COSSILL & WEBLEY
CONSULTING ENGINEERS

ENGINEERING SERVICING REPORT

LOT 9101 Eglinton
Structure Plan Amendment

September 2026



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1. EXECUTIVE SUMMARY

This Engineering Servicing Report (ESR) has been prepared by Cossill & Webley Pty Ltd (C&W) for Eglinton Estates Pty Ltd to summarise the preliminary engineering assessment for the proposed residential development of the northern portion of Lot 9101 Eglinton (see Figure 1).

The report provides engineering advice on the capability and future infrastructure requirements for the site and the civil engineering influences on the development plan. It confirms all required services can be extended to service the new development.

The 33.7 ha site is within the City of Wanneroo and is zoned Urban under the Metropolitan Region Scheme (MRS). The site is bounded by the Perth - Yanchep Railway Reserve to the east, Marmion Avenue to the west, Pipidinny Road to the north and the future Eglinton Blvd to the south.

Ground conditions comprise sand overlying limestone to varying depths. Limestone outcrops are at the surface along some ridges, and areas of harder capstone are likely to be encountered.

Bulk earthworks will be required to provide acceptable lot levels and grades.

The proposed development is within the Water Corporation license area. Planning provided by the Water Corporation indicates gravity sewers grade from east to west to a future 600 dia gravity main sewer proposed in Eglinton Boulevard.

The site can be served with water via a connection to the existing DN800 steel distribution main in the western verge of Marmion Ave. A DN500 steel distribution main is proposed to be constructed along Eglinton Boulevard.

A DN225 PE high-pressure gas main is located in the eastern verge of Marmion Avenue and supplies the surrounding developments. A connection to the existing main in Marmion Avenue would allow a reticulated gas network to be provided for the proposed development.

Western Power is currently undertaking augmentation works to support the existing power supply in the north-west corridor. We anticipate these HV feeders will support the development of Lot 9101.

NBN Co fibre exists within Marmion Avenue. The existing NBN network provides a connection point for the proposed development and should remove any requirement for cable backhaul and associated charges.

Alternative communication provider Opticomm also has a fibre network in the Alkimos-Eglinton corridor to the north of the site and is also able to service the development.

Based on the preliminary engineering servicing review, there are no engineering or servicing constraints to the development of the Site.

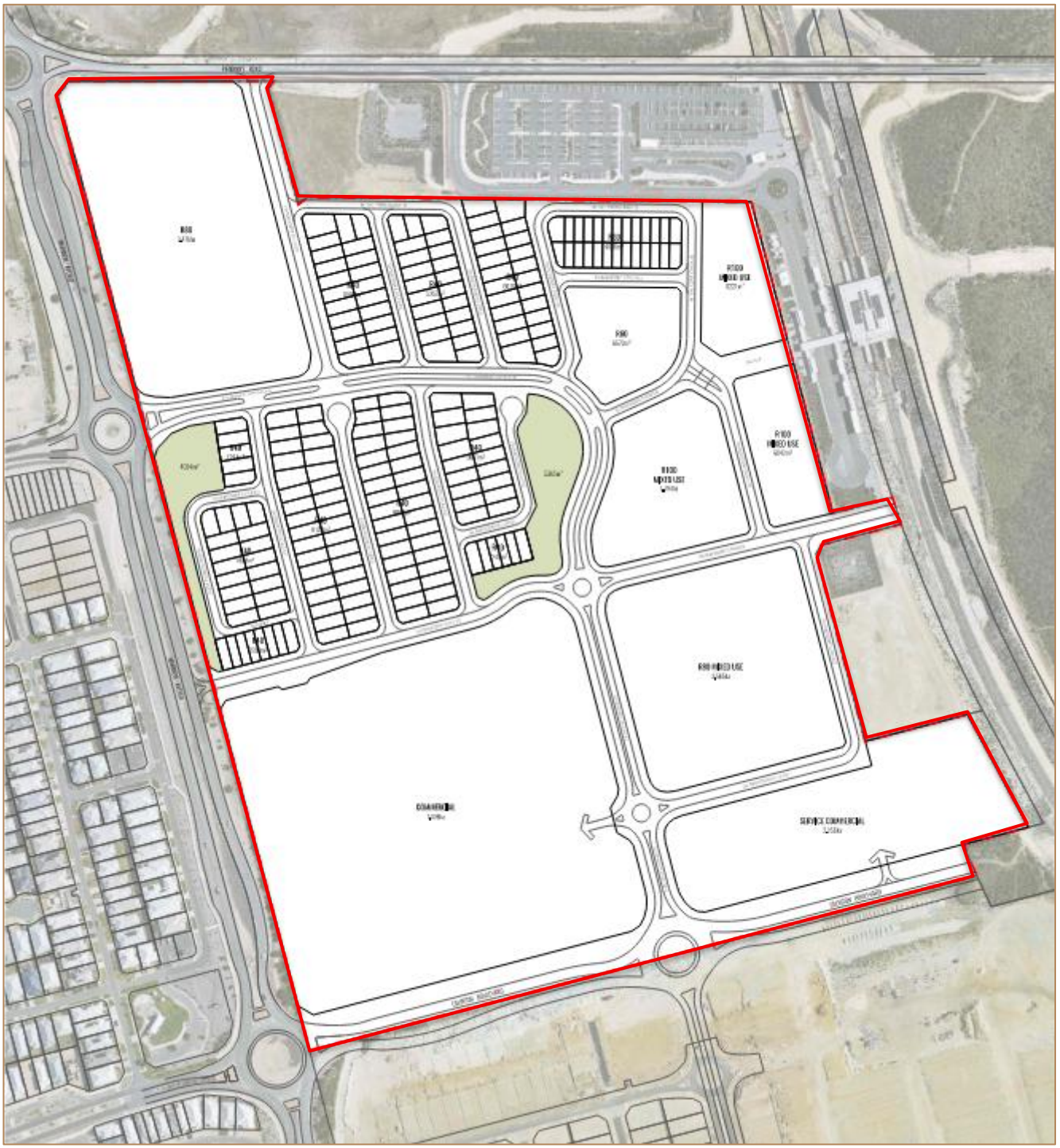


Figure 1– The Development Area (StudioCFM Concept Plan)

2. INTRODUCTION

This report has been prepared by Cossill & Webley Pty Ltd (C&W) for Eglinton Estates Pty Ltd and summarises the results of a preliminary engineering assessment for the proposed residential development of the northern portion of Lot 9101, Eglinton.

The report provides engineering advice on the capability and future infrastructure requirements of the site to support the proposed development and the civil engineering influences on the development plan form.

In particular, consideration has been given to the earthworks, roads, drainage, wastewater, water, gas, power, and communications servicing requirements to support development.

The site is identified by the red boundary in Figure 2 presented below:

