

URBIS

# EGLINTON DISTRICT CENTRE ACTIVITY CENTRE PLAN



PREPARED FOR

**WOODSOME MANAGEMENT,  
ON BEHALF OF  
EGLINTON ESTATES PTY LTD**

JUNE 2019

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Project Code PA1523  
Report Number 21 June 2019 – Updated – CoW Comments



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# ENDORSEMENT PAGE

This activity centre plan is prepared under the provisions of the City of Wanneroo Town Planning Scheme No.2.

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

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:

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Witness

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Date

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Date of Expiry

# TABLE OF AMENDMENTS

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



# EXECUTIVE SUMMARY

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

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

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

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

The ACP provides for:

- A new passenger rail train station and associated public transport infrastructure including a bus interchange and commuter ‘park and ride’ carparking areas.
- A shopping centre that could ultimately grow to approximately 27,000sq.m shop/retail floorspace accommodating supermarkets and a discount department store, with associated speciality stores and mini majors. Other uses envisaged include a bulky goods precinct and a range of entertainment and community uses.
- Consolidated carparking areas, with flexibility to change configuration over time as demand for retail and other space increases.
- A pedestrian focused main street connected to the train station, with highly active uses accommodating retail, food and beverage and commercial.
- A diversity of residential development, including provision for townhouse and apartment product closer to the railway station and main street.
- Highly legible, well-designed pedestrian linkages to connect all parts of the activity centre, as well as with surrounding residential areas both within the activity centre and beyond.
- A Kindergarten to Year 12 private school to the east of the railway line to cater for the surrounding growing community.
- Suitable provisions to allow flexibility for the centre to transition over time, as well as to surrounding residential areas.

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

The activity centre will be developed over a number of stages, with Stage 1 to occur within two to five years of the opening of the Eglinton train station in late-2021, and further development taking place according to market demand.

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

Table 1 – Activity Centre Plan Overview

Item	Data
Activity centre plan area	54.5ha
Area of each land use proposed	<ul style="list-style-type: none"> <li>• Residential – 8.9ha</li> <li>• Commercial – 11.7ha</li> <li>• Business (bulky goods) – 3.2ha</li> <li>• Education – 10ha</li> <li>• Public Transport Authority infrastructure – 8.9ha</li> <li>• POS and drainage – 1.1ha</li> </ul>
Total estimated lot yield	Approximately 205 lots, comprising 201 green title lots, 1 retirement lot, 1 mixed-use lot and 2x multiple unit lots
Target residential dwellings	243 (minimum) to 365 (desirable) dwellings
Estimated residential site density	341 – 406 dwellings
Estimated population	680 – 1140 people, based on 2.8 average household
Number of high schools	1
Number of primary schools	1
Estimated commercial floor space	55,100 sq.m NLA, including 27,100sq.m NLA of shop/retail, 8,000sq.m NLA of bulky goods and 20,000sq.m NLA of non-retail floorspace.
Estimated area and percentage of public open space	1.12ha public open space and drainage



# **PART 1**

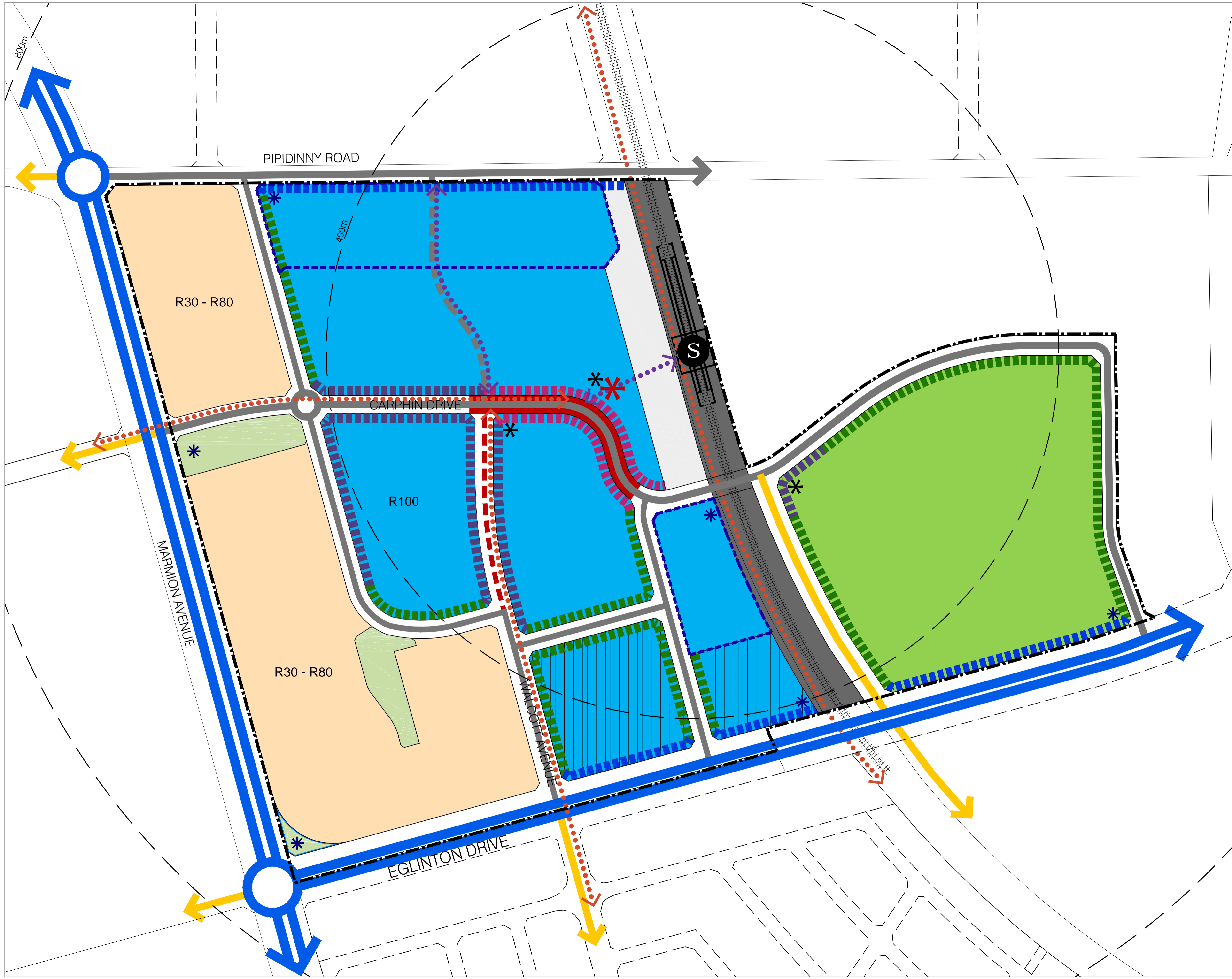
# **IMPLEMENTATION**

# 1. IMPLEMENTATION

## 1.1. ACTIVITY CENTRE PLAN

This Activity Centre Plan (ACP) applies to the Eglinton activity centre, bounded by Pipidinny Road to the north, future Eglinton Drive to the south, Mitchell Freeway to the east and Marmion Avenue to the west, in Eglinton, Western Australia. The ACP excludes a portion of land north-east of the railway line.

The ACP applies to all areas within the boundary identified on the ACP map (**Figure 1**).



LEGEND	
	APPLICATION AREA
<b>ZONES</b>	
	RESIDENTIAL
	COMMERCIAL
	BUSINESS
	PRIVATE CLUB AND RECREATION
<b>RESERVES</b>	
	PUBLIC OPEN SPACE AND DRAINAGE
	DRAINAGE RESERVE
	INTEGRATOR ROAD A
	NEIGHBOURHOOD CONNECTOR ROAD
	MAJOR ACCESS ROAD
	RAILWAY RESERVE
	TRANSFER STATION
<b>OTHER</b>	
	RAILWAY STATION
	WALKABLE CATCHMENT 400/800M
	TEMPORARY ACCESS ROAD
	MAIN STREET
	SHARED STREET
	SHARED PATH
	KEY PEDESTRIAN LINKAGES
	STATION SQUARE
	PUBLIC DRAINAGE LOCATIONS
	PTA INFRASTRUCTURE/PARK AND RIDE FACILITIES
	BUILDING EMPHASIS LOCATIONS
<b>FRONTAGES</b>	
	ACTIVE FRONTAGE
	SEMI ACTIVE FRONTAGE
	ATTRACTIVE FRONTAGE
	HIGH SPEED FRONTAGE

## 1.2. OPERATION

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

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

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

## 1.3. ACTIVITY CENTRE VISION AND OBJECTIVES

The vision for the Eglinton town centre is as follows:

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

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

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

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

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



# 1.4. SUBDIVISION AND DEVELOPMENT REQUIREMENTS

## 1.4.1. Precincts and Objectives

The ACP is divided into precincts as shown in **Figure 2** below. In addition to the overall ACP objectives identified in Section 1.3, land use and development in each of the precincts should respond to the precinct vision statement and objectives in **Table 2**.

Figure 2 – ACP Precincts

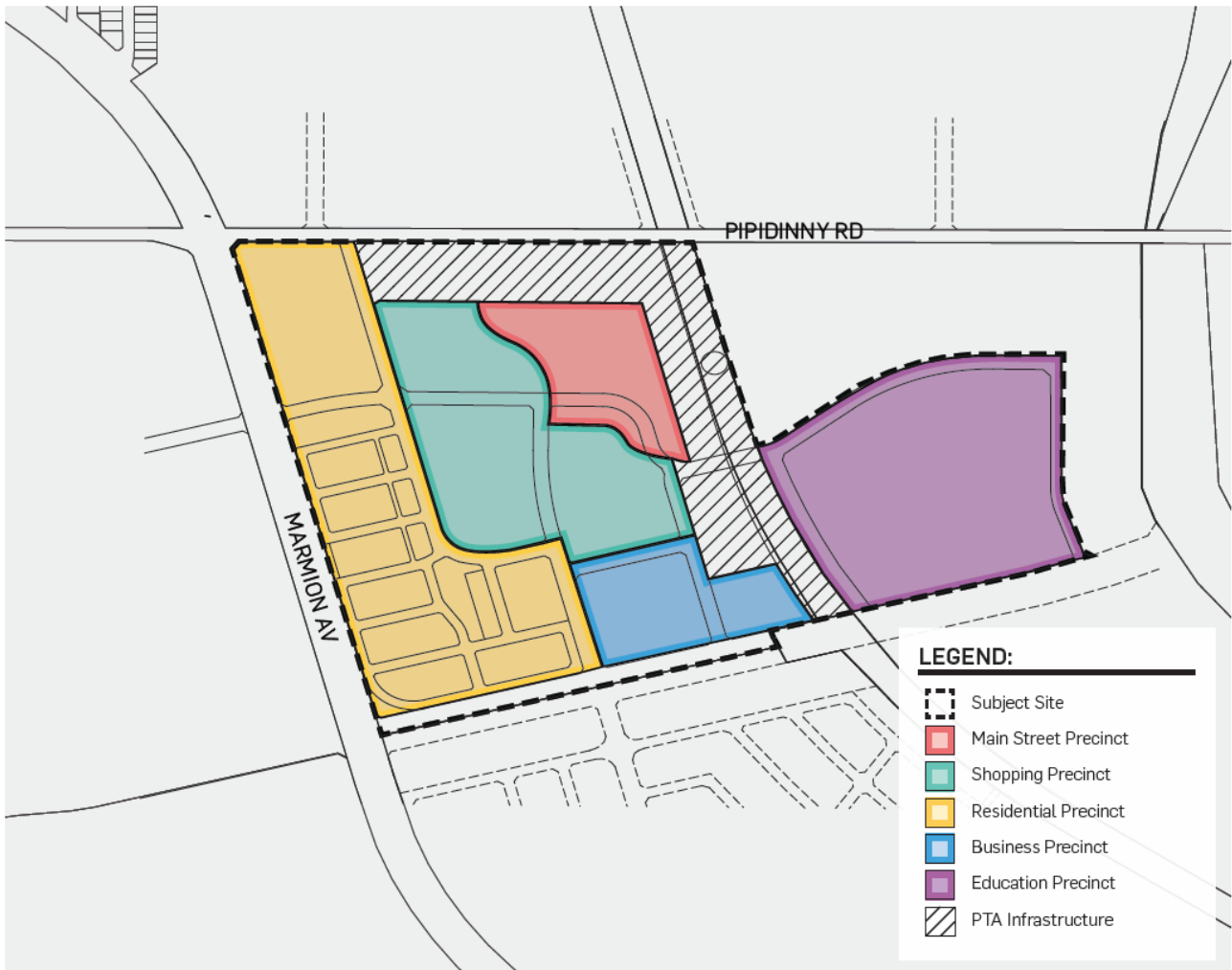




Table 2 – Precinct Vision and Objectives Table

	<b>Main Street Precinct</b>	<b>Shopping Precinct</b>	<b>Business Precinct</b>	<b>Residential Precinct</b>	<b>Education Precinct</b>
Vision statement	This precinct will comprise the main retail and community hub including Station Square. It will accommodate the majority of shop-retail activity, with a mix of commercial and hospitality buildings fronting both sides of the main street on Carphin Drive, as identified on the ACP map.	This precinct will accommodate a mix of retail and commercial land uses in a shopping centre environment – enclosed and unenclosed, and a consolidated area for car parking in the southern and western portion of the precinct.	This precinct will predominantly accommodate a mix of car-based retail uses and carparking, drawing such uses away from the main street environment.  The built form will provide appropriate presentation to the 'high speed' environment of Eglinton Drive.  Some non-retail commercial uses may also be accommodated in this precinct.	This precinct will be primarily for residential purposes, with a mix of single and grouped dwellings.  The built form will present an appropriate interface to Marmion Avenue and Eglinton Drive, considering acoustic treatment and will overlook public open space to increase amenity and passive surveillance.	This precinct comprises a 10ha Kindergarten to Year 12 school (K-6 in the initial stage) in the south-eastern portion of the ACP area.  The school will be designed to give prominence to its north-west corner (closest to the train station) as part of the initial stage to ensure integration with the town centre.
Objectives	<ul style="list-style-type: none"> <li>• Provide for development that activates the street</li> <li>• Focus high intensity and active uses adjoining Station Square</li> <li>• Provide for convenient, safe and pleasant access between the train station and other parts of the district centre</li> <li>• Provide safe and pleasant connections to residential areas</li> <li>• Provide an amenable interface to surrounding development, both in the short and long term</li> </ul>	<ul style="list-style-type: none"> <li>• Provide a convenient district shopping centre environment</li> <li>• Provide for development which activates the main street</li> <li>• Provide safe and pleasant connections to the Business and Residential precincts</li> </ul>	<ul style="list-style-type: none"> <li>• Provide for car-based uses away from the main street</li> <li>• Provide development that is attractive to Eglinton Drive</li> <li>• Provide for development that is also accessible for pedestrians and linked to the Shopping Precinct</li> </ul>	<ul style="list-style-type: none"> <li>• Provide for a diverse range of residential development, designed in accordance with the Residential Design Codes, DesignWA, and the City of Wanneroo LPP4.19 – Medium Density Housing</li> </ul>	<ul style="list-style-type: none"> <li>• Provide an educational use to the local community</li> <li>• Provide an attractive entrance to the district centre, east of the railway line</li> <li>• Concentrate buildings and activity north-west of the precinct, in proximity to the train station and town centre</li> </ul>

## 1.4.2. Land Use Permissibility

The land use permissibility for ACP zones is as per Table 3. Where precincts are allocated a zone as defined in TPS 2, then that precinct shall have the same land use permissibility as that zone, unless a variation to that land use permissibility is outlined in the land use permissibility table.

Permissibility symbols in **Table 3** have the same meaning as specified in TPS 2.

Table 3 – Land Use Permissibility Table

	<b>Main Street Precinct</b>	<b>Shopping Precinct</b>	<b>Business Precinct</b>	<b>Residential Precinct</b>	<b>Education Precinct</b>
Land use permissibility as per TPS 2 zone	• Commercial	• Commercial	• Business	• Residential	• Private Clubs/Recreation
Variations to land use permissibility	• Nil	• Nil	• Nil	• Nil	• Nil
Limitations on uses	• Residential land uses are not permitted on ground floor when directly fronting the main street	• Residential land uses are not permitted on ground floor when directly fronting the main street	• Nil	• Nil	• Nil

## 1.4.3. Built Form Controls

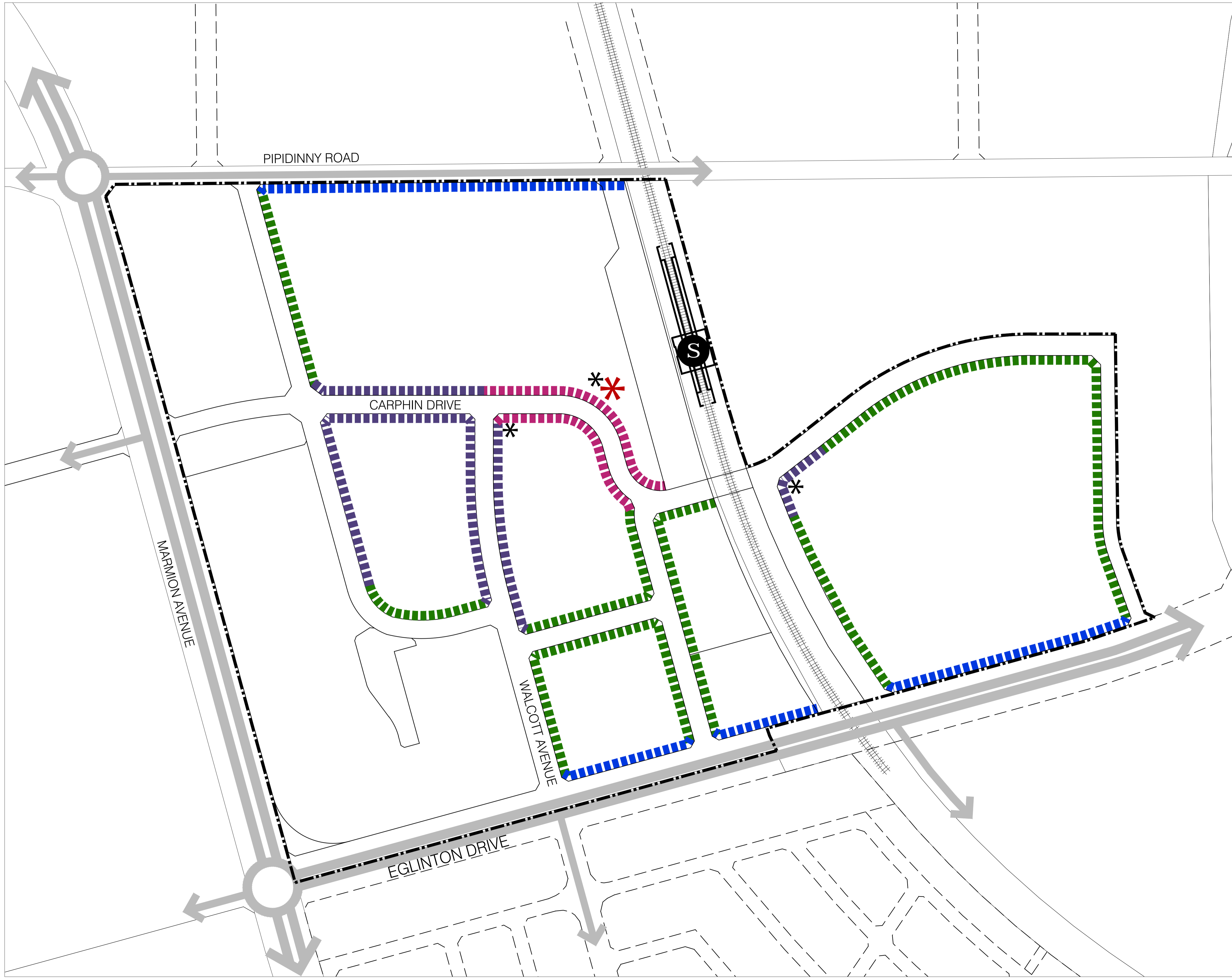
The built form controls outlined in **Table 4** apply to development within the ACP.

Table 4 – Built Form Controls

<b>Element</b>	<b>Controls</b>
Frontages (refer <b>Figure 3 – Development Requirement Plan</b> )	<ul style="list-style-type: none"> <li>• A frontage type has been allocated for street frontages on the ACP (Part 1) map.</li> <li>• These frontage types, each with their own development standards, are to ensure that activity and built form is scaled and designed to respond to the relevant street context and foster the desired experience for users of the street.</li> <li>• Development to street boundaries shall be in accordance with the standards for the allocated frontage type.</li> <li>• The standards are to be interpreted as minimums and therefore frontages can be developed at a higher activation level if desired. For example, an allocated semi-active frontage may be developed as an active frontage.</li> <li>• The frontage types, in order from highest to lowest activation are: <ul style="list-style-type: none"> <li>– Active</li> <li>– Semi-Active</li> <li>– Attractive</li> <li>– High-Speed</li> </ul> </li> <li>• Where a site is developed for solely residential purposes, then the applicable R-code provisions apply to the street interface of that development. As development in the Residential zone is planned to be exclusively residential, no frontage types have been allocated to this area.</li> </ul>

Element	Controls
Active Frontages	<p>This frontage type is concentrated around the main street, where a high level of activation and clear visual engagement with pedestrians is promoted. Built form along the active frontage shall be in accordance with the following:</p> <p><u>Setbacks</u></p> <ul style="list-style-type: none"> <li>• Default nil building street setback. Building setbacks may be supported where desirable to provide alfresco dining or similar activities that promote interaction between the internal use and public realm.</li> </ul> <p><u>Building Heights</u></p> <ul style="list-style-type: none"> <li>• Minimum ground floor to ceiling height of 3.6 metres. Minimum façade height of 5.2 metres to create a sense of enclosure for the pedestrian environment.</li> <li>• Maximum building height of two storeys at the street interface. Additional storeys may be supported where setback further to create a clear separation of building forms and to not detract from pedestrian scaled street environment, solar access and view lines</li> </ul> <p><u>Building Mass and Form</u></p> <ul style="list-style-type: none"> <li>• Building façades to maximise building articulation, including 70% glazing (with at least 50% of glazed area unobscured) at ground floor and entrances directly accessible and visible from the street or public realm.</li> <li>• Narrow, continuous building frontages to maximise tenancy opportunities and mix of uses</li> <li>• Awnings provided along at least 80% of each building frontage. Awnings to have minimum 3m under clearance and be wide enough to provide shelter to pedestrians without impeding surveillance.</li> </ul>
Semi Active Frontages	<p>This frontage type relates to areas intended to reflect an urban character but do not necessarily accommodate highly active functions. Built form along the semi-active frontage shall be in accordance with the following:</p> <p><u>Setbacks</u></p> <ul style="list-style-type: none"> <li>• Default nil building street setback. Building setbacks may be supported to allow activities, landscaping and similar uses that create interest and surveillance between the building and public realm.</li> </ul> <p><u>Building Heights</u></p> <ul style="list-style-type: none"> <li>• Minimum and maximum building heights as per active frontages.</li> </ul> <p><u>Building Mass and Form</u></p> <ul style="list-style-type: none"> <li>• Building façades to maximise building articulation, including 50% glazing at ground floor and windows and entrances accessible or visible from the street or public realm.</li> <li>• Building frontages to be continuous where possible. Exceptions include where desirable to provide for access, parking or other public spaces and facilities.</li> <li>• Awnings provided in accordance with active frontages where practicable to provide shelter to pedestrians.</li> </ul>
Attractive Frontages	<p>This frontage type is intended to ensure good design outcomes for areas where design limitations associated with 'big box' retail and commercial environments and service areas may occur, such as loading areas and inactive walls. Built form along the attractive frontage shall be in accordance with the following:</p> <p><u>Setbacks</u></p> <ul style="list-style-type: none"> <li>• Nil building street/reserve setback is permitted. Vehicle access and parking may be sited between the street and built form where adequately screened from view, or landscaped, so as to complement the amenities of adjacent streets and surrounding development.</li> </ul> <p><u>Building Mass and Form</u></p> <ul style="list-style-type: none"> <li>• Building façades to incorporate variations in depth, height, colour, texture and/or materials as well as openings (windows and doors) where practicable to create interest and surveillance and avoid visual monotony and blank walls to the public realm.</li> </ul>

Element	Controls
High Speed Frontages	<p>This frontage type reflects built form that is primarily experienced from passing vehicles travelling at speed, and not located in core pedestrian areas. This frontage will typically not consist of continuous built form. High-speed frontages should be designed generally in accordance with the following:</p> <p><u>Setbacks</u></p> <ul style="list-style-type: none"> <li>• Building setbacks up to 10 metres are permitted for the purposes of providing landscaping, vehicle access, circulation and queuing areas, but not vehicle parking. Vehicle access, queuing and parking areas shall otherwise be sleeved behind buildings and designed so as not to visually dominate street frontages or other public spaces.</li> </ul> <p><u>Building Heights</u></p> <ul style="list-style-type: none"> <li>• Maximum building heights to achieve visibility from passing trade on integrator roads while maintaining a human scale, solar access, and view lines that do not detract from the amenities of surrounding development.</li> </ul> <p><u>Building Mass and Form</u></p> <ul style="list-style-type: none"> <li>• Building façades, including entries, glazing and signage, to incorporate building articulation and be oriented toward and clearly visible from the street where practicable to create interest and surveillance and avoid blank walls and inactivity to the public realm.</li> </ul>
Building Emphasis Locations (refer <b>Figure 3 – Development Requirement Plan</b> )	<ul style="list-style-type: none"> <li>• Entryways to the centre and other key wayfinding locations as indicated on the ACP map are to be highly visible and easily recognisable from street level and from a distance. Built form should generally incorporate the following to emphasise the 'landmark' role of these locations:</li> <li>• Second storeys and/or prominent parapet heights and/or more pronounced facades at key points.</li> <li>• Distinct architectural features, materials and textures such as detailed panels, vertical and horizontal lines, and glazing.</li> <li>• Facades, glazing and entrances that address both street frontages and/or the public realm</li> <li>• Landscaped treatments.</li> </ul>
Gateways/Building Emphasis	<ul style="list-style-type: none"> <li>• A gateway treatment or emphasis should be applied at the entrance to the main street (Carphin Drive) from the train station, the corner of Carphin Drive and Walcott Avenue on the main street and on the corner of the school site.</li> <li>• This may be in the form of a landmark structure, public art, built form articulation, landscaped edge or landscaped plaza.</li> <li>• Development and landscaping of the area near the train station and town square should maximise passive surveillance, and access between the train station and adjacent precincts.</li> </ul>



LEGEND	
	APPLICATION AREA
	STATION SQUARE
	RAILWAY STATION
DEVELOPMENT REQUIREMENTS	
	BUILDING EMPHASIS LOCATIONS
	ACTIVE FRONTAGE
	SEMI ACTIVE FRONTAGE
	ATTRACTIVE FRONTAGE
	HIGH SPEED FRONTAGE



**Eglinton District Centre**  
Activity Centre Structure Plan

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

DATA SOURCE  
Landgate & MNG

PROJECTION  
MGA Zone 50

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CLIENT  
Woodsome

1:2,000 @ A1  
1:4,000 @ A3

PROJECT NO.  
PA1523

DRAWING NO.  
**15**

DATE  
06.06.19

REVISION  
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### 1.4.4. Other Controls - General

The development standards outlined in **Table 5** apply to development within the ACP.

Table 5 – Other Controls Table

Element	Controls
R-Code	<ul style="list-style-type: none"> <li>• Main Street Precinct – R100</li> <li>• Shopping Precinct – R100</li> <li>• Business Precinct – N/A</li> <li>• Residential Precinct – R30-R80</li> <li>• Education Precinct – N/A</li> </ul>
Retail Floorspace	In accordance with the Retail Sustainability Assessment (RSA) (refer <b>Appendix A</b> ), shop-retail floorspace of approximately 27,100sq.m NLA is envisaged within the Commercial zone of the ACP (at 2040, when the trade area population capacity is expected to be reached).
Other Floorspace	Up to 20,000sq.m NLA of other non-retail uses is also envisaged within the Commercial and Business zones of the ACP. This includes approximately 8,000sq.m NLA of bulky goods floorspace which is envisaged in the Business zone of the ACP.
Land Use (other than Residential)	<p>Shops and hospitality uses are preferred along the main street and at the interface with the Station Square.</p> <p>Uses developed on the balance of the Commercial zone will include showroom, shops, hardware store, medical centre and pharmacy (or other permissible or discretionary uses within the Commercial zone of TPS 2).</p> <p>An appropriate interface shall be provided between commercial land uses and any residential or other sensitive uses (such as childcare) on the site. This may involve the orientation of openings and open space areas, the positioning of windows, or the location of walls or fencing between uses.</p>
R-Code	R30-R80 in the Residential zone and up to R100 in the Commercial zone
Residential development	<ul style="list-style-type: none"> <li>• Residential density and development standards shall be in accordance with the allocated R-Code.</li> <li>• The provisions of this ACP shall prevail over the R-Codes where they are in conflict.</li> <li>• Multiple dwellings shall be in accordance with State Planning Policy No.7.3 – Volume 2 (Apartments).</li> <li>• Residential development should be oriented externally to the site to provide passive surveillance to street edges.</li> <li>• Residential development adjacent to open space shall be oriented to provide passive surveillance.</li> </ul> <p>Vehicle access to residential development should be consolidated wherever possible.</p> <ul style="list-style-type: none"> <li>• Vehicle access to residential development should be clearly delineated from other internal accessways through change of materials or similar treatment.</li> <li>• Bin storage shall be contained and screened to minimise visual impact on adjacent properties and internal streets.</li> <li>• All fencing to internal streets should be at least 50% permeable to enable passive surveillance. Exceptions may be made where significant headlight penetration from passing vehicles may be encountered.</li> <li>• Detailed Acoustic Assessments shall be undertaken for any residential development fronting Marmion Avenue at the development application stage (consistent with the Acoustic Assessment at <b>Appendix</b></li> </ul>

Element	Controls
	F), and the determination conditioned accordingly. This may include quiet house design, noise walls or noise bunding.
Maximum Overall Building Height	<ul style="list-style-type: none"> <li>• Building height shall be at the discretion of the Council. Heights shall be subject to considerations such as overshadowing, landmark or gateway status and the impact on important views and view corridors and based on the frontage types as per the provisions above.</li> </ul>
Vehicle Access	<ul style="list-style-type: none"> <li>• Major vehicle access points should be in the general location and function as outlined on the ACP map.</li> <li>• Access within the site should maximise connectivity, legibility, a slow and safe traffic environment and a comfortable, convenient and safe pedestrian environment.</li> <li>• All major site access arrangements are subject to a Transport Impact Assessment at the development application stage.</li> </ul>
Pedestrian Paths	<ul style="list-style-type: none"> <li>• All road verges (except laneways) shall be provided with a pedestrian path with a minimum width of 2 metres.</li> <li>• Pedestrian paths in road verges shall connect with major building entries.</li> <li>• Dual use paths shall be designed to give priority to pedestrians and cyclists at vehicle access points to the activity centre.</li> </ul>
Pedestrian Linkages	<p>Pedestrian linkages through the ACP area are to be provided generally where indicated on the ACP map. Routes identified on the ACP map should be considered indicative and demonstrate one possible way of providing for a pedestrian connection through the activity centre.</p> <p>Designated pedestrian linkages are to provide direct connections through the activity centre plan area, and should be designed generally in accordance with the following:</p> <ol style="list-style-type: none"> <li>a. Be continuously sheltered and/or tree-lined.</li> <li>b. Be of a typical minimum width of 3 metres.</li> <li>c. Be of a grade and treatment so that they are able to be utilised by all sectors of the community.</li> <li>d. Provide wayfinding signage at appropriate points to direct users of the town centre.</li> <li>e. Be well lit and provide seating at appropriate intervals.</li> <li>f. Connect with major building entries.</li> <li>g. Where the linkage passes through a building (for example a shopping centre), appropriate arrangements are to be put in place to allow for pedestrian passage at reasonable hours.</li> </ol>
Open Space	For multiple dwelling residential development, the minimum open space (% of site) is 20%.
Landscaping	All landscaped areas, including car parking areas, pedestrian links, and the main street, should demonstrate the implementation of high-water efficiency design, including though the use of waterwise plans and trees as identified by the Water Corporation Plants Directory, and be protected from damage by vehicles.
Car Parking	<p>Car parking for all non-residential land uses shall be provided at a rate of 5 car spaces per 100sq.m of NLA, with the exception of office and showroom which shall be provided at a rate of 2 car spaces per 100sq.m of NLA. Car parking for the centre is to be supplied in the form of off-street reciprocal and shared parking facilities and on-street or other public parking wherever possible.</p> <p>On-street parking opportunities shall be concentrated in the main street and within both sides of the Carphin Drive road reserve as well as other convenient locations appropriate to different users and modes.</p> <ol style="list-style-type: none"> <li>a. Bays are to be designed to the Australian Standard.</li> <li>b. Car parking for all residential uses is to be provided as per the R-Codes.</li> <li>c. Small car bays (to the specifications of AS2890.1) are permitted off-street to a maximum of 25% of the non-residential off-street car parking provided.</li> </ol>

Element	Controls
	<ul style="list-style-type: none"> <li>d. At-grade car parking shall include a minimum 2 metre landscaping strip in the lot along all street boundaries.</li> <li>e. At-grade car parking shall be provided with one tree for every 6 car parking bays.</li> <li>f. Non-residential car parking requirements are encouraged to be provided and/or shared across different sites within the activity centre boundary, subject to appropriate agreements being put in place.</li> <li>g. Off-street car parking for the activity centre is to be concentrated in, but not limited to, the primary car parking area as indicated on the activity centre plan map. Off-street car parking shall be located either to the rear or side of buildings, and not within the street setback area except where permitted, so as not to visually dominate or disrupt the continuity of building frontages.</li> </ul>
Bicycle Parking and End of Trip Facilities	<ul style="list-style-type: none"> <li>a. Residential development: in accordance with the R-codes.</li> <li>b. Non-residential development less than 500sq.m NLA: Minimum 2 bicycle parking rack spaces for occupants or visitors.</li> <li>c. For building occupants: <ul style="list-style-type: none"> <li>- Secure bicycle storage bays at a rate of 1 bay per 500sq.m NLA.</li> <li>- End of trip facilities are required where 10 or more secure bicycle bays are required, with a minimum of 1 locker per bay, and a minimum of 2 showers (1 male, 1 female) for each block of 10 bays, to a maximum of 10 total showers.</li> <li>- End of trip facilities are to be secure and conveniently located.</li> </ul> </li> <li>d. For visitors: <ul style="list-style-type: none"> <li>- Bicycle parking rack spaces are to be provided at a rate of 1 per 750sq.m NLA and shall be located near building entrances.</li> </ul> </li> </ul>
Screening of Services	<p>External fixtures (eg. utilities, plant, equipment, infrastructure) are to be a similar colour to the building to which they are affixed and adequately screened so as not to be visually obtrusive when viewed from the road reserve or public realm.</p> <p>Service areas, including refuse and storage areas and loading docks, shall not front or face the street or public spaces unless these areas are fully integrated with the design of the centre so as to be 'sleeved' behind other externally-oriented buildings, and/or adequately screened from view of the public realm; and segregated to allow service vehicles to enter the public road in forward gear and avoid conflict with users of customer parking areas and pedestrian movement linkages.</p>
Signage	<p>Signage is to be designed in accordance with the City's Signs Local Planning Policy (LPP 4.6). A signage strategy will be required at the DA stage.</p>
Main Street	<p>The main street, as identified on the ACP map, is to be provided along Carphin Drive located within the Main Street Precinct.</p> <p>The main street shall:</p> <ul style="list-style-type: none"> <li>a. Have a minimum width of 20 metres, and a maximum width of 25 metres.</li> <li>b. Be appropriately designed and treated to slow vehicle speeds and prioritise pedestrian movement.</li> <li>c. Be designed and landscaped to the satisfaction of the City of Wanneroo.</li> <li>d. Be designed and landscaped to a high standard that is reflective of its position as a main feature and gathering place for the surrounding community, and broader catchment.</li> </ul> <p>The main street may be retained under private ownership providing that legal instruments are put in place to allow for City and public access at all times, with allowances for temporary, short-term closures for events.</p>



### **1.4.5. Public Transport Authority Infrastructure**

The ACP designates an area to be set aside for public transport infrastructure associated with the Eglinton train station. Specifically, the area includes:

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

The area shown on the ACP for PTA infrastructure reflects the detailed plan PTA has prepared in conjunction with METRONET.

## **1.5. LOCAL DEVELOPMENT PLANS**

A local development plan (LDP) is required:

- Prior to the development of any grouped or multiple dwellings in the ACP area.

The LDP(s) shall:

- Provide for R-code variations that reflect the desired urban character of the locality.
- Ensure that the potential visual and amenity impact of garages, bin storage and other service facilities is minimised.
- Ensure that dwellings are appropriately protected from potential amenity impacts of non-residential development.
- Seek to minimise crossovers.

## **1.6. OTHER REQUIREMENTS**

The provision of services and infrastructure is to be in accordance with the development contribution scheme prepared for DSP 18 (for Alkimos Eglinton) enforced through the powers of TPS 2.

## 1.7. ADDITIONAL INFORMATION

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

Table 6 – Additional Information Requirements

Additional Information	Purpose	Approval Stage	Consultation Required
1. Landscape and Public Open Space Management Plan	To detail the ongoing management and maintenance arrangements of landscaping and public open space areas. It shall include details of the main street, town square and any pedestrian linkages and landscaped edges.	Prior to development approval of Stage 1 in the Main Street Precinct	City of Wanneroo
2. Transport Impact Assessments	To undertake the traffic analysis associated with individual development proposals	Development application	City of Wanneroo, Main Roads WA (where abutting Marmion Av or Eglinton Drive)
3. Traffic Management Plan	To provide technical specifications relating to the subdivision and development of the land, and construction management arrangements.	Lodged prior to building permit stage as a condition of subdivision/development approval.	City of Wanneroo
4. Bushfire Management Plan	To demonstrate Emergency Evacuation Plan and Risk Management Plan, prepared in accordance with State Planning Policy 3.7.	Development Application stage for vulnerable and high-risk land uses.	City of Wanneroo
5. Parking and Servicing Strategy	To establish the access and layout of off-street carparking, provision for on-street parking and service vehicle access.	Development application	City of Wanneroo
6. Acoustic/Vibration Report	To demonstrate compliance with SPP 5.4	Development application	City of Wanneroo
7. Geotechnical Report	Detailing the specific design and construction recommendations and requirements.	Lodged prior to development application or building permit stage (whichever comes first), managed as a condition of subdivision approval	City of Wanneroo
8. Signage Strategy	To demonstrate compliance with City of Wanneroo Signage Policy (Local Planning Policy 4.6)	Development application	City of Wanneroo
9. Drainage Strategy	Detailing the specific drainage requirements for future development	Development application	City of Wanneroo