# YANCHEP CITY CENTRE

## ACTIVITY CENTRE PLAN




### Part One - Implementation Section

### Activity Centre Plan No. 100

October 2017

Yanchep beach joint venture

CLE TOWN PLANNING + DESIGN

## LANDOWNER

Yanchep Beach Joint Venture

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# YANCHEP CITY CENTRE ACTIVITY CENTRE PLAN

## PART ONE - IMPLEMENTATION SECTION

## ACTIVITY CENTRE plan no. 100

This Activity Centre Plan was prepared under the Provisions of the City of Wanneroo District Planning Scheme No. 2 and Part 5 of the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 - Deemed provisions for local planning schemes.

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2214Rep84V
October 2017

This Activity Centre Plan is prepared under the provisions of the City of Wanneroo District Planning Scheme No. 2.

IT IS CERTIFIED THAT THIS PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

..... 6 March 2018 ..... Date

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

..... 6 March 2018 ..... Date

..... 6 March 2028 ..... Date of Expiry

**RECORD OF AMENDMENTS MADE TO THE YANCHEP CITY CENTRE ACTIVITY CENTRE STRUCTURE PLAN**

| Amendment No. | Summary of Amendment | Date Approved by WAPC |
|---|---|---|
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## EXECUTIVE SUMMARY

### Location of the Yanchep City Centre Activity Centre Plan Area

The Yanchep City Centre Activity Centre Plan ('ACP' or 'the Centre Plan') comprises the area identified as Centre 'A' within the Yanchep Two Rocks District Structure Plan (ASP43) and zoned 'Centre' under the Yanchep City Agreed Local Structure Plan (ASP68). It comprises 106ha north of Yanchep Beach Road, south of Toreopango Avenue, east of Marmion Avenue and west of the Mitchell Freeway road reserve.

### Activity Centre Plan Overview & Vision

The Centre Plan has been prepared to guide the development of the City Centre into a dynamic modern mixed use City Centre based around a central main street and railway station. At ultimate development, the City Centre will accommodate a diverse variety of retail, commercial, service, cultural, leisure and educational uses as well as high density residential development within an interesting and attractive urban environment. Design quality and the buildings, places and spaces created will be of a high standard with a strong focus on pedestrian amenity and movement.

To realize this vision, the Activity Centre Plan recognises that the City will develop iteratively, in stages, with development intensity increasing over time (with a 50year horizon). The Plan therefore provides a framework within which:

- The objectives for the Centre are defined to provide clear direction and definition of what the Plan is seeking to achieve, and individual proposals should be contributing to;
- Primary structuring elements of the Centre are defined, to provide a framework within which individual spaces and developments can establish and evolve; and
- Design controls are framed to facilitate development which contributes to / integrates with the ultimate Centre vision but do not seek to enforce ultimate built form and land use intensity in the short to medium term when the maturity of the Centre and its catchment cannot sustain this.

This approach allows the Centre to evolve and mature over time, whilst ensuring that each iteration of development aligns with and contributes to the vision and assists in achieving a functional and desirable focus for the growing Yanchep Two Rocks community.

| Item | Amount/Area (ha) (approximate)[a] |
|---|---|
| Total area covered by the Centre Plan | 106ha |
| 'Reserved' areas: | |
| Rail Reserve | 4.2ha |
| Toreopango Avenue Important Regional Road Reserve (widening) | 0.85ha |
| Precinct Breakdown (Gross) | |
| Precinct 1 – City Centre Core | 24.3ha |
| Precinct 2 – Mixed Use, Business & Education | 42.6ha |
| Precinct 3 – Sports and Health | 29.1ha |
| Precinct 4 – Service Commercial | 5.3ha |
| Estimated number of dwellings (apartments) - Ultimate | 3,650 (approx.)[b] |
| Estimated population (du x 1.5) - Ultimate | 5,475[b] |
| Number of high schools | 0 |
| Number of primary schools | 1 |
| Estimated employment generating floor space (inc retail) - Ultimate | 458,867m²[c] |
| Estimated retail floor space | Up to 71,800m² |
| Estimated employment provided - Ultimate | 15,000 jobs[d] |
| Number and area of public open space | Assume 4.75 - 9.5ha[e] |

Notes

a. Estimated approximate areas based on Plan 1 and preliminary development concepts.

b. Based on 50 dwellings per site ha, and assuming 1.5 persons per dwelling.

c. Based on Employment report estimates of floorspace to accommodate Yanchep Two Rocks District Structure Plan (ASP 43) Employment target.

d. In accordance with Yanchep Two Rocks District Structure Plan (ASP 43).

e. Based on 5 - 10% of Precinct area excluding reserves, transport interchange and assumed Primary School area (excluding oval).

## TABLE OF CONTENTS

## 1.0 ACTIVITY CENTRE PLAN AREA

This Activity Centre Plan shall apply to the Yanchep City Centre, Part of Lots 904, 602 and 603 Toreopango Avenue, Yanchep, being the land contained within the inner edge of the line denoting the Centre Plan boundary on the Centre Plan Map (Plan 1).

## 2.0 ACTIVITY CENTRE PLAN CONTENT

The Activity Centre Plan comprises:

a. Part One - Implementation Section

   This section contains the Centre plan map, Subdivision and Development Requirements, including a Building Typology Plan, and outlines the purpose and intent of the Centre Plan Precincts.

b. Part Two - Explanatory Section

   This section is the explanatory section that contains the background and explanation of the Centre plan.

c. Part Three - Technical Appendices

   Technical reports and supporting plans and maps.

## 3.0 ACTIVITY CENTRE PLAN OBJECTIVE AND VISION

The objective of the Activity Centre Plan is to facilitate the development of the Yanchep City Centre as the primary Strategic Metropolitan Centre for the north-west corridor, north of Joondalup.

The vision for the Yanchep City Centre is a dynamic modern mixed use City Centre which:

1. Provides a diverse and integrated range of commercial, retail, employment, health, education, recreation, sport and community land uses, acting as the primary focus for services and activity north of Joondalup;
2. Integrates high density residential and non-residential land uses, and allow for change in land use over time;
3. Provides a robust, permeable and legible street network with a priority on pedestrian and cyclist amenity, and integration of transport modes;
4. Concentrates highest intensity land uses around the railway station within a transport oriented, highly urban environment;
5. Provides a very high quality of urban design on both public and private land to create a comfortable, safe, attractive and interesting environment for residents, employees and visitors;
6. Accommodates well designed buildings and a street-based urban built form;
7. Incorporates a range of sustainability initiatives including sustainable transport planning, capacity for building reuse, integrated water management and encourage resource-efficient building initiatives;
8. Has a lively, unique and appealing character making it an attractive place for people to live, work, visit, invest, learn and recreate.

### 3.1 Ultimate Development Objectives

Specific (ultimate development) objectives for the Centre established through the Yanchep Two Rocks District Structure Plan include accommodation of:

1. 15,000 jobs;
2. 50 dwellings per hectare within 400m of the railway station;
3. 71,800m² of net lettable retail floospace;
4. Tertiary education facilities including University and Tafe;
5. Appropriate health, district recreation and civic facilities that may include aquatic centre, library and civic facilities.

Staged development and evolution of the Centre over 50 years is anticipated, with all development required to demonstrate alignment with the ultimate centre development objectives or practical and realistic capacity to facilitate these objectives over time.

### 3.2 Principles

The Activity Centre Plan is based upon the following principles:

- Cooperative partnerships between the landowner and government agencies to respond to community needs to deliver the Centre and the infrastructure it will accommodate;
- Flexible zones / precincts to accommodate land use diversity, an ability for change in land uses within buildings over time, and the mixing of residential, commercial and community land uses;
- A robust street network and street design which maximises accessibility, provides an integrated network for a variety of transport options and an enduring structure;
- Concentration of land use intensity and built form density around the main street and railway station to establish a 'heart' to the centre, and promote the use of public transport;
- Prioritisation of pedestrian amenity in street network, building, road and public spaces designed to create a pleasant and amenable place within which people wish to walk and visit;
- Promotion of liveliness and activation of the street through encouragement of active ground floor uses and design requirements which promote pedestrian movement and interaction between buildings and people at the street edge;
- Built form provisions which place the design priority on continuous active street edge development whilst providing greater flexibility in controls back from the street to encourage investment and creative design responses and an ability of the Centre to evolve and change over time;
- An understanding that great places develop over time and that staged and progressive development and redevelopment will be necessary over many years to achieve the vision. Provided that development is not in conflict with the vision and structure established, is contributing towards the achievement ultimate development objectives, and is of an appropriate design and built form (if not ultimate scale), it should be facilitated;

## 4.0 OPERATION

This Activity Centre Plan comes into effect on the date that it is approved by the Western Australian Planning Commission. Upon approval, the Plan provides the framework against which applications for subdivision and development will be assessed, and will work in tandem with parallel documents and endeavours focussed on delivery of the City Centre as envisaged within the Yanchep Two Rocks District Structure Plan.

The Centre Plan is to be reviewed and updated at or within 10 years from the initial approval date. It is anticipated that the Plan will be reviewed numerous times before ultimate development of the Centre is achieved, and that refinements to the provisions will occur as the Centre establishes and grows.

## 5.0 INTERPRETATION AND RELATIONSHIP TO SCHEME

The Yanchep City Centre Activity Centre Plan constitutes an Activity Centre Plan pursuant to the City of Wanneroo's District Planning Scheme No. 2 as amended by the *Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 - Deemed provisions for local planning schemes*.

The Centre Plan Map (Plan 1) outlines future land use, zones and reserves applicable within the Centre plan area.

Pursuant to the *Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 - Deemed provisions for local planning schemes*, the decision-maker for an application for development approval or subdivision approval is to have due regard to the provisions of this Activity Centre Plan, including the Centre Plan Map, Implementation Section, Explanatory Section and Technical Appendices.

## 6.0 SUBDIVISION AND DEVELOPMENT

### 6.1 Precinct Objectives

The Activity Centre Plan is divided into four broad precincts, each with a different primary focus, collectively contributing to the overall centre objectives and graduating down in intensity from the central core based around the Main Street and railway station. Whilst each precinct has a different focus, all (excepting Precinct 4) accommodate and promote mixed use development within a street-based urban built form, and should blend into one another: the boundaries of each precinct are not intended to be rigid or strongly visually apparent on the ground though the character may shift subtly across the precinct.

The Development Intent for each precinct is as follows:

**Table 1**

| | |
|---|---|
| Precinct 1<br>**City Centre Core** | A vibrant mixed use urban environment with a concentration of retail, commercial and entertainment uses, focused around the rail station, providing activity 7 days a week during both day time and night. Streets will provide a high amenity environment and will facilitate pedestrian use, movement and activity. The Main Street will be provided as the central and primary focus for activity and pedestrian movement. It shall be activated, open air, be provided with continuous building formats, not dominated by particular tenancies and not compromised by competing off-the-main-street access. |
| Precinct 2<br>**Mixed Use, Business and Education** | Mixed Use, Business and Education: A transition from the intensive activity surrounding the railway station and City Centre Core to the centre catchment, this precinct will include a mix of office, commercial, consultancy and retail type uses supporting and secondary to the uses in the Centre Core, combined with street-based tertiary education facilities and high density residential development. The Precinct will maintain a predominantly urban character and continue to provide a high amenity pedestrian environment. The precinct shall specifically make provision for a public Primary School, a street based Tertiary Education Sub-Precinct, and joint community facilities including a library, indoor recreation facilities and potentially performing arts facilities. |
| Precinct 3<br>**Sports and Health** | Sports and Health: Accommodates an agglomeration of public and private health facilities (including hospital/s) a sports stadium and additional mixed use. |
| Precinct 4<br>**Service Commercial** | Accommodates more car-based commercial uses including showrooms on the periphery of the Centre. |

### 6.2 Subdivision and Development Requirement

Stemming from the Vision and Principles, subdivision and development should facilitate the following (as applicable):

**Table 2**

| | General Requirements | Specific requirements |
|---|---|---|
| LAND USE | a. Concentration of most intensive land uses close to the railway station;<br>b. Concentration of retail uses within Precinct 1;<br>c. Location of tertiary education facilities and a Primary School within Precinct 2 (location notionally shown on Plan 1);<br>d. Location of public health facilities including a hospital within Precinct 3 (location notionally shown on Plan 1);<br>e. Location of a sports stadium within Precinct 3 (location notionally shown on Plan 1);<br>f. Ultimate density target of 50 dwellings per hectare within 400m of the rail station;<br>g. Ultimate employment target of 15,000 jobs;<br>h. Maximum retail floor space of 71,800m²;<br>i. A mix of land uses within each precinct; | i. Land use permissibility is based on the function and focus of each precinct and shall be in accordance with Schedule 16 of the Scheme. Pending gazettal of this Schedule and land use permissibility for the City Centre, land use permissibility shall be guided by Amendment 157 to District Planning Scheme No. 2.<br>ii. The railway shown on Plan 1 within the Centre plan area is planned to run below ground in a subterranean lot vested in the Public Transport Authority. Planning requirements above the subterranean lot will be in accordance with those applicable for Precinct 1 and for Open Space, as depicted on Plan 1. Notwithstanding any other provision of this Centre Plan, land use and development above the railway will not be permitted to conflict or interfere with the operation of the railway.<br>iii. The Temporary Park and Ride facility shown on Plan 1 is to be subject to a leasehold agreement allowing its temporary use for at-grade parking pending redevelopment to allow more intensive development consistent with the Ultimate Development Objectives. Signage indicating the temporary nature of the facility is to be provided on site. |

| | General Requirements | Specific requirements |
|---|---|---|
| URBAN STRUCTURE | a. A logical, coherent and connected street network generally consistent with the Yanchep City Centre Integrated Transport Strategy;<br>b. Maximum street block lengths of 180m with any street blocks longer than 160m required to provide for mid-block pedestrian through-movement (in the form of a publicly accessible and amenable arcade or activated laneway) to maximise permeability;<br>c. Creation of the Main Street as the primary pedestrian and visual link to the railway station (and avoidance of competing internal connections/malls);<br>d. Location and arrangement of major activity-generating commercial uses and major car parking areas such that they anchor and activate the main street but do not detract from a fine-grain tenancy mix along it;<br>e. Coordination and consolidation of vehicle access points, servicing and delivery areas. | i. Streets within the City Centre perform a variety of functions and are integral to its successful operation and overall ambience:<br>ii. Road reserve widths and street designs must accommodate these functions and balance competing demands where necessary to achieve the best overall outcome. All streets are to provide a high standard of amenity for pedestrians.<br>iii. Plan 1 designates road classification based on projected traffic volumes and function, and identifies primary public transport routes. Precise road alignments and street sections are to be submitted with any application involving creation or construction of a road and must demonstrate alignment with the Integrated Transport Strategy or provide justification for variations from the Strategy. |

| | General Requirements | Specific requirements |
|---|---|---|
| BUILT FORM | a. Location of parking areas behind building lines, within under-crofts and/or within multi storey configuration, to limit impact on and disruption to the street;<br>b. Buildings which address, orient to and provide primary pedestrian access from and activation of abutting streets, or laneway where the site has no direct street frontage;<br>c. Passive surveillance (including a high proportion of ground floor glazing) to the street and abutting public areas and other public spaces;<br>d. Continuous awnings to abutting streets;<br>e. Buildings to provide visual interest to pedestrians and articulation along their street / laneway elevation, and maximise continuous street edge;<br>f. Provision of lighting in public and semi public spaces (such as parking areas);<br>g. Integration of signage with built form. | Development applications should:<br>• Identify the Building Typology that is proposed as the basis for the application, from the typologies identified in Appendix 1 and on Plan 2.<br>• Demonstrate compliance with the Building Typology and the associated Development Control Guidelines defined in Appendix 1.<br>• Be subject to pre-lodgement consultation with the decision making authority(ies) with a view to achieving high quality built form design outcomes. |
| PARKING | a. Coordinated provision of parking which maximises on-street parking and delivers public parking facilities integrated with built form, to service the Centre as a whole, at strategic locations.<br>b. Provision for bicycle parking and end of trip facilities.<br>c. Private off-street at-grade parking shall be appropriately located and screened behind buildings unless adequately demonstrated in a "Development Staging Concept" under Clause 7.0 of this plan, that screening will occur as a result of subsequent development stages. | i. Parking provision in accordance with an approved Yanchep City Centre Parking Strategy, or, in the absence of an approved Strategy, the City of Wanneroo's District Planning Scheme No.2. |

| | General Requirements | Specific requirements |
|---|---|---|
| PUBLIC REALM | a. A functional and connected series of publicly accessible open space areas (POS, streets, town square) which provide for a range of passive recreational uses consistent with a city centre environment (notionally shown on Plan 1);<br>b. Extensive use of street trees to create an amenable environment;<br>c. A high quality of landscaping and streetscape finishes commensurate with a high order City Centre which accord with an overarching Landscape and Streetscape Strategy and contribute to a distinctive character. | i. Provision of open space and streetscape treatments which accord with an approved Open Space and Streetscape Management Plan (Concept Drawings).<br>ii. Buildings adjoining Open Space to provide major openings, terraces or balconies overlooking the open space and to include architectural features and facade(s) articulation to enhance the interface with open space. |
| STAGING | a. Delivery of the Centre to its 'ultimate' form in terms of its built form and land use intensity is estimated to require a 50 year horizon.<br>b. The Activity Centre Plan anticipates this and promotes staged development and redevelopment of sites to allow this evolution to occur, and some flexibility of application to allow for refinement in the planning and definition of boundaries.<br>c. Staging Principles are based on the following<br>• Construction of the Main Street concurrent with the Station and initial stages of development around the Main Street / Station, with a view to first consolidate this Core of Precinct 1.<br>• Sequential, progressive development of the centre in most instances but recognising that specific facilities (e.g. hospitals or universities) could be established before the surrounding area has been developed.<br>• In addition to the horizontal expansion, development of the City centre is to be staged vertically in terms of height and intensity of built form, to deliver infill development or redevelopment. | i. To ensure that the ultimate development objectives are enabled, any subdivision or development should be assessed against its alignment with the objectives of the Plan and its ability to facilitate delivery of the Centre vision in the longer term. Where considered necessary by the approval authority, proposals may be required to be supported by a conceptual staging plan illustrating the proposal in the context of subsequent stages and clearly demonstrating how the proposal fits within an ultimate form consistent with these.<br>ii. Proposals which prejudice the ability for the Centre to achieve ultimate development objectives though premature subdivision of sites at a density not conducive to ultimate densities sought, or do not practically and realistically accommodate subsequent stages of development which achieve these objectives will not be approved. |

## 7.0 ADDITIONAL INFORMATION - LATER APPROVAL OF DETAILS OF SUBDIVISION OR DEVELOPMENT

All applications for subdivision excluding land amalgamations, superlot subdivision for land consolidation purposes, and subdivision facilitating servicing, access and / or infrastructure, or development should be supported by a report, plan and / or text demonstrating compliance (or the ability to achieve compliance) with the objectives and requirements of the Centre Plan. Built Form applications must nominate the Built Form Typology proposed.

The following information, as applicable, is also required to support applications in accordance with Clause 40 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the City's District Planning Scheme No. 2, which allows the Commission to approve an activity centre plan subject to later approval of further detail of subdivision or development.

**Table 3 - Later approval of details of subdivision or development**

| Additional Information | Where applicable | Approval stage | Consultation required |
|---|---|---|---|
| Detailed design of Station area, including the Metronet rail station, the Bus Interchange, the Park & Ride and Transit Stop and the Main Street | Within and adjoining the hatched area identified on Plan 1 as "*Station Area subject to detailed design*" | Subdivision or development (subject to pre-lodgement consultation with the relevant authority(ies)) | Metronet, Local Government, WAPC |
| Development Staging Concept | Where necessary to demonstrate context of proposal and ability to facilitate delivery of ultimate development outcomes. | Subdivision or development | Local Government, WAPC |
| Street Cross Sections | Where a proposal involves the creation or construction of a street. | Subdivision or development | Local Government, PTA where involving public transport, MRWA where involving signals, WAPC |

| Additional Information | Where applicable | Approval stage | Consultation required |
|---|---|---|---|
| Tree Retention Survey to identify stands of mature trees that could be retained in public reserves or development sites based on:<br>• The existing surface slope analysis plan<br>• Aerial map / Plan 1 Activity Centre plan<br>• Proposed earthworks plan | Prior to clearing (other than for provision of roads or public infrastructure). | Subdivision or development | Local Government, WAPC |
| Bushfire Management Plan | Where land is designated Bushfire Prone | Subdivision or development | Local Government. DFES where involving Level 2 assessment. |
| Transport Noise Assessment | Within the areas around the railway station and along Toreopango Avenue identified in the Yanchep City Centre Transport Noise Assessment appended to Part 2. | Development incorporating sensitive land uses | PTA, Local Government. |
| Geotechnical Report | All | Subdivision or development | Local Government |
| Urban Water Management Plan | All | Subdivision or development | Local Government |
| Open Space and Streetscape Management Plan and Concept Drawings | Where a proposal involves the creation of open space or major pedestrian thoroughfare. | Subdivision or development | Local Government, WAPC |

**Definitions**

1. Priority pedestrian route: A dedicated pedestrian movement network (footpath potentially within a wider setting) where pedestrian movements are given priority and the design of adjoining areas seek to maximise the safe, direct and comfortable movement of pedestrians along the route.

2. Controlled Access: Signalised or roundabout traffic intersection.

3. Preferred Major Parking Facility: Primary City Centre open air (initial stages) and/ or multi deck (ultimate stages) public car park.

4. Active Land Use: A land use involving frequent public visitation which generally does not require prior appointment.

5. Active Interface: Building frontage which contains uses that promote both activity on the street and active visual engagement between the street and the ground floor of the building.

6. Landmark Built Form Element: Easily recognisable built form elements which reinforce significant intersections and assist in way-finding by virtue of their height, vertical and/or horizontal articulation, change in material and colour and/ or other visual treatment. Buildings requiring a land mark element should relate to and reinforce the street corner as a focal point.

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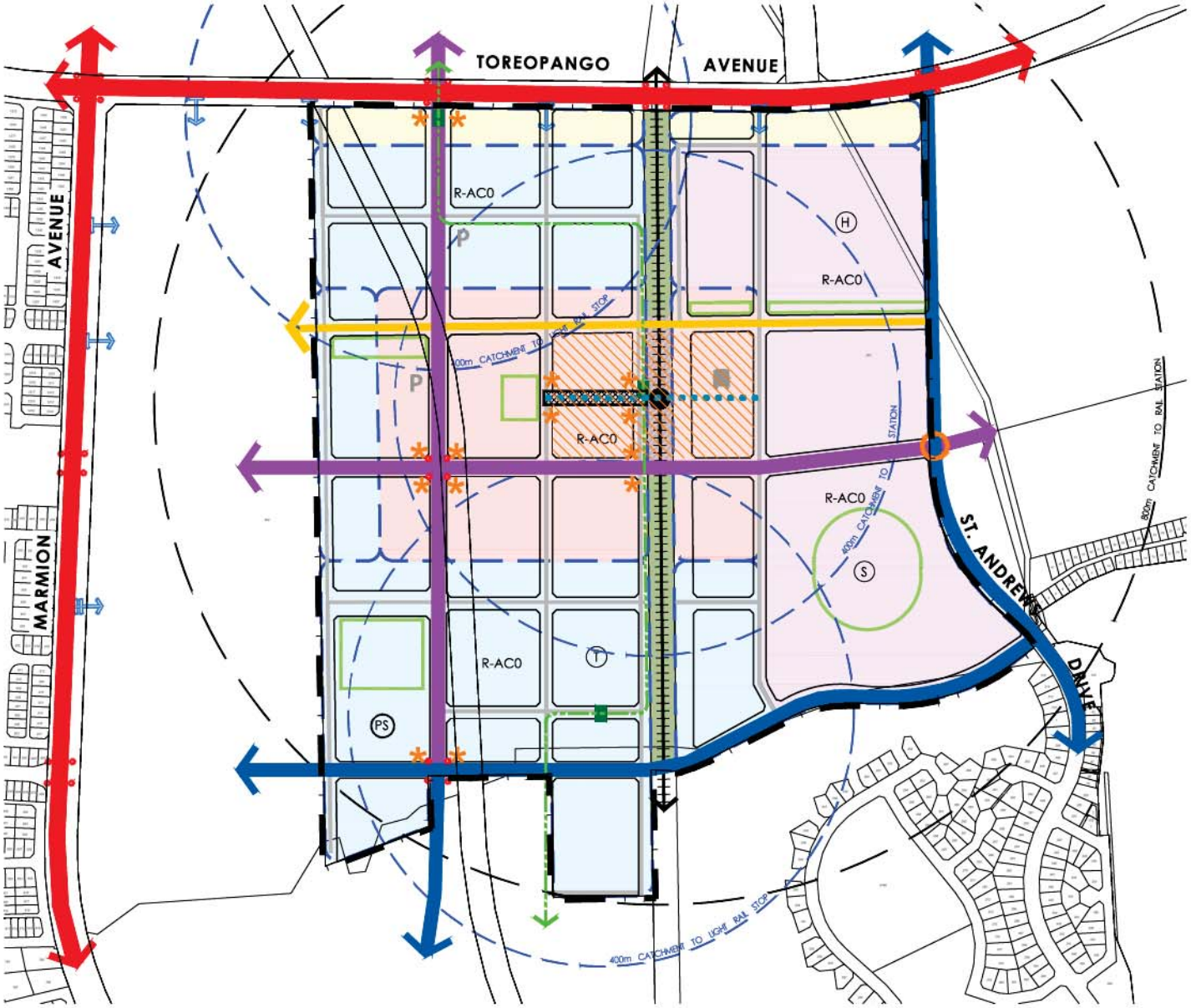


## LEGEND

- Structure Plan Boundary
- Precinct Boundary

**Zones / Precincts**

All precincts are zoned R-AC0

- Precinct 1 - City Centre Core
- Precinct 2 - Mixed Use, Business & Education
- Precinct 3 - Sports & Health
- Precinct 4 - Service Commercial
- Railway/Open Space
- Railway/Precinct 1
- Station Area subject to detailed design

**Transport & Movement**

- Integrator Arterial 'A' Road
- Integrator Arterial 'B' Road
- Major City Street
- Neighbourhood Connector
- Railway (to be run below ground in a subterranean lot vested with the Public Transport Authority)
- Railway Station
- Local Street (subject to refinement)
- Bus Interchange & Temporary Park & Ride Parking
- Bus / Light Rail - Transit Street
- Transit Stop (indicative)
- Walkable Catchment 400m
- Walkable Catchment 800m
- Main Street (potentially pedestrianised)
- Priority Pedestrian Route (potential for Main Street extension - long-term consideration subject to investigation)

**Access (As Per ASP68)**

- Left in/Left out
- Full Movement T-Intersection
- Controlled Access (Ultimate)
- Roundabout

**Community**

- Primary School
- Town square / Open Space Locations (subject to refinement)
- Hospital
- Sports Stadium
- Tertiary Education

**Built Form**

- Landmark Built Form Element
- Preferred Major Parking Facility (indicative)

*Note: The area is identified as a habitat area for the Carnaby's black cockatoo which is listed as an endangered species under the Environmental Protection and Biodiversity Conservation Act 1999. Referral to the Federal Department of the Environment and Energy, in accordance with this Act, may be required*

0 100 200 300 400 500m

2214-124P-01 (30.10.2017), 1:10,000@A4

# PLAN 1 - ACTIVITY CENTRE PLAN

Yanchep City Centre, City of Wanneroo

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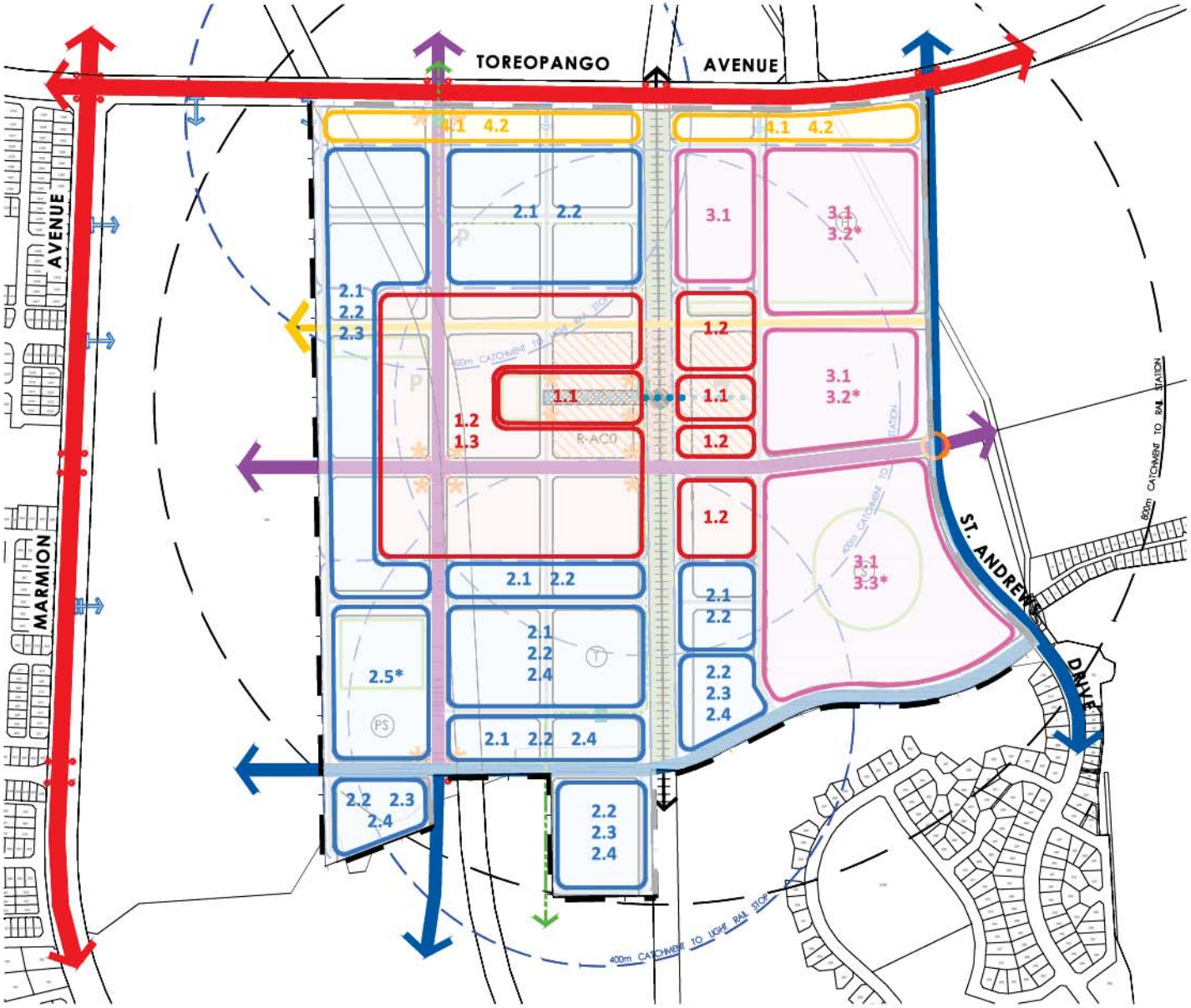



## LEGEND

Structure Plan Boundary

Precinct Boundary

**Zones / Precincts**

- Precinct 1 - City Centre Core
- Precinct 2 - Mixed Use, Business & Education
- Precinct 3 - Sports & Health
- Precinct 4 - Service Commercial
- Railway/Open Space
- Railway/Precinct 1
- Station Area subject to detailed design

**Community**

- (PS) Generally Preferred Primary School Location
- Indicative Town square / Open Space Locations (subject to refinement)
- (H) Anticipated Hospital Location
- (S) Anticipated Sports Stadium
- (T) Anticipated Tertiary Education Location

**Built Form**

- * Landmark Built Form Element
- P Preferred Major Parking Facility (indicative)

**Building Typologies**

- 1.1 Main Street
- 1.2 Podium Commercial-Mixed Use
- 1.3 Mid Rise Commercial-Mixed Use
- 2.1 Podium Residential-Mixed Use
- 2.2 Mid Rise Residential-Mixed Use
- 2.3 Terrace Residential-Mixed Use
- 2.4 Street Based University / Tertiary Education
- 2.5* Primary School
- 3.1 Mixed Use Non-Retail
- 3.2* Hospital
- 3.3* Stadium
- 4.1 Highway Commercial
- 4.2 Highway Commercial Frontage Parking

* *Development of the Primary School, Hospital and Stadium sites are subject to site specific consideration with consultation from relevant agencies. Notwithstanding, a high quality built form, integrated with the streetscape context and aligning with the Activity Centre Plan Vision is required*

# PLAN 2 - BUILDING TYPOLOGY PLAN

Yanchep City Centre, City of Wanneroo

2214-201C-01 (30.10.2017), Nts

**Purpose**: These Development Control Provisions have been prepared to guide the design and assessment of buildings and streetscapes within the Yanchep City Centre, as a key element in achieving the vision and objectives of Centre Plan. The Provisions aim to facilitate attractive, diverse, street-based development where housing, employment, recreation and community benefits are progressively and collectively achieved.