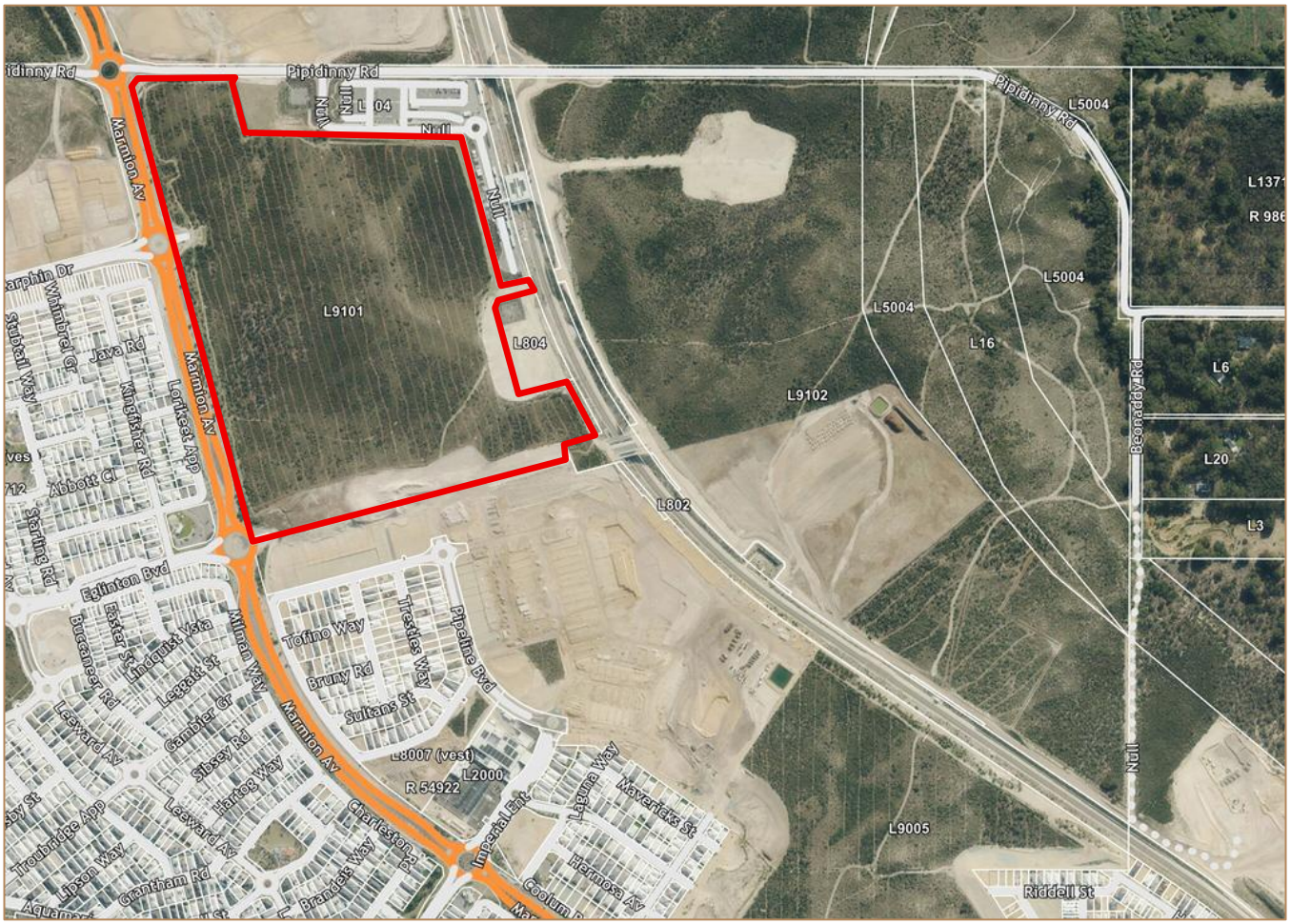


Figure 2 - Site Location (MNG, July 2026)

3. SITE DESCRIPTION

The 33.7 ha site is approximately 42km northwest from the Perth CBD and 18km north of the Joondalup City Centre. The Site is within the City of Wanneroo and is zoned Urban under the MRS.

The site is bounded by the Perth - Yanchep Railway Reserve to the east, Pipidinny Road to the north, the future Eglinton Blvd to the south, and the Marmion Avenue to the west.

4. GEOTECHNICAL CONSIDERATIONS

4.1. Topography

The site is predominantly covered by coastal bush and shrubs. No declared rare flora species are located within the site. Areas of the native vegetation have been disturbed by off-road vehicles creating a number of tracks through the site.

A desktop review of the Perth Groundwater Atlas describes the site as having "no known risk" of Acid Sulfate Soils (ASS) and is geologically underlain with Safety Bay Sand (Aeolian and beach lime sand).

The site is generally undulating with some areas having steep slopes typical of the Perth coastal dune system, as shown in Figure 3 below. The site has a high point of RL 54.0m AHD near the southeast corner. The site grades down to the western boundary with the lowest point of the site at approximately RL 27mAHD located adjacent to Marmion Avenue just south of Carphin Drive.

Ground conditions comprise sand overlying limestone to varying depths. Limestone outcrops are at the surface along some ridges, and it can be expected that areas of harder capstone may be encountered.

The regional groundwater flow direction is from east to west towards the Indian Ocean. The historical maximum groundwater level beneath the site is at about RL 1.0m AHD. Given there is over 25 metres separation to groundwater, there will be no impact to development.



Figure 3 - Landform Contours (MNG Access, July 2026)

4.2. Ground Conditions

The area is identified within the Spearwood System of sand dunes and plains with soil subsystems of the Karrakatta Shallow Soils Phase and the Quindalup South Oldest Dune Phase, with low hills and ridges with bare limestone or shallow Siliceous or Calcareous sand over limestone, with dense low shrub, dominated by Dryandra Sessilis, Melaleuca and species of Grevillia.

The Geological Survey of Western Australia Perth Metropolitan Region 1:50,000 soil maps, shown in Figure 4, indicate the surface soils as:

S7 - SAND - pale and olive-yellow medium to coarse-grained sub-angular quartz moderately sorted of residual origin modified by marine inundation.

LS1 - LIMESTONE - pale yellow-brown fine-grained angular and medium-grained rounded quartz and calcite cross-bedding minor heavy minerals.

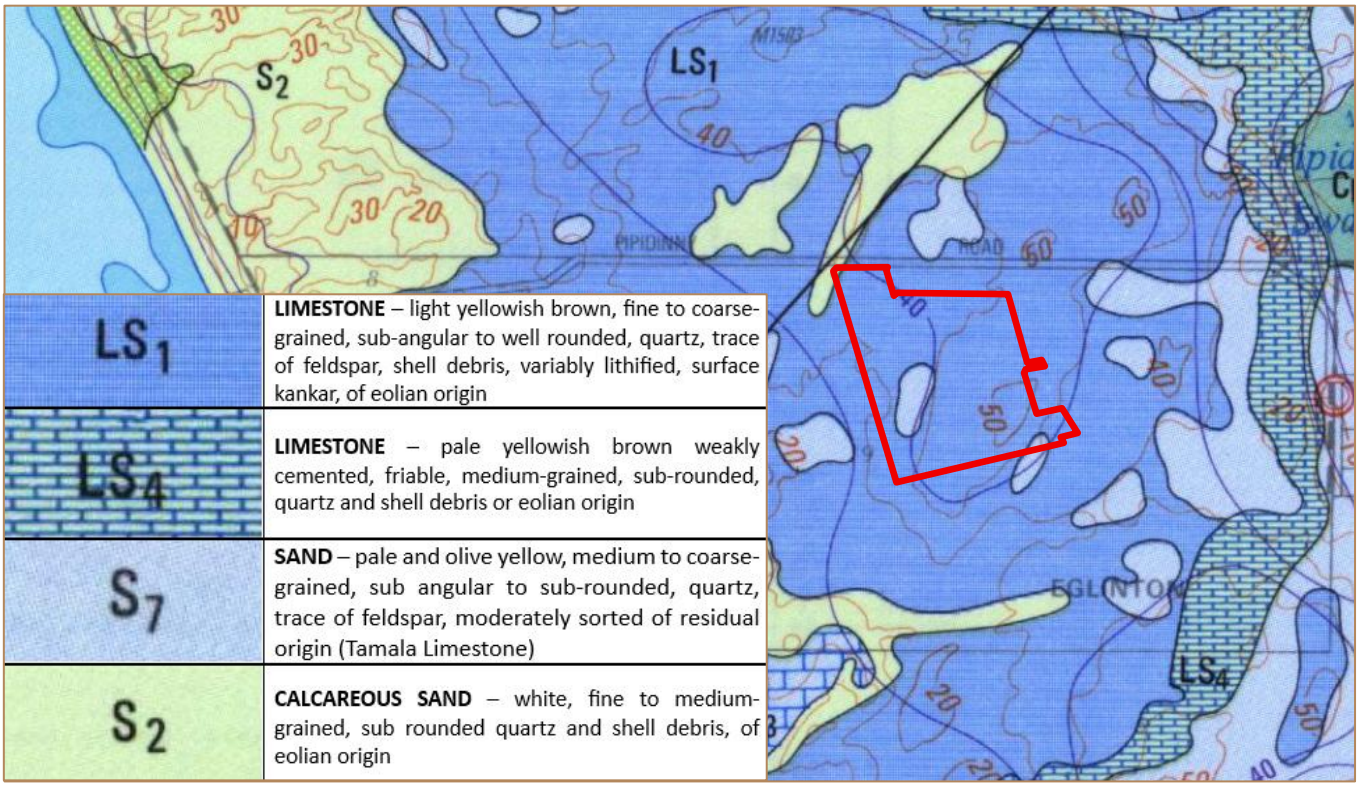


Figure 4 – Soil Types

While Karstic formations are present in the limestone rock in the northwest corridor, east of Wanneroo Road and in the Yanchep – Two Rocks area, we are not aware of any evidence of Karstic formations having been identified in the area or adjacent developments.

4.3. Unexploded Ordnance

The Eglinton area was one of the principal locations for infantry and anti-tank training in WA during WW2. The site falls within that part of the range area with a Defence Categorisation of "Substantial" UXO Risk. Sites categorised as being substantial have a history of numerous UXO finds or heavy residual

fragmentation. Areas likely to be assessed as substantial include impact areas, demolition sites, and areas of heavy ordnance dumping.

A 10% Unexploded Ordnance Field Validation Survey has been completed by Milsearch Pty Ltd in February 2026. No items of actual UXO or EO (exploded ordnance) were located during the investigation. Milsearch made the following recommendations:

- No further UXO assessment or UXO remediation is required within the Project Area.
- Any future earthworks and associated personnel conducting invasive ground works should be made familiar with potential types of UXO and chance find procedure.
- Should any suspicious item be found, it is recommended the UXO Chance Find Flowchart be adhered to.

5. SITEWORKS AND EARTHWORKS

Siteworks for the residential development of the Site will generally comprise the following:

- Clearing of trees, vegetation and roots (outside of retention areas)
- Earthworks to provide level lots suitable for residential construction
- Earthworks to achieve adequate road grading and site drainage toward the public open space and drainage infrastructure
- Construction of retaining walls as depicted on the concept plan

All earthworks will be performed in a controlled manner in accordance with the recommendations of Australian Standard AS 3798, "Guidelines on Earthworks for Commercial and Residential Developments".

The Site will be designed in accordance with the following objectives:

- Provide minimum finished levels required for drainage serviceability and sewer grading
- Achieve appropriate site classification in accordance with AS 2870-2011, "Residential Slabs and Footings"
- Allow roads and earthwork levels to broadly follow the existing coastal plain topography and minimise cut/fill imbalance where possible
- Maintain suitable interface levels at Marmion Avenue, Pipidinny Road and the Eglinton Train Station interface

A preliminary earthwork design has been undertaken over Lot 9101 and is presented in Appendix 1 for reference.

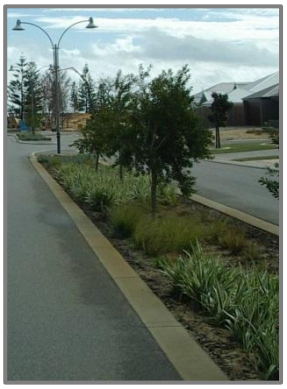
With the presence of shallow or surface limestone, areas may require over-ripping and re-compaction to provide a surface suitable for site works.

It is the general practice in the north-west corridor to provide a minimum of 600mm sand cover to all lots to assist with house footing, service installation and revegetation purposes. Every opportunity should be taken to over-excavate in areas of sand for stockpiling and backfill with limestone to enable top dressing of residential lots with the sand.

It is anticipated that following suitable site preparation as determined by a detailed geotechnical investigation, an 'A' site classification as per AS2870 will apply to the lots.

6. DRAINAGE

6.1. Integrated Urban Water Management



A Local Water Management Report has been prepared by Emerge Associates and accompanies this Structure Plan Amendment. This report provides a basis for ongoing development to ensure that appropriate allowances are made for total water management including the minimisation of scheme water use and the maximisation of recharge of stormwater runoff.

Stormwater drainage management is proposed by adopting a Water Sensitive Urban Design (WSUD) approach. Objectives of WSUD will include:

- Detention of stormwater rather than rapid conveyance;
- Use of stormwater to conserve potable water;
- Use of vegetation for filtering purposes; and
- Water efficient landscaping.

We anticipate the main WSUD practices which are likely to be incorporated into the ongoing implementation of the site as follows:

6.2. Stormwater Management

Stormwater recharge of the shallow aquifer should be maximised through the adoption of 'Best Management Practices', which promote the dispersion and infiltration of runoff. These include the use of porous paving for roads and car parks, the diversion of runoff into road medians and road-side swales, drainage soakwells to infiltrate runoff from buildings and private open space areas and the disposal of road runoff into infiltration basins within areas of public open space (POS).

6.3. Water Quality Management

Recharge water quality will be controlled through the adoption of "Best Management Practices", which promote the disposal of runoff via water pollution control facilities (including vegetated swales and basins, detention storage and gross pollutant traps) and the implementation of non-structural source controls (including urban design, street sweeping, community education, low fertiliser landscaping regimes, etc.).

6.4. Stormwater Collection and Management

The Site consists of free draining sand with substantial cover to the prevailing groundwater. Overall, therefore, the land is highly suited to the implementation of the WSUD management practices outlined above.

It is anticipated that runoff within future development allotments will be contained on-site. Stormwater disposal will be via soakwells or other infiltration facilities which form part of the building and private open space development.

Drainage from public roads and lanes can be managed in a number of ways depending on the nature of the adjacent land uses, the extent of traffic and pedestrians and the objectives for drainage management.

Infiltration may be via swales within or adjacent to road reserves, gully pits with permeable bases, slotted drainage pipes or under road storages subject to the City of Wanneroo approval and consideration of whole of life costs including the ongoing maintenance.

Roads and POS will be designed to cater for the surface overflow for more severe storms with building pads constructed at least 300 millimetres above the 1%AEP ARI flood or storage level at any location.

The dispersion of stormwater disposal within the catchment will maximise recharge through the soil profile to the shallow aquifer, thereby, maximising the potential for nutrient stripping and water quality improvements.

The LWMS prepared by Emerge details the stormwater drainage strategy and shows the approximate location of stormwater disposal sites based on a preliminary assessment of finished development levels.

7. ROADWORKS & FOOTPATHS

A Traffic Impact Assessment has bee prepared by PJA Traffic Consultants and accompanies this Structure Plan Amendment.

The results of this investigation include a recommended hierarchy for the roads within the Site and the future subdivision development together with recommendations for public transport services, pedestrian and cyclist facilities.

In all cases the engineering review will consider the recommendations outlined in this report.

7.1. Existing Roads

7.1.1. Marmion Avenue

The Site is bounded by Marmion Avenue (a Primary Regional Road under the Metropolitan Region Scheme, managed by Main Roads WA) to the west and Pipidinny Road to the north. Both roads form the primary frontages to the Site.

Marmion Avenue is a dual carriageway arterial road. With roundabouts constructed at Pipidinny Road, Carphin Drive and Eglinton Boulevard to access the Site.

7.1.2. Eglinton Boulevard

Eglinton Boulevard is a proposed "Other Regional Road" (Blue Road) which will comprise 4 lanes connecting Marmion Avenue to the Freeway.

A preliminary design has been prepared for this road, which incorporates a dual carriageway roundabout midway between Marmion Avenue and the Yanchep Rail Bridge at Pipeline Boulevard.

As part of the Yanchep Rail extension, a traffic bridge has been constructed over the railway line although no roads have yet been constructed to the bridge.

7.1.3. Pipidinny Road

Pipidinny Road is currently classified as a Local Distributor Road, constructed to a semi-rural standard. It is proposed to be reclassified as an Integrator Arterial B, reflecting its role as the primary access route to the new Eglinton Station, bus interchange and Park'n'Ride facility. The road will be upgraded to an

urban standard within the existing 20m reserve, comprising one 3.5m traffic lane each way separated by a 6.0m median incorporating turn lanes.

7.1.4. Carphin Drive

An existing roundabout has been constructed on Marmion Avenue at Carphin Drive which will be extended into the Site as part of the development. Carphin Drive is proposed as a Neighbourhood Connector A Road which connects to a future Developer Funded bridge just south of the existing Eglinton Train Station.

7.2. Future Roads

The Concept Plan supporting the Structure Plan depicts a series of Neighbourhood Connector and Access Street roads throughout.

The engineering design of future residential roads will comply with the requirements and standards of the City of Wanneroo, Australian Standards, IPWEA Guidelines and Liveable Neighbourhoods.

8. Water Reticulation

The Site will ultimately be served with water via a connection to the existing DN800 steel distribution main in the western verge of Marmion Ave as presented in Figure 5 below.

A future DN500 distribution main is proposed to be constructed in Eglinton Boulevard. The utility bridge adjacent to the Eglinton Blvd traffic bridge includes an allowance for a DN600 MSCL future water main.

Standard Water Corporation water headworks will apply.



Figure 5 – Existing Water Supply (Water Corporation Esinet)

9. WASTEWATER RETICULATION

The Site is within the Water Corporation license area.

The north-western portion of the Site is proposed to grade into the existing DN225 sewer in Carphin Drive. The balance of the Site will be serviced via the extension of a DN600 gravity sewer extension in Eglinton Boulevard. This DN600 will be delivered by Eglinton Estates under a Developer Constructed Works Agreement and will take flows from two future pump stations east of the rail.

Standard Water Corporation Sewerage Headworks will apply.



Figure 6 – Proposed DN600 Gravity Extension (Esinet, July 2026)

10. Gas Supply

A DN225 PE high-pressure gas main is located in the eastern verge of Marmion Avenue and supplies the surrounding developments. A connection to the existing main in Marmion Avenue could allow a reticulated gas network to be provided for the proposed development.

Gas is not a required service for subdivision clearances and titles and therefore not necessary for this development.

11. Electrical Power Supply

11.1. Power Requirements

Based on a maximum dwelling count of 330 dwellings and a commercial and mixed use areas of 13.86ha, the Site would require approximately 3,050kVA to service the development. This load would be connected to the WP Network over several years.

11.2. HV Feeder Upgrades

We understand that Western Power is currently augmenting the power supply in the north-west corridor by extending 2 x 22kV feeders from the Romeo Road Zone Substation in Marmion Avenue to Yanchep.

We anticipate these feeders will support development generally in the north-west corridor including Lot 9101.

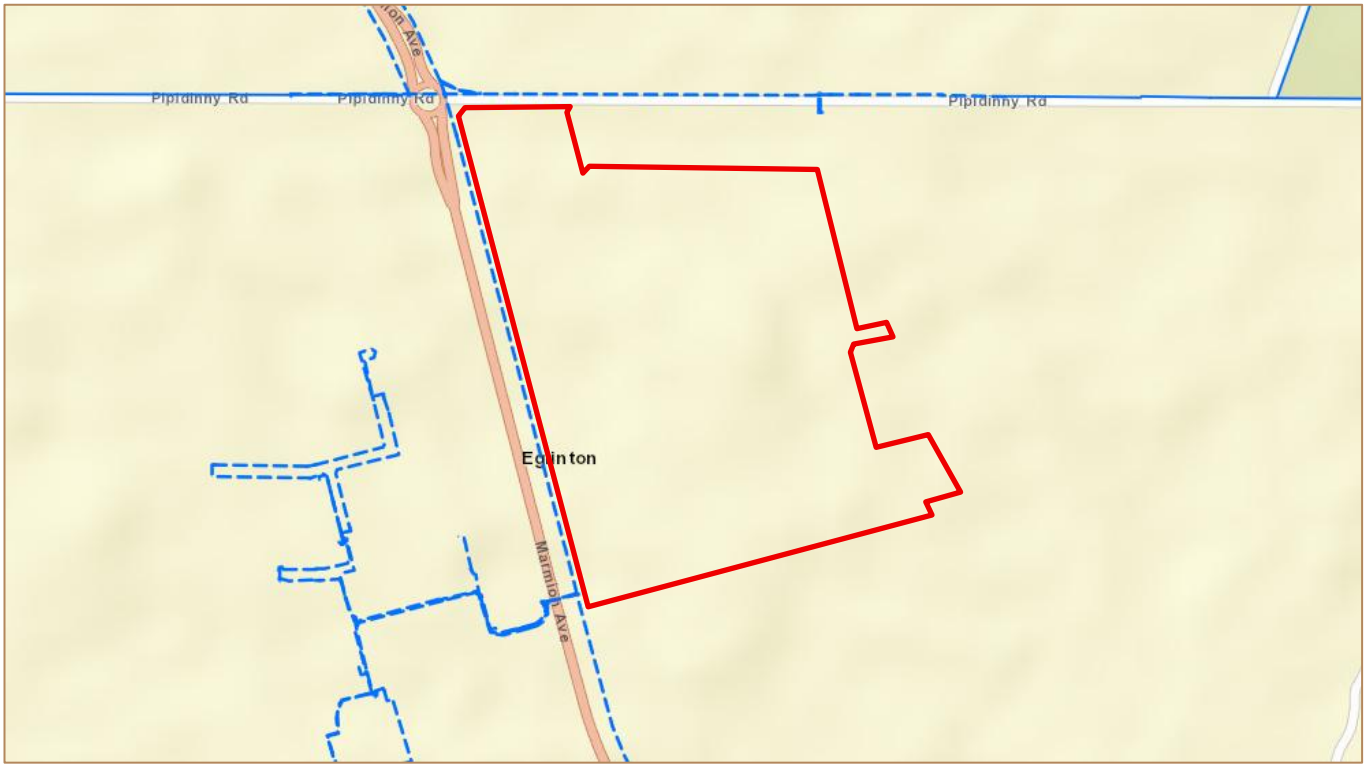


Figure 7 – Existing Western Power Distribution Lines (Western Power Mapping Tool, July 2026)

12. TELECOMMUNICATIONS

The Site is within nbn's fixed line footprint, and NBN has confirmed the Site can be serviced with telecommunications, via a connection to their existing network in the surrounding developments. Existing NBN infrastructure is presented in Figure 9 below.

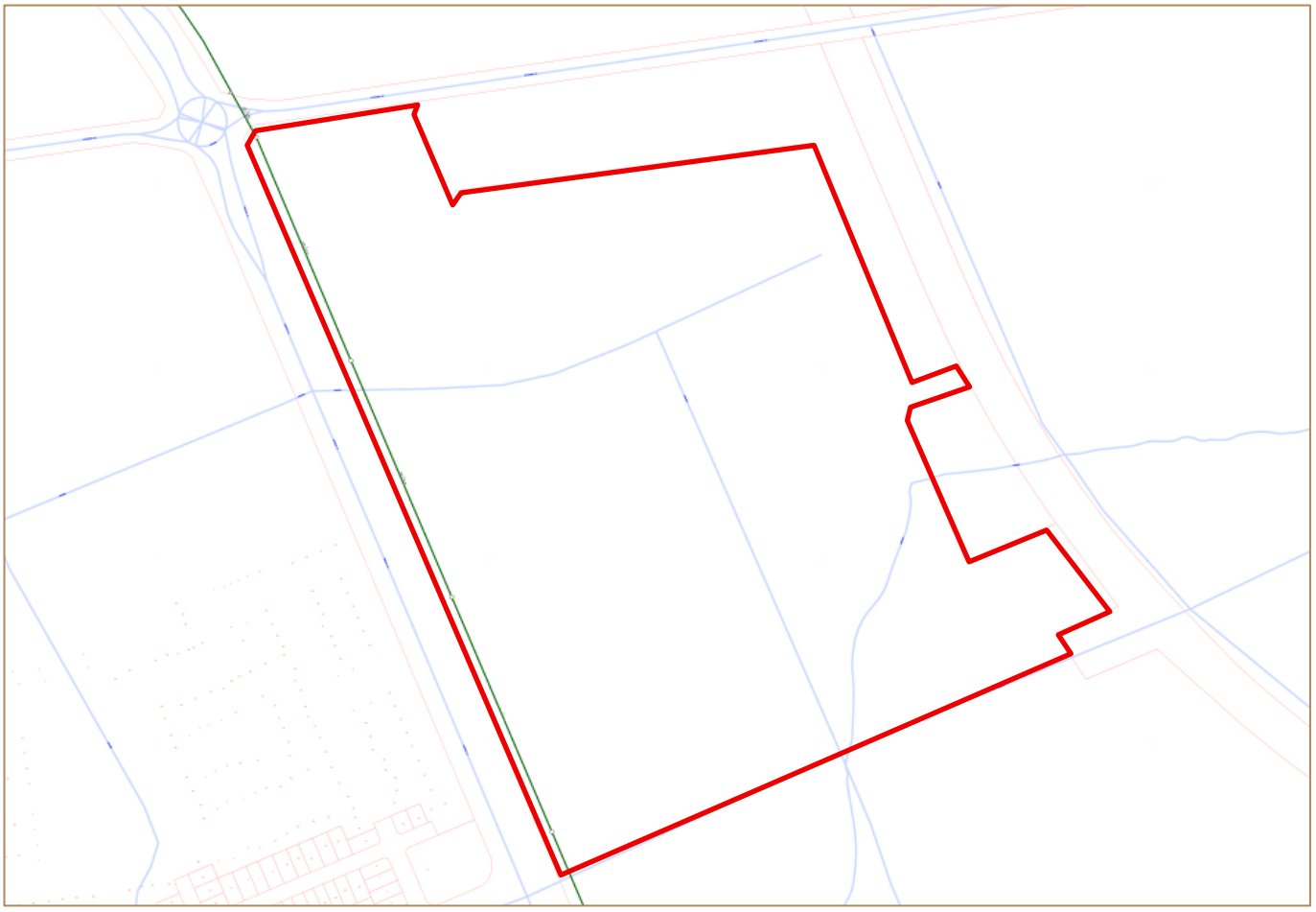


Figure 9: Existing Telecommunications (BYD, NBN, July 2026)

Under the Federal Government's "Telecommunications in New Developments Policy", developers are responsible for contributing to the cost of delivering the nbn™ network in new developments, including contributing to part of the costs of the build as well as a $600 per lot deployment change.

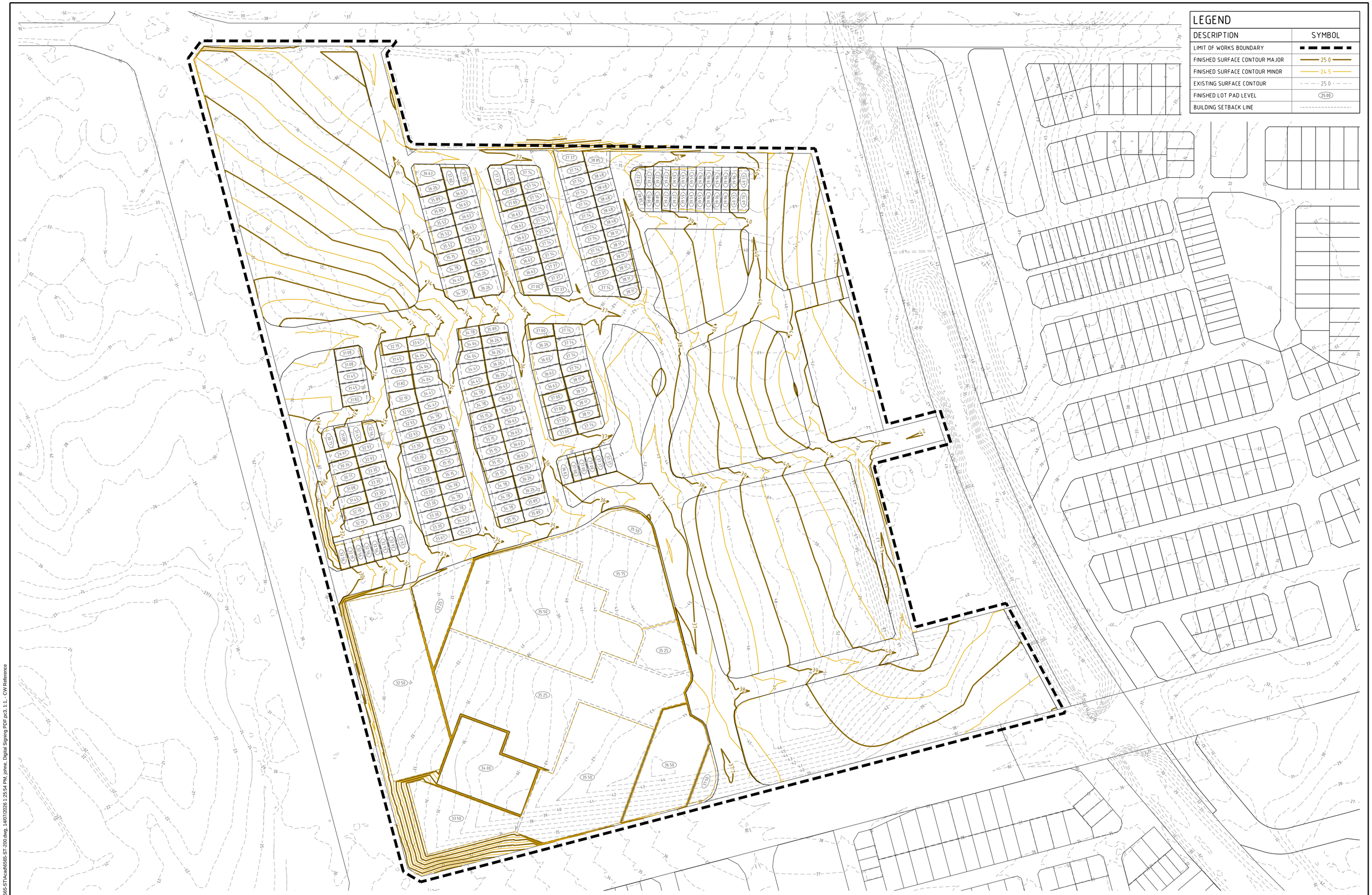
The current design practice for road reserves, pavement and verge provisions will make adequate allowance for services including broadband in accordance with the agreed Utilities Service Providers handbook. There will be some local land requirements for equipment sites, similar to current provisions which will be accommodated at detailed design stage.

13. CONCLUSION

Based on the preliminary engineering servicing review, there are no engineering or servicing constraints to the development of the Site. Significant planning and investigations have already been undertaken by Eglinton Estates, the consultant team, and the relevant authorities to support existing developments in the vicinity of the Site and future development within the greater area.

APPENDIX 1

Preliminary Earthworks Design



REV	DATE	DRN	CKD	APP	AMENDMENT
C	14.07.26	JAE	-		ISSUED FOR INFORMATION
B	15.06.26	JAE	AT	A. THOMSON	ISSUED FOR INFORMATION
A	22.04.26	JAE	MH	-	ISSUED FOR INFORMATION

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CLIENT: EGLINTON ESTATES

APPROVED

DESIGNED: JAE

SCALE: 1:1500

PROJECT: LOT 9101 AND 9102 EGLINTON - STRATEGIES

TITLE: EARTHWORKS STRATEGY - PLAN
CENTRAL PRECINCT

WAPC No. -

DRAWING No. 6565-ST-200

REVISION C

ORIGINAL SIZE A1

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Attachment Two

Summary of Development Provision Amendments

Eglinton PSP – Proposed Amendments to Precincts 1-4 Development Provisions

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
Precinct 1 (Community Village)	The Main Street Precinct is in the heart of the Eglinton activity centre adjacent to the proposed train station. This precinct will comprise the main retail and community hub including a public square as an interface to the Station. It will accommodate most of the shop-retail activity, with a mix of commercial and hospitality buildings fronting both sides of the main street on Carphin Drive, refer Figure 2.	Revised – The Community Village Precinct is in the north-eastern part of the Eglinton Activity Centre, adjacent to Eglinton Train Station. This Precinct will form a community village including a centrally located community centre, mixed use buildings and the Station Square, connecting the wider precinct to Eglinton Train Station. Central to the Precinct will be the public realm link, which is positioned to provide connectivity between the Shopping Centre and Eglinton Train Station. Multi-storey mixed use development will frame the Station Square, reinforcing the point of arrival and connection from the Train Station to the wider precinct. Parking will be positioned to the rear, with built form defining the street edge. Ground floor commercial activation may include a mix of retail, commercial, or hospitality uses fronting the square. Extending north and south from the Station Square will include be predominantly residential development, including at ground level.	Adjusted to align to revised concept/layout.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	Figure 2 – Precinct 1 – Main Street Precinct Principles (P1)	Revised – Modify to reflect revised precinct name and layout.	As per new precinct name and layout.
	2.1.1 Precinct Objectives	Retain	Remains relevant.
	The objectives of the Main Street Precinct are to: - Provide for a mix of complementary retail, commercial and community uses that activate the Carphin Drive street frontage. - Focus high intensity and active uses adjoining the public square. - Provide for convenient, safe and pleasant access between the train station and other parts of the district centre. - Provide safe and pleasant connections to the residential areas. - Provide an amenable interface to surrounding development, both in the short and long term. - Provide for residential development at R-AC3 as per the PSP and SPP 7.3 Volume 2 Apartments, maximising the potential for residential development within the 400m catchment of the train station within mixed use building formats. - Provide safe and active interface with PTA infrastructure.	Revised – The objectives of the Community Village Precinct are to: - Provide for a mix of complementary retail, commercial, hospitality, civic, residential and community uses that activate the public realm linking the train station and the shopping centre. - Focus high intensity and active uses adjoining the public square and public realm link. - Provide for convenient, safe and pleasant access between Eglinton Train Station and other parts of the district centre and residential areas. - Provide for residential development at 'R-AC3' as per the PSP and Volume 2 of the R-Codes, maximising the potential for residential development within the 400m catchment of Eglinton Train Station within mixed use building formats. - Provide safe and active interface with PTA infrastructure. - Ensure initial development stages do not compromise ultimate development.	Revised to remove reference to Carphin Drive and add reference to the public realm link. Added additional land uses which would be viewed as appropriate, including civic uses which aligns with the proposed Community Hub.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	- Ensure initial development stages do not to compromise ultimate development.		
	2.1.2 Land Use	Retain	Remains relevant.
	Uses to be generally consistent with the Commercial zone of DPS2.	Revised – The Community Hub site is reserved 'Civic and Community' as per DPS2. Land uses within the remainder of the Precinct to be generally consistent with the 'Mixed Use' zone of DPS2.	Revised to add in 'Civic and Community' reservation which appropriately reflects the future intent of the Community Hub site. Changed the substantive zoning from 'Commercial' to 'Mixed Use' to reflect the development intent of the precinct.
	Preferred uses along Carphin Drive include a mix of speciality retail shops, small bars, cafes, restaurants, convenience stores, pharmacies at ground level, and commercial uses such as professional services and small businesses, or shop top housing on upper levels.	Revised - Preferred uses include a mix of specialty retail shops, small bars, cafes, restaurants, convenience stores, pharmacies, professional and personal services, small businesses, civic and community uses, and residential apartments or townhouses.	Additional uses added. Remove reference to land use composition.
	The mix of uses is to ensure pedestrian activation of the main street throughout the day and evening, and car based uses are generally not supported.	Revised - The mix of uses should ensure pedestrian activation of the public realm link between the train station and the shopping centre throughout the day and evening.	Change reference from 'main street' to 'public realm link'.
	Smaller tenancies are preferred along Carphin Drive, and larger tenancies for retail and commercial preferred behind Carphin Drive abutting the station car park to the north.	Delete	Not relevant to current concept.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	Larger format retail uses, such as showrooms and drive through uses, including fast food outlets and petrol stations, are not supported in the precinct which is focused on pedestrian movement and amenity.	Delete	Showrooms and Service Stations are an 'X' use in the 'Mixed Use' zone. Fast Food Outlets are an 'A' use however we do not anticipate that fast food outlets with drive-through lanes would be attractive in this location.
	2.1.3 Building Typology	Renamed to 'Built Form'	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	N/A	New - All residential development is to be in accordance with the R-Codes and City of Wanneroo Local Planning Policies.	Reference to R-Codes and LPPs as default.
	N/A	New - Built form designed to maximise land use intensity adjacent to the train station, including building heights up to 6 storeys.	New provision proposed which speaks to the anticipated built form outcome. Note that 6 storeys is permitted under the R-AC3 coding which currently applies in this location.
	N/A	New - Built form adjacent to the public realm link is to be designed to provide passive surveillance and direct pedestrian access to the public realm link (including the Station Square).	New provision requires activation to the public realm link and generally passive surveillance at upper levels regardless of whether development is abutting the public realm link.
	2.1.3.1 Built Form Description	Delete	All built form related sub-headings have been removed to shorten the document.
	Carphin Drive: Mixed use two or three storey buildings that orientate to Carphin Drive to create activity at the street front.	Delete	Superseded by new provision.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	Generally a narrow continuous building format is to be provided at the ground floor to maximise tenancy opportunities and mix of uses. Upper floors contain mix of commercial and business services, or shop top residential development.		
	Contemplate single storey retail (with a two-storey facade) in the first instance that does not compromise ultimate development.	Delete	This provision better aligns with the previous concept where the core of the retail was on the doorstep of this precinct.
	Larger, two storey or single level commercial/retail buildings in the remainder of the precinct that orientate to the street or laneway frontage, and car parking to be provided to the rear of the buildings.	Delete	This provision contemplates a different built form outcome than what is being proposed now.
	Figure 3 – Multi Storey Mixed Use Building	Delete	The upper level setback requirement is proposed for deletion, meaning that this figure is misleading.
	Figure 4 – Two Storey Commercial / Retail	Delete	This image does not value add.
	2.1.4 Development Requirements	Delete	All built form related sub-headings have been removed to shorten the document.
	2.1.4.1 Setbacks	Delete	All built form related sub-headings have been removed to shorten the document.
	Default nil building street setback. Building setbacks may be supported where desirable to provide alfresco dining or	Revised – Nil building street setback is permitted, with building setbacks supported where desirable to provide alfresco dining or similar activities that	Minor adjustment to improve phrasing and support setbacks where necessary to residential privacy.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	similar activities that promote interaction between the internal use and public realm.	promote interaction between the internal use and public realm or, where appropriate, to provide privacy and safety for residents.	
	Provide boundary to boundary development to maintain a consistent attached built form character along Carphin Drive.	Revised – Provide a continuous building form at ground level abutting the Station Square to maintain a consistent attached built form character to the public realm, where practical.	Revised to make relevant to the Station Square only.
	N/A	New – Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents.	Introduce provision requiring consideration of residential/non-residential interface.
	Rear setbacks to be considered based on the requirement for car parking and delivery services.	Delete	Unnecessary as DPS 2 and the R-Codes (Volume 2) allows for nil setbacks to side and rear boundaries.
	Any level above 2 storeys is required to be set back 5.0 metres from the Carphin Drive boundary and 3 metres from Walcott Avenue boundary and the pedestrian link to the PTA carpark.	Delete	This provision dictates a specific built form outcome which could be achieved through other means, depending on the proposed design. Removal of this provision provides flexibility for the design to be considered and assessed against DPS 2 and the R-Codes, having regard to the principles of good design (SPP 7.0).
	Figure 5 – 3rd Storey Setback	Delete	Upper floor setback requirement is proposed for deletion, making this figure redundant.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	2.1.4.2 Building Height	Delete	All built form related sub-headings have been removed to shorten the document.
	Maximum building height shall be at the discretion of the Council and commensurate with a three storey building height.	Delete	Building height is discretionary in any event.
	A building emphasis feature designed to reinforce the street corner, may exceed the maximum allowable height at the discretion of Council.	Revised - A building emphasis/architectural feature designed to reinforce a view corridor or street corner shall be provided where identified on Plan 1. This may be in the form of an architectural element, public art, or landscaped plaza.	Modified to make reference to the 'notable built form' notations on Plan 1. Recognize that the emphasis/architectural feature can take other forms such as public art.
	Minimum ground floor to ceiling height of 3.6 metres.	Revised – Non-residential minimum ground to first floor slab height of 4 metres.	Modified to reflect appropriate construction standards.
	Minimum façade height of 5.2 metres to create a sense of enclosure for the pedestrian environment.	Retain	Remains relevant.
	Figure 6 – Ground Floor and Façade Heights	Delete	No longer relevant.
	2.1.4.3 Building Facades	Delete	All built form related sub-headings have been removed to shorten the document.
	At least 80% of the building façade at street level to be maintained as an entry or window with clear glazing.	Delete	Overly prescriptive, particularly if residential were to be delivered at ground level.
	2.1.4.4 Awnings	Delete	All built form related sub-headings have been removed to shorten the document.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	Provided along at least 80% of each building frontage facing a public street or the station square.	Revised – Awnings are to be provided over non-residential building entrances to provide weather protection, where practical, and/or as architecturally appropriate.	Revised to be less prescriptive about the minimum extent of awnings, and rather saying they should simply be provided where it is practical to do so. Delete height clearance reference, and rather introduced minimum depth requirement.
	Awnings to have minimum 3m under clearance and be wide enough to provide shelter to pedestrians without impeding surveillance.	Delete	As outlined above.
	Figure 7 – Awning Clearance	Delete	No longer relevant.
	2.1.5 Public Realm	Retain	Remains relevant.
	2.1.5.1 Building Emphasis	Delete	Provisions pertaining to built form are captured in the Built Form section.
	A building emphasis (architectural element) should be applied at the entrance to the main street (Carphin Drive) from the train station. This may be in the form of an architectural structure, public art or landscaped plaza.	Delete	This is captured by a provision in the Built Form section.
	Provide an entrance to the Eglinton PSP area that connects the train station to the Main Street precinct that promotes movement and use of the space.	Delete	The intent of this provision is captured under the 'Station Square' provisions.
	A development application for the building emphasis is to be accompanied by a	Delete	A future development application for a built form proposal will need to address how

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	concept plan, architectural drawings, interfaces, address the visual landscape and demonstrate linkages with the train station, station square and the Main Street Precinct.		compliance with the PSP is achieved, including addressing a requirement for a building emphasis (if applicable). A separate development application would be unnecessary.
	2.1.5.2 Station Square	Retain (renumbered)	Remains relevant.
	A public square is to be provided between the main access point to the station and the main street.	Revised - A public square is to be provided between the main access point to the station and the street, forming part of the public realm link.	Remove reference to 'main street'.
	The square shall have a minimum width of 25 metres and a minimum length of 30 metres.	Revised – The square shall have a minimum width of 20 metres and a minimum length of 35 metres.	Revised to reflect the proposed dimensions of the Station Square.
	An active edge shall be provided along the northern and southern perimeter of the square to provide for activation and surveillance of the space.	Revised – The station square is to be designed to facilitate direct access from adjoining development sites and passive surveillance over the station square.	The intent is to facilitate passive surveillance by virtue of access and overlooking. The revised provision will achieve that.
	Abutting tenancies shall provide their primary pedestrian entrance from the square.	Delete	Captured by earlier provision.
	Tenancies abutting both the square and main street may provide its primary entrance from the main street provided alfresco facilities and a secondary entry are provided along the square.	Delete	If the above provision does not require 'primary access' to the station square, this provision becomes irrelevant.
	Direct pedestrian connections across the square shall be provided between the	Delete	This provision is convoluted, with its intent captured by other provisions.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	station and Carphin Drive as well as pedestrian connections around the perimeter to provide a choice of route and optimise activation.		
	Grade differences may be incorporated within the square subject to universal access being provided and level differences forming an integral part of the landscape design.	Retain	Remains relevant.
	Trees and landscaping shall be key elements within the square and utilised to provide a sense of enclosure around the square.	Retain	Remains relevant.
	N/A	New - Public furniture and art is to be provided to create interest and a unique sense of place.	Provision shifted from the Station Integration section.
	Shade and shelter shall be provided through the placement of trees or other shade structures.	Retain	Remains relevant.
	A development application for the Station Square is to be accompanied by a concept plan, architectural drawings, landscaping treatments, and demonstrate how it meets the above points and the details outlined in Section 7, Part 2 of this document.	Revised – The design of the Station Square will be addressed as a condition of subdivision approval, with supporting information including plans depicting landscaping treatments.	A development application would not be necessary where it can be dealt with through the civil/landscape design as part of the subdivision process.
	2.1.4.2 Public Realm Link	New	Add section pertaining to the public realm link.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	N/A	New – Trees, landscaping, and street furniture shall form a key element in the design of the public realm link to provide an attractive and comfortable pedestrian experience, create interest and a unique sense of place, and to facilitate wayfinding.	Aligns with Station Square requirements.
	N/A	New – All roads, intersections, car parking and footpath treatments are to be consistent, complementary and/or transition to the station infrastructure through colour, texture and materials.	Aligns with Station Interface requirement (which is proposed to be delete) as this is more relevant to the public realm link.
	2.1.4.3 Community Hub Site	New	Create section pertaining to the proposed community hub.
		New – Provision is made under the PSP for the delivery of a Community Hub centrally within Precinct 1, as per Figure 3.	Outlines the intended outcome of the site.
		New – A path is to be provided through the Community Hub to facilitate the public realm link between the Train Station and the Shopping Centre.	Requires the path link through the community hub to be delivered at the initial stage of subdivision.
		New - Delivery of the public realm link should be considered ahead of ultimate community facility delivery to support early access between the Train Station and Shopping Centre.	Identify importance of early delivery of the public realm link to support connectivity through the precinct.
	N/A	New Figure 3 – Community Hub Concept Plan	Added to illustrate potential layout for the Community Hub site.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	2.1.5.3 Station Interface	Delete	Merged with other sections.
	All buildings and shop frontages are to orientate to the train station and surrounding streets (via a primary and secondary entry).	Delete	Captured by other provisions.
	Built form to address the station and surrounding streets to create visual interest and provide surveillance of the public realm.	Delete	The requirement for buildings to address the station is captured by the above provision. The provision does not otherwise add value.
	All roads, intersection, car parking and footpath treatments to be integrated and visually connected to the station infrastructure through colour, texture, and materials.	Delete	The intent is to support wayfinding, which is addressed by way of a new provision under the Public Realm Link section.
	High quality landscaping to provide amenity, weather protection and way-finding between the station and PSP.	Delete	This provision duplicates the proposed new provision under the Public Realm Link section.
	Public furniture and art is to be provided to create interest and unique sense of place.	Delete	Provision moved to the Station Square section.
Precinct 2 (Shopping Precinct)	The shopping precinct adjoins the Main Street Precinct and will accommodate a mix of retail and commercial uses in a shopping centre environment	Revised – The Shopping Precinct is located in the south-western portion of the PSP area and will accommodate a mix of retail, commercial and residential uses in a shopping centre environment. The 'Commercial' component of the Precinct will support the core retail function of the centre, with the supporting 'Mixed Use' site	Revised to explain the intended vision for the precinct.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
		capable of accommodating a mix of land uses, including opportunities for commercial and residential development, appropriately designed and scaled to support the adjacent retail hub. The public realm link will extend into the site from the north-eastern corner of the Precinct, providing high-amenity pedestrian connectivity to the proposed Community Hub and Train Station. The public realm link will be a key focus of activation, with day/night uses including hospitality/food and beverage. A quality public realm will feature in the Shopping Precinct, with provision for landscaping, alfresco dining and pedestrian/cyclist access. Dwelling typologies may range from apartments to front-loaded courtyard dwellings and smaller downsizer or entry-level townhouses, with internal streets that incorporate landscape opportunities.	
	Figure 12 – Precinct 2 – Shopping Precinct Principles	Retain as Figure 6 – Precinct 2 – Shopping Precinct Principles, but modified to reflect revised precinct layout.	Updated to reflect renumbering and revised precinct layout.
	2.2.1 Precinct Objectives	Retain	Remains relevant.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	The objectives of the Shopping Precinct are to: - Provide a convenient district shopping centre environment. - Provide for development which activates Carphin Drive. - Provide safe and pleasant connections to the Business and Residential precincts. - Facilitate residential development to maximise density within 400m of the train station. Land Use - Uses to be generally consistent with the Commercial zone of DPS2. - Preferred uses along Carphin Drive include a mix of speciality retail shops, small bars, cafes, restaurants, convenience stores, pharmacies at ground level, and commercial use such as professional services and small businesses, or shop top housing on upper levels. - The mix of uses to ensure pedestrian activation of Carphin Drive throughout the day and evening, and car based uses are generally not supported. - Smaller tenancies preferred along Carphin Drive, and larger tenancies for	Revised – The objectives of the Shopping Precinct are to: - Provide a convenient district shopping centre environment with a mix of complementary commercial land uses. - Provide for development which activates the public realm. - Provide for residential development up to the 'R80' or 'R-AC3' coding, as per Plan 1 and Volume 2 of the R-Codes, to support the ultimate consolidation and long-term robustness of the activity centre. - Provide safe and pleasant connections to the surrounding precincts.	Introduction of point pertaining to residential development, making reference to R-Codings shown on Plan 1. Minor modifications to reflect the desire for mixed land uses and activated public realm (whether public or private). Remove provisions that speak to the composition of land uses and built form as this is overly prescriptive.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	retail and commercial preferred behind Carphin Drive. - Residential land uses should not be supported or encouraged at ground floor when directly fronting Carphin Drive. - Residential ground floor uses permitted within the remainder of the Shopping Precinct provided such units can be retrofitted to commercial uses in the future. - Mixed use development is encouraged with commercial at ground floor and residential above. Residential development should generally be undertaken at a density of R100 as per the PSP.		
	N/A	New – **2.2.2 Land Use**	Added to be consistent with other precincts and enable some of the 'Precinct Objective' provisions which are relevant to land uses to be provided in a dedicated section.
	N/A	New – Uses to be generally consistent with the 'Commercial' or 'Mixed Use' zone of DPS2, as shown on Plan 1.	Introduce provision to be consistent with other provisions.
	N/A	New – The mix of uses to ensure pedestrian activation of the public realm throughout the day and evening.	New provision that addresses the intent of deleted objectives which is to encourage activation of the public realm.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	2.2.2 Building Typology	Revised – **2.2.3 Built Form**	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	N/A	New – <u>Residential</u> All residential development is to be in accordance with the R-Codes and City of Wanneroo Local Planning Policies.	To be consistent with other precinct provisions.
	N/A	New – <u>Non-Residential</u>	New sub-heading to provide clarity on the application of the built form provisions.
	N/A	New – Buildings are designed to activate and provide passive surveillance to the public realm.	Introduced new provision to captures the intent of proposed deleted provisions below which controlled land use/built form composition.
	Two to three storey mixed use buildings to be provided to Carphin Drive to create an active street frontage. Narrow continuous building format is to be provided at the ground floor to maximise tenancy opportunities and mix of uses. Upper floors to contain a mix of commercial and business services, or top shop residential development.	Delete	This provision does not align with the current concept for this precinct.
	Single storey retail (with a two storey façade) may be provided in the interim provided it does not compromise the envisaged ultimate development outcomes.	Delete	Building height can be considered on its merits at the development application stage.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	Larger, two storey or single level commercial/retail buildings can be provided in the remainder of the precinct. Buildings to be oriented to the street or laneway, with carparking areas provided at the rear of the buildings.	Delete	Building height can be considered on its merits at the development application stage.
	2.2.3 Development Requirements	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	2.2.3.1 Setbacks	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	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.	Revised – Nil building street setback is permitted, with building setbacks supported where desirable to provide alfresco dining or similar activities that promote interaction between the internal use and public realm.	Revised to provide clarity.
	Provide boundary to boundary development to maintain a consistent attached built form character along Carphin Drive.	Delete	This provision does not align with the current concept for this precinct.
	Rear setback to be considered based on the requirement for car parking and delivery services.	Delete	DPS 2 allows for a nil setback so this provision is unnecessary.
	Any level above 2 storeys is required to be set back 5.0 metres from the Carphin Drive	Delete	This provision is not relevant to the current concept for this precinct.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	boundary and 3.0 metres from Walcott Avenue boundary and the pedestrian link to the PTA carpark.		
	2.2.3.2 Building Height	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	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.	Retain	Whilst a similar provision was deleted in precinct 1, this was on the basis that maximum building heights were mentioned elsewhere within the provisions. In this instance, there is no other provision under this precinct which speaks to anticipated building heights.
	N/A	New – Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents.	Require consideration of interface between non-residential and residential uses.
	Minimum ground floor to ceiling height of 3.6 metres.	Revised – Non-residential minimum ground floor to first floor slab height of 4 metres.	Modified to reflect construction requirements.
	Minimum façade height of 5.2 metres to create a sense of enclosure for the pedestrian environment.	Retain.	Remains relevant.
	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	Delete	This provision is overly prescriptive.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	and to not detract from pedestrian scaled street environment, solar access and view lines.		
	Mixed use is intended to be developed with commercial at the ground floor and 2-3 storeys of apartment development	Delete	This provision does not align with the current concept for the precinct, and in any event is overly restrictive.
	Figure 13 – Upper Floor Setbacks	Delete	The related provision has been deleted.
	2.2.3.3 Building Facades	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	Carphin Drive	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	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.	Delete	This provision is overly prescriptive and is addressed by way of a new provisions (above and below) which (i) requires buildings to be designed to activate and provide surveillance to the public realm; and (ii) requires building facades to maximise articulation and glazing where practical to provide visibility, activation, and surveillance.
	Building frontages to be continuous where possible. Exceptions include where desirable to provide for access or other public spaces and facilities.	Revised - Non-residential building frontages are to be continuous where possible. Exceptions include where desirable to provide for access, car parking, or other public spaces and facilities.	Revised to recognize the reality that not all car parking can be sleeved.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	Non Carphin Drive	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	Building façades to maximise building articulation, including 60% glazing (with at least 40% of glazed area unobscured) at ground floor and entrances directly accessible and visible from the street or public realm.	Delete	This provision is overly prescriptive and is addressed by way of a new provisions (above and below) which (i) requires buildings to be designed to activate and provide surveillance to the public realm; and (ii) requires building facades to maximise articulation and glazing where practical to provide visibility, activation, and surveillance.
	Building frontages to be continuous where possible. Exceptions include where desirable to provide for access or other public spaces and facilities.	Delete	Duplicated provision.
	2.2.3.4 Awnings	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	Carphin Drive	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	Awnings provided along at least 80% of each building frontage facing Carphin Drive	Revised - Awnings are to be provided over adjoining pedestrian paths and building entrances to provide weather protection, where practical and/or as architecturally appropriate.	Modified to serve as an overarching provision relating to awnings and to be less prescriptive.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	Awnings to have minimum 3m under clearance and be wide enough to provide shelter to pedestrians without impeding surveillance.	Delete	Merged into overarching provision relating to awnings that is less prescriptive.
	Non Carphin Drive	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	Awnings provided along at least 60% of each building frontage.	Delete	Merged into overarching provision relating to awnings that is less prescriptive.
	Figure 14 – Awning Clearance	Retain	Remains relevant.
	Building Emphasis	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	A building emphasis (architectural element) should be applied at the western entrance to the Shopping Precinct on Carphin Drive. This may be in the form of an architectural structure or public art.	Revised – A building emphasis (architectural element) should be applied at the north-eastern entrance to the Shopping Precinct. This may be in the form of an architectural element or public art.	Minor revision to reflect location of the revised location of the proposed shopping centre.
	N/A	New – Building facades to maximise articulation and glazing where practical to provide visibility, activation, and surveillance.	New provision to address the intent of proposed deletion of provisions pertaining to glazing and articulation of buildings.
	N/A	New – Trees, landscaping, and street furniture shall form a key element in the design of the public realm link to provide an attractive and comfortable pedestrian	Consistent with a new provision pertaining to the public realm link under Precinct 1.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
		experience, create interest and a unique sense of place, and to facilitate wayfinding.	
Precinct 3 (Residential Precinct)	This precinct will be primarily for residential purposes, with a mix of single and grouped dwellings.	Revised - The Residential Precinct will be primarily for residential purposes with and areas of public open space to serve future residents and visitors, providing opