however will be configured away from the Station Square and main street to ensure activity and finer grain land uses are located close to the train station. Consideration of how this at-grade parking could evolve to a decked structure has been considered as part of the design.</p> <p>To encourage alternative modes of transport to the centre, the minimum car parking rate for non-residential land uses is set at 5 spaces per 100sq.m of NLA, and at a lower</p>

Mode/Issue	Features and Principles
	<p>rate for uses such as Showroom, Office and Community Purposes. This is within SPP 4.2 guidance and is a relatively low rate given the activity centre's context.</p> <p>The lower rate will reduce the extent of car parking across the activity centre and allow for more intense development around the main street.</p> <p>At the development application stage, specific traffic advice will inform the configuration and extent of access points and car parking required for the relevant developments.</p>
<p>Servicing</p> 	<p>It is a reality of commercial development, particularly shopping centres, that loading, and service areas are required to meet the needs of tenants, and the efficient operation of any centre.</p> <p>The key driver of planning should therefore to be to minimise the visual, acoustic and spatial impact of these facilities.</p> <p>Guidance is provided in Part 1 of the ACP to ensure that service areas appropriately screened from view, and their amenity impacts minimised.</p>



LEGEND	
	APPLICATION AREA
	INTEGRATOR ROAD A
	INTEGRATOR ROAD B
	NEIGHBOURHOOD CONNECTOR ROAD
	MAJOR ACCESS ROAD
	LOCAL ACCESS STREET
	LANEWAY
	RAILWAY STATION
	LEFT-IN LEFT-OUT
	PARK & RIDE VEHICLE ACCESS
	DEDICATED BUS ACCESS



# Eglinton District Centre

## Figure 14 - Movement Network Plan

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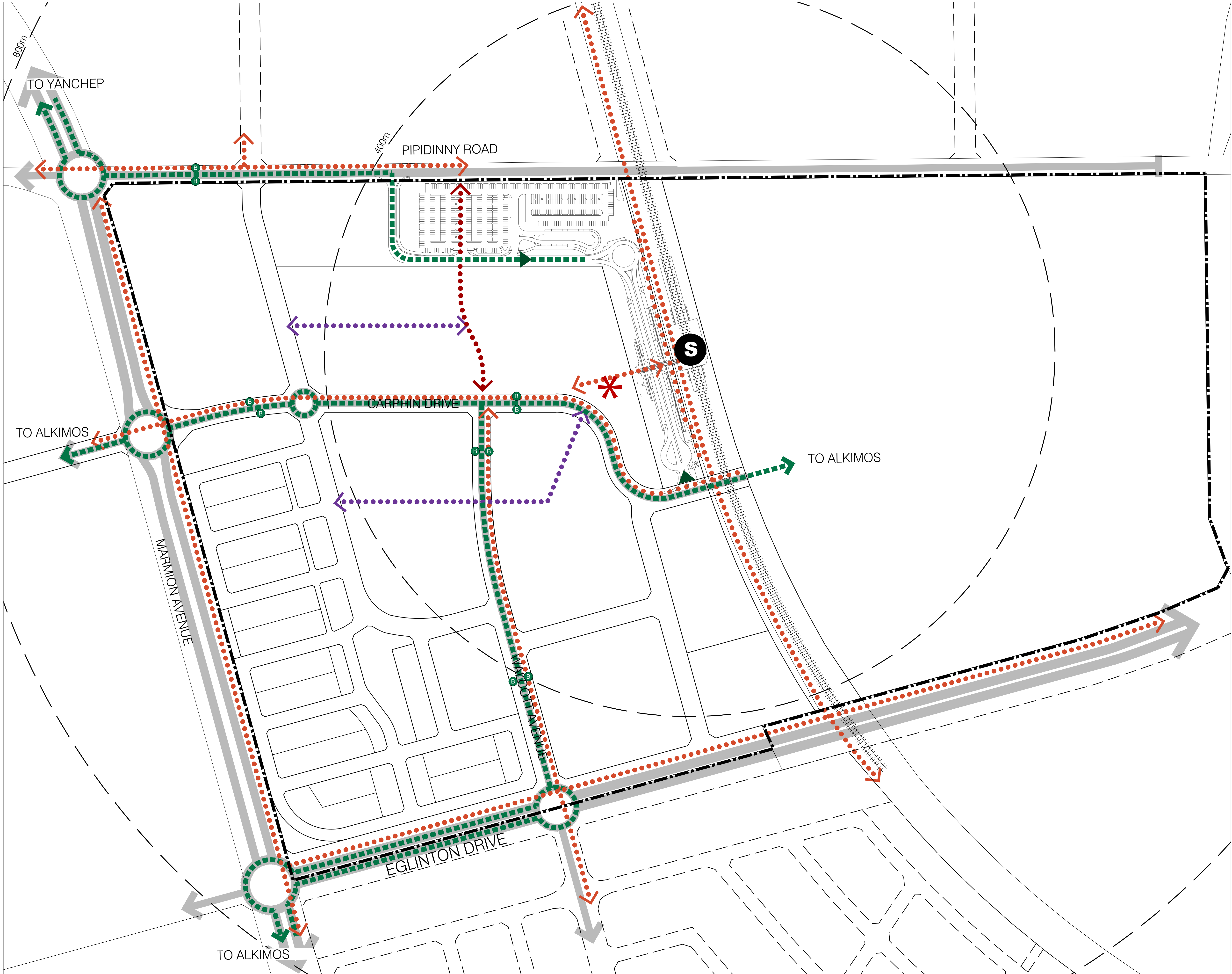
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LEGEND	
	APPLICATION AREA
	RAILWAY STATION
	WALKABLE CATCHMENT 400/800M
	SHARED PATH
	MID-BLOCK ACCESS
	PUBLIC ACCESS WAY
	STATION SQUARE
	PROPOSED BUS ROUTES
	INDICATIVE BUS STOP LOCATIONS
	DEDICATED BUS ACCESS