**Application**: The Provisions identify a series of generic Building Typologies, and key Design Elements associated with each. Specified Design Elements are:

- Land Use;
- Building Mass and Form;
- Street Interface;
- Street Setbacks;
- Side Setbacks;
- Rear Setbacks;
- Open Space and Landscaping;
- Parking; and
- Servicing and Access

Plan 2 specifies the locations each Building Typology is permitted within the City Centre.

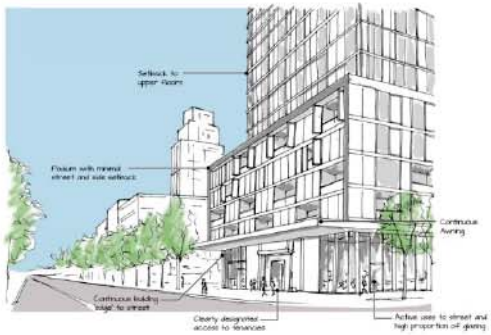
All applications for Approval to Commence Development should nominate the Building Typology proposed; this will form the basis for assessment under the Provisions.

Each Design Element within the Provisions includes a quantitative Requirement against which proposals will be assessed. Variations to the Requirements will be assessed on their merits against the qualitative Desired Outcome principles, in which the decision making authority will exercises its judgement to determine the proposal.

**Building Typology - Indicative Images (Notional) at Ultimate Development**

1.1 – Main Street

1.2 – Podium Commercial-Mixed Use




1.3 – Mid Rise Commercial-Mixed Use


2.1 – Podium Residential-Mixed Use


2.2 – Mid Rise Residential-Mixed Use


2.3 – Terrace Residential-Mixed Use

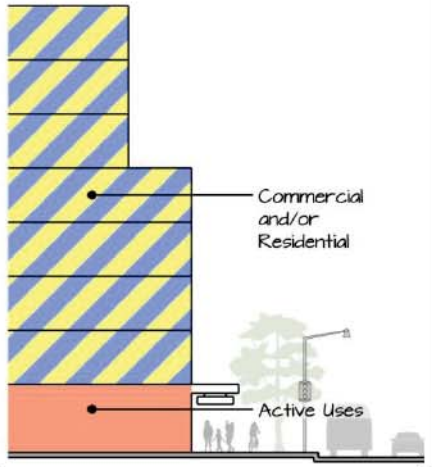

2.4 – Street Based University / Tertiary Education


3.1 – Mixed Use Non-Retail


4.1 – Highway Commercial


4.2 – Highway Commercial Frontage Parking

2.5 – Primary School, 3.2 – Hospital and 3.3 – Stadium are subject to site specific considerations with consultation from relevant agencies and so are not addressed in these Provisions. Notwithstanding, a high quality built form, integration with the streetscape context and alignment with the Activity Centre Plan Vision is required.

| Element | Desired Outcome | Requirements | Image |
|---|---|---|---|
| **Land Use** | **Precinct 1** will be the premier retail and commercial destination with the City Centre. Retail, entertainment and food and beverage outlets and other commercial uses are encouraged at the ground floor fronting the street with office and residential uses provided on upper levels. | 1.1, 1.2, 1.3<br>• Active uses required at ground floor abutting public streets.<br>• Preferred ground floor uses include shops, cafes, restaurants, theatres, art galleries.<br>• Upper floors may include commercial and / or residential land uses. |  |

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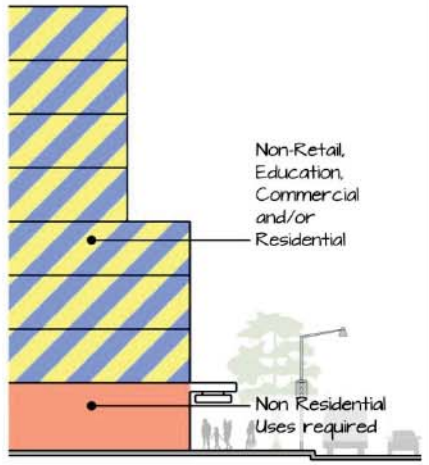
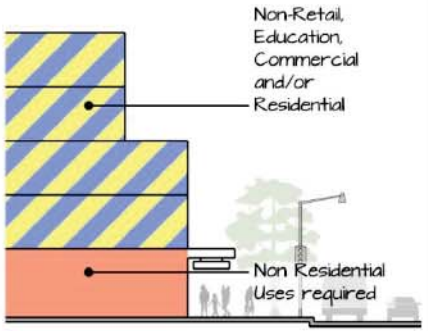
| | **Precinct 2** will accommodate commercial, residential and education uses within an urban mixed use environment and include a Primary School and tertiary education facilities. | 2.1 , 2.2, 2.3<br>• Non-residential ground floor uses required abutting public streets, or capacity to accommodate this by retro-fit through provision of:<br>– Potential for separate building entrance (exclusive to dwelling) from the street.<br>– Minimal change in level (less than 500mm) between ground floor and adjacent street.<br>– Minimum 4m ground floor to floor height.<br>(Adaptability clause).<br>• Preferred ground floor uses include small retail and cafe uses, offices, personal services, community use and education. Residential is an acceptable ground floor use subject to compliance with adaptability clause above.<br>• Upper floors may include non-retail commercial, education and / or residential land uses.<br><br>2.4<br>Tertiary Education facilities and associated uses potentially including public library and performing arts facility. |  <br>  |

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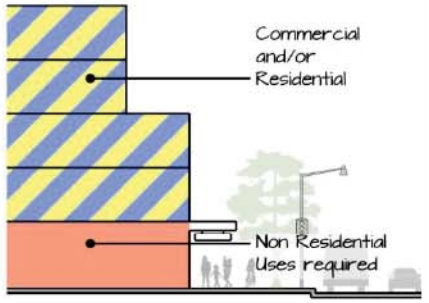
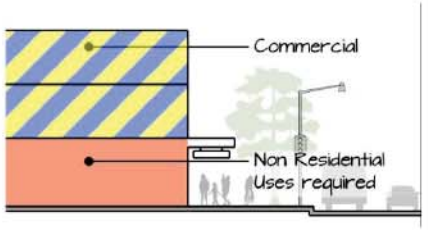
| | **Precinct 3** will accommodate a sports stadium, public and private health facilities and mixed use residential development (potentially including short stay accommodation). Non-residential uses are encouraged at the ground floor fronting the street with additional commercial and/or residential uses provided on upper levels. | 3.1<br>• Non-residential ground floor uses (which may include short stay accommodation) required abutting public streets, or capacity to accommodate this by retro-fit through provision of:<br>– Potential for separate building entrance (exclusive to dwelling) from the street.<br>– Minimal change in level between ground floor and adjacent street;<br>– Minimum 3.5m ground floor to floor height.<br>– (Adaptability clause)<br>• Preferred ground floor uses include, health-related land uses, small shops, cafes, restaurants, short stay accommodation, offices.<br>• Upper floors may include non-retail commercial and / or residential land uses. |  |
| | **Precinct 4** will provide for more car-based land uses which contribute to the operation of the City Centre but are undesirable within the core area due to their lesser compatibility with a pedestrian focussed environment. | 4.1, 4.2<br>• Active ground floor uses encouraged abutting public streets.<br>• Preferred ground floor uses include showrooms.<br>• Upper floors (where present) may include commercial land uses. |  |

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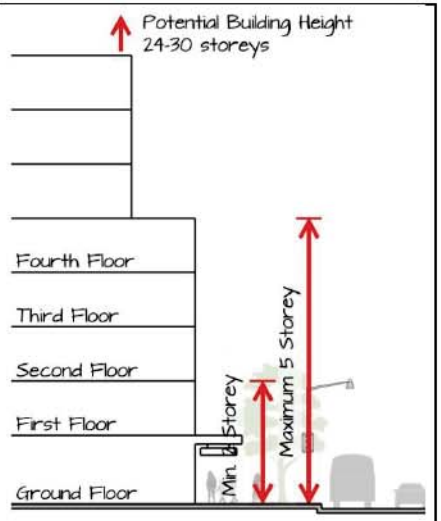
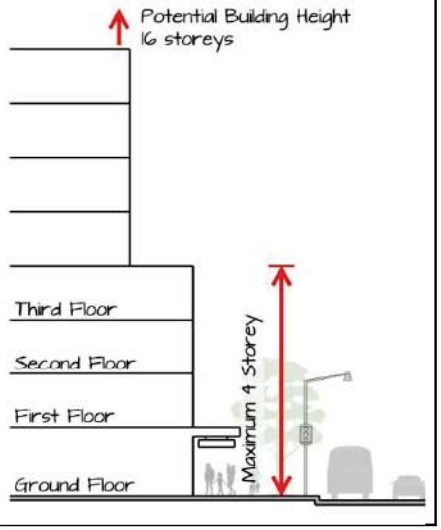
| **Building Mass and Form** | Attractive streetscapes with an appropriate intensity and urbanity of built form commensurate with a City Centre. Architecture which supports a dynamic environment, way finding and provides an appropriate interface between buildings. | All typologies:<br>• Articulated facades required to address street frontages.<br>• Signage to be integrated with built form.<br>• Podium development (where applicable) shall extend a minimum of 15m back from the primary street boundary.<br><br>1.1<br>• Minimum building height to Main Street: 2 storeys.<br>• Maximum podium height: 5 storeys.<br>• Ultimate building height potential: 24 – 30 storeys. (note: this provides an indication of ultimate permissible height anticipated: there is no requirement to achieve this)<br>• Plot ratio: Minimum 1.0, Maximum 3.0<br><br>1.2<br>• As per 1.1 above, with no minimum building height<br><br>1.3<br>• As per 1.1 above, with no minimum building height, and maximum anticipated building height of 6 storeys.<br><br>2.1<br>• Maximum podium height: 4 storeys.<br>• Ultimate building height potential: 16 storeys. (note: this provides an indication of ultimate permissible height anticipated: there is no minimum height)<br>• Plot ratio: Maximum 2.0. |  <br>  |

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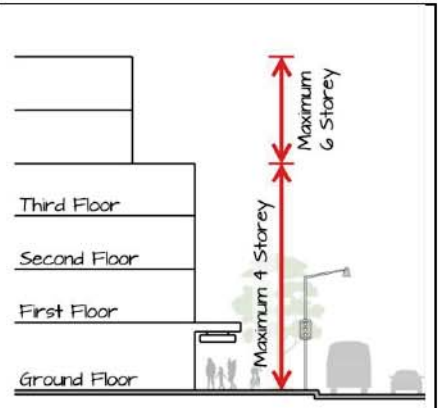
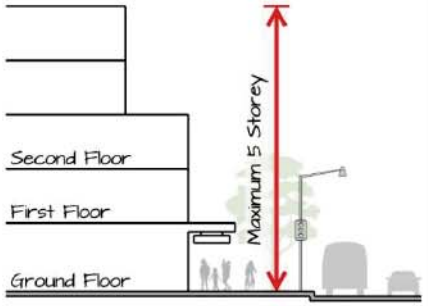
| | | 2.2<br>• As per 2.1 with ultimate anticipated building height potential of 6 storeys.<br><br>2.3<br>• Ultimate building height potential: 5 storeys. (note: this provides an indication of ultimate permissible height anticipated: there is no minimum height)<br>• Plot ratio: Maximum 2.0.<br><br>2.4<br>• Anticipated height: 1 – 5 storeys (note: this provides an indication of ultimate permissible height anticipated: there is no minimum height)<br>• Plot ratio: Maximum 2.0 |  <br>  |

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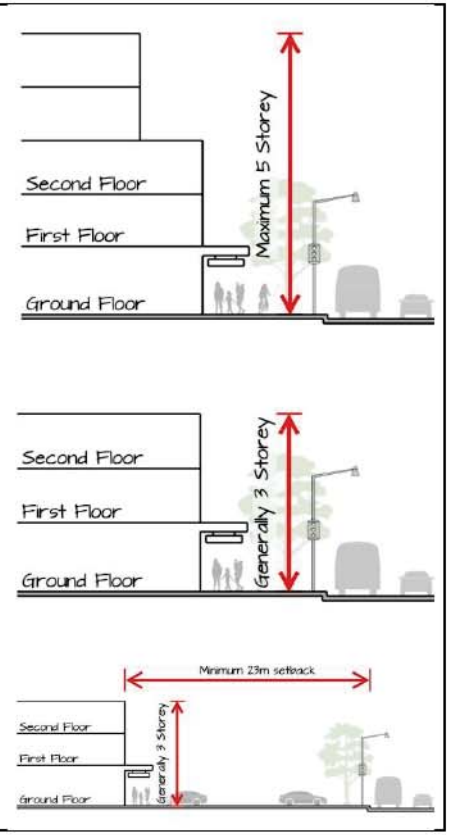
| | | 3.1<br>• Anticipated height: 1 – 5 storeys (note: this provides an indication of ultimate permissible height: there is no minimum height)<br>• Plot ratio: Maximum 1.5<br><br>4.1<br>• Anticipated building height: 1 – 3 storeys.<br>• Plot ratio: Maximum 0.75<br>• Building mass to be located at front of lot addressing Toreopango Avenue<br><br>4.2<br>• As per 4.1 above with building mass to be located behind to rows of perpendicular parking serviced by a central aisle, addressing Toreopango Avenue. |  |

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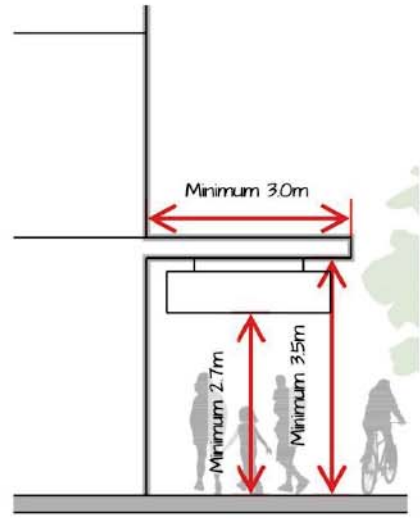
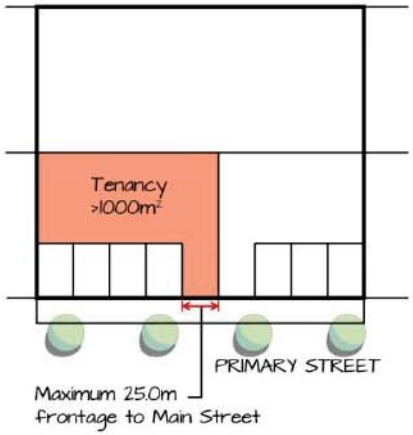
| **Street Interface** | Building frontages and land uses which activate the street and create an interesting, safe and comfortable experience for visitors. | All Typologies:<br>• Buildings to address, orient to and provide clearly designated primary pedestrian access from abutting streets, or laneways where no street frontage exists.<br>• Provision of landmark elements in accordance with Plan 1.<br><br>1.1<br>• Active interface required to the street or, where abutting laneway, the laneway.<br>• Minimum 70% ground floor facade to public streets be glazed, minimum 60% ground floor facade to laneways to be glazed where laneways are the primary street, and 40% where laneways are the secondary street.<br>• Continuous awning provided along building frontage to street to match in with adjoining with the following dimensions:<br>– Minimum depth 3.0m;<br>– Minimum clearance 3.5m to under side of awning; and<br>– Minimum clearance of 2.7m for under awning signage.<br>• To avoid the Main Street being dominated by a single tenancy frontage, the net lettable retail floorspace of each tenancy directly adjoining the main street is to be 1000m² or less except where the bulk of any tenancy exceeding 1000m² is sleeved behind smaller tenancies and its frontage to the Main Street is limited to a maximum of 25m.<br>The internal ground floor level of any development shall have a finished floor level within 500mm of the adjoining footpath. |  <br>  |

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| | | 1.2, 1.3,<br>• As per 1.1 above, with no maximum tenancy frontage requirements.<br><br>2.1, 2.2<br>• Active interface encouraged to the street or, where abutting laneway, the laneway.<br>• Minimum 70% ground floor facade to public streets be glazed, minimum 60% ground floor facade to laneways to be glazed where laneways are the primary street, and 40% where laneways are the secondary street.<br>• Continuous awning provided along building frontage to street to match in with adjoining with the following dimensions:<br>– Minimum depth 3.0m;<br>– Minimum clearance 3.5m to under side of awning; and<br>– Minimum clearance of 2.7m for under awning signage.<br>• The internal ground floor level of any development shall have a finished floor level within 500mm of the adjoining footpath.<br><br>2.3<br>• Minimum 50% ground floor facade to public streets be glazed, minimum 40% ground floor facade to laneways to be glazed where this is the primary street, and 30% where this is the secondary street.<br><br>2.4<br>• Incorporation of a proportion (minimum 10%) of active interface within each street block. May include entrances to internal courtyards and quadrangles where these are visible to passing pedestrians.<br>• Minimum 40% ground floor facade to public streets be glazed.<br><br>3.1<br>• As per 1.1 above, with no maximum tenancy frontage requirements, and minimum glazing requirements in accordance with 2.3.<br><br>4.1, 4.2<br>• Active interface encouraged to the street or, where abutting laneway, the laneway. | |

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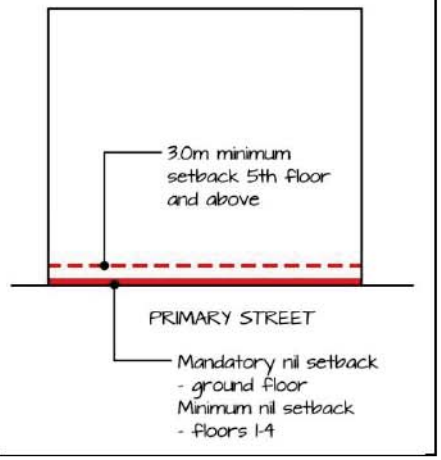
| | | • Continuity of built form required to Toreopango Avenue.<br>• Minimum 40% ground floor facade to primary streets to be glazed, and 20% to secondary streets.<br>• Continuous awning provided along building frontage to street to match in with adjoining with the following dimensions:<br>– Minimum depth 3.0m;<br>– Minimum clearance 3.5m to under side of awning; and<br>– Minimum clearance of 2.7m for under awning signage.<br>• Provision of landmark elements in accordance with Plan 1.<br>• The internal floor level of any development shall have a finished floor level within 500mm of the adjoining footpath. | |
| **Street Setbacks** | Distinctive streetscapes with a consistent urban built form character which is sensitive to human scale and promotes interaction between people, buildings and spaces. | All Typologies:<br>• Variations to street setback requirements to accommodate appropriate public spaces, plazas, entry points and street activation which will be considered on merit.<br><br>1.1, 1.2, 1.3<br>• Ground floor - 1st floor: Mandatory nil to establish continuous street edge and interface<br>• 2nd - 4th floor: Minimum nil<br>• 5th floor and above: Minimum 3m. |  |

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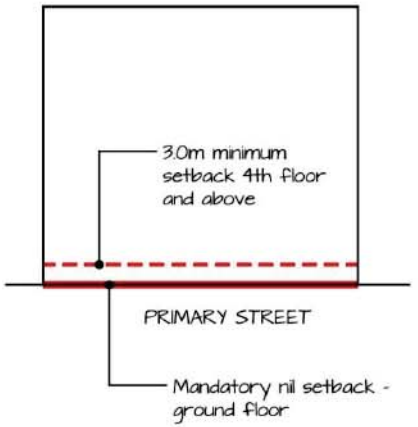
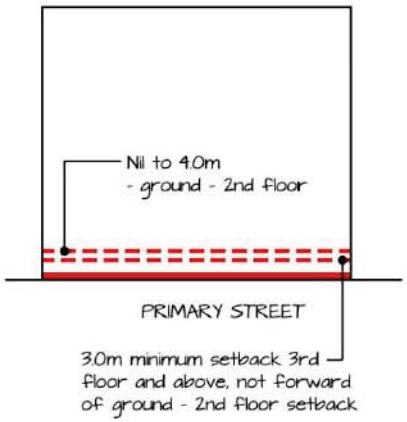
| | | 2.1, 2.2<br>• Ground floor – 1st floor: Mandatory nil<br>• 2nd -3rd floor – Minimum nil.<br>• 4th floor and above: Minimum 3m.<br><br>2.3<br>• Ground – 2nd floor: Nil to 4m.<br>• 3rd floor and above: Minimum 3m, may not locate forward of storey below.<br><br>2.4<br>• Ground floor: Mandatory nil.<br>• 1st - 2nd floor: Nil to 10m.<br>• 3rd floor: Minimum nil. May not exceed forward of storey below.<br>• 4th floor and above: Minimum 3m |  <br>  |

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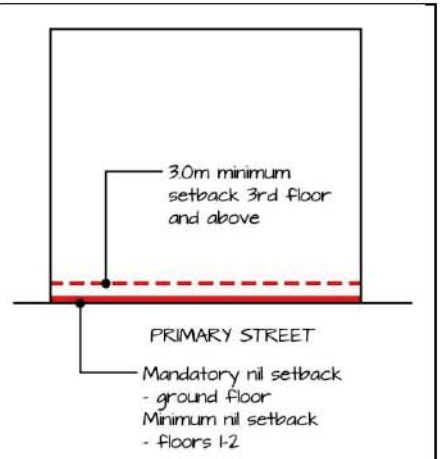
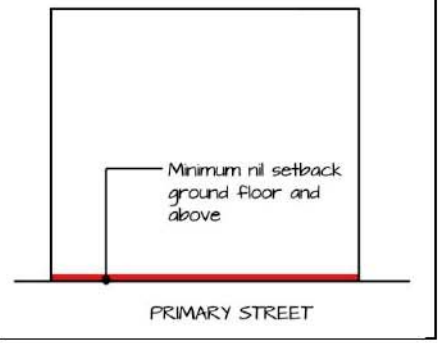
| | | 3.1<br>• Ground floor: Mandatory nil.<br>• 1st - 2nd floor: Minimum nil<br>• 3rd floor and above: Minimum 3m.<br><br>4.1, 4.2<br>• Building typology (and street setbacks) within Precinct 4 will be consistent within each street block.<br><br>4.1<br>• Ground floor and above: Nil to 4m. |  <br>  |

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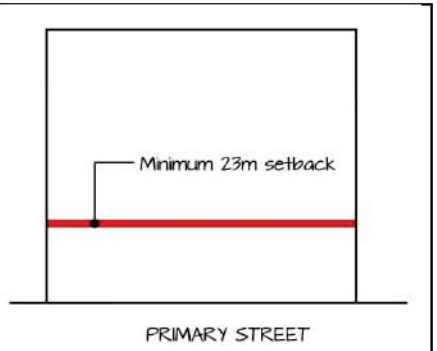
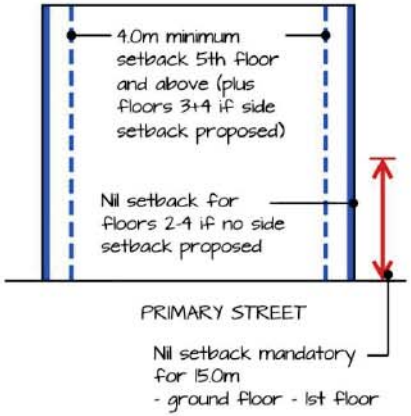
| | | 4.2<br>• Ground floor: minimum 23m to incorporate two rows of perpendicular parking accessed from a central aisle, a minimum 3m footpath abutting buildings, and landscaping;<br>• 1st and 2nd floor: Minimum 20m. |  |
| **Side Setbacks** | Continuity of built form frontage at lower levels consistent with an urban built form character whilst providing for adequate light, ventilation and view corridors between buildings at upper levels. | All typologies:<br>• Side setbacks will be calculated from lot boundaries or deemed lot boundaries where multiple developments are proposed on a single lot.<br>1.1, 1.2, 1.3<br>• Ground - 1st floor: Mandatory nil side setbacks required to maintain a continuous active edge to the street, other than where necessary to accommodate access.<br>• Minimum two storey podium development shall be located boundary to boundary, within the first 15m of the primary street boundary.<br>• 2nd floor : Minimum nil.<br>• 3rd floor – 4th floor: minimum nil, or minimum 4m where a side setback is proposed.<br>• 5th floor and above: Minimum 4m.<br>• Setbacks between internal buildings within the same development shall be assessed as if there were an internal boundary between to ensure a minimum separation of 8m is achieved for elements above the podium. |  |

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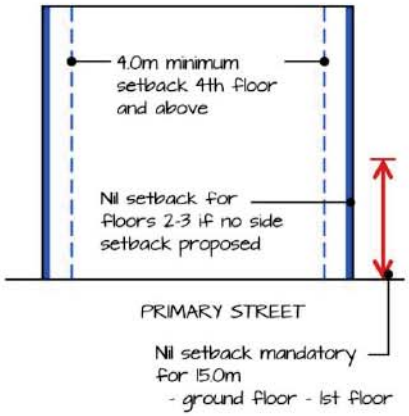
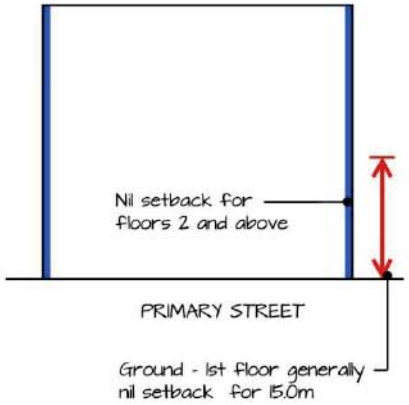
| | | 2.1, 2.2<br>• Ground - 1st floor: Nil side setbacks to maintain a continuous active edge to the street, other than where necessary to accommodate access.<br>• Ground – 1st floor podium development shall be located boundary to boundary, within the first 15m of the primary street boundary.<br>• 2nd – 3rd floor: Minimum nil.<br>• 4th floor and above: Minimum 4m.<br>• Setbacks between internal buildings within the same development shall be assessed as if there were an internal boundary between to ensure a minimum separation of 8m is achieved above the podium.<br><br>2.3<br>• Ground - 1st floor: Nil side setback to maintain a continuous active edge to the street, other than where necessary to accommodate access, and to secondary streets where a setback up to 3m is permitted.<br>• Podium development shall be generally located boundary to boundary, within the first 15m of the primary street boundary.<br>• 3rd floor and above: Minimum nil.<br><br>2.4<br>• Ground - 2nd floor: Nil side setback to maintain a continuous active edge to the street other than where necessary to accommodate access.<br>• 3rd floor and above: Minimum 4m.<br>• Setbacks between internal buildings within the same development shall be assessed as if there were an internal boundary between to ensure a minimum separation of 8m is achieved above the second floor. |  <br>  |

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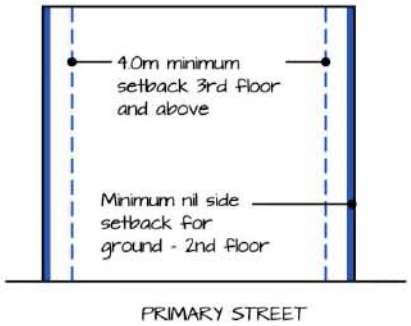
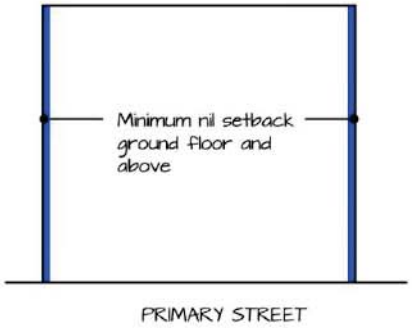
| | | 3.1<br>• Ground – 2nd floor: minimum nil to maintain a continuous active edge to the street.<br>• 3rd floor and above: Minimum 4m.<br>• Setbacks between internal buildings within the same development shall be assessed as if there were an internal boundary between to ensure a minimum separation of 8m is achieved.<br><br>4.1, 4.2<br>• Ground, 1st and 2nd floor: Minimum nil to maintain a continuous active edge to the street other than where necessary to accommodate access, and to secondary streets where a setback up to 3m is permitted. |  <br>  |

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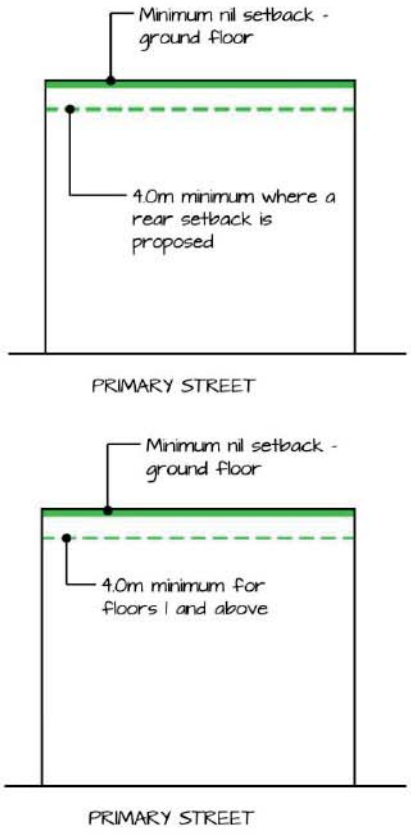
| **Rear Setbacks** | Setbacks consistent with an urban built form character whilst providing for adequate light, ventilation and view corridors between buildings at upper levels. | All Typologies:<br>• Rear setbacks will be calculated from lot boundaries or deemed lot boundaries where multiple developments are proposed on a single lot.<br><br>1.1, 1.2, 1.3<br>• Ground floor: Minimum nil<br>• 1st – 4th floor: Minimum nil or 4m where a rear setback is proposed.<br>• 5th floor and above: Minimum 4m.<br><br>2.1, 2.2, 2.3, 2.4, 3.1, 4.1, 4.2<br>• Ground floor: Minimum nil<br>• 1st floor and above: Minimum 4m. |  |

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| **Open Space and Landscaping** | Provision of adequate landscaping to enhance the quality of the City Centre environment, soften built form and provide a natural green element. | 1.1, 1.2, 1.3, 2.1, 2.2, 3.1<br>• Provision of private open space for apartments equal to or greater than 12m² / dwelling.<br>• Provision of communal open space areas equal to or greater than 5% of the site area where development exceeds 3 storeys.<br>• Provision of green spaces (which may incorporate the areas included in the above) equal to or greater than 20% of the site area.<br><br>Open space may be in the form of:<br>• Private: balconies, terraces and/or roof gardens (private),<br>• Communal: plazas, green walls, parks, squares and roof gardens.<br>• Green spaces: all of the above plus green walls, landscaping within parking areas.<br><br>2.3<br>• Provision of private open space for apartments equal to or greater than 16m² / dwelling.<br>• Provision of green spaces (which may incorporate the areas included in the above) equal to or greater than 20% of the site area.<br><br>Open space may be in the form of:<br>• Private: courtyards, balconies, terraces and/or roof gardens (private),<br>• Communal: plazas, green walls, parks, squares and roof gardens (public).<br>• Green spaces: all of the above plus green walls, landscaping within parking areas.<br><br>2.4<br>• Provision of a landscaped courtyards and quadrangles (minimum 1 per street block).<br>• Landscaping of all publicly accessible outdoor areas to create an amenable and inviting environment for students, staff and visitors.<br><br>4.1, 4.2<br>• Incorporation of landscaping within verges, setback areas (where applicable) and parking areas to soften and 'green' the appearance of the precinct including provision of trees within at-grade parking areas at a minimum rate of 1 per 6 parking bays. | |

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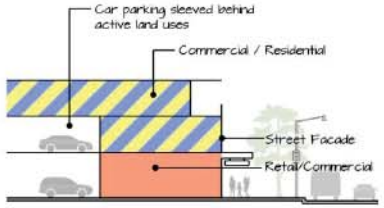
| **Parking** | Provision of adequate parking and facilities for vehicles (including cars and bicycles) to support the efficient operation of the City Centre, promoting greater mode share by public and non-motorised transport. | 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 2.4, 3.1<br>• Provision of car parking (including cash in lieu), bicycle parking and end of trip facilities in accordance with the Yanchep City Centre Parking Strategy.<br>• Where above ground parking is proposed at ultimate development, it shall be screened from the view of the street and/ or sleeved with active land uses between parking areas and the street.<br><br>4.1<br>• Provision of car parking (including cash in lieu) and bicycle parking, and end of trip facilities in accordance with the Yanchep City Centre Parking Strategy.<br>4.2<br>• Provision of car parking (including cash in lieu) and bicycle parking, and end of trip facilities in accordance with the Yanchep City Centre Parking Strategy.<br>• Vehicle parking to be provided within the front setback area between the primary street and the building line. |  |
| **Servicing & Access** | All development shall be functional and accommodate adequate access, loading and servicing areas integrated into built form without compromising the streetscape or City Centre amenity. | All Typologies<br>• Site and building designs shall accommodate infrastructure, servicing and storage requirements.<br>• Parking, servicing, loading and storage areas shall be screened from view of the street.<br>• Vehicle access locations shall be minimised and coordinated between buildings where possible to minimise disruption to the street and pedestrian environment. | |

# YANCHEP CITY CENTRE

## ACTIVITY CENTRE PLAN




### Part Two - Explanatory Section

### Structure Plan No.100

October 2017

Yanchep beach joint venture

CLE
TOWN PLANNING + DESIGN

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# YANCHEP CITY CENTRE ACTIVITY CENTRE STRUCTURE PLAN

## PART TWO - EXPLANATORY SECTION

Prepared by:

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2214Rep157i
October 2017

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## LANDOWNER

Yanchep Beach Joint Venture

## PROJECT TEAM

Project Management - Mike Allen Planning

Town Planning and Urban Design - CLE Town Planning + Design

Economic and Employment Analysis - Shrapnel Urban Planning

Traffic and Transport Planning - Jacobs

Civil Engineering - JDSi Consulting Engineers

Landscape Design - Emerge Associates

Transport Noise Assessment - Herring Storer

Bushfire Assessment - Bushfire Safety Consulting

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**TABLES**



**APPENDICES**

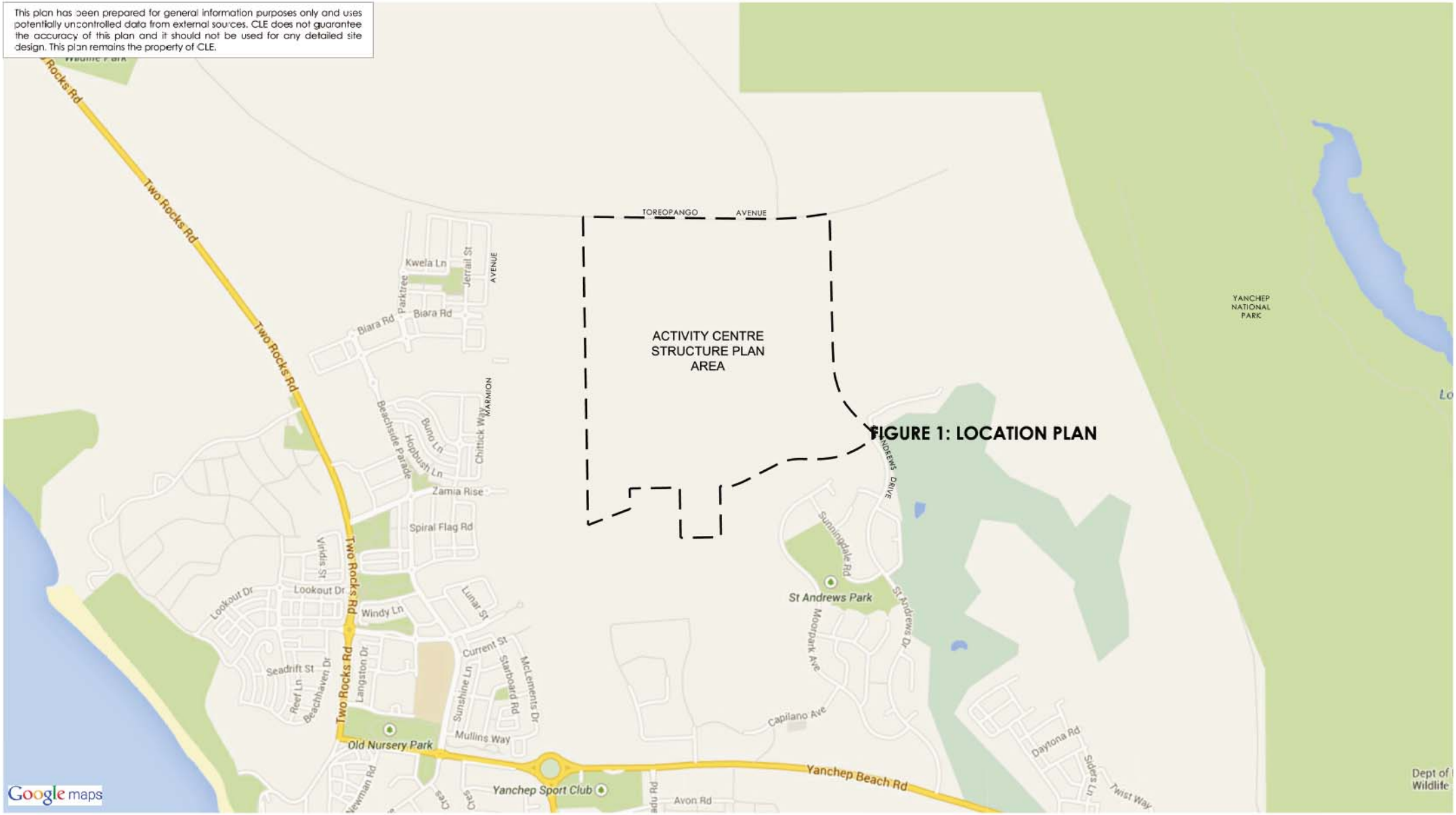



**FIGURE 1: LOCATION PLAN**

**FIGURE 1: LOCATION PLAN**

## 1.0 INTRODUCTION

As Perth's population increases towards an estimated 3.5 million by 2031, urban expansion within the north-west corridor continues progressively north. The Yanchep City Centre Activity Centre Structure Plan (ACP) provides the statutory framework to guide development of the primary centre to service this region within a mixed use, transit oriented city centre environment. The ACP applies to the area identified as 'Strategic Metropolitan Centre 'A' within the Yanchep Two Rocks District Structure Plan (ASP43) and as 'Centre' within the Yanchep City Local Structure Plan No.68 (ASP68).

The ACP was commissioned by the Yanchep Beach Joint Venture (YBJV) and was prepared by a team of consultants comprising:

- Mike Allen Planning – Project Management
- CLE Town Planning + Design – Planning and Urban Design
- Shrapnel Urban Planning – Economic and Employment Analysis
- Jacobs – Traffic and Transport Planning
- JDSi – Civil Engineering
- Emerge – Landscape Design
- Bushfire Safety Consulting – Bushfire Assessment
- Herring Storer – Acoustic Assessment

The document was prepared in consultation with state and local government agencies including:

- The Department of Planning;
- The Department of Transport;
- The Public Transport Authority;
- Main Roads WA;
- The Department of Education; and
- The City of Wanneroo.

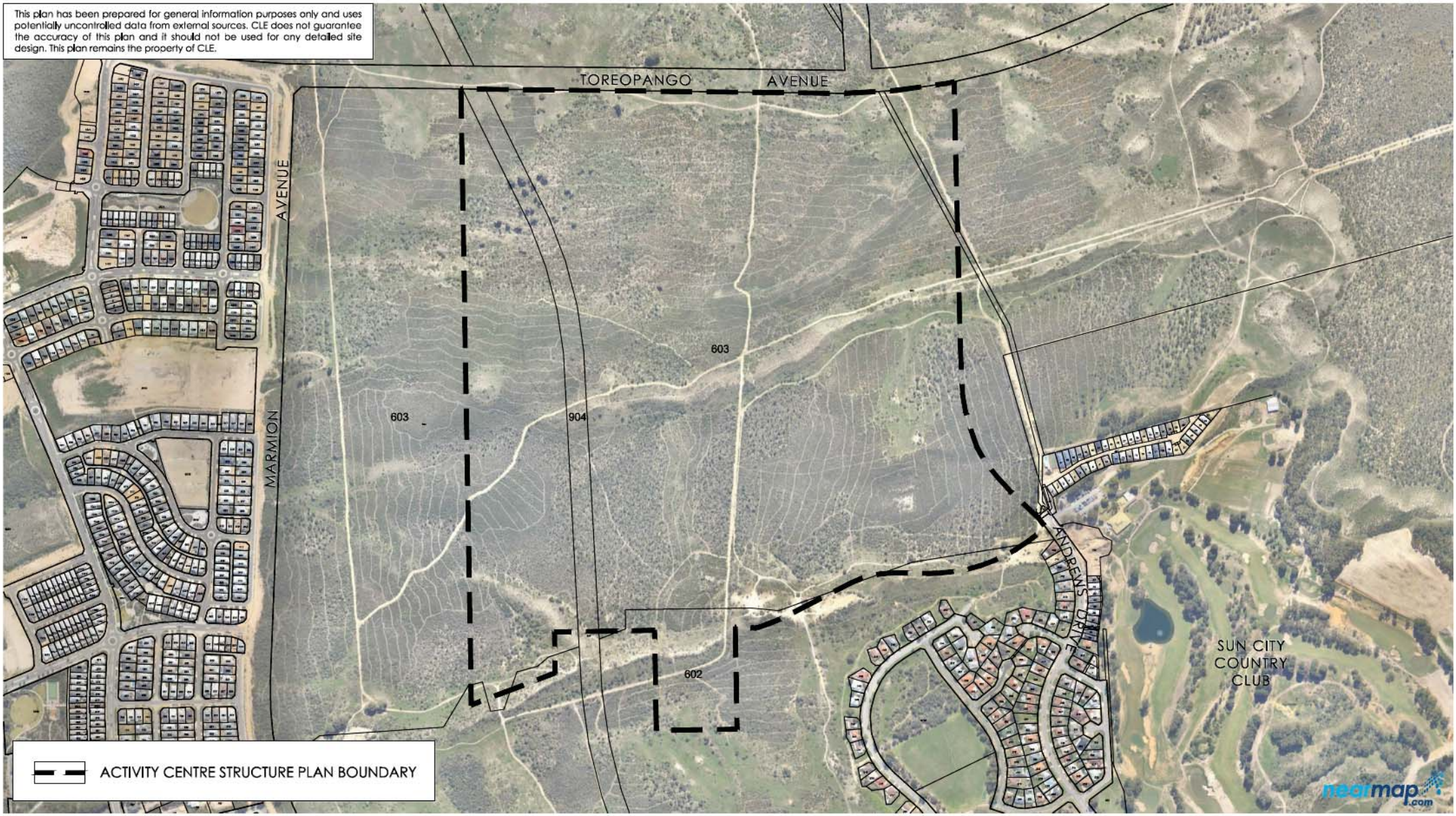



**FIGURE 2: SITE PLAN**

## 2.0 SITE DESCRIPTION, BACKGROUND AND PLANNING CONTEXT

### 2.1 Site Description

The ACP area comprises a 106ha land parcel immediately south of Toreopango Avenue, Yanchep. It is located approximately 1.1km north of Yanchep Beach Road, 0.4km east of Marmion Avenue and 3km west of the Mitchell Freeway reserve (refer Figure 1 – Location Plan). The Indian Ocean is located 1.8km to the west.

The site comprises portion of Lot 603 Toreopango Avenue, portion of Lot 602 Yanchep Beach Road and portion of Lot 904 Yanchep Beach Road (refer Figure 2 – Site Plan). It is in the process of being created as a discrete lot through subdivision application WAPC 150231 which was issued conditional approval in December 2014.

Lots 602 and 603 are owned by the St Andrews Private Estate and New Orion Investments Pty Ltd, who together act as Yanchep Beach Joint Venture. Lot 904, which is a long narrow lot aligning with the original railway reserve through the area which previously traversed the site, is currently owned by the Western Australian Planning Commission. Refer section 2.3 for further detail on the proposed treatment of the rail alignment.

**Table 1: Land Ownership**

| Lot | Description | Area of Lot (Total) | Area of Lot within YCCACP | Ownership | Vol/Folio |
|---|---|---|---|---|---|
| 602 | 250 Yanchep Beach Road | 111.04ha | 5.26ha (approx.) | 1/2 Share of Lot 602 St Andrews Private Estate | 2733/855 |
| | | | | 1/2 Share of Lot 602: New Orion Investments | 2733/856 |
| 603 | 146 Toreopango Avenue, Yanchep | 332.6ha | 95.95ha (approx.) | ½ Share of Lot 603: St Andrews Private Estate | 2688/585 |
| | | | | ½ Share of Lot 603: New Orion Investments Pty Ltd | 2688/586 |
| 904 | 150 Yanchep Beach Road | 9.1ha | 4.4ha (approx.) | Western Australian Planning Commission | 2097/796 |

Certificates of Title are provided at Appendix 1.

This table has been prepared for general information purposes only and provides a summarized over view of the key statutory documentation applicable. This table remains the property of CLE.

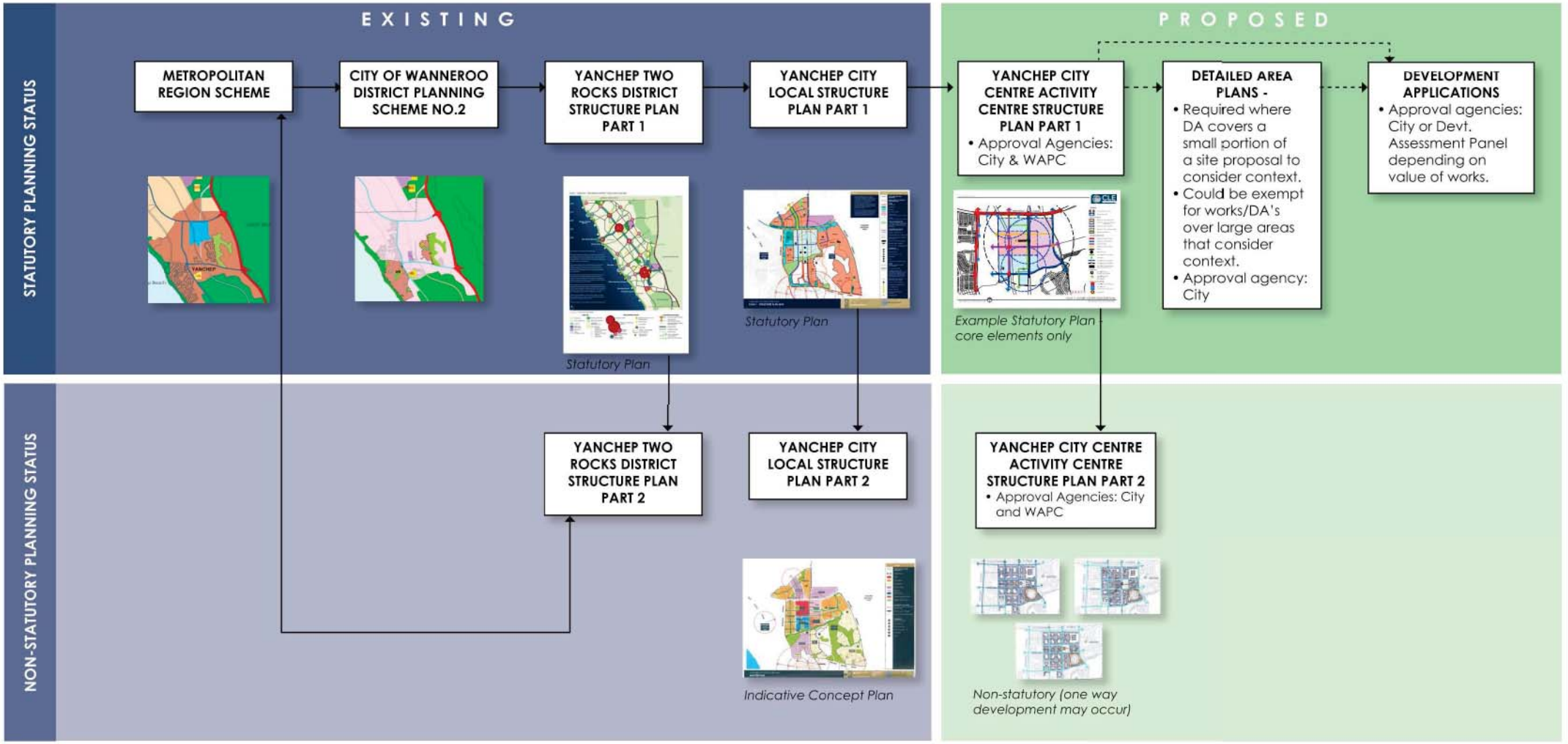


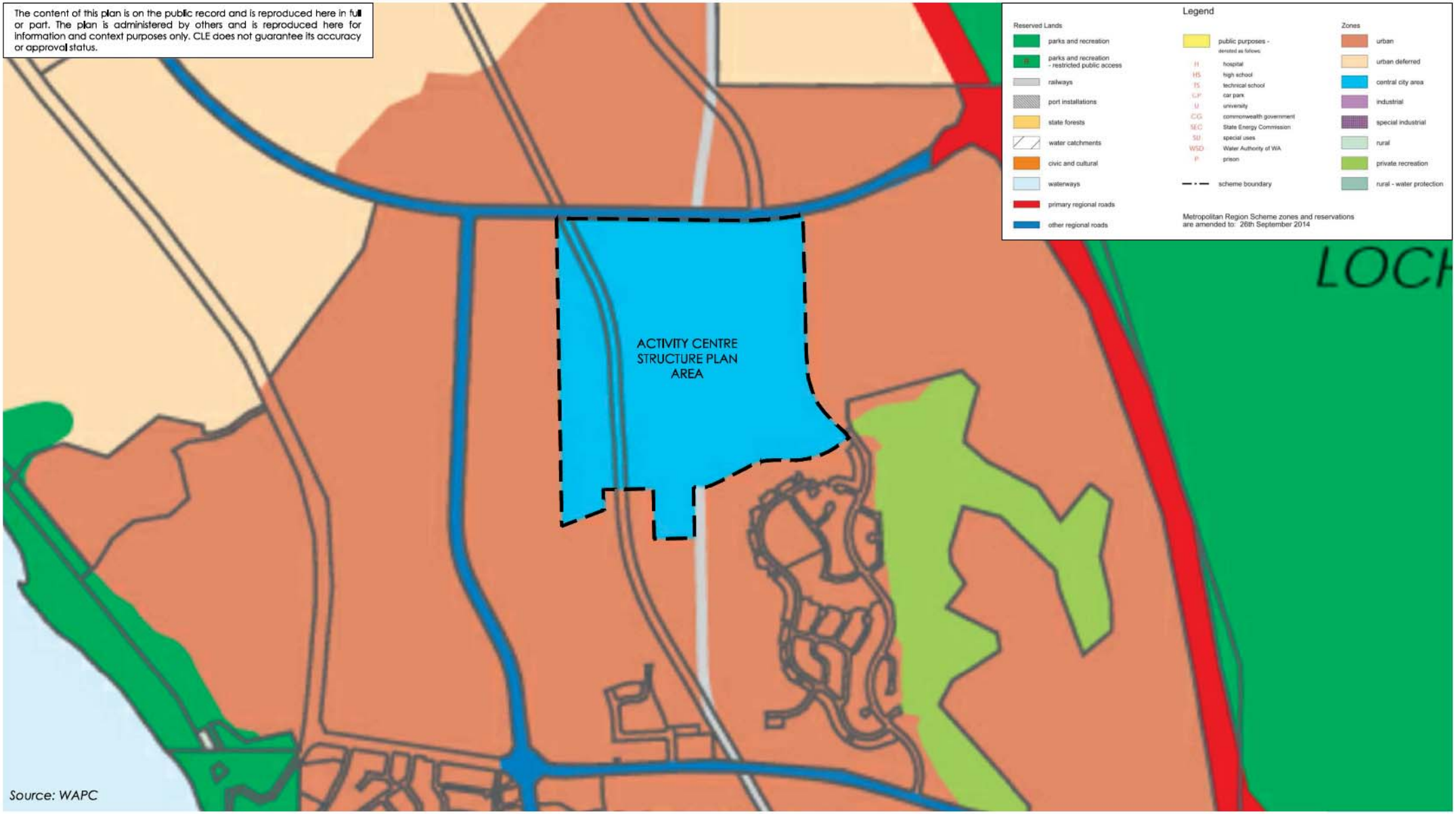

**FIGURE 3: PLANNING FRAMEWORK SUMMARY**

## 2.2 Background

With the exception of the WAPC owned Lot 904, the entire ACP area and much of the surrounding land is owned by the St Andrews Private Estate Pty Ltd (a subsidiary of the Tokyu Corporation) and New Orion Investments Pty Ltd. Together, as the Yanchep Beach Joint Venture (YBJC), these landowners have been working in conjunction with state and local government to establish the framework to realise a new metropolitan expansion area around Yanchep-Two Rocks ultimately accommodating around 155,000 people and 55,000 jobs. To date, the process has involved:

- The signing of a Strategic Cooperation Agreement between the State Government, the City of Wanneroo and the landowners to work together to progress the project;
- The establishment of the IDEAs project to facilitate economic development and employment creation to support more sustainable and contained urban expansion;
- The conduct of a number of design workshops and charettes led by national and international urban design experts to establish the basic planning framework and layout for the area;
- The preparation and endorsement of the Yanchep Two Rocks District Structure Plan; and
- The preparation and endorsement of the Yanchep City Local Structure Plan No 68.

The Yanchep City Centre is recognised within all of the above documents as a critical element in the realisation of the vision established for the region. This ACP (any Local Development Plans adopted under it) will represent the final planning layer to enable its progressive development as a major focal point and primary commercial and service node for the growing Yanchep-Two Rocks community.




Source: WAPC

**FIGURE 4: METROPOLITAN REGION SCHEME ZONING**

## 2.3 Planning Context

### 2.3.1 Metropolitan Region Scheme

The ACP area is zoned 'Central City Area' under the Metropolitan Region Scheme (refer Figure 4 – Metropolitan Region Scheme Zoning). The boundaries of this zone were recently modified through Amendment 1248-57 to align with the agreed City Centre boundary following its more precise definition through approval of the Yanchep City Local Structure Plan, discussed below.

The surrounding area is zoned 'Urban' with the exception of the Marmion Avenue and Toreopango Avenue road reserves, which are reserved for 'Other Regional Roads', and the 'Railways' Reserve which extends from the site's northern and southern boundaries but no longer traverses the site. The 'Railways' Reserve previously extending through the site over Lot 904 was deleted through Amendment 1248-57 to reflect the intention that the rail line through the ACP area be subterranean, within a lot effectively 'reserved' below ground surface.

Development of the site as a City Centre accords with its zoned purpose.

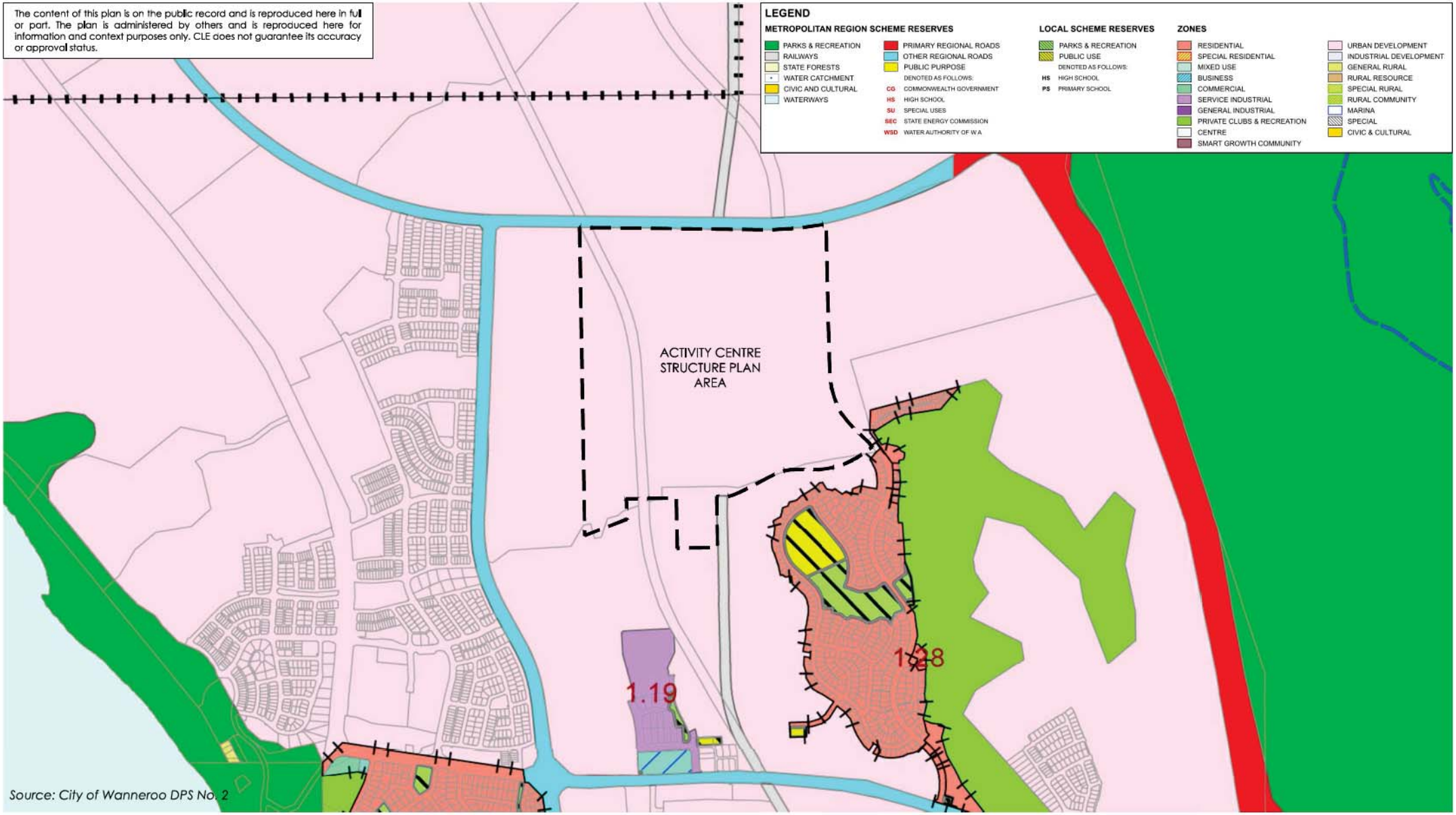
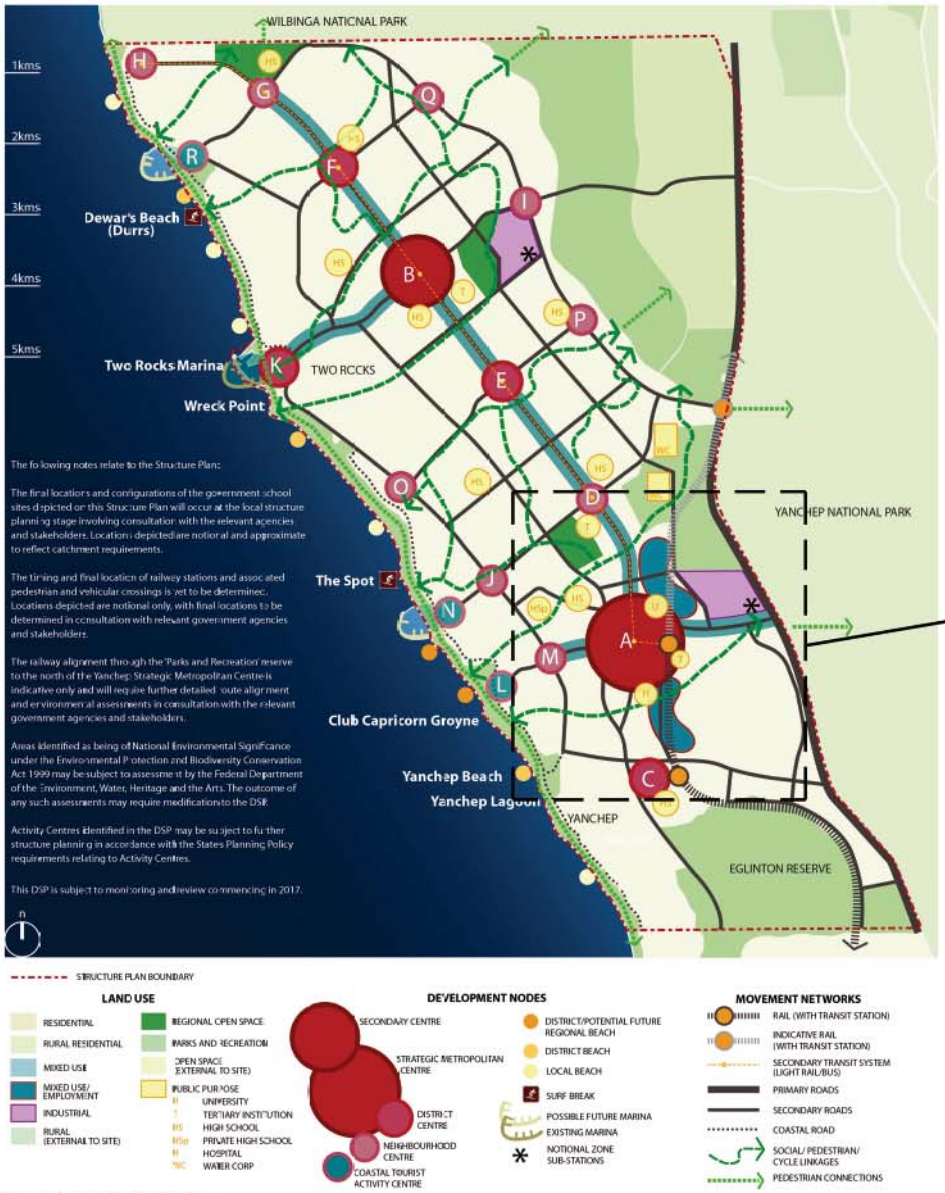



**FIGURE 5: CITY OF WANNEROO DISTRICT PLANNING SCHEME No. 2 ZONING**

### 2.3.2 City of Wanneroo District Planning Scheme No. 2

The site is zoned 'Urban Development' under the City of Wanneroo's District Planning Scheme No. 2 (refer Figure 5 – City of Wanneroo District Planning Scheme No. 2 Zoning) with the MRS reserves (including the abutting Toreopango Avenue Reserve) reflected in the Scheme.

District Planning Scheme No. 2 provides for the development of land zoned 'Urban Development' to accord with a Local Structure Plan prepared and adopted under Part IX of the Scheme and the *Schedule 2 Deemed Provisions* of the *Planning and Development Regulations 2015*.




*Source: City of Wanneroo*

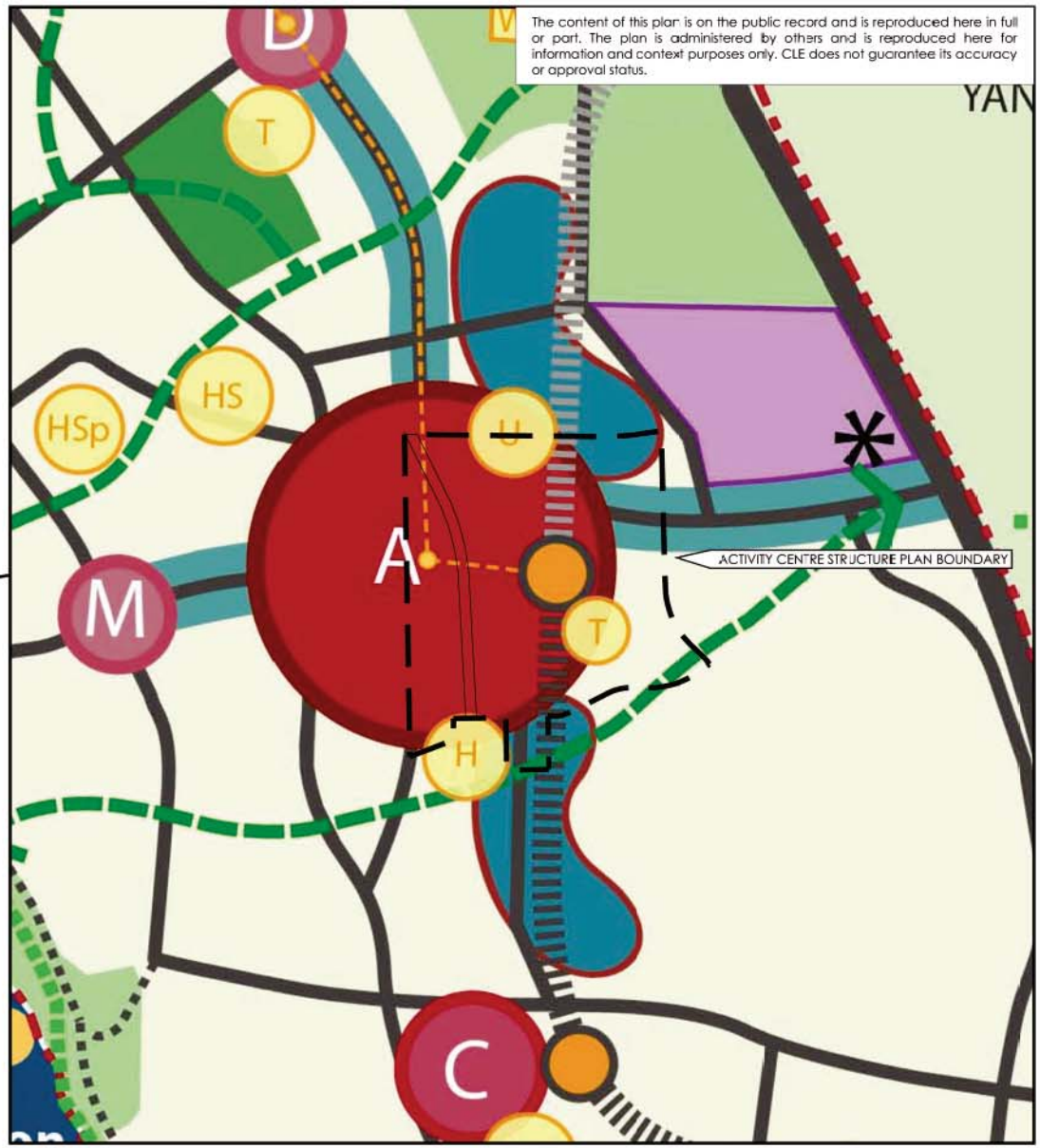



**FIGURE 6: YANCHEP - TWO ROCKS DISTRICT STRUCTURE PLAN (ASP No. 43)**

### 2.3.3 Yanchep Two Rocks District Structure Plan No. 43

The Yanchep Two Rocks District Structure Plan (DSP) provides a broad development framework for 7,550ha of land surrounding the Yanchep and Two Rocks settlements. It stretches from the Eglinton Reserve in the south up to the boundary of the Metropolitan Region Scheme, and Wilbinga National Park to the north, and from the Indian Ocean in the west to Yanchep National Park in the east. The DSP was endorsed by the WAPC and City of Wanneroo in 2010, and reflects over 5 years of cooperative planning endeavour.

The DSP provides for the residential development of the area anchored and supported by a hierarchy of activity centre nodes, employment precincts and industrial land. The Plan also provides for a range of open spaces and service and community infrastructure. It is structured around the planned extension of the Joondalup passenger rail line and a central transit corridor flanked by mixed use development extending to the northern boundary (refer Figure 6 – Yanchep Two Rocks District Structure Plan).

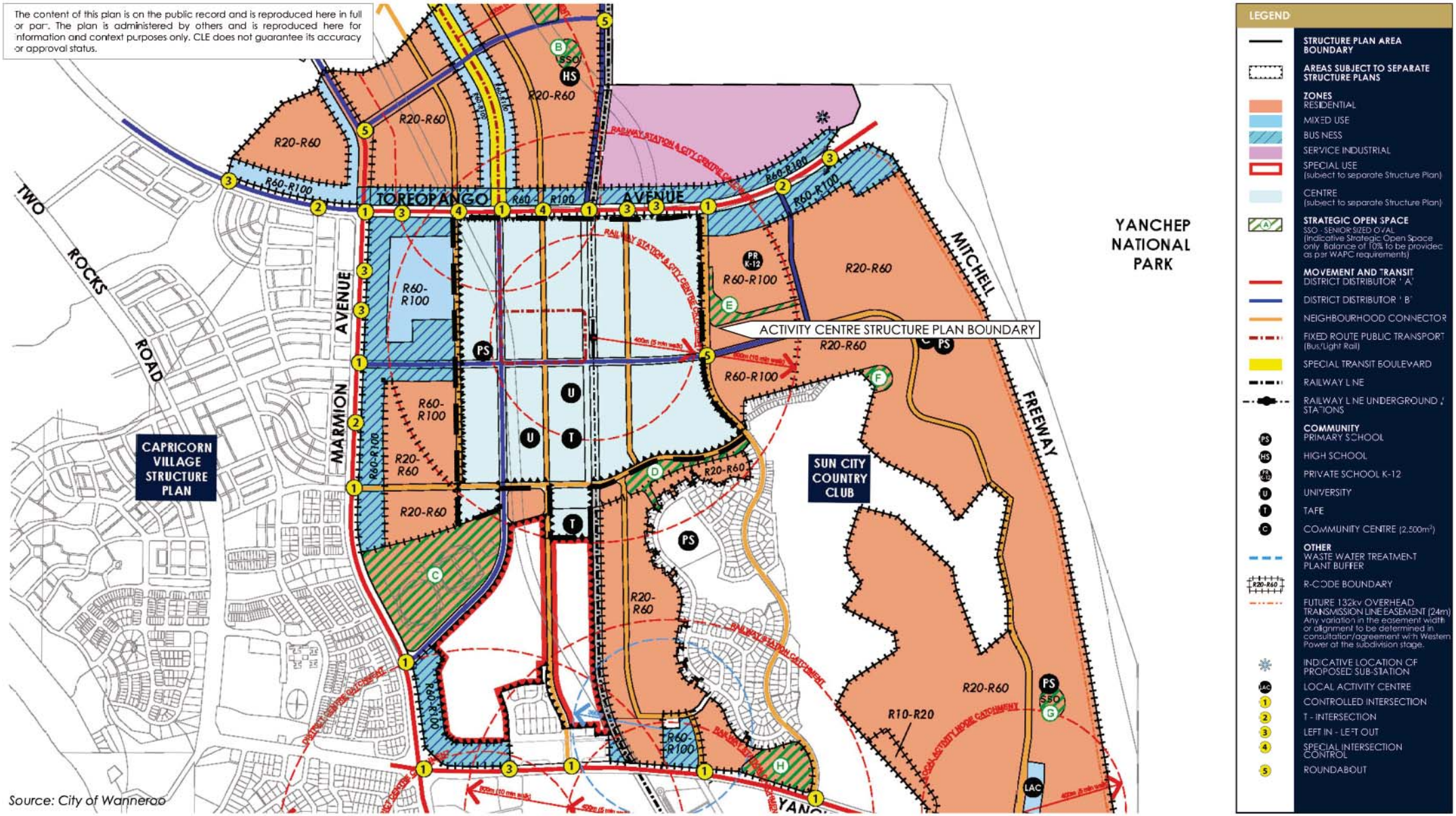
The DSP envisages ultimate (long term) development of 67,000 dwellings housing 155,000 people, with 55,000 local jobs.

The DSP designates a high order 'Strategic Metropolitan Centre 'A' as the primary centre to service the region, acting as the anchor for the mixed use transit corridor and a series of lower order activity centres along it. Centre 'A' is shown to incorporate a new rail station as a central component, as well as a hospital, university and TAFE, and is the subject of this ACP.

The DSP is strongly focussed on providing a high proportion of local employment and services to reduce the need for residents to travel outside the DSP area. It is also underpinned by an integrated transport network to reduce car travel dependence.

This ACP provides more detailed planning framework to enable development of the Strategic Metropolitan Centre 'A' in accordance with the DSP. Consistent with the DSP, it:

- Integrates the proposed rail extension and Yanchep City railway station within the heart of the City Centre;
- Identifies a transit corridor extending from the station northward, providing for strong public transport connection between both the Centre and rail line, and future catchment to the north;
- Promotes the Centre as a mixed use city centre environment providing for a wide range of retail and commercial services, jobs, education and health facilities and high density residential;
- Accommodates the 15,000 jobs projected for the City Centre by the DSP;




Source: City of Wanneroo

**FIGURE 7: YANCHEP CITY LOCAL STRUCTURE PLAN (ASP No. 68)**

- Accommodates the 71,800m² of retail floor space and 458,867m² of total employment generating floor space modelled for the Centre under the DSP;
- Designates sufficient land to accommodate regional health and education facilities including a regional hospital, university and TAFE;
- Provides for the achievement of the minimum average density target of 50 dwellings per site hectare within the Centre;
- Establishes a strongly integrated land use transport framework which places heavy emphasis of walking and cycling as well as public transport as alternatives to private car travel; and
- Promotes a range of environmentally sustainable initiatives including application of 'green' technology to building and construction.

2.3.4 Yanchep City Local Structure Plan No. 68

The Yanchep City Local Structure Plan No.68 ('YCLSP' or 'ASP68') was prepared for the 612ha surrounding and including the City Centre. It was prepared to accord with, and build upon the detail provided by the DSP. The YCLSP defines the City Centre through application of a 'Centre' zone, which requires a further Activity Centre Structure Plan to be prepared in accordance with the City of Wanneroo's District Planning Scheme.

The YCLSP was endorsed by the City of Wanneroo and WAPC in 2013.

In addition to precisely defining the boundaries and location of the City Centre, the YCLSP also provides for:

- Development of a Special Use 'Enterprise Park' or precinct adjoining the Centre to the south;
- Development of Mixed Use and Business areas west of the Centre to Marmion Avenue, along Toreopango Avenue and abutting the northern transit corridor provided for by the DSP;
- Preservation and development of Strategic Open Space areas including one immediately to the south-west of the Centre;
- Residential development of much of the remainder of the plan area; and
- Application of residential density targets including a minimum average of 50 dwellings per site hectare within 400m of the Yanchep City Railway Station (refer Cl.6.2).

Both the YCLSP and supporting (non-statutory) explanatory figures provide an indication of potential layout and land use within the City Centre but acknowledge that these are conceptual and that the urban form of the Centre is subject to a separate Activity Centre Structure Plan, which function this document provides.

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This ACP has taken many of the principles and structuring elements derived from DSP and YCLSP and provides for their application and implementation through development within a robust statutory framework. The ACP aligns with the YCLSP in that it:

- Reflects the boundaries set for City Centre;
- Places the Yanchep City railway station at the heart of the centre with defined 'ped-sheds' around this;
- Reflects the endorsed road hierarchy, network and access controls specified within the YCLSP;
- Provides for the routing of the fixed route public transport (light rail or high frequency bus route) from the Yanchep City Station north to northern transit corridor extending from Toreopango Avenue;
- Identifies a Primary School in the west of the Centre;
- Provides for development of a range of tertiary education facilities in the south-west of the Centre;
- Sets aside sufficient area to enable the future development of a sports arena / stadium and a range a heath facilities within the east of the centre; and
- Accommodates stipulated residential density targets within a mixed use environment.

### 2.3.5 Environmental Approvals

Amendment 787 to City of Wanneroo's previous District Planning Scheme, which put in place the current 'Urban Development' zoning over the site and surrounding area, was subject to formal Environmental Review under Section 48 of the *Environmental Protection Act 1986*. This considered the potential impacts of the rezoning on the environment and identified appropriate management responses. Approval of the rezoning was made subject to a number of environmental conditions which are included within Schedule 12-2 of the District Planning Scheme. Those issues pertinent to the City Centre area have been addressed prior to or during the preparation of the YCLSP.

Copies of the Yanchep City Centre Structure Plan Vegetation and Fauna Management Strategy and Local Water Management Strategy which address some of the environmental conditions as they apply to this area are provided at Appendices 2 and 3.

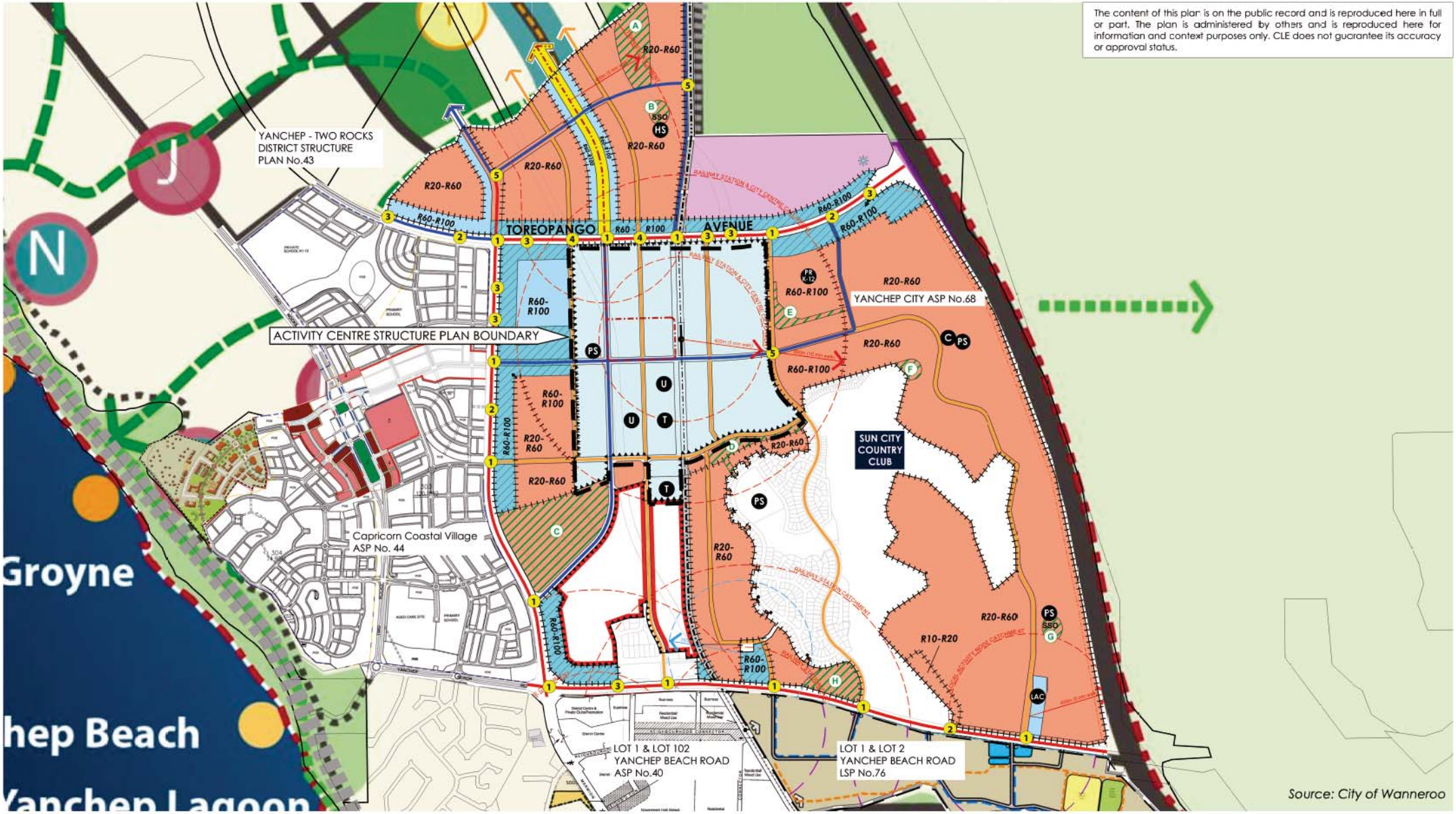



**FIGURE 8: PLANNING CONTEXT**

### 2.3.6 Surrounding Context

The land immediately surrounding the site is undeveloped, aside from the Strategic (District) Open Space specified by the YCLSP immediately south-west of the site, which is under construction. Ultimately, it is planned that:

- Adjoining land to the west will be developed for residential, business and mixed use development in accordance with the YCLSP;
- Land north of Toreopango Avenue will accommodate business / service commercial along the Avenue with residential development to the north of this (in accordance with the YCLSP), flanking the DSP's mixed use transit corridor connecting the Centre with a series of smaller activity nodes running north;
- Land north-east of the Centre abutting the Freeway reserve will provide for future service industry (in accordance with the YCLSP);
- The Mitchell Freeway will have an interchange with Toreopango Avenue;
- Land east and south-east of the Centre will accommodate residential uses, a private school and an area of strategic open space (in accordance with the YCLSP). This area is currently being developed;
- The Sun City Golf course will remain to the south-east;
- Much of the south-west boundary of the Centre will be flanked by the Strategic Open Space referenced above, which incorporates district recreation, vegetation, landform and an aboriginal heritage site which the YCLSP and subsequently prepared civil works plans preserve; and
- South of the Centre, the YCLSP promotes development of a Special Use Enterprise Park. This Special Use area will be subject to its own separate structure plan. It will work in conjunction with the Centre to maximise employment and economic development opportunities in the area, and potentially interplay with research and development activities with the planned tertiary education within the City Centre.

Outside the YCLSP, urban (predominantly residential) development is already occurring with the Capricorn Village area to the west (which is subject to Agreed Local Structure Plan No. 44) and Jindowie to the south (which is subject to Agreed Local Structure Plans No. 40 and No.76). This latter estate also accommodates a District Activity Centre, the first stage of which is complete, and the proposed Yanchep South railway station.

The older residential part of Yanchep to the south-west of the site is well established.

With the exception of the Two Rocks settlement and a small rural-residential subdivision, land to the north of the site is predominantly undeveloped. The land is appropriately zoned for urban development in accordance with the DSP, and is likely to commence within the short to medium term.

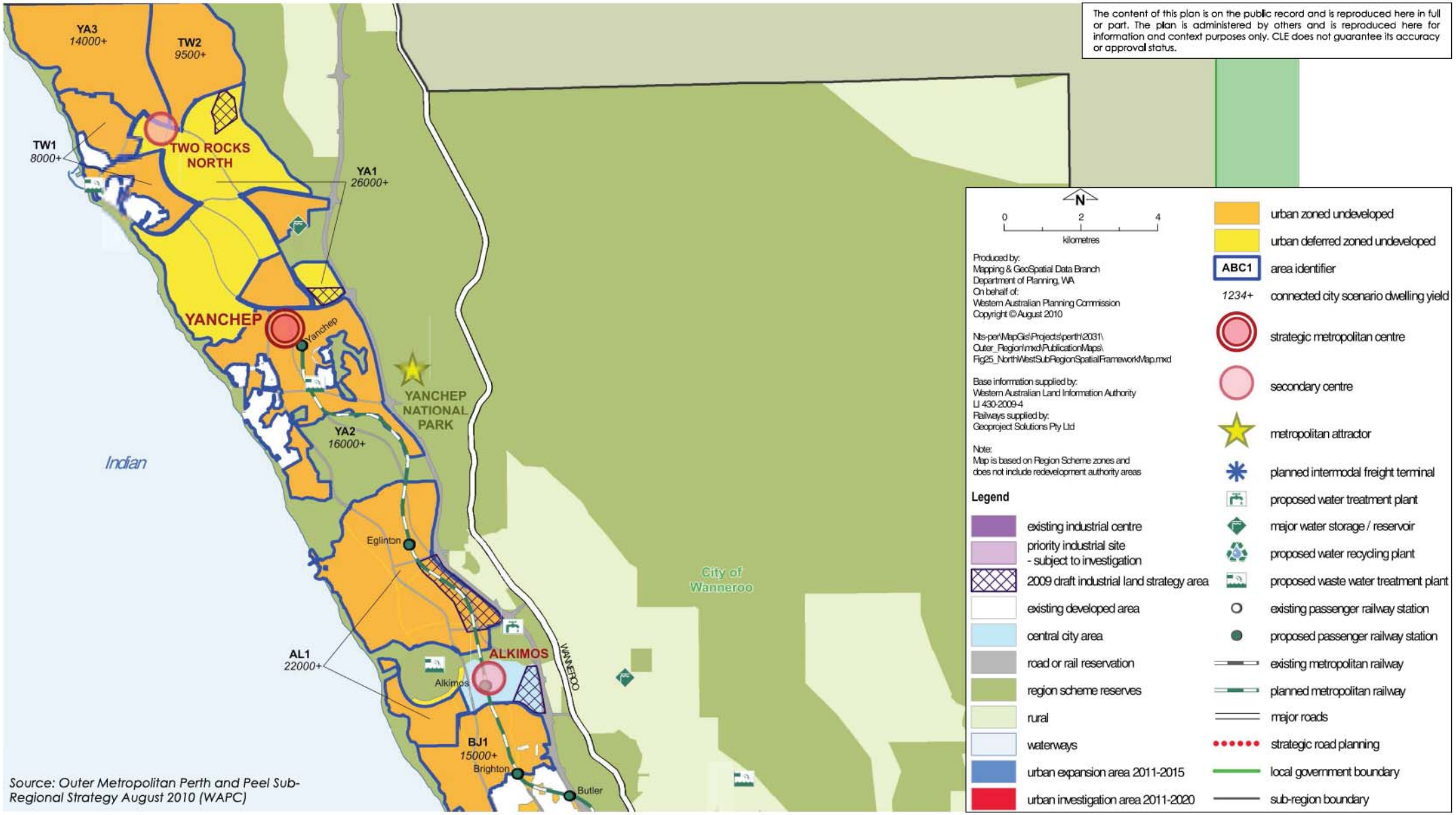



**FIGURE 9: SUB-REGIONAL SPATIAL FRAMEWORK MAP (DRAFT)**

All of these local structure plans fit within the broader framework provided by the DSP and allow for coordinated use and development of land. Where specified, existing or planned road connections provide structuring elements to be tied into the ACP.

South of the DSP area, the Alkimos Eglinton District Structure Plan provides a similar framework for development of land parcels within its 2,626ha boundary. Local structure planning and development of this area is well progressed through a range of discrete land parcels and estates.

The Alkimos Regional Centre is identified as a Secondary Centre under the Centre hierarchy established by State Planning Policy 4.2, and as such, is lower in the hierarchy of centres than the Yanchep City Centre.

2.3.7 Strategic Planning Framework

*Directions 2031 and the North-West Corridor Sub-Regional Structure Plan (draft)*

The Directions 2031 Strategic Plan for Perth and Peel provides strategic direction to guide the development of the metropolitan and Peel regions. This is currently being reviewed to take into account recent predictions of a population increase to 3.5 million by 2051.

Directions 2031 is supported by a series of Draft Sub-Regional Strategies, which elaborate on the key principles of Directions 2031. The draft Sub-Regional Strategy for the north-west corridor identifies the Yanchep Two Rocks area as 'Urban' and 'Urban Deferred' land capable of accommodating substantial growth, and designates the location of the Yanchep Strategic Metropolitan Centre (i.e. the City Centre) and rail station. As such, this ACP accords with the Draft Sub-Regional Strategy.

*State Planning Policy 3.7 – Planning in Bushfire Prone Areas*

State Planning Policy 3.6 (SPP3.7) – Planning in Bushfire Prone Areas requires that all strategic proposals within an area identified within DEFES mapping as 'bushfire prone' be accompanied by an assessment of bushfire hazard and a response to this. The assessment undertaken (provided at Appendix 4) confirms that bushfire risk within the site will ultimately be removed and / or dramatically reduced through the progressive urbanisation of the site and its surrounds, and can be adequately managed in the interim through maintenance of adequate separation in the early stages of development from areas of vegetation and application of other strategies to meet with requirements of the SPP and associated guidelines. Review of the BMP to update the context and associated risk, and BAL mapping is likely to be required given the timeframe for development and the anticipated reduction in bushfire prone vegetation surrounding the site over this period.

*State Planning Policy 4.2 – Activity Centres for Perth and Peel*

State Planning Policy 4.2 (SPP4.2) – Activity Centres for Perth and Peel provides direction on "*the broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. It is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres and with coordinating their land use and infrastructure planning*."

SPP4.2 establishes a centre hierarchy for all of the larger existing and planned activity centres within the metropolitan and Peel areas. SPP4.2 identifies the Yanchep City Centre as an 'Emerging Strategic Metropolitan Centre'. Strategic Metropolitan Centres are high order centres, ranked beneath the Perth City Centre only, in terms of their role in the centre hierarchy. SPP4.2 defines the role of Strategic Metropolitan Centres as "*...multipurpose centres that provide a diversity of uses. These centres provide the full range of economic and community services necessary for the communities in their catchments*."

SPP4.2 includes a Model Centre Framework (MCF) setting out a suite of guidelines for the planning and design of activity centres, promoting their development as multifunction centres with a strong focus on design and transport integration as well as land use. The MCF includes an Assessment Checklist, which has been completed for the Yanchep City Centre and is contained at Appendix 5.

The core design considerations from SPP4.2 relevant and applied to the Yanchep City Centre are:

- Centres should comprise a mix of uses and services that encourage activity outside of normal business hours, provide local employment opportunities, a high amenity public realm and encourage multi-purpose trips rather than being a single purpose shopping centre;
- A main street layout is the preferred format for planning and development of centres with large format enclosed 'malls' discouraged;
- Strategic metropolitan centres should deliver a mix of land uses including department stores, supermarkets, speciality shops, major offices and government agencies. This is readily achievable for the Yanchep City Centre based on DSP mixed use floor space modelling;
- The centre should be structured around a permeable space;
- The amount of land allocated to car parking should be minimised. The predominant built form should allow the majority of buildings to be accessed via the public realm rather than separated from the street via large areas of car parking;

- Mixed business and bulky goods retailing should be located within but on the periphery of centres accessible from the regional road network; and
- Centre plans should optimise the potential for residential density with a minimum target of 30 dwellings per gross hectare and a desirable target of 45.

The proposed ACP complies with all these objectives.

More specifically, in relation to land use diversity, the Mix of Land Use floorspace targets specified in Table 3 of SPP4.2 are exceeded by the targets specified for the Centre under the DSP and reflected in the ACP. The Policy requires that a Centre with above 50,000m² but under 100,000m² of 'Shop retail' floorspace should provide a minimum 40% of non-'Shop-retail' commercial floorspace to ensure a diversity of land use and services. Employment targets stipulated by the DSP require a high proportion and diversity of commercial uses. Modelling undertaken in support of the ACP (detailed in Appendix 6) indicate that the employment targets established for the Centre would translate into Shop-retail making up approximately 15% of non-residential floorspace, achieving a Mix of Land use (as defined by the SPP) of 85%. If manufacturing, storage, service industry, accommodation and utilities were excluded from this calculation, the proportion of Shop retail would increase to 19%, achieving a balance of 81% of uses listed as comprising 'Mix of Land uses' under the policy, well in excess of the 40% target.

*State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning*

State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP5.4) requires that planning around freight routes, rail lines and transport corridors expected to accommodate high (20,000 vpd +) of traffic consider the impacts on transport noise and ensure that for sensitive land uses (such as residential), this is suitably mitigated. An assessment of both the rail line (at the opening to the station) and Toreopango Avenue has been undertaken by Herring Storer (refer Appendix 5.) This confirms that noise for sensitive land uses can be maintained within the acceptable levels though indicates that the degree of mitigation required cannot be determined until the specifics of existing built form on and surrounding the subject site are known. As such, it recommends that more detailed assessment occur of any development involving sensitive (including residential) land use within a certain proximity to these noise sources prior to development to ensure that any quite house design criteria necessary to achieve the policy requirements can be incorporated. This recommendation has been reflected within Part 1 of the ACP.

*City of Wanneroo Local Planning Policy 3.2 Activity Centres*

The City's Activity Centres Policy provides additional guidance on the implementation of SPP4.2 within the City. It recognises the Yanchep Strategic Metropolitan Centre (City Centre) and its intended function. The ACP accords with the Policy in that it:

- Is consistent with the adopted District and Local Structure Plans applicable to the site;
- Includes an Employment (economic) Strategy which is consistent with the modelled floor space volumes and distribution determined through the higher order structure plans;
- Includes a main street and street block lengths of less than 200m;
- Provides for a robust and interconnected street network which is pedestrian friendly;
- Provides an integrated cycle network;
- Incorporates a town square / public space in close proximity to the main street;
- Provides for integrated and coordinated parking provision, which does not dominate the streetscape;
- Provides for (ultimate) employment self sufficiency in excess of the 60% specified by the Policy (to achieve the higher targets specified by the DSP of 75%);
- Reflects housing density targets stipulated in the agreed DSP and local structure plan (ASP68);
- Incorporates provision for community facilities in accordance with the agreed strategy;
- Promotes an appropriate and diverse mix of land use through the designation of land use precincts within the Centre;
- Accommodates larger format retail uses (i.e. showrooms) on the periphery of the Centre; and
- Incorporates direction on staging, including concept plans illustrating how the Centre might evolve (recognising that the ultimate development of the City Centre will occur over a longer time horizon than for smaller centres).

Built form provisions align with the direction of LPP3.2 and may be supplemented by Local Development Plans providing additional detail.

*Other State Planning Policies and Instruments*

A number of other state and planning policies have relevance to the City Centre including:

- The WAPC's *Structure Planning Guidelines* and the City of Wanneroo's draft Local Planning Policy in relation to structure plans;
- *State Planning Policy (SPP) 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning,* which requires assessment and management of impacts potentially associated with the rail line through the Centre;
- *State Planning Policy (SPP) 2.7 – Public Drinking Water Source, SPP 2.9 – Water Resources,* and the WAPC's *Better Urban Water Management Guidelines,* which inform the approach taken to drainage, nutrient and water management, and under which the Yanchep City Local Water Management Strategy has been prepared to guide their application to the YCLSP area.

The implications of each of these policies and the ACP response is addressed throughout Section 4 of this report.

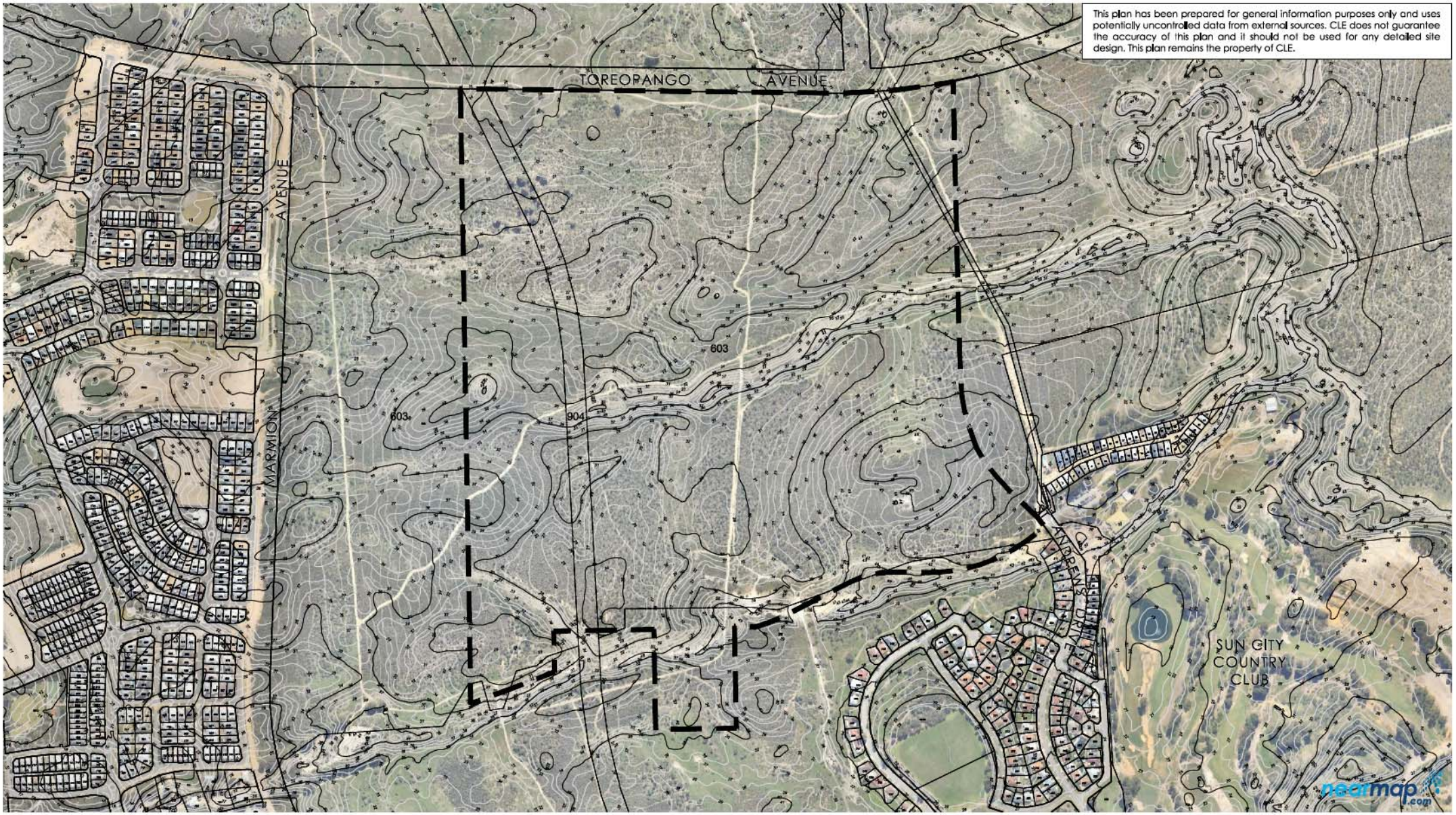



**FIGURE 10: AERIAL PHOTOGRAPH WITH CONTOURS**

## 3.0 SITE CONDITIONS

Site conditions have been addressed in detail as part of the YCLSP. This ACP is a refinement for the 'Centre' zone identified by the YCLSP in terms of planning framework, however site constraints and environmental conditions remain the same as those previously addressed. The below sections summarise the previous findings in relation to the site's attributes and characteristics and confirm its capacity to accommodate development of the City Centre. Further information is available within the YCLSP Vegetation and Fauna Management Strategy and Local Water Management Strategy provided at Appendices 2 and 3.

### 3.1 Topography and Landform

The area is on the western portion of the Swan Coastal Plain and demonstrates the typically undulating landform associated within the coastal areas. Ground levels within the ACP area vary from approximately 48m AHD in the south east corner to 29m AHD in some northern portions, with the landform characterised by a dunal system of peaks and troughs. There are no unique landform features worthy of retention within the ACP area.

Re-contouring of the site will be required to facilitate the more intensive form of urban development sought and facilitate ease of pedestrian movement.

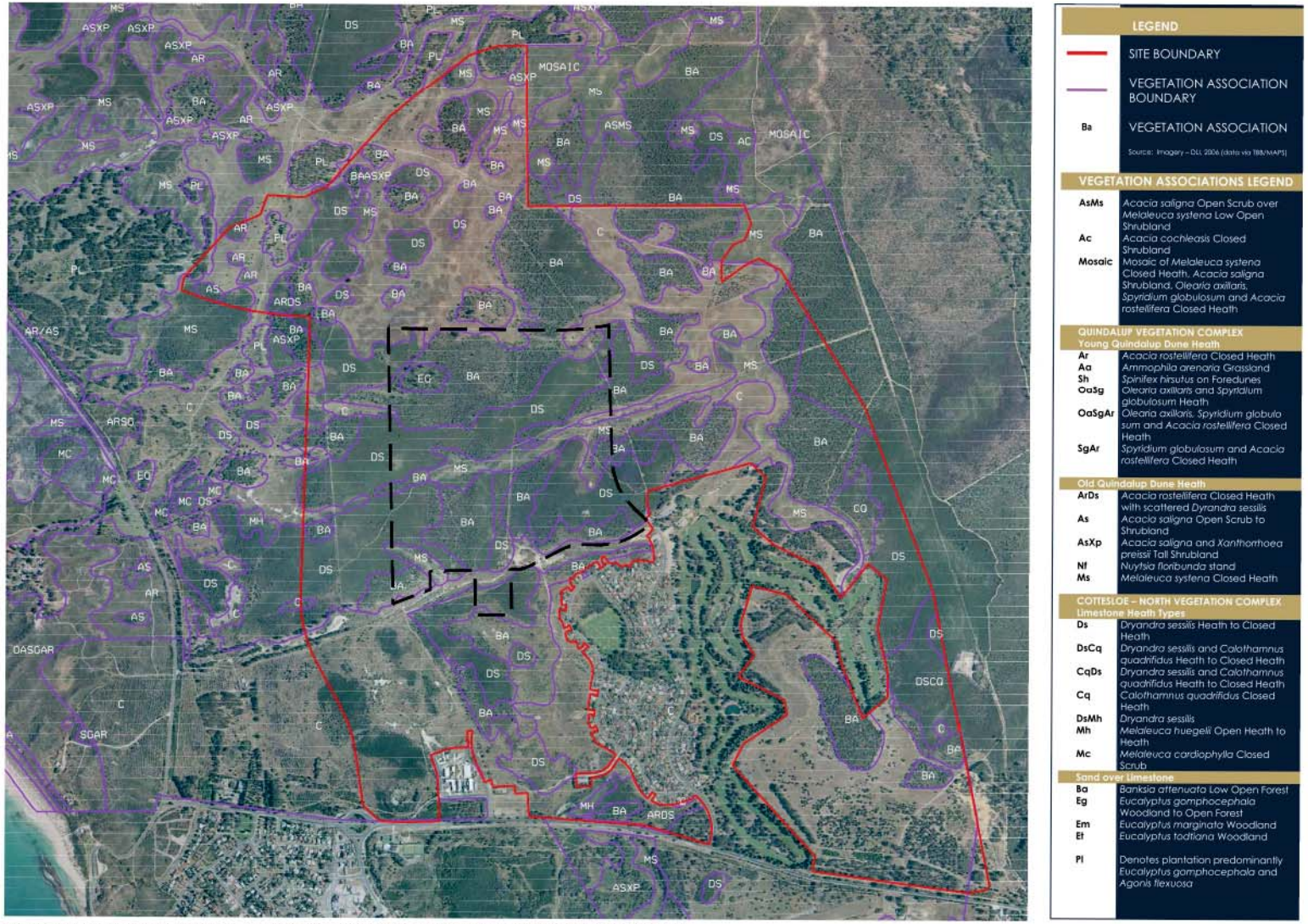
### 3.2 Soils and Geomorphology

The Swan Coastal Plain consists of undulating lowlands which underlie the ACP area, extending from the Darling Gingin Scarp in the east to the coast in the west. It contains several different geomorphologic systems and associated soil types including:

- Quindalup and Spearwood Dune systems;
- Bassendean Dunes;
- Pinjarra Plain; and
- Ridge Hill Shelf.

The ACP is within the Spearwood Dune System. This is the geomorphic expression of the Tamala Limestone geological unit. Underlying soils originally contained calcium throughout however leaching by rainwater has removed carbonate from upper levels of the dunes and deposited below to form hard, calcretised 'cap rock'. The balance of the upper soil levels mainly consists of brown to yellow sand covering the limestone in most areas.

The soils and geomorphology within the ACP are well suited for high density urban development by virtue of their stable and porous nature, allowing for minimal ground works and efficient draining of stormwater.




*Source: Taylor Burrell Barnett Town Planning and Design referencing Coffey Environments*

**FIGURE 11: VEGETATION ASSOCIATIONS**

### 3.3 Hydrology and Groundwater

The ACP area is devoid of any wetlands or water courses and is unconstrained in this regard. Furthermore, groundwater is located approximately 23m below the natural surface, ensuring that rising ground water levels and subsequent flooding is not a constraint to development.

Groundwater exists within three hydrological units underlying the study area:

1. The Tamala Limestone is the shallowest aquifer in the area and is overlain by calcareous dunal sands within the ACP area. Water in this superficial aquifer is directed from direct recharge from rainfall. Saltwater from the ocean intrudes into parts of the aquifer near the coast. The Gnangara Mound is a large groundwater deposit located to the east of the area. It lies between 20-50m above the level of the water table in the Tamala Limestone aquifer.

2. The Leederville formation is the most important confined hydrogeological unit underlying the area. Most water within this formation is held within thin bands of sand and is recharged from the overlaying Tamala Limestone aquifer which overlies it to the north of the structure plan area.

3. The Yarragadee formation is a massive confined aquifer that underlies much of the Swan Coastal Plain. It comprises a series of sandstone, siltstone and shale. The majority of water within the formation is held within sandstone beds up to 30m deep. Recharge of the Yarragadee aquifer is from the leakage from the Leederville formation and superficial aquifer.

The subject site and surrounding area is located within a Priority 3 groundwater source protection area. These are declared where water supply sources need to or have been deemed capable of co-existing with other land uses such as residential and urban development, and is therefore not a constraint to development in the form proposed by this ACP.

### 3.4 Vegetation

There is no vegetation that is significant and requires retention in the City Centre area. No vegetation within the ACP area has been identified as being in 'Pristine' or 'Excellent' condition and no vegetation complexes are of regional significance.

Retention of existing vegetation is not feasible within the City Centre environment, however opportunities to recognise existing vegetation within areas of open space will be considered at detailed design stage.

Vegetation types are scattered across the YCLSP area and consist of the following.

- *Eucalyptus gomphocephala* Woodland to Open Forest (Eg)- A small pocket of Tuart Woodland exists in the north west corner of the Structure Plan area and was assessed as being in 'Good' condition;
- *Banksia attenuate* Low Open Forest (Ba)- This vegetation type includes a variety of associations based mainly on the dominance of four low tree species being *Banksia attenuate, B. Menziesii, Eucalyptus todtiana* and *Allocasuarina fraseriana*. While there is a range of under-storey shrub types on site, there is no clear division into distinct groupings. This is the predominant vegetation type within the ACP area and exists in conditions ranging from 'Completely Degraded' to 'Very Good';

- *Melaleuca systena* Closed Heath (Ms) – This vegetation type generally occurs on rolling parabolic dunes and commonly include *Conostylis candicans, Hibbertia racemosa, Diplopeltis huegelii, Phyllanthus calycinus* and *Gastrolobium nervosum*. A small pocket of this vegetation type exists in the south west corner of the ACP area and has been assessed as being in a 'Very Good' condition. A narrow linear strip also exists through the centre of the Structure Plan area which has been assessed as being in a 'Degraded' to 'Good' condition;
- *Dryandra sessilis* Heath to Closed Heath(Ds) – This vegetation type covers a large portion of the ACP area which can be the sole dominant species or can be found with others such as *Hibbertia hypericoides, Acacia pulchella, Hakea trifurcate, Calothmus quadrifidus* and mixtures of these dominants. Where this vegetation type occurs within the ACP area, it has been assessed as being in a 'Very Good' condition.

A more detailed summary of the vegetation types and vegetation condition is included in the Environmental Assessment undertaken in support of the YCLSP (Appendix 2).

### 3.5 Karst

Karstic features are surface or subterranean features that are formed by the dissolution of soluble rock, such as limestone, over time. These can vary in scale dramatically from microscopic to hundreds of metres, and can include underground cavities.

Assessment of stages 1-3 of the DSP area, including the ACP area, indicates that no major karstic features are present. This view was confirmed through the preliminary geotechnical investigations undertaken in relation to the YCLSP, as appended to the Engineering Services Report provided in Appendix 4.

### 3.6 Heritage

The site contains no known sites of European heritage significance.

An Aboriginal Heritage Management Plan was undertaken by Ethnosciences in support of the YCLSP to comply with the requirements of Schedule 12 of the City's District Planning Scheme. This indicated that one recorded archaeological site exists south-west of (outside) the City Centre area, within the Strategic Open Space. The Management Plan outlines the recommended approach to management of that site, and the broader requirements which apply to discovery of any potential artefacts, but poses no issue or specific restriction to development within the City Centre.

### 3.7 Unexploded Ordnance

The ACP area and surrounds were formerly used as a military training area by the Commonwealth during the 1940s to the late 1960s. As a result, an Unexploded Ordnance (UXO) Field Validation Survey was undertaken on Lot 603 and 9501. The field survey for UXOs was undertaken to investigate 10% of the site to a depth of 300mm. From this survey, only one piece of Exploded Ordnance (EO) was found. Spent civilian munitions and scraps including fragments of grenade detonator plugs were found and disposed of offsite. It was concluded that the risk of UXO on site is very low thus no further UXO investigations were required.









FRESH PRODUCE

## 4.0 STRUCTURE PLAN

### 4.1 Overview, Approach and Philosophy

***"The Yanchep City Centre will deliver integrated commercial, retail, employment, health, education, sport and community uses in a high amenity, walkable and transit-oriented development. The Centre will set new benchmarks in urban design, sustainability initiatives, community identity and multi-modal transport options. The Centre will be robust and inherently flexible in its design and statutory framework, allowing the place (including land use, building form and public realm) to evolve and mature over time."***

The Part 1 statutory component of the Yanchep City Centre ACP provides the framework for staged development of the Yanchep City Centre to enable early delivery of key elements and its evolution and maturation over time as a genuine, mixed use urban environment providing a wide range of services, facilities and amenities to its catchment community.

The ACP aligns with the direction established for the City Centre through the Yanchep Two Rocks District Structure Plan (DSP – ASP43) and Yanchep City Local Structure Plan (YCLSP – ASP68). The ACP will deliver a high intensity, street based centre, with a very high degree of amenity, particularly to pedestrians and cyclists, and fully integrated public transport and access.

The ACP has taken lessons from a range of national and international examples which suggest that fundamental requirements for creating great cities include:

- A robust, interconnected and legible street structure within which development can occur ("good bones");
- Provision for a diverse and vibrant range of land uses, spaces and attractions, catering for a wide variety of people;
- Integration of multi-disciplinary design considerations in recognition that the best places have both functional land use and transport networks within attractive settings in which people want to be. A balance of sometimes competing objectives is necessary to achieve this;
- An ability to evolve and reinvent over time; and
- A policy framework that is subject to regular review and refinement to both drive and respond to external influences (including economic ones) and design development.

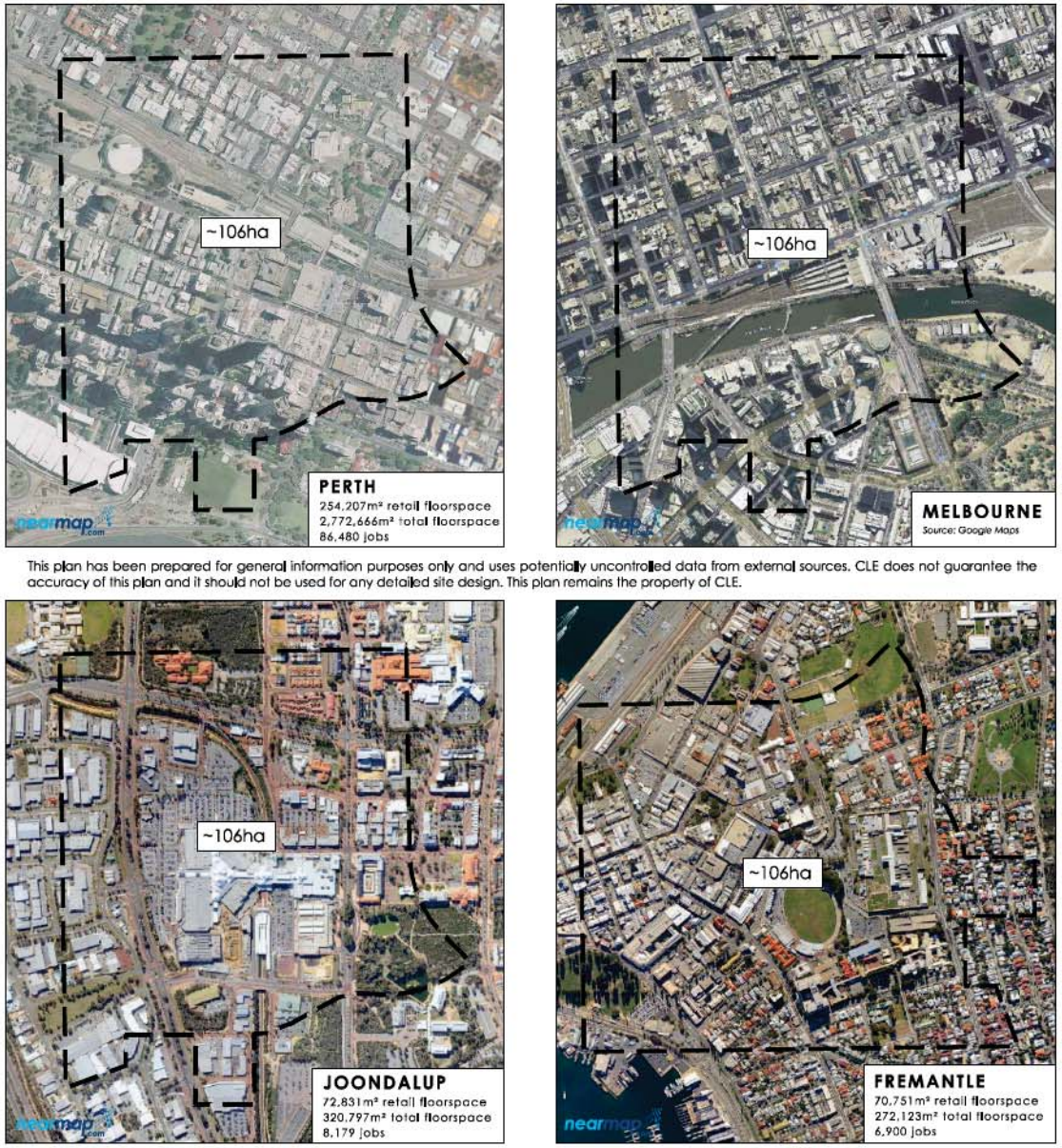



**FIGURE 12: ACTIVITY CENTRE STRUCTURE PLAN AREA COMPARISON**

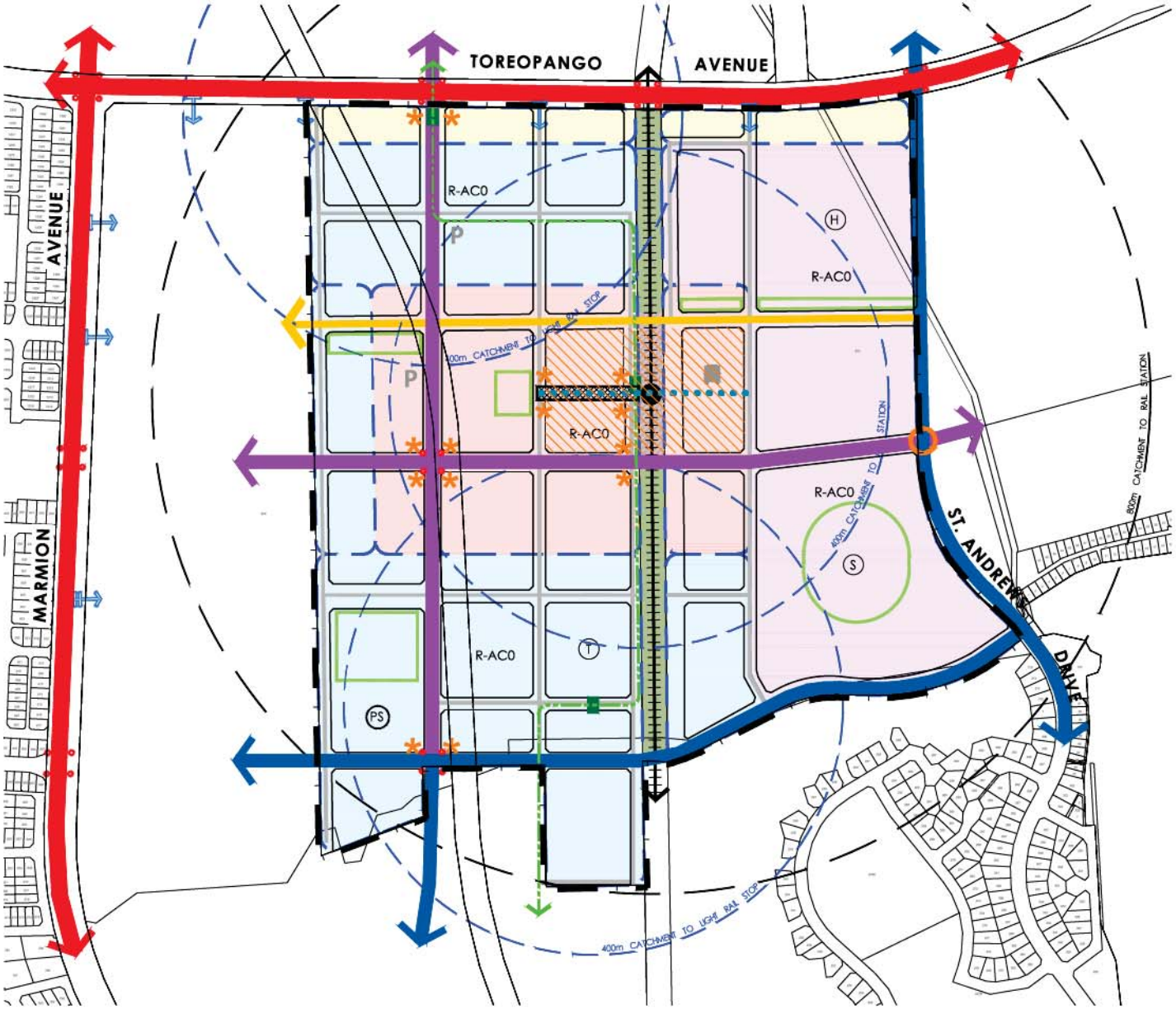
### 4.1.1 Case Studies

The ACP covers 106ha. Figure 12 provides a visual comparison of this scale compared with established centres of Perth CBD, Melbourne CBD, Joondalup and Fremantle.

In contrast to the physical size comparison, the floor space objectives for the Yanchep City Centre, as defined by the DSP, suggest that its scale in terms of retail will be comparible with Joondalup and Fremantle, but that it will ultimately be expected to provide approximately double the overall employment generating floor space of those centres and double the employment. This illustrates the intensity and more diverse commercial mix required, and the high benchmark set for employment. It also gives an indication of the practical development timeframe likely to achieve these objectives, given the experience of Joondalup in particular which, as a master planned centre, has taken over 30 years to evolve to its current form and is still far from full maturity.

By contrast, many international examples (including central Paris, Singapore and Barcelona) accommodate higher intensity development than is anticipated within Yanchep within the current planning horizon of 50 years, but have reached their current scales over much, much longer time frames (and with many external forces at play).

Development of Yanchep City Centre is likely to evolve over the longer term (50+ years) and go through progressive iterations to achieve its 'ultimate' form. Flexibility and support for private investment is crucial to facilitating this process and promoting early investment, as is public investment in infrastructure.




**LEGEND**

Structure Plan Boundary
Precinct Boundary

**Zones / Precincts**

All precincts are zoned R-AC0

- Precinct 1 - City Centre Core
- Precinct 2 - Mixed Use, Business & Education
- Precinct 3 - Sports & Health
- Precinct 4 - Service Commercial
- Railway/Open Space
- Railway/Precinct 1
- Station Area subject to detailed design

**Transport & Movement**

- Integrator Arterial 'A' Road
- Integrator Arterial 'B' Road
- Major City Street
- Neighbourhood Connector
- Railway (to be run below ground in a subterranean lot vested with the Public Transport Authority)
- Railway Station
- Local Street (subject to refinement)
- Bus Interchange & Temporary Park & Ride Parking
- Bus / Light Rail - Transit Street
- Transit Stop (indicative)
- Walkable Catchment 400m
- Walkable Catchment 800m
- Main Street (potentially pedestrianised)
- Priority Pedestrian Route (potential for Main Street extension - long-term consideration subject to investigation)

**Access (As Per ASP68)**

- Left in/Left out
- Full Movement T-Intersection
- Controlled Access (Ultimate)
- Roundabout

**Community**

- Primary School
- Town square / Open Space Locations (subject to refinement)
- Hospital
- Sports Stadium
- Tertiary Education

**Built Form**

- Landmark Built Form Element
- Preferred Major Parking Facility (indicative)

*Note: The area is identified as a habitat area for the Carnaby's black cockatoo which is listed as an endangered species under the Environmental Protection and Biodiversity Conservation Act 1999. Referral to the Federal Department of the Environment and Energy, in accordance with this Act, may be required*

**FIGURE 13: ACTIVITY CENTRE PLAN**

4.1.2 Plan Overview

The Plan takes many of its core structuring elements from the prior work undertaken in the planning of the area. Its boundaries, road access, rail alignment, floor space objectives, density targets, key land uses and community facilities have been defined to a large degree by the existing DSP and YCLSP. The ACP is therefore focused on refinement and delivery of these elements.

The Yanchep City Rail Station is located within the heart of the City Centre, maximising the access it provides both to and from the Centre via walk on, bus and park and ride. The rail line and station are both proposed to be subterranean with a 'cap' to connect to and integrate with the City Centre. Landscaping of much of the rail line as a linear central park (somewhat similar to an at-grade 'High Line' parkway) is proposed and could ultimately incorporate some built form.

A fixed route public transport link, potentially light rail, connects with the rail station and proposed bus interchange to create a central transit node. Both buses and the transport link connect the City Centre with its broader catchment. The fixed route is defined through the Centre on a generally north-south alignment servicing sub-precincts within the Centre before extending out to connect with the planned Enterprise Park to the south, and mixed use transit corridor extending through the area to the north, in accordance with the DSP

The ACP specifies higher order streets, and provides additional guidance on structuring elements through the plan text which specifies, amongst other things, a maximum 180m street block length consistent with SPP4.2 and LPP3.2. This ensures provision of a robust, functional and interconnected street network whilst allowing precise street block delineation to be formulated as part of more detailed planning and subdivision when further detail on development requirements for each should be available.

The Part 1 Structure Plan map designates four broad land use precincts, each with slightly differing roles, foci and standards. These include:

1. City Centre Core, around the rail station and transport interchange;
2. Business, Mixed Use and Education, abutting the Core to north, south and west;
3. Sports and Health within the east of the Centre; and
4. Service Commercial along the northern boundary.


**FIGURE 14: INDICATIVE DEVELOPMENT CONCEPT - ULTIMATE**

The boundaries of the Precincts are not, however, intended to be rigid, or land use variation very strongly marked between precincts. Rather the precincts are intended to assist in defining the core principles of:

- Consolidation and concentration of more intensive development and retail-based land uses within the City Centre Core, centring around an open-air main street / mall connecting to the railway station;
- A gradual transition in intensity from the Core through adjoining Business / Mixed Use areas;
- Location of larger format uses such as the proposed sports arena, hospitals and associated uses east of the rail within a discrete area; and
- Location of more car-based service commercial uses, not appropriate within the Core, on the periphery of the Centre, on the northern boundary.

The ACP promotes clustering of industry groups (such as retail uses within Precinct 1, health-based services within Precinct 3, and education facilities within Precinct 2) in order to encourage synergies between uses. Overall however, considerable land use flexibility is provided to encourage the development of the Centre as a genuinely mixed use environment with a diverse range of businesses and services intermixed with high density residential.

Figure 14 illustrates one possible manner in which the Centre might develop in accordance with the principles and requirements of the ACP at ultimate development.

### 4.1.3 Approach

Part 1 of the ACP outlines a range of general objectives and requirements to guide decision-making across the Centre supported by more detailed precinct-specific guidance and development standards on key issues. It also provides the option of preparation and application of more detailed Local Development Plans to provide an additional level of detail on the physical delivery of the Centre to enable implementation to occur with the appropriate level of guidance at the appropriate juncture. Key structural elements and design requirements have been defined within the Structure Plan along with a detailed series of objectives which essentially act as performance controls or guiding principles to ensure appropriate development. These controls act in concert with any approved LDPs to layer detail onto the ACP at the appropriate time, and ensure that coordination across blocks and sites is achieved, from basic form and urban structure (controlled through the ACP) to service access and site levels (LDP considerations). There is also capacity for fine grain design details to be elaborated on in Design Guidelines and centre-wide strategies (such as a Streetscape Strategy) which address specific character requirements. This layering approach is consistent with that taken within successful redevelopment projects across the metropolitan area and ensures that key considerations are secured through the higher order document, with implementation detail cascading down through a robust and integrated hierarchy.







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## 4.2 Land Use

The mixing of land uses is actively promoted within the Centre to cater for the wide range of services and uses appropriate to the highest order centre. The gradual evolution and intensification of the Centre over time, and the regular change in land use mix within buildings and precincts is also anticipated as part of the natural growth and life of a contemporary city centre.

### 4.2.1 Land Use Precincts

Whilst considerable flexibility on land use is provided across the Centre, the clustering and concentration of particular categories is anticipated within each of the four precincts.

*City Centre Core*

The City Centre Core is at the heart of the Centre, well serviced by higher order streets leading into and through the Centre as well as both the Yanchep City Rail Station and proposed fixed route / light rail service. Retail uses will concentrate within this area.

This precinct is also anticipated to accommodate a wide range of other commercial uses including offices, as well as catering for high density multiple dwellings.

*Mixed Use, Business and Education*

The Mixed Use, Business and Education precinct will provide a transition from the intensity of the Core outwards. It is expected to accommodate a significantly lower proportion of retail than the core area, and conversely, a higher proportion of residential development. It incorporates a street-based university and TAFE precinct (most likely in the south) as per the DSP.

The potential for synergies between tertiary education and the Enterprise Park to the south have previously been documented. Integration of shared-use regional community facilities identified in the YCLSP Community Needs Assessment including a library, performing arts centre and aquatic centre within the university quarter has also been proposed.

*Sports and Health Precinct*

Health related uses including the anticipated public and private hospitals as well as the proposed regional sports arena are provided for within the Sports and Health precinct east of the railway. The ACP enables co-location of medical uses, and provision of adequate space for the larger (8-12ha) footprints these uses require. Incorporation of mixed use business and residential within this precinct is also promoted to integrate these uses into the fabric of the Centre, and maximise land use diversity throughout.

Previous consultation with the Department of Health has confirmed the intention for a district hospital to be ultimately located in the City Centre.

*Service Commercial*

A strip of service commercial is proposed along Toreopango Avenue to cater for lower intensity, car based uses which are better located out of the centre core, and have perhaps lesser capacity (or likelihood) to integrate with non-car based travel. These include showrooms, trade centres and drive-through food outlets. This approach is entirely consistent with SPP4.2.

**Table 2: Employment Floorspace Estimate by Precinct and Available Plot Ratio Area**

| Precinct | Gross Area (ha) | Developable Area (based on Indicative Development Concept) (ha) | Proposed Plot Ratio Limit | Available Plot Ratio Floorspace ($m^2$) | Employment Site Area Calculated by Employment Strategy ($m^2$) | Balance Plot Ratio Floorspace Available ($m^2$) |
|---|---|---|---|---|---|---|
| 1 | 24.3 | 15.79 | 3:1 | 473,700 | 168,251 | 305,449 |
| 2 | 42.6 | 30.61 | 2:1 | 612,200 | 290,585 | 321,615 |
| 3 | 29.1 | 20.92 | 1.5:1 | 313,800 | 163,575 | 150,225 |
| 4 | 5.3 | 4.5 | 0.75:1 | 33,750 | 43,071 | 0 |
| Total | | | | 1,433,450 | 665,482 | 777,289 |

4.2.2 Floorspace Estimates and Precinct Areas

The Employment Strategy appended to the ACP/ACSP considers the floorspace requirements to achieve the 15,000 jobs required under the Yanchep Two Rocks DSP. The calculation of this inevitably involves a number of assumptions and is documents within the Strategy. Appendix 1 to the strategy includes a series of tables which document:

1. DSP population projections (creating catchment for the Centre);
2. DSP employment projections;
3. Assumed jobs by PLUC within the City Centre;
4. Estimated floorspace for jobs by PLUC within the City Centre;
5. Indicative Land Area Requirements by PLUC assuming a certain proportion of site cover
6. An estimate of job split by Precinct; and
7. A comparison of land area requirement to accommodate jobs with the size of each precinct shown on the ACP/ACP plan.

It is this last table which confirms that the area required to accommodate the ultimately required 15,000 jobs is available within the City centre and that both the City Centre area and the Precinct sizes are consequently appropriate and able to accommodate this DSP requirement.

You will note that in terms of Land Area Requirements, the Strategy takes a reasonably conservative approach assuming between 40 and 60% site cover for most PLUC with Office and Business uses and Accommodation assuming 150% and 200% site cover respectively (i.e. requiring multistorey to accommodate ultimate – 50 years + - requirements).

Overall the commercial floorspace required to accommodate the employment requirements is estimated to be 459,816m². As the Council provides for approximately 71.82ha of developable land, it is easy to see that sufficient land would remain available to accommodate the required residential yield, even at plot ration of 1:1. The plot ratio controls provided in the ACP potentially yield the gross floorpsace shown in Table 2 (roughly extrapolated).

If we assume that the 3,650 dwelling units estimated by the ACP/ ACSP (which exceed the target set by the DSP) average 80m² in PR size each, these will require 292,000m² of PR floorspace.

To note that the floorspace estimates inevitably need to make a series of assumptions about what employment might make up the required 15,000 jobs, and how these will locate, and obviously the residential floorspace estimate assumes an average size which might vary. However, the exercise clearly demonstrates that sufficient land is available to accommodate both the stipulated minimum jobs and residential necessary to deliver the DSP outcomes, and achieve a diverse range of land uses within a genuinely mixed use environment, and that precinct sizes and allocations accommodate this.

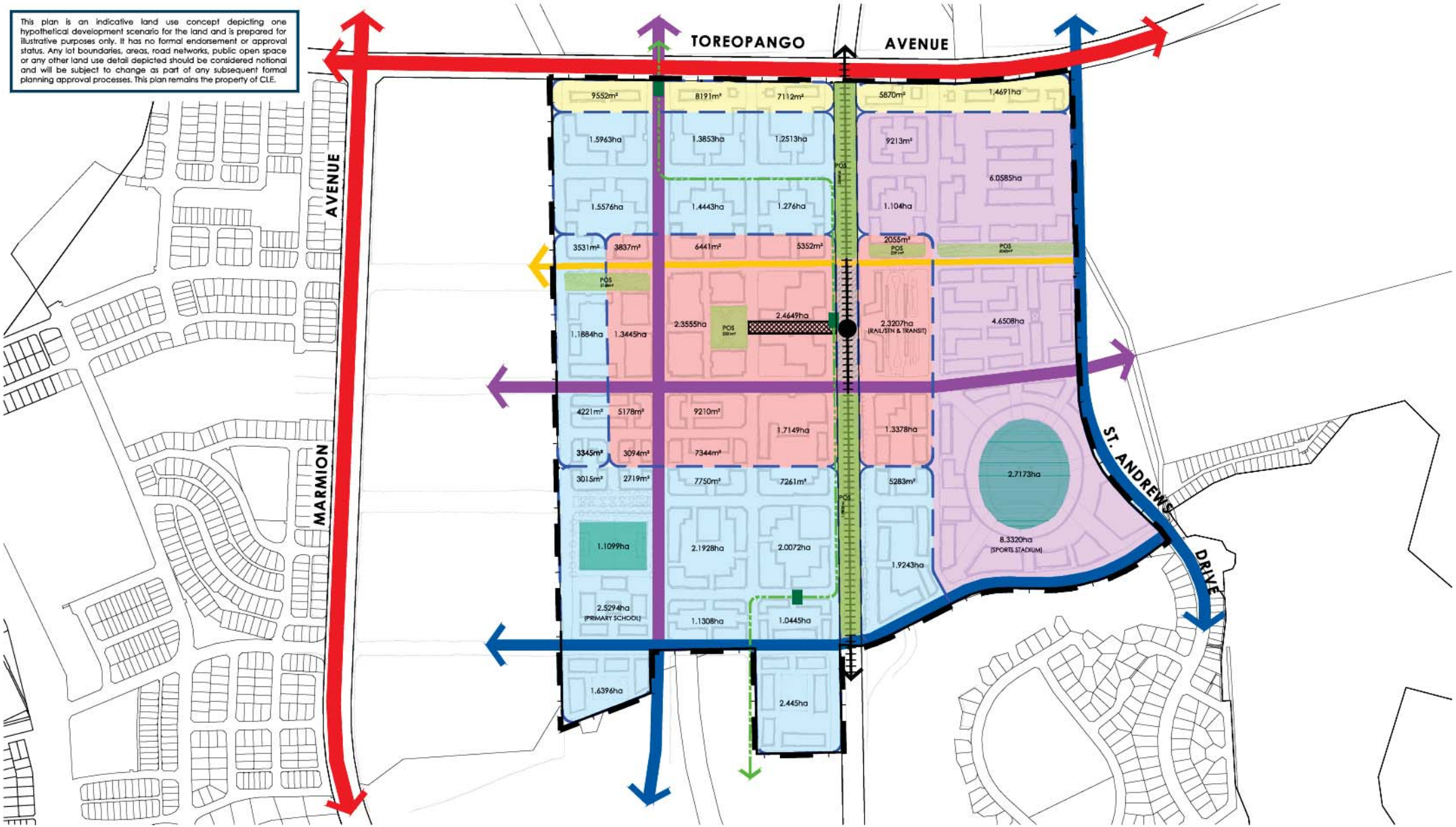


**FIGURE 15: PROPOSED PRECINCT / LAND USE PLAN**

### 4.3 Residential

Residential development is regarded as a critical component of a thriving city centre in order to establish a permanent presence and sense of 'life' and ownership within it. A residential population also contributes to the viability of the Centre by providing immediate catchment to commercial operations and services, as well as providing further patronage for key infrastructure (including public transport) and amenities offered within the Centre. Inclusion of a component of residential uses within the Centre also maximises public access to amenities and enables a diversity of housing choice available within the broader area.

The DSP and YCLSP set a minimum density target of 50 dwellings per site hectare within the 400m catchment of the railway station, which was roughly calculated to equate to 3000 dwellings. Review of this target against the current Development Concept suggests potential for a slightly higher yield of potentially 3650 dwellings. The density target stipulated within YCLSP has been reflected and included within this Structure Plan.

Multiple dwellings are permitted throughout the Centre (excepting the Service Commercial precinct) with concentrations expected to be highest within the Mixed Use precinct. Active ground floor uses are promoted within Precinct 1, particularly in proximity to the station, with ground floor residential uses within this and other precincts required to include design features facilitating retrofit to commercial in the longer term once commercial viability is established.




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### 4.4 Built Form Principles

The Centre Concept is main street based. Front setbacks have been minimised throughout the Centre Core, Mixed Use and Sports and Health precincts with active street frontage promoted. In the small Service Commercial precinct along Toreopango Drive more flexible provision has been made for car parking within the front setback in recognition of the trading requirements of this type of development, and the character of Torepango Drive, as a higher order vehicle route.

Buildings are required to provide their principal pedestrian access from the street, with parking and access coordinated between buildings in accordance with an approved strategy.

High proportions of glazing are required to ground floor building frontages to promote activation and surveillance of the street, with continuous building frontage promoted and required along the main street.

A minimum two storey building height is required along the main street to achieve an urban character on this key street from inception. No maximum building height has been imposed.

Plot ratio controls are proposed to regulate the provision of floorspace across the centre and promote most intensive development within the centre Core. The plot ratio controls for the various precincts included in Part 1 will enable the floorspace targets stipulated in the DSP to be met but should be subject to periodic review to ensure that they keep pace with the market and promote investment and renewal.

The delivery of built form objectives can be further controlled through Local Development Plans, which will be required to both comply with the higher level built form direction provided by the ACP and to elaborate on the detail to ensure a fully integrated outcome. Delivery of ACP objectives will be defined even further through individual Development Applications within which detail of architectural character and site-specific building operation and initiatives will be delivered.

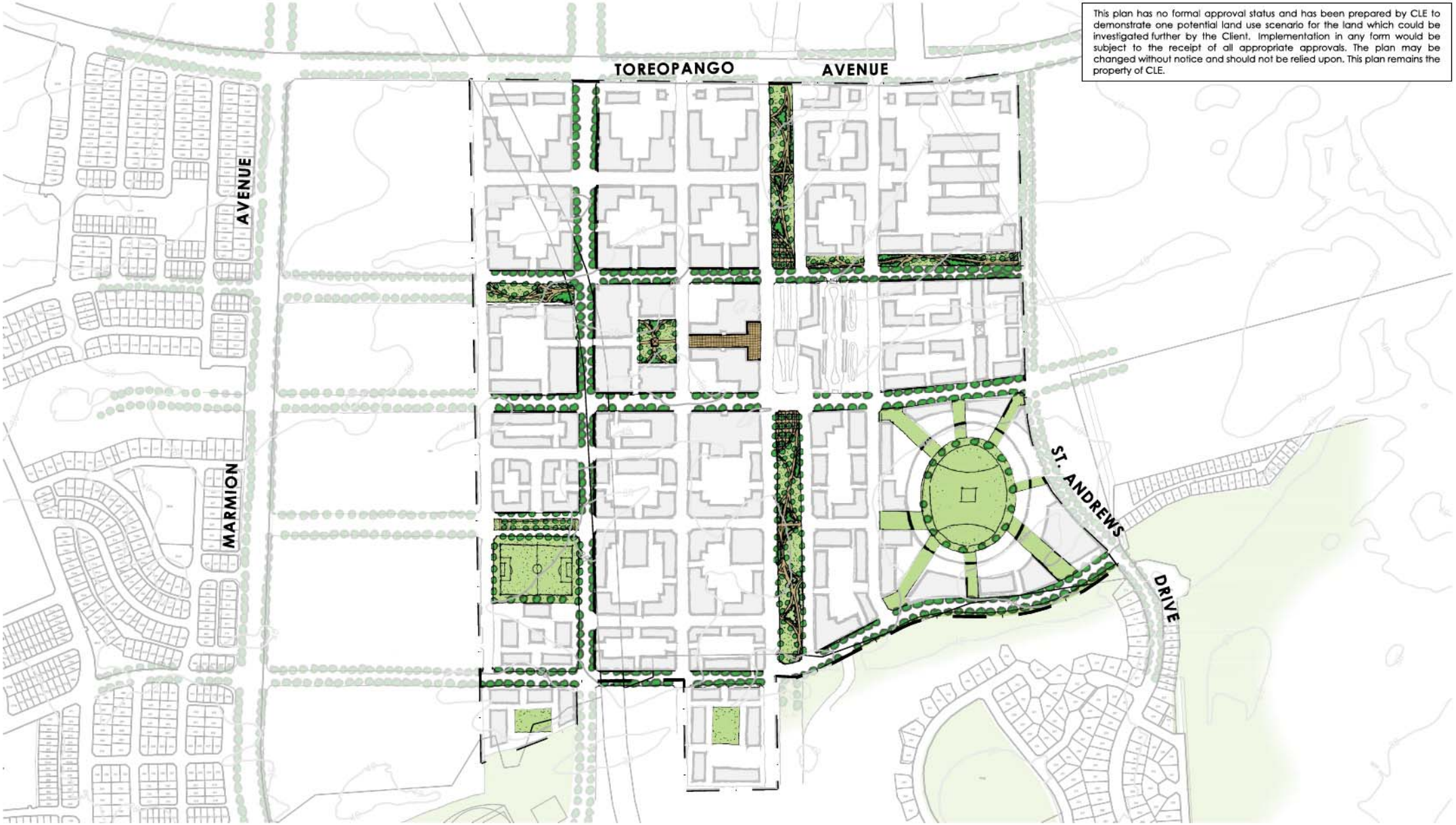



**FIGURE 16: OPEN AND CIVIC SPACES**

## 4.5 Open and Civic Spaces

Public and civic spaces (both public and private) are critical elements to creating an enjoyable and amenable city centre environment. These collectively provide spaces of interest in which to relax, explore, recreate and / or 'escape', and also provide 'green relief' within the built up environment. Public spaces can accommodate formal and informal activities including markets, performance spaces, al fresco dining, entertainment and sports, and can operate at a range of scales.

As intensity of use and activity is a critical element of the City Centre, well linked and intimate spaces are important. Public open space provision across the YCLSP area has been specified at 10%, with the City Centre area providing a proportion of this. This is specified within the ACP to be a minimum of 5% of the ACP area, with a strong emphasis on the quality of spaces created. The complementary roles that different spaces can play in achieving open space objectives should also be recognised as well as acknowledging the role and value of privately provided open spaces.

A range of public open and civic spaces are proposed within the Centre including:

- A central park or square within the City Centre Core;
- The linear open space above the rail corridor;
- The oval associated with the primary school, which should be accessible to the public outside of school hours;
- The sporting arena, which should similarly be accessible when not in use, and will also incorporate a range of civic spaces and forecourts around it;
- Streetscapes and linear parks along these; and
- A series of smaller local parks and civic spaces (both public and private).

These spaces accommodate a range of users and demands including:

- Local residents;
- Business employees (eg on lunch breaks, or after work);
- Visitors to the Centre, exploring the centre, or taking a break from their shopping or business;
- Recreational visitors seeking to attend specific events within open space within the Centre;
- University, TAFE and school students; and
- Commuters travelling along the Principal Shared Path abutting the central open space spine.

**Table 3: Public Open Space Typologies and Design Principles**

| Open Space Typology | Design Principles |
|---|---|
| Streetscapes | • Fulfilling all functional pedestrian, cycle, rail and traffic movement.<br>• Encouraging social mixing and interaction.<br>• Catering for and encouraging after hours use and vibrancy.<br>• Maximizing interface and interaction with the built form edge.<br>• Creating a safe and secure public environment.<br>• Encouraging the creation of shared space which blurs public and private boundaries. |
| City Square | • Be centrally located to the city centre.<br>• Be easily and visibly connected to surrounding streetscapes and built form.<br>• Be Suitably sized to efficiently cater for the local population's expectations.<br>• Contain areas suitable for multiple public uses.<br>• Be attractive, safe, secure and comfortable in its scale, design and content.<br>• Have capacity to allow a variety of permanent and temporary built form and pop up service options. |
| Local and Linear Parks | • Open space distribution that is relatively regularly spaced through the city centre.<br>• Cater for a variety of ages and user groups.<br>• Provide interest and engagement to the public.<br>• Provide aesthetic and environmental relief to the surrounding urban form.<br>• Provide a range of facilities that cater for distinct users. |
| Arena Open Space | • Be suitably and visibly located near supporting transport infrastructure.<br>• Be located close to a variety of public transport.<br>• Be highly visible as a landmark open space within the city centre's urban fabric.<br>• Be architecturally appropriate it its design and proportions. |
| Primary School Open Space | • Be accessible to the public outside of education hours.<br>• Cater for a range of agreed formalized sports where possible<br>• Manage a variety of sports seasonally across the year.<br>• Have shared management and cost structure divided between the education provider and the relevant public authority.<br>• Ideally be centrally located and within a standard walkable catchment |
| Temporary Uses | • Use of available private or public land within the landowners consent at the operators risk.<br>• Focus on the creation of temporary facilities that are currently deficient from the city centre.<br>• Elements are ideally to be socially inclusive to engage the broader community.<br>• Elements are ideally complimentary to other existing or proposed future uses.<br>• Elements are to be highly visible and transparent from surrounding areas.<br>• The effects of temporary noise, lighting and parking are to be considered regarding any negative effect on adjacent land uses. |

Whilst a number of these spaces are nominated on the Centre Plan and ensure that all sites within the ACP area are within walking distance of POS, the details of open space areas are to be determined as planning progresses and context is defined in greater detail. To assist within this process and the detailed planning of public spaces, an Open Space Strategy has been prepared for the Centre (refer Appendix 7) which outlines the hierarchy, role and design considerations for these, as well as providing illustrative examples of these open space types. This specifies a series of Open Space Typologies, each with Guiding Principles, Possible Design Content as shown in Table 3.

**Table 4: Public Open Space Schedule** (all areas are in hectares)

| Item | Area | % of Site Area | POS Type | POS Function |
|---|---|---|---|---|
| Site Area | 106.00 | | | |
| Less Exclusions & Deductions | | | | |
| Rail Station | 0.20 | | | |
| Toreopango Ave Widening | 0.85 | | | |
| Transport Interchange | 2.32 | | | |
| Primary School | 3.64 | | | |
| TOTAL DEDUCTIONS | 7.01 | | | |
| Gross Subdivisible Area | 98.99 | | | |
| | | | | |
| Public Open Space @ 10% (conventional residential standard) | 9.90 | 10 | | |
| May Comprise: | | | | |
| Min 80% unrestricted POS | 7.92 | | | |
| Max 20% restricted POS | 1.98 | | | |
| Public Open Space @ 5% (as per ACP standard) | 4.95 | 5 | | |
| May Comprise: | | | | |
| Min 80% unrestricted POS | 3.96 | | | |
| Max 20% restricted POS | 0.99 | | | |
| Public Open Space Proposed | | | | |
| Rail Park North | 1.34 | | Neighbourhood | Passive/Recreation |
| Rail Park South | 1.85 | | Neighbourhood | Passive/Recreation |
| Town Square | 0.53 | | Neighbourhood | Civic/Community |
| Stadium Oval | 2.72 | | District | Active/Sports |
| Shared School Oval | 1.11 | | Neighbourhood | Active/Sports |
| Linear Open Space | 1.89 | | Local | Passive/Recreation |
| Streetscapes | | | | |
| Other | | | | |
| TOTAL POS PROPOSED (ha) | 9.43 | 9.53 | | |
| Surplus | 1.91 | | | |

Whilst details of public open space provision and credit will be determined at subdivision, key elements are notionally illustrated on Plan 1, and Table 4 provides a breakdown of key open spaces shown within the Development Concept. This demonstrates how the 5% minimum requirement proposed for the YCC could be achieved, and an indication of their function (recognising that the conventional POS Classifications are not perfectly applicable to a City Centre environment).

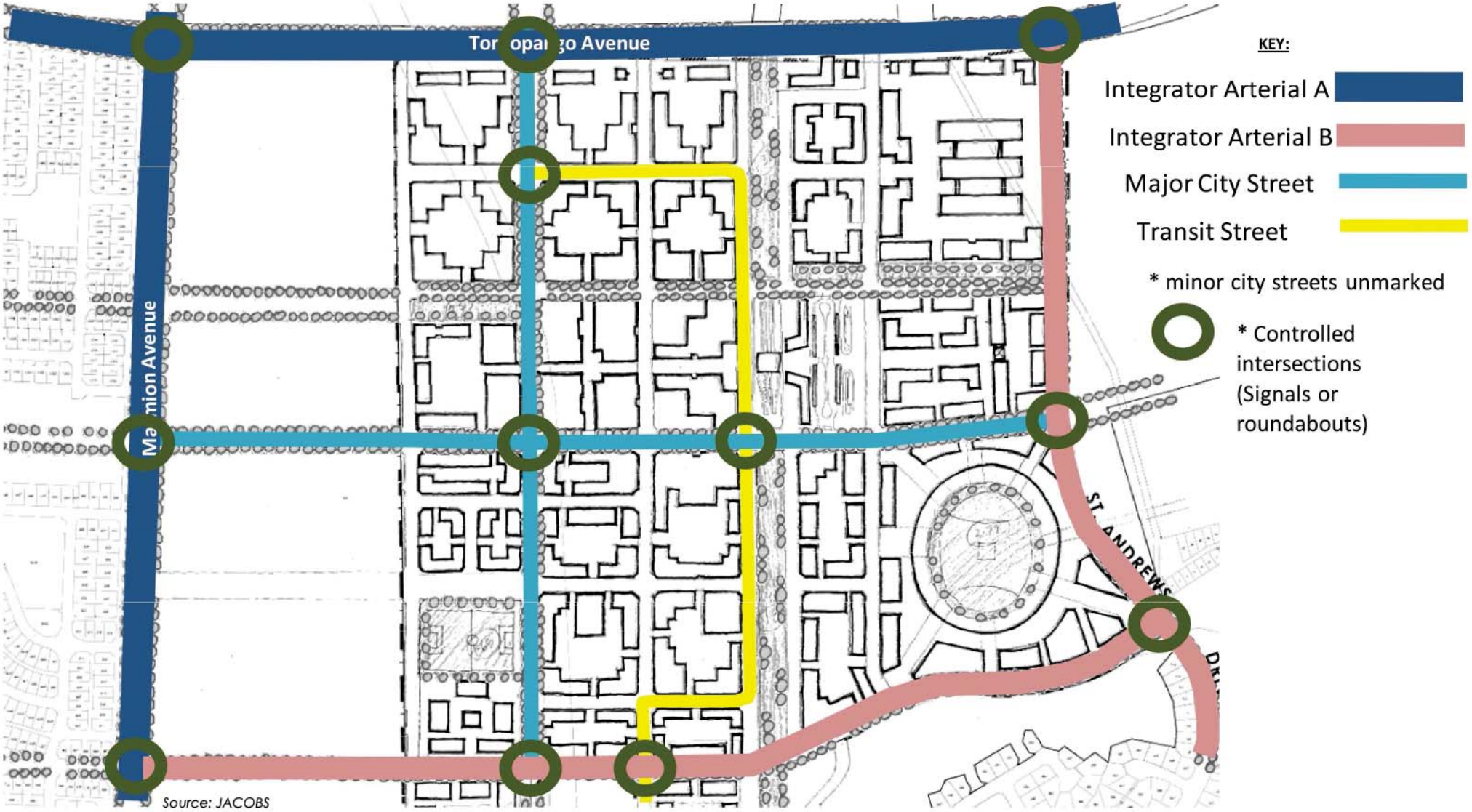



**FIGURE 17: STREET HIERARCHY**

### 4.6 Movement Network and Streetscapes

An integrated transport strategy has been prepared for the Centre by Jacobs - refer Appendix 10. The Strategy:

- Outlines national and international trends in travel within cities;
- Defines assumptions based on these trends incorporated in transport modelling;
- Summarises modelled travel demand by both volume and mode share, over both the medium and longer term;
- Proposes a street hierarchy, networks and facilities for different modes and a series of street sections to reflect these; and
- Provides the framework and principals on which the required Centre Parking Strategy is to be based.

The Strategy demonstrates that the road network and urban form is capable of supporting the traffic volumes forecast at ultimate development, and optimising use of alternative transport modes.

In summary, the Transport Strategy recommends that:

- An interconnected network of streets consistent with that illustrated within the ACP be provided to maximise route choice and spread traffic load;
- Intersection controls (in the form of traffic lights) internal to the Centre can be limited to three intersections, located on the higher order Major City Streets (refer Figure 17) with Give Way or Stop sign control appropriate to others;
- Parking should be coordinated across the City Centre through a detailed Parking Strategy to maximise efficiency of use, appropriate placement, management and operation in keeping with the broader principles applicable to the Centre. Site-by-site provision in the traditional approach is not appropriate;
- On-street parking be provided on most streets to maximise accessibility and provide side friction to traffic;
- Public transport be provided for in the form of the rail line and station, proposed light rail link and bus routes. These will interconnect at a central transit node provided at the railway station;
- 'Copenhagen-style' cycle lanes on the kerb be provided on designated streets (Major City Streets and above) to provide convenient, direct and accessible cycling whilst minimising conflict with both pedestrians and vehicles. Extension of the Principal Shared Path along the rail alignment and through the Centre will also provide for regional movement to and through the Centre;

- Wide footpaths are proposed on both sides of most streets to accommodate high volumes of pedestrian movement, provide comfort, and adequate width for shade trees;
- Street sections and layouts will be tailored to the demands on each road, balancing traffic with urban design considerations. Indicative sections for many street types provided in Appendix 11, including options to illustrate how these will vary at specific locations to provide for bus and transit stops, and at intersections.

The Strategy is strongly focused on provision of more balanced transport usage in line with the direction of the DSP, and therefore seeks to ensure full integration of the various modes.

Key street sections are provided at Figures 19, 20, 21 and 22. These illustrate how anticipated traffic volumes can be accommodated on the Major City Streets including those also accommodating light rail and the Transit streets abutting the railway station, whilst making generous provision for pedestrians and cyclists within an urban environment. Whilst adequate widths are necessary to future proof the centre against ultimate volumes and demand anticipated, excessive width which divorces opposing sides of the street is undesirable and have been avoided.

The central Main Street is another key street, playing an important role not only in providing a strong connection to the rail station and accommodating movement through Precinct 1, but in providing a focus for retail activity and leisure, and acting as quality public space. The proposed section for this street is provided in Figure 23 which accommodates:

- 2 x 3m traffic lanes, one in either direction;
- 2 x 4.5m – 7m verges, one on either side, accommodating generous footpaths, al fresco areas, services and street trees; and
- Embayed street parking.

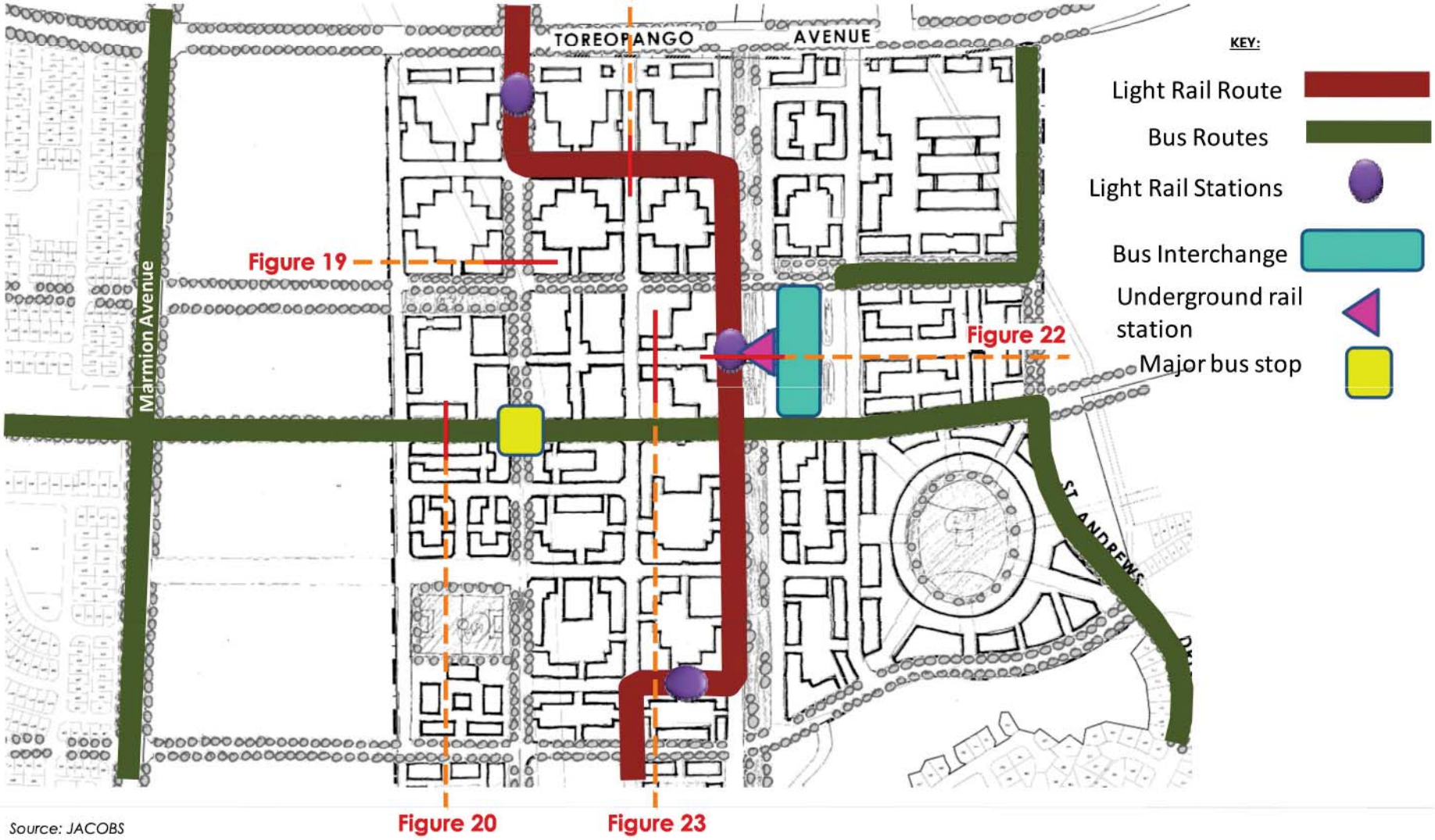
Opportunities exist for temporary closure of the traffic lanes along the main street to accommodate street festivals and events and, in the longer term, when foot traffic is sufficiently high, the opportunity exists to fully pedestrianise the main street, whilst still accommodating projected traffic demand on parallel streets.

### 4.6.1 Road Hierarchy and Traffic Volumes

To ensure robustness, the Strategy takes a conservative approach to ensure that sufficient road capacity is available to accommodate ultimate volumes. The proposed City street hierarchy is outlined of Figure 17. A series of street sections illustrating one potential layout is provided at Appendix 9.

The Strategy concludes the following key points:

- There could be up to 180,000 trips to and from the Yanchep City Centre and immediately surrounding areas at ultimate development (2050+);
- Between 50,000 and 60,000 of these trips are expected to be by a car driver which could result in peak car travel of about 5000 vehicles per hour;
- Daily travel by other modes has been estimated to include:
  - 22,000 trips by car passenger;
  - 40,000 by public transport;
  - 45,000 by foot; and
  - 16,000 by cycle.
- With the exception of Marmion Avenue (which is outside the Centre Structure Plan area) and Toreopango Drive, all roads are anticipated to carry traffic volumes of less than 15,000vpd;
- These volumes of traffic can be accommodated within one vehicle lane travelling in either direction, facilitating more pedestrian friendly streets.




Source: JACOBS

**FIGURE 18: STREET SECTION REFERENCE PLAN**

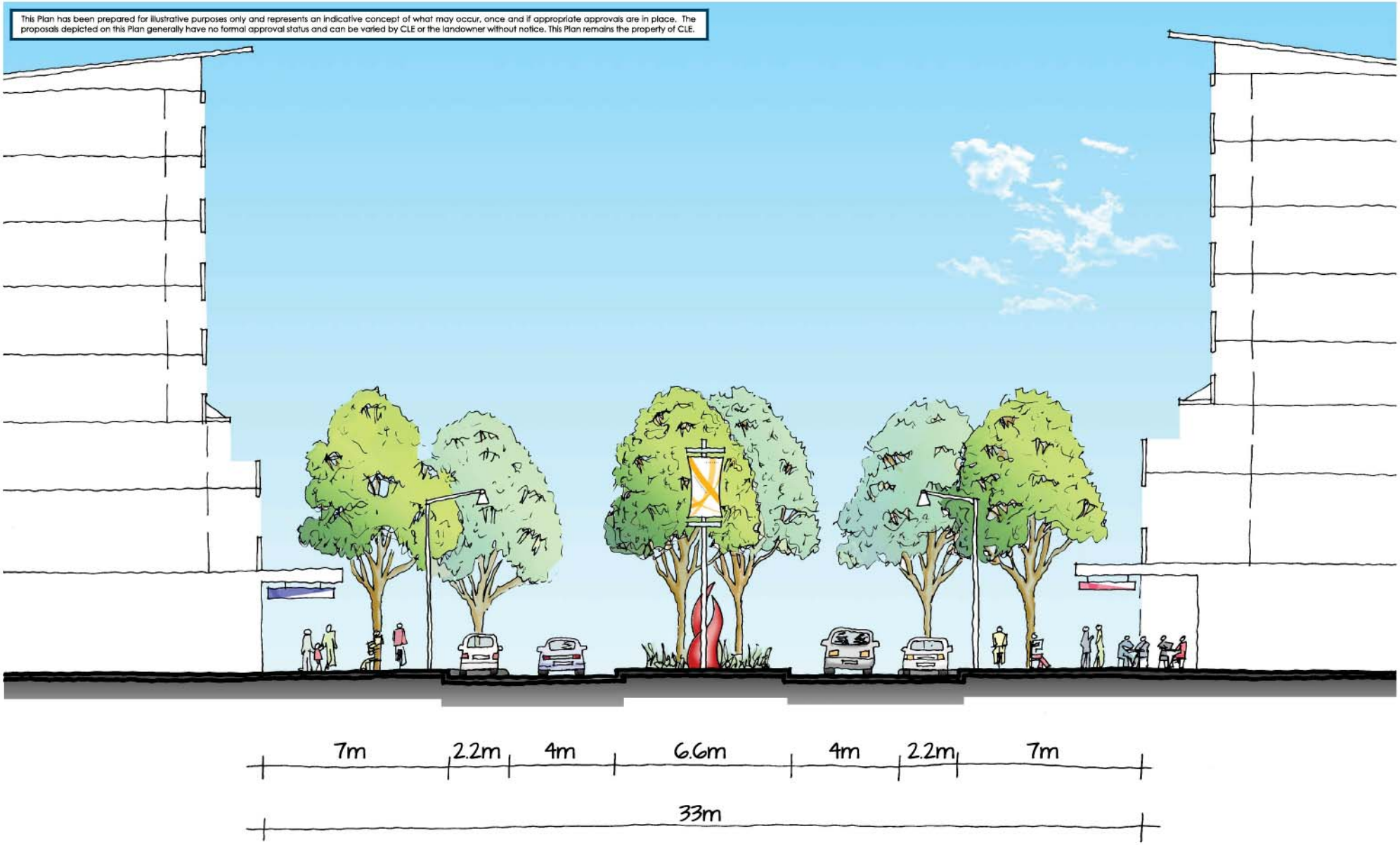



**FIGURE 19: MAJOR NORTH-SOUTH CITY STREET WITH NO LIGHT RAIL CROSS SECTION**

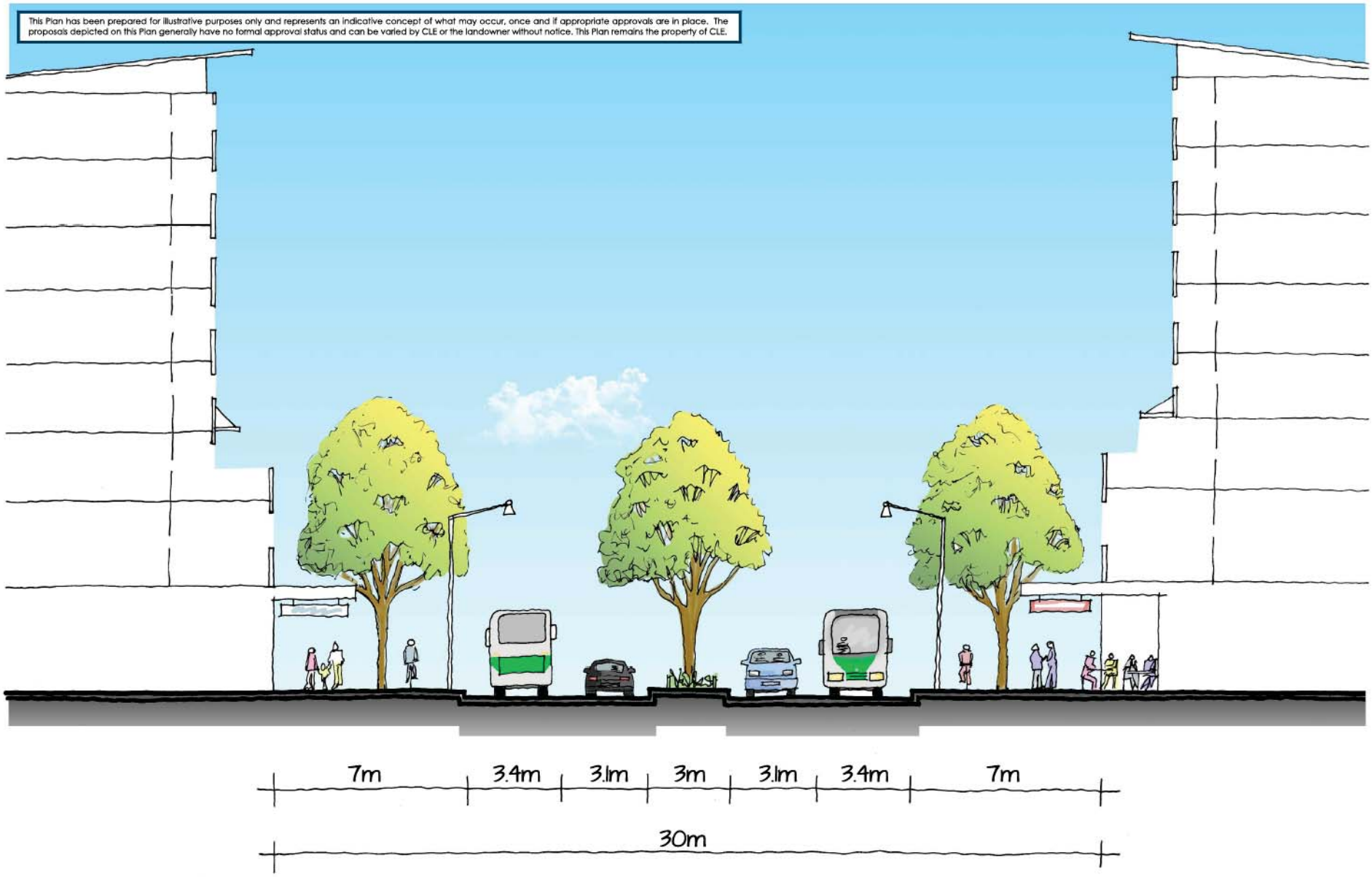



**FIGURE 20: EAST-WEST MAJOR CITY STREET CROSS SECTION**

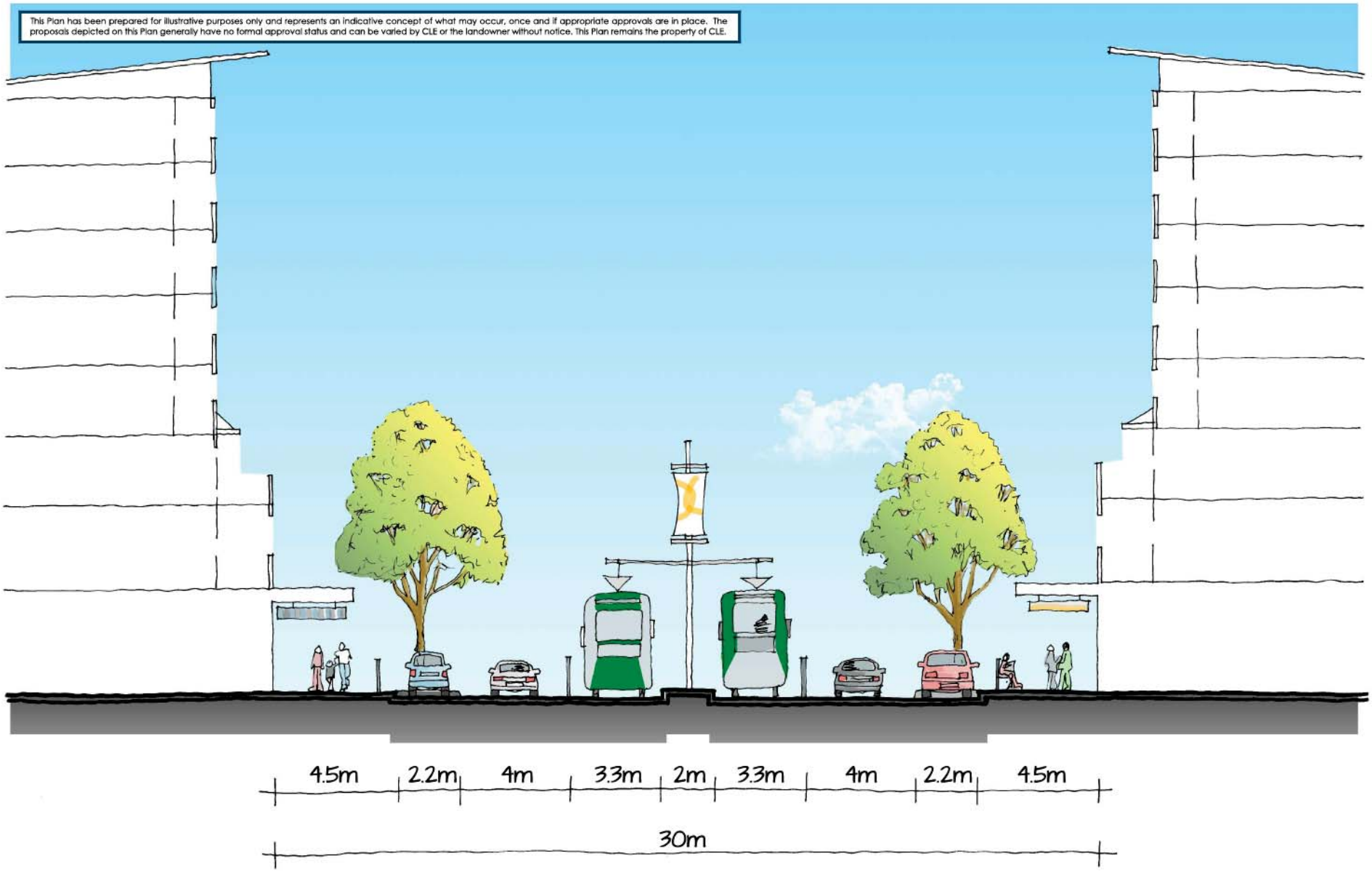



**FIGURE 21: EAST-WEST TRANSIT STREET CROSS SECTION**

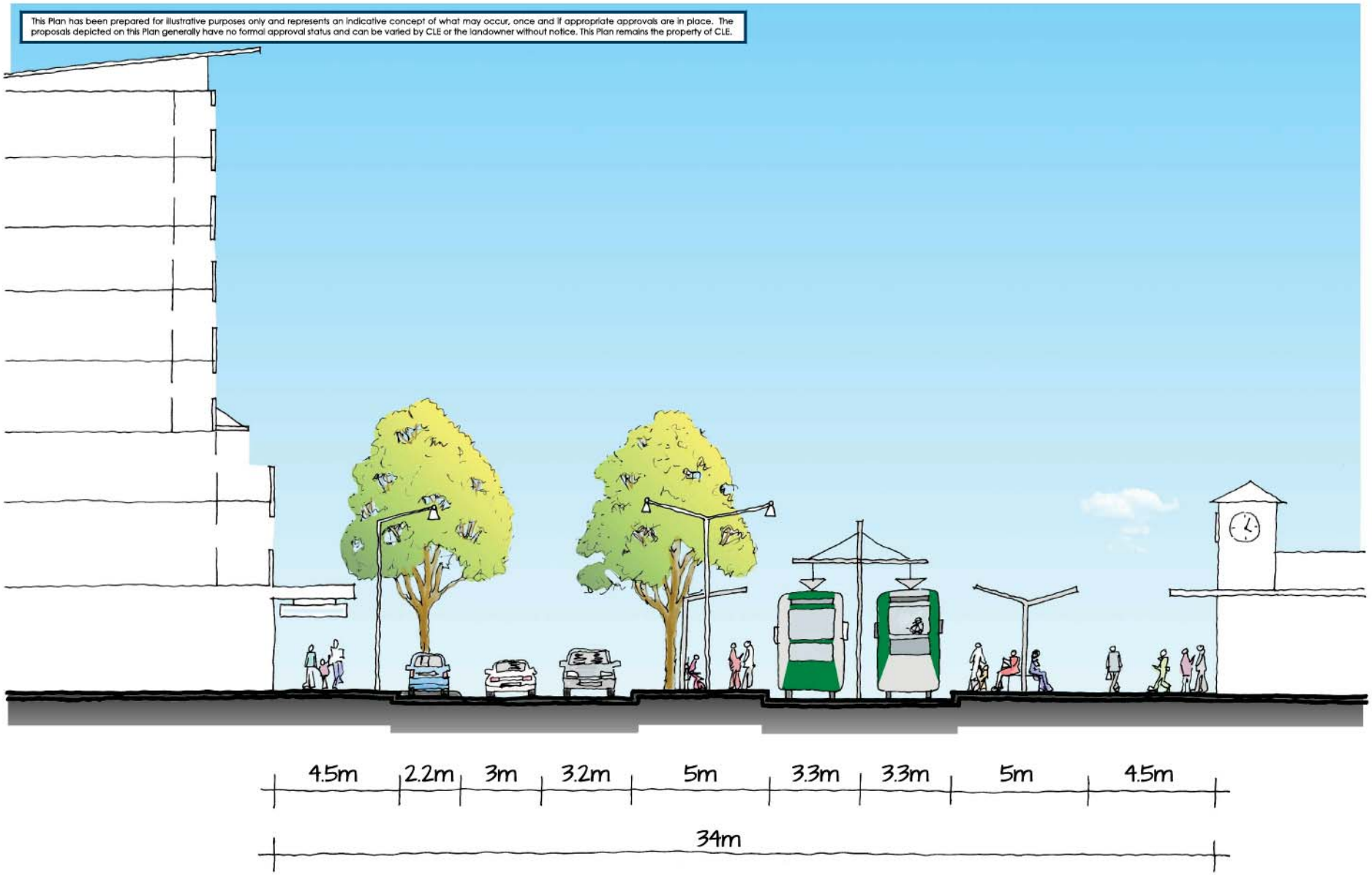



**FIGURE 22: TRANSIT STREET ABUTTING RAILWAY STATION CROSS SECTION**

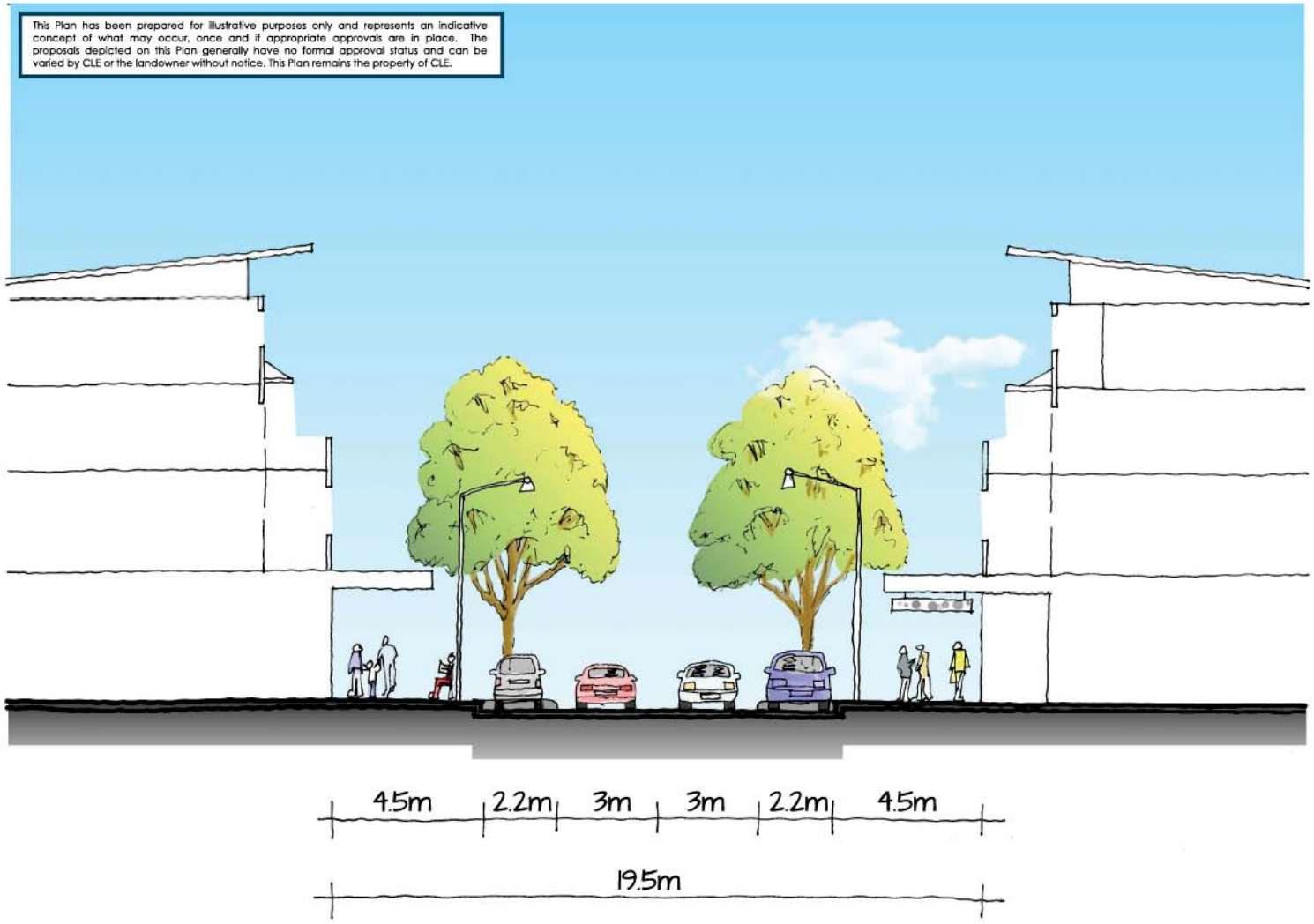
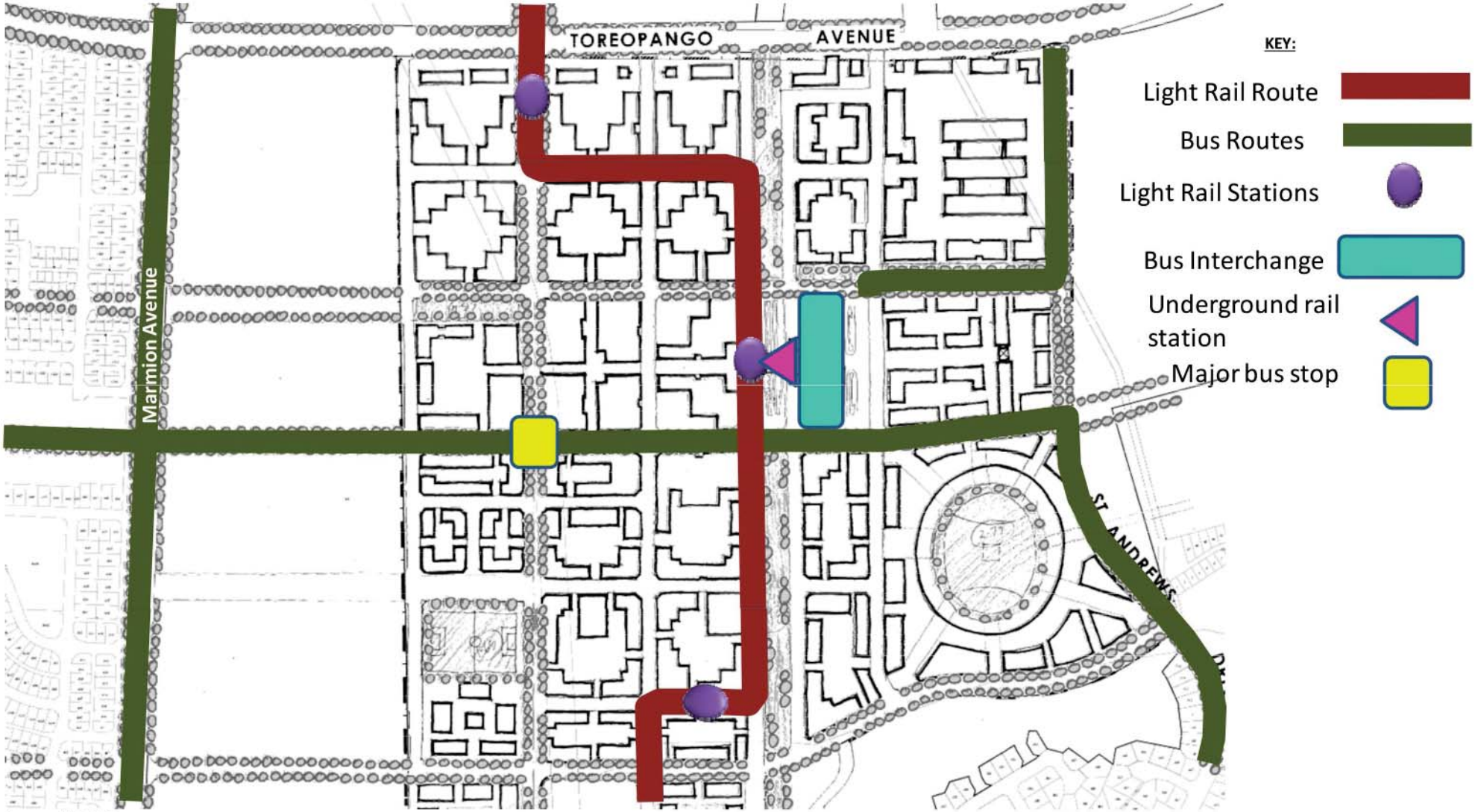



**FIGURE 23: MAIN STREET CROSS SECTION**




Source: JACOBS

**FIGURE 24: PUBLIC TRANSPORT ROUTE**

### 4.6.2 Public Transport

The ACP will facilitate multiple modes of public transport, including heavy (passenger) rail, light rail, and feeder bus services. The Yanchep City rail station will serve as a multi-modal transit node, providing a centralised hub for the transfer of passengers from one mode to another, as well as a key gateway to the City Centre. Further detail on each of the proposed public transport modes is outlined below.

*Passenger Rail*

Extension of the existing passenger rail service and construction of the Yanchep City Station is anticipated to occur within the medium term - between 2020 and 2031 but is as yet unfunded. Recent advice from Department of Transport suggests that a 2025-2031 date is more probable than 2020. Early provision of the rail is critical to supporting the establishment of the Centre and realisation of DSP targets, especially employment self-sufficiency. The station provides an anchor point to the Centre, as well as critical infrastructure to attract businesses to the area. The rail and station will also attract a wide range of visitors, initially in the form of commuters, as well as a service to the growing residential catchment. Initially, use is likely to be skewed towards commuters leaving the Centre to access employment however, as employment and services within the Centre grow, the balance will be reversed.

The placement of the rail underground avoids the constraint to movement that the line could otherwise create across the Centre, and will limit acoustic impact on nearby sensitive land uses. The rail corridor can then be used as parkway and cycle linkage.

*Light Rail*

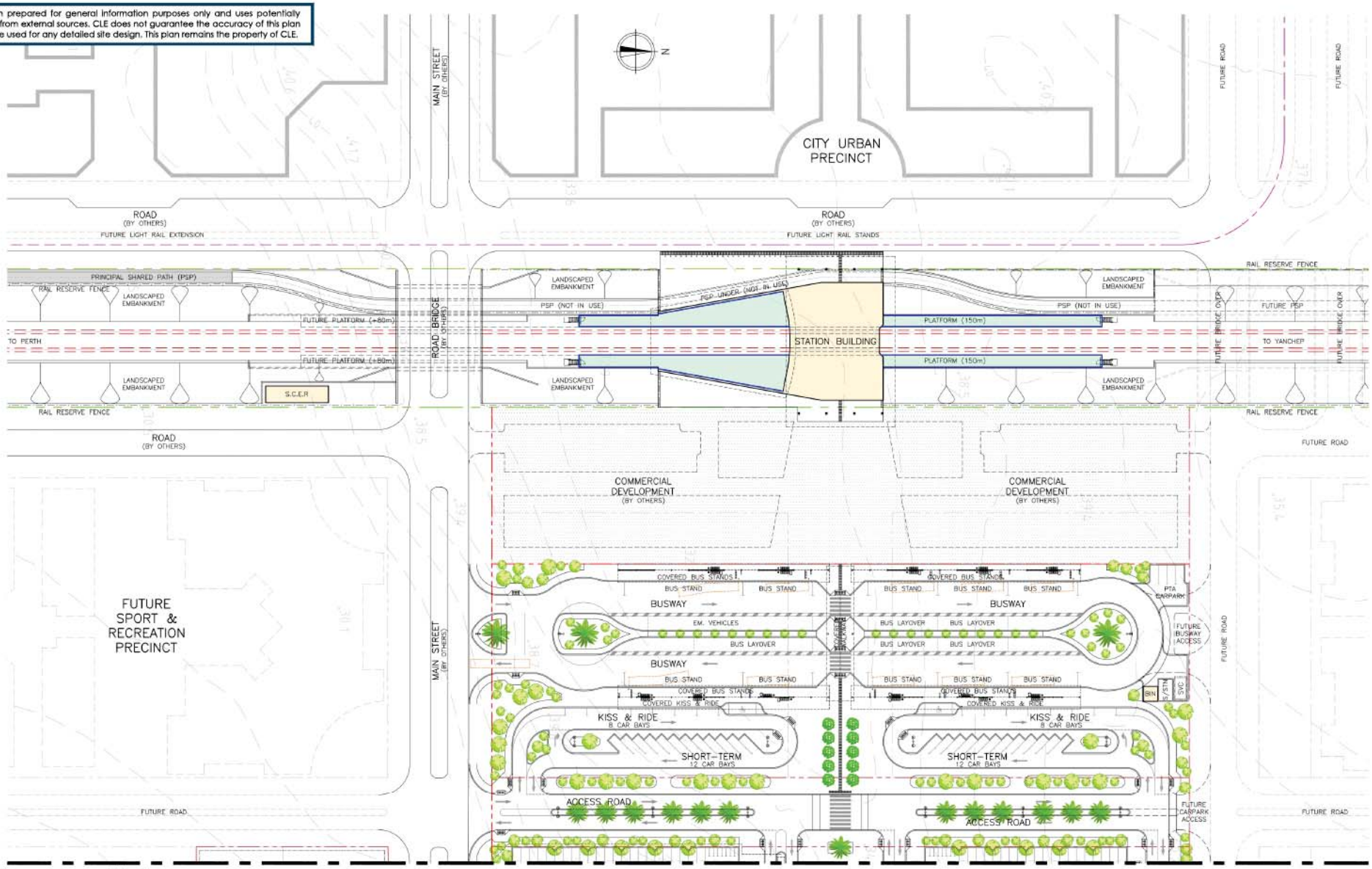
Consistent with the DSP, the rail station is integrated with the north-south fixed route public transport alignment, which provides a more localised service, and extends north to service the larger DSP area.

The DSP anticipated light rail as the preferred mode for this route. Whilst this remains the preference and has been provided for in street section planning, it is acknowledged that high frequency fixed route bus services can provide an alternative with lower establishment costs. This type of service may be an alternative to light rail, particularly in earlier stages.

References to light rail in this report should be read to include this option.

Additional light rail stops within the City Centre area provide convenient access to and from the university precinct, retail and business precincts, and into and out of the Centre. A stop is identified abutting the rail station on the western side, with two further stops provided north and south of the precinct, within 400m (or less) of the central station. This will be confirmed as part of detailed transport planning.

Initial service along the route might be via buses, with any surplus road reserve area available for interim uses such as pop up stores, street art and landscaping.




*Source: mps architects*

**FIGURE 25: PUBLIC TRANSPORT INTERCHANGE CONCEPT (PRELIMINARY)**

*Buses*

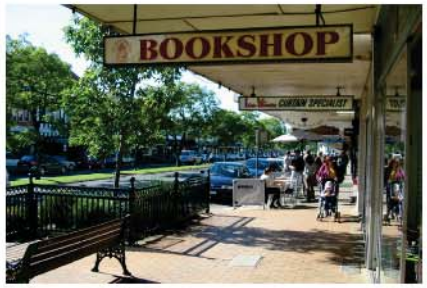
Bus routes are proposed to provide a supplementary service into the Centre, and connection to the rail and light rail links. A bus interchange is proposed on the eastern side of the rail station accessed by almost all bus routes along the single east-west aligned Major City Street. Use of this centralised route through the Centre allows for provision of bus priority along it, improving service, and makes use of services simpler to navigate for passengers.

*Transport Interchange*

All public transport modes will feed into a multi-modal transport interchange. Preliminary discussion regarding the configuration of this has commenced with the Public Transport Authority (PTA) with a street-based stop for the light rail proposed on the west side of the rail station and a 'dog bone' layout for buses proposed on the east. A preliminary layout concept is shown at Figure 17.

*Park n Ride*

Initial provision for transit parking of around 1,000 bays is anticipated as a necessary interim step, whilst the Centre and station establish, and ahead of the future 'park n ride' station proposed by the DSP north of the centre. The placement of some of the interim transit parking at the western end of the main street has been touted, to encourage pedestrian traffic and, potentially, patronage along it. The detail of 'park n ride' provision and its tenure and likely life span will be further negotiated with relevant state and local government agencies as the timing for delivery of the rail station becomes clearer.


BOOKSHOP


MELBOURNE
RACV

### 4.6.3 Pedestrian and Cyclist Provision

Pedestrian and cyclist volumes within the Centre are projected to be substantial. Provision of infrastructure to accommodate this use, reducing congestion and car dependence and creating a pleasant 'walkable' centre environment is both necessary and desirable.

Generous verges of between 4.5m and 7.0m will accommodate a footpath on either side of the street and street trees. On designated routes, verges will also provide separate cycle lanes travelling parallel with abutting vehicles, but off-street. In developing street sections, consideration has been given to the quality of the environment being created, its capacity to provide a comfortable environment, shade, and separation. Street widths proposed are sufficient to accommodate their role and range of functions but are not excessive to the point of creating an unnecessarily wide separation between the two sides of the street, and promoting higher vehicle speeds.

Street sections, treatments and layouts are subject to detailed design in consultation with transport agencies and the City as part of implementation process.

Provision for cyclist parking and end of trip facilities form key components of the City Centre Parking Strategy.

In addition to creating convenient and attractive environments for walking and cycling further initiatives can be introduced including provision of electric bikes available for hire or use throughout the Centre.

### 4.6.4 Parking Strategy

Parking provision within the Centre needs to be strategically provided and managed to maximise efficiency of its use and support other land use, built form and transport objectives. A parking strategy has been prepared to guide the provision, location and management of both vehicle and bicycle parking within the Centre (refer Appendix 10). This has been prepared with reference to the draft Activity Centres Parking Guidelines prepared by the Departments of Transport and Planning, and in consultation with the Department of Transport and City of Wanneroo. This seeks to provide a high proportion of public parking relative to private parking to maximise opportunities of reciprocal use and to minimise inefficient surpluses. It recognises that parking demand will vary over time but that transport trends suggest a lessening dependence on the private car as a means of transport within OECD cities. A maximum rate of private parking (applicable in later stages and assuming provision of the rail) is proposed along with a suite of other strategies to achieve integration of transport with land use and built form planning. Generic rates of parking provision across broad land use categories are also used to maximise the robustness of the Centre and enable its growth and evolution over time.

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### 4.7 Water Management

As documented in the Local Water Management Strategy, the site's soils and groundwater seperation are well suited to Water Sensitive Urban Design, in line with WAPC and Department of Water Guidelines.

The Engineering Servicing Report prepared for the Centre (provided at Appendix 4) outlines the principles applicable to the Centre and how these are likely to be delivered in practice, through detailed Urban Water Management Plans (UWMP) at subdivision. This includes:

- Maximising stormwater recharge of the shallow aquifer through the dispersion and infiltration of runoff. Methods could include porous paving, diversion of runoff into median or verge swales / landscaping, drainage soakwells, infiltration basins and underground infiltration units;
- Optimising the quality of water recharge via pollution controls (both structural and non-structural);
- Integrating water management into the design of the public and private realms (including streetscapes and public and private open spaces);
- Promoting sustainable use of water resources.

Drainage collection and conveyance will be designed to cater for storm runoff up to a 1 in 5 year recurrence interval. Infiltration basins will be designed to store runoff from up to 1 in 10 year storms, with roads and POS designed to cater for the surface overflow for more severe storms. Building pad levels will be set at least 300mm above the 1 in 100 year flood or storage level.

Use of underground infiltration units is likely to be required to supplement aboveground facilities because of the relative intensity of development being promoted within the Centre.

## 4.8 Educational Facilities

Tertiary Facilities

Both the DSP and YCLSP identify potential for inclusion of tertiary education facilities within the City Centre, with a University and TAFE campus proposed. These tertiary facilities will be street based campuses, and will integrate with other non-educational uses within the Centre. Proactive engagement with potential university partners has already been initiated by the landowner to further explore opportunities and facilitate earlier delivery of these facilities.

The ACP is consistent with the vision of the DSP in that it identifies provision of street based tertiary education facilities with an urban character as a key objective of Precinct 2, and provision for these facilities as an overall objective within the Centre. Clause 6.3.2.1 of Part 1 of the ACP requires provision for these within Precinct 2.

Primary School

The YCLSP indicates location of a primary school within the City Centre. The primary school is intended to service residents within the City Centre (recognising that dwellings are likely to house a lower proportion of school aged children than single residential lots), and the abutting residential area to the west, up to Marmion Avenue.

Because of its context within the City Centre and the importance of achieving land use efficiency within this area, a tighter format school is anticipated than the traditional 4ha model, with the Indicative Development Concept (Figure 14) illustrating a notional 2.5ha site abutting a 1ha oval.

More consolidated models like this currently operate within the metropolitan area including Subiaco and Highgate Primary Schools which successfully operate on approximately 3ha and 1.8ha respectively.

The principle of an urban school campus has been discussed with representatives of the Department of Education, however the details of the precise location and size of the school is to be defined following further exploration of options at the time of either need for the school, or when development within the Precinct requires the detailed definition of the school site parameters in accordance with Clause 6.3.2.1 of the ACP Part 1.

### 4.9 Community Infrastructure

Community infrastructure requirements have been considered in the preparation of both the DSP and the YCLSP (which included a Community Facilities Needs Assessment), and are accommodated within the ACP. The range of facilities for which potential demand has been identified include:

- A primary school with shared use oval: proposed within the western portion of the City Centre area;
- A regional library: proposed to be accommodated as part of a shared use facility with the university;
- An indoor recreation and / or performing arts facility: also flagged to be accommodated within the university precinct under a shared use arrangement;
- Health facilities including a 8-12ha hospital / health campus and an infant health clinic: proposed to be accommodate within the health precinct in the east of the centre;
- A child care centre: which can be privately provided anywhere in the Centre, based on demand, with potential to co-locate with or adjoin the school;
- A 'shop front' community centre to accommodate community meetings and activities: this is best located with reference to other centres outside the City Centre, most likely in the west of the Centre, and potentially collocated with the Town Square or primary school. Its 'Civic' use is permitted or discretionary throughout the Centre;
- A church or churches: which use can also be accommodated throughout the Centre; and
- An employment services facility: for which a wide range of locational options also exist, but which would benefit from high accessibility, potentially within Precinct 1.

The primary school and oval would typically be given up free of cost at subdivision, or acquired and provided as required, with costs recouped through levies on subdivision.

The shared use library and recreation infrastructure proposed within the university have been supported in principle but are subject to further definition and negotiation. This will need to occur in conjunction with the identification of the university provider, and detailed campus planning, with funding arrangements secured through a formal agreement. The facility can, however, be accommodated within the City Centre area both though the zoning and development controls proposed, and the land area available to accommodate the various land uses and facilities identified.

Items such as child care centres, churches and employment centres are typically acquired by the relevant private or government entity as a need is identified and funding becomes available. The Centre provides more than sufficient space and flexibility to accommodate these facilities with no significant constraints requiring their pre-identification on the plan.

In summary, the plan allows for all identified infrastructure to be accommodated within it, meeting community need and enlivening the Centre, with further details to be determined in conjunction with the City as part of more detailed area planning, and negotiation on joint facilities.

### 4.10 Economic Development and Employment

The ACP identifies suitable land for a wide range of employment generating land uses. Detailed modelling indicates that the ACP is capable of providing the 15,000 jobs envisaged by the DSP at ultimate development.

Employment self sufficiency is a key consideration for urban growth within the north-west coastal corridor, and the DSP establishes a self sufficiency target of 75% across the whole DSP area.

Employment targets and approaches to economic development have been explored and defined through a range of documents and activities including the DSP and Syme Marmion report and the subsequent YCLSP. Strategic initiatives have been undertaken through the Strategic Cooperation Agreement (SCA) between the WAPC, State Government, Tokyu Corporation, City of Wanneroo and Yanchep Sun City Pty Ltd, and the IDEAS project.

The Employment Strategy (refer Appendix 6) outlines how the employment targets stipulated by the DSP can be accommodated within the Centre, and models potential staging based on continued growth within and around the Centre feeding demand, and boosted by public and private investment in key facilities. This indicates a minimum DSP employment self-sufficiancy of 55% in the early years of development, steadily increasing to 75% over the next 35 years. The City Centre is projected to accomodate between 27% and 38% of these jobs within the 50 year horizon of the strategy. The Employment Strategy concludes that:

- The ACP provides an appropriate framework to ensure that the DSP employment self-sufficiency target (as distinct from a self-containment target) of 75% can be met.
- Continued pursuit of the existing suite of strategic measures to attract employment generating land uses to the area is necessary to achieve this target.
- The City Centre will be critical in achieving DSP objectives through provision of:
  - a diverse range of goods and services;
  - a superior business environment;
  - superior locations for major institutions;
  - an exceptional physical and social environment; and
  - a range of housing and lifestyle opportunities.
- In addition to the population based businesses that will follow residential growth to service it, the Centre (and abutting Enterprise Precinct) can attract the following knowledge based industries:
  - Health and biosciences;
  - Environmental sciences and technology;
  - Information and telecommunications technology
  - Advanced manufacturing; and
  - Clean technology.
- Creation of a very attractive environment including investment in major public infrastructure will however, be necessary to attract footloose businesses, for which many locations are competing.

- Ultimate employment projections of 15,000 jobs for the City Centre area can be realised within the long term (nominally 50 years).
- The land areas provided within the Centre structure plan are sufficient to accommodate the employment estimates / targets established under the DSP.
- Achievement of self sufficiency targets will require:
  - Development of residential land in and around the Centre at the maximum rate possible;
  - Development of the City Centre at the maximum rate possible;
  - On-going active liaison with high-level decision-makers responsible for provision of significant cultural facilities;
  - On-going active liaison with all levels of government to promote provision and extension of infrastructure, services and facilities to the City Centre, with particular priority on the railway; and
  - Development and implementation of an active marketing campaign at the appropriate time to attract business investment.

## 4.11 Service Infrastructure

The review of engineering services has been undertaken (refer attached Appendix 4), which confirms that the City Centre is capable of being serviced with essential infrastructure. This includes sewer, water, electricity, telecommunications and gas, all of which are available via extension of existing service infrastructure within the locality.

Sufficient capacity exists within the current infrastructure to accommodate initial stages of development, with upgrades available to meet additional demand within the medium term as development progresses. Robustness for growth and expansion of services is critical to the City Centre as land use intensifies.

The following summarises the findings of the Engineering Service Report.

### 4.11.1 Waste Water

The City Centre area will initially be serviced by the temporary pump station located on the corner of Bloodwood Crescent and Marmion Avenue, which was recently upgraded to a type 180. It includes 7.5k of Pressure Main to the new Alkimos Wastewater Treatment Plant to the south. The pump station will ultimately require further upgrade once flows increase in the locality within the medium term.

Ultimate planning for the City Centre area is for all effluent to be directed south via a DN1200 trunk gravity sewer along the eastern side of Marmion Avenue extrusion with a series of gravity mains feeding into it.

4.11.2 Water Supply

The initial stages of the City Centre will be connected to a DN600 steel water main which has recently been extended to the intersection of Marmion Avenue and Yanchep Beach Road and will also connect to the existing mains to the west within Capricorn Village. These extensions from existing mains are considered sufficient to supply the Centre.

A new Two Rocks reservoir storage facility is planned by the Water Corporation north of the City Centre. This will ultimately link with the Yanchep storage tanks to supply the entire Yanchep Two Rocks area. Some of the mains required to link these two reservoirs will traverse the City Centre and will be funded by the Water Corporation.

4.11.3 Power

Previous studies within the locality have confirmed that the existing network within Yanchep Beach Road has spare capacity to support the initial stages of development of the City Centre.

Western Power has undertaken a broader servicing planning study to extend the 132kV power lines north from Alkimos to the Yanchep Two Rocks area that will provide service to the entire City Centre area beyond the spare capacity of the existing network. Two options are being considered, as follows:

- Option 1: extension of the existing 132kV overhead power lines from the Romeo Road sub-station within a service corridor adjacent to the western boundary of Mitchell Freeway reserve;
- Option 2: extension of the existing 132kV overhead power lines from the Pinjar sub-station across intervening rural properties to the Mitchell Freeway reserve, then south along the reserve.

Either option is capable of sustaining the demands of the City Centre.

4.11.4 Telecommunications

An existing infrastructure agreement between the Yanchep Beach JV and Telstra allows for telecommunications infrastructure to be provided to the City centre via the extension of the existing network in the vicinity.

Telstra has recently upgraded the exchange in Glenrothes Crescent located south of the City Centre, which allows it to receive additional fibre optic cables.

4.11.5 Gas

Reticulated gas is not considered an essential service. The proponent is nevertheless proposing to provide gas infrastructure to the development.

4.11.6 Siteworks and Earthworks

A preliminary bulk earthworks design indicates that earthworks will be predominantly cut to fill to recontour to achieve acceptable grades for urban development. This will incorporate a minimum RL30m to achieve sewer service.

Preliminary geotechnical investigations undertaken over the area indicate that excavated fill (ie 'cut') from within the site is suitable for use as structural fill elsewhere.

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### 4.12 Development Contributions

The City of Wanneroo has recently amended its District Planning Scheme to provide for Development Contributions for community infrastructure. The Yanchep Two Rocks Development Contribution Area (identified as DCA 2 on the Scheme map) has been established to implement the 'Yanchep Two Rocks Development Contribution Plan – Community Facilities' outlined within Schedule 18 of the Scheme. This provides for a per dwelling contribution requirement towards a range of district community facilities including:

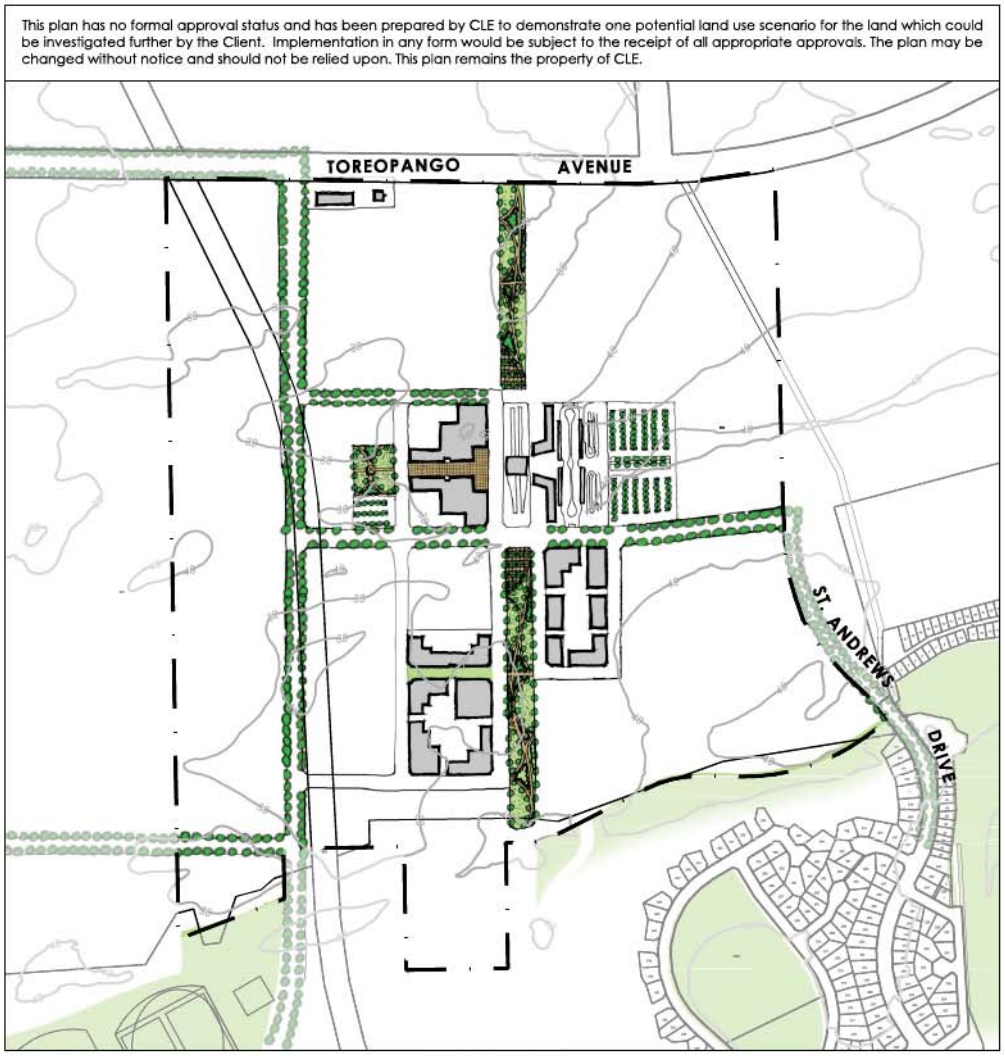
- A Surf Lifesaving Club at Yanchep Lagoon;
- Coastal Node Facilities at Capricorn Coastal Node; and
- Public Open Space (Active) in (or abutting) the Yanchep Metropolitan (City) Centre.

Contributions in accordance with the Scheme requirements would typically be payable upon subdivision of the land.

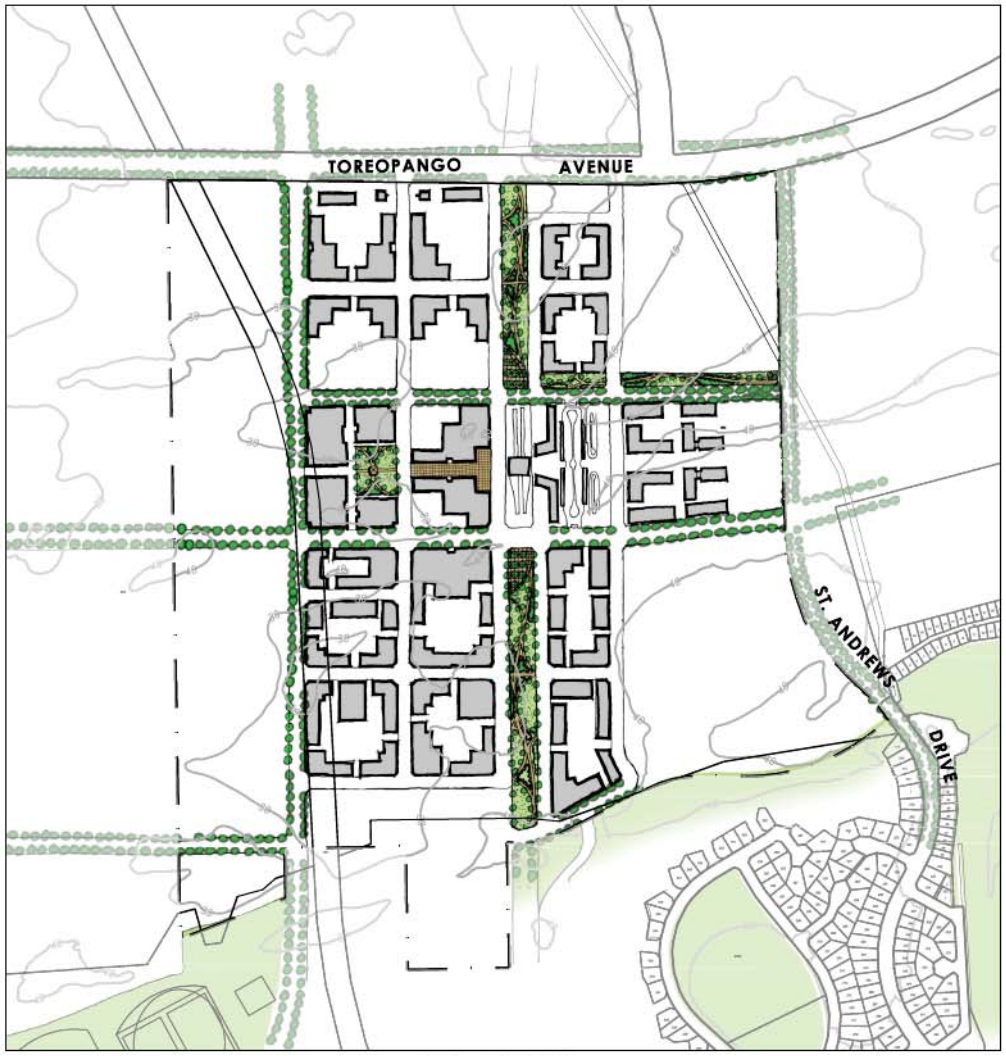
Other contributions may practically be achieved through, for example, the provision of shared purpose facilities within the planned university. The timeframe and details for this remain uncertain and are likely only to become apparent upon confirmation of a university development partner and advancement of the campus planning. External funding for additional facilities may also become available in due course through, for example, state or federal government grants.

The landowners have also been pursuing separate negotiations with the City to achieve joint objectives (in keeping with the principles of the Cooperation Agreement and their shared interests), with the current construction of the District Open Space to the south of the Centre providing a tangible outcome of less formal processes.

Service infrastructure provision will be coordinated through the usual mechanisms established by service agencies and do not require any formal contribution scheme or additional mechanisms given the consolidated ownership of the site and surrounding land parcels.




RAIL + 5 YEARS




RAIL + 25 YEARS

**FIGURE 26: INDICATIVE DEVELOPMENT CONCEPT - POSSIBLE STAGING**

### 4.13 Implementation and Staging

As is acknowledged within the DSP and YCLSP, development of the City Centre to its 'ultimate' form is likely to take many years, and depend on a complex range of factors, including:

- Rate of development of the Centre catchment;
- Provision of key infrastructure (including the rail extension and Yanchep City Rail Station);
- Service demand, strategic priorities and budget allocation for major services (including tertiary education facilities and major health care providers); and
- Private investment decisions.

Discussion and negotiation with key stakeholders including the state government and PTA, health agencies and universities, amongst others, is on-going in efforts to coordinate planning and early delivery of the key elements of the Centre.

A series of conceptual staging plans were prepared for the larger Yanchep City Structure Plan (ASP No. 68) which incorporate the City Centre area. Whilst the specifics of these plans are likely to be subject to change, the principles on which these were based remain relevant and applicable. These can be summarised as follows:

1. Concentrate initial stages of development along the Main Street and around the railway station to consolidate this as the core of the centre, and establish basic retail and commercial services for the growing catchment within the district. Development of the Main Street concurrent with the station, and construction of the primary east-west entry road (linking Marmion Avenue with the station and St Andrews Drive) and the primary north south entry road (sometimes termed 'Little Marmion') up at least as far as the station is anticipated to establish the primary movement network. Concurrent development of the Main Street with the station will also help establish a positive transport-land use interrelationship;

2. Subsequent commercial development to progressively expand from the initial stages around the Main Street and extend along the primary east-west and north-south entry roads;

3. Development of initial stages of the tertiary education precinct could occur in the medium term, taking access from the primary movement network, with progressive expansion as the campus establishes;

**Table 5: Indicative Staging Table**

| Short Term (rail station + 10 years) | Medium Term (rail station + 25 years) | Long Term (rail station 25 years+) |
|---|---|---|
| Delivery of rail station, bus interchange & Park and Ride | Expansion of retail and commercial development | Expansion of retail and commercial development |
| Construction of Main Street | Likely introduction of residential mixed use development | Intensification of development and density |
| Establish Yanchep City Centre Strategic Cooperation Steering Committee to oversee and monitor key initiatives, particularly implementation of Employment Strategy | Possible first stages of education precinct | Delivery of public hospital (subject to demand and funding) |
| First stages of development (primarily within Precinct 1 focussed along and around Main Street). Likely to be primarily retail-oriented. | Possible first stages of medical precinct | Delivery of sports stadium |
| Possible satellite tertiary education / research facility | Review demand and timing for public facilities including Library, recreation facilities with City of Wanneroo | Review demand for performing arts facility with City of Wanneroo |
| Possible satellite service commercial development within Precinct 4. | Second Review of ACP | Review Park and Ride parking requirements and configuration |
| Introduction of basic medical and personal services (hair dresser etc) | | Review residential parking standards. |
| First review of ACP | | Review opportunity to extend Main Street |
| | | Third, fourth and fifth review of ACP |

4. Similarly, development of Service Commercial sites might occur once Toreopango Drive provides necessary access, and the catchment population surrounding the Centre creates demand for this land use;

5. Residential mixed use development (particularly high density residential) is likely to follow consolidation of the commercial core, once this is acting as a strong amenity, and the public transport network provides access to additional employment opportunities;

6. Development of the hospitals will occur once the catchment population justifies this with indications being that this is likely in the longer term;

7. Similarly, development of the Primary School will occur once the catchment population (principally contained within the City Centre) generates sufficient demand for this;

8. Development of the Stadium is likely only in the longer term, though early delivery of the oval may be appropriate to provide an additional recreation space;

9. As a general rule, each development stage expands on existing stages to allow a progressive growth in the footprint of the centre and extension of the road network, rather than occurring in isolation.

Whilst there are a number of variables which will influence delivery of different components of the Centre, Table 5 outlines some key initiatives and events with broadly indicative timing anticipated.

An indicative more basic but robust staging sequence than that supporting ASP 68 is provided in Figure 26 illustrating how development might evolve towards the Ultimate Concept provided at Figure 14.

Construction of the District Open Space to the south of the Centre is currently underway, with construction of the key north-south road access ('Little Marmion') linking this with Marmion Avenue and through to the Centre being considered.

NOTE: * Not preferred staging sequence however permissible as consistant with built form requirements.
** Not permitted as inconsistent with built form requirements. Temporary development.
***Not permitted as inconsistent with built form requirements. Temporary development.

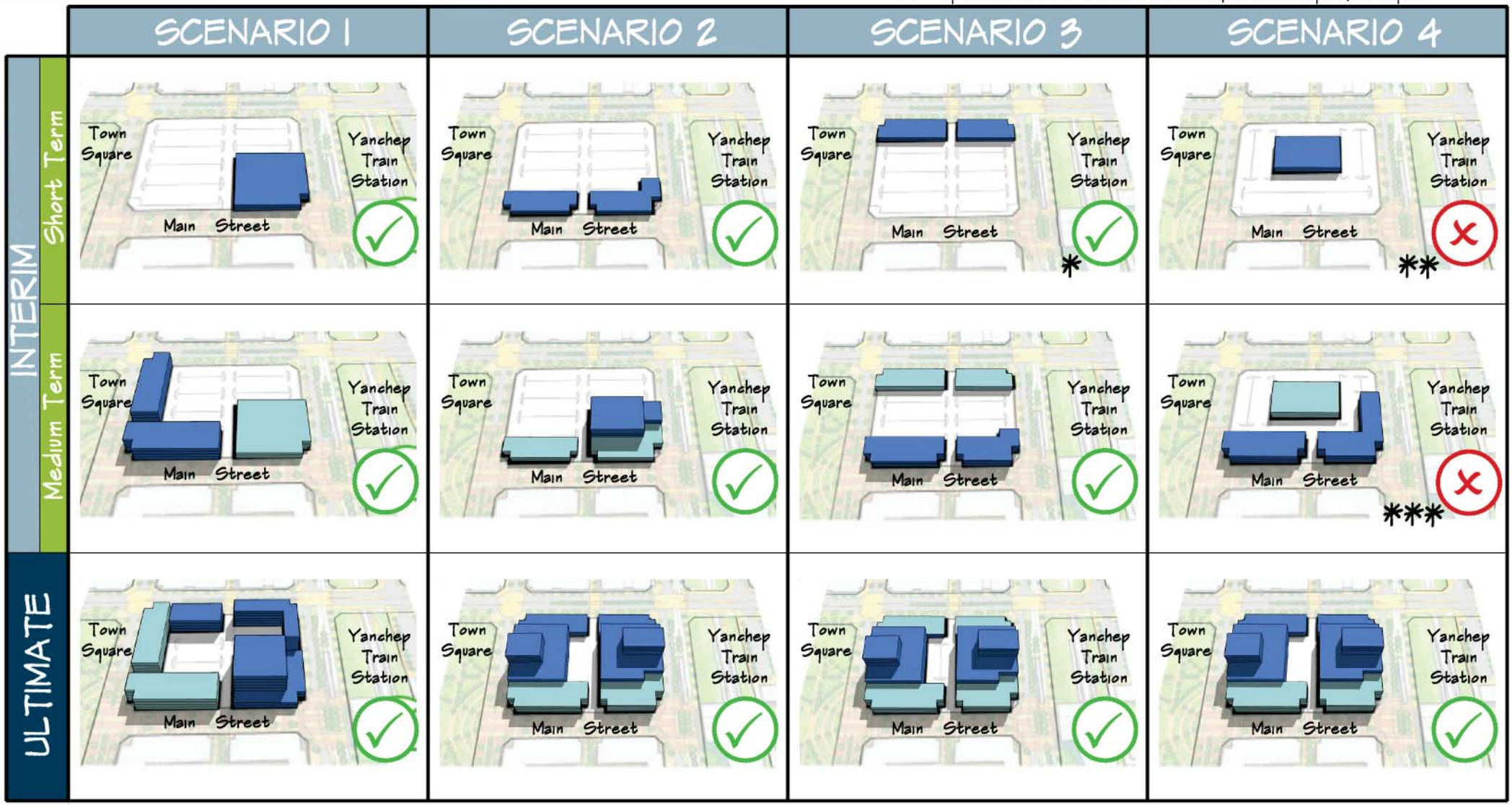



**FIGURE 27: INDICATIVE INTERIM DELIVERY SCENARIOS**

In addition to the staged horizontal expansion of the City Centre, its development may be staged vertically and / or in terms of intensity. For example, initial stages of development might be low rise and / or cover only portion of a street block, with further storeys and/ extensions to the building footprint around the perimeter of the block occurring as future 'infill' or redevelopment. This reflects the manner in which city centres have traditionally evolved in practice, and maximises potential for early investment and establishment of the centre. The framework provided for within the ACP facilitates this form of staged or iterative development, subject to demonstration that the interim form of development facilitates and is consistent with ultimate development expectations (in terms of building form, land use mix, density and the like). This planning framework facilitates the evolution of the Centre over time whilst optimising the built form, land use and transport outcomes available in the interim and enabling early delivery of key elements.

The landowners' intention to retain ownership of the site and coordinate development through leasehold or similar mechanisms provides a significant and useful mechanism through which development (and eventual redevelopment) can be coordinated, in conjunction with the Centre Plan, though the Plan does not depend on this. Importantly, this approach facilitates redevelopment and intensification of sites over time because of the absence of cadastral constraints to this. It also enables more coordinated development and proactive pursuit of the long term vision for the Centre by removing the competing demands which multiple land ownership can generate, and maintaining a collective benefit in achieving complementary land uses and operations.