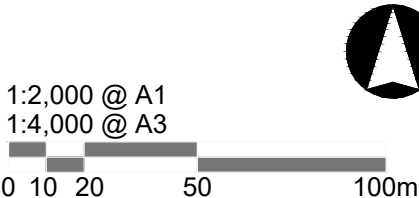
Eglinton District Centre  
Figure 15 - Pathway and Public Transport Plan

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## 10. STORMWATER MANAGEMENT

The first step in applying integrated water cycle management to the site is to establish agreed environmental values for receiving waters and their ecosystems. Key characteristics of the site that inform water management include:

- Undulating topography reflecting the dunal system on which the site sits.
- Highly permeable sandy soils resulting in at source infiltration of stormwater runoff with no discharge of flows from site in a major event.
- Significant clearance to groundwater (>26m)
- Existing vegetation across the site.

The overall objective for integrated water cycle management for the site is to maintain the existing hydrological regime and minimise pollution.

The LWMS addendum prepared to support this ACP (included at **Appendix E**) is provided as an addendum to the previously approved Eglinton Local Structure Plan Area LWMS (Coffey 2011) in order to ensure the water management objectives and principles proposed reflect current policy, and City of Wanneroo and DWER expectations.

The LWMS addendum design objectives seek to deliver best practice outcomes using a water sensitive urban design (WSUD) approach, including management approaches for water conservation, flood mitigation, stormwater quality management and groundwater management.

The criteria proposed within the LWMS addendum are based on consultation with key stakeholders, the characteristics of the existing environment and a contemporary best-practice approach to integrated water cycle management.

The overall approach to water conservation is to reduce the amount of scheme water required within the development at both a lot and estate scale. Within the lot, potable water consumption will be reduced by promoting water efficient fixtures and appliances (WEFA) and water wise gardening (WWG) principles within lot gardens. On an estate scale, groundwater will be utilised for irrigation of landscaped areas within POS which will also utilise WWG principles.

The stormwater management strategy for the site (included at **Figure 17**) aims to maintain the existing hydrology by retaining flows up to the major rainfall event on site. Retention will be provided through the use of lot soakwells, median swales, bio-retention areas, flood storage areas and sub-surface storage.

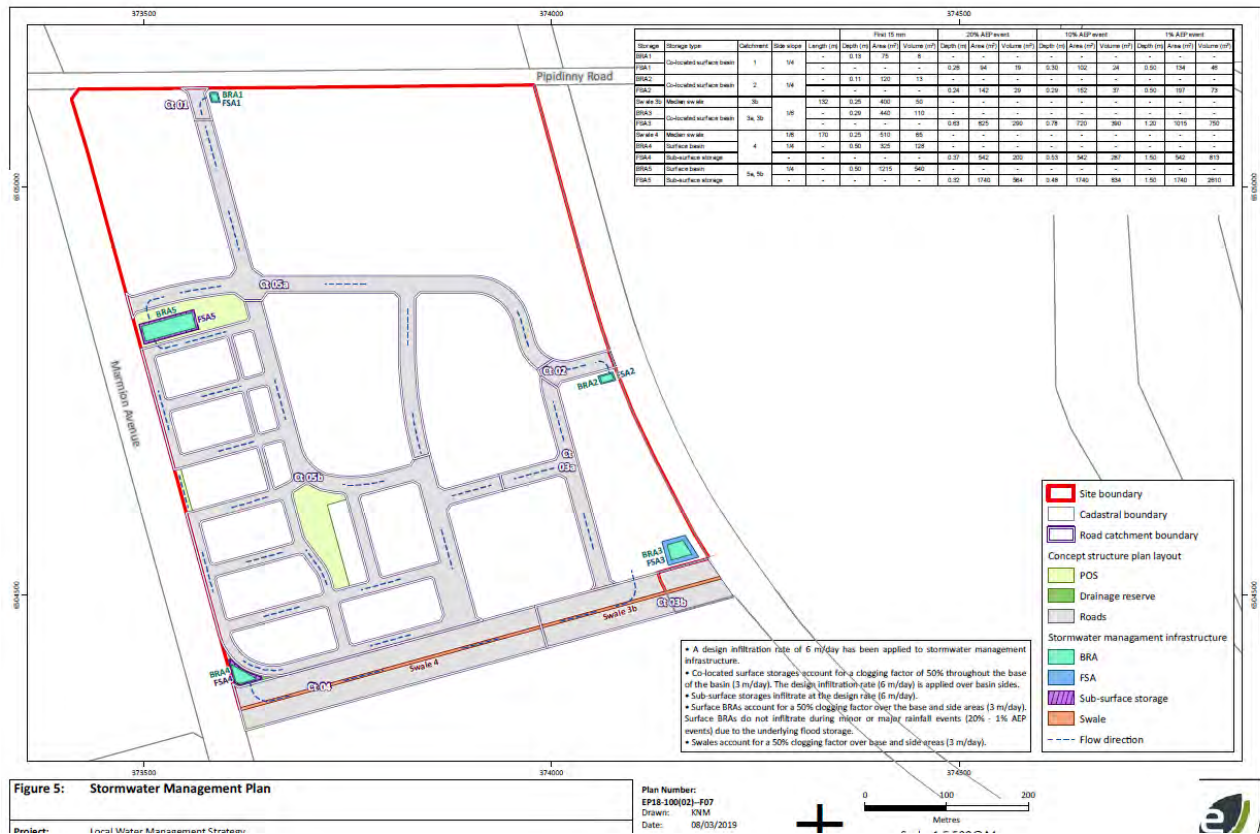
Treatment of small event runoff will be provided through the retention of runoff in vegetated treatment structures including median swales and bio-retention areas. Additional treatment structures including tree pits, verge swales and raingardens can also be considered.

Surface runoff modelling has been used to inform the concept design of surface water management infrastructure and understand the spatial implications of drainage requirements across the site, shown in Figure EP18-100(02)-F07. The location of assets has been determined based on existing topography and natural low points as well as in consideration of the overall requirements of the development in relation to the mixture of residential and commercial and appropriate functionality of open space areas. A combination of POS and drainage reserves will be utilised to incorporate efficient drainage design and higher amenity outcomes.

The significant clearance to groundwater across the site means that direct groundwater management is not required, and groundwater quality will be maintained through appropriate treatment of surface water runoff before infiltrating to groundwater.



Figure 16 – Stormwater Management Strategy Plan



# 11. ACOUSTIC MANAGEMENT

An Acoustic Assessment has been prepared by Herring Storer and is included at **Appendix F**. The assessment was undertaken with respect to State Planning Policy No.5.4 – Road and Rail Transport Noise and Freight Considerations (SPP 5.4) and specifically associated with vehicles travelling along Marmion Avenue and Eglinton Drive and the proposed railway line.

The results of the assessment indicate that noise received at the ground floor of residences located adjacent to Marmion Avenue and Eglinton Drive would exceed the noise limit and therefore a Notification on Title and 'quiet house design' would be required.

For residences adjacent to Marmion Avenue, a noise wall is not permitted, therefore where possible, minor access streets should be located between Marmion Avenue and residential premises. This will allow the front of residences to face the major roads and ensure that the residences provide a barrier to an outdoor living area at the rear of the residence.

Specific acoustic measures will be explored in greater detail as part of future subdivision applications.

## 12. EARTHWORKS DESIGN AND STRATEGY

The proposed recontouring over the ACP area provides a balanced earthworks design to avoid any import or export of material to and from the site.

The earthworks design is generally based on retaining the nominal landform however undertaking earthworks to achieve acceptable grades (nominally <5%) over the full site to present a developable landform and minimise subsequent site costs for lot purchasers.

At the time of undertaking bulk earthworks, appropriate management will be undertaken in accordance with the City of Wanneroo Local Planning Policy addressing dust, amenity and environmental management.

## 13. TECHNICAL STUDIES AND APPENDICES INDEX

This ACP incorporates the following technical studies and appendices:

**Table 15 – Technical Studies and Appendices Index**

Appendix	Title	Date and Author
A	Retail Sustainability Assessment	Urbis, 2018
B	Transport Assessment	Arup, February 2019
C	Bushfire Management Plan	Strategen, March 2019
D	Local Employment Strategy	Urbis, 2018
E	Local Water Management Strategy Addendum	Emerge, March 2019
F	Acoustic Assessment	Herring Storer, March 2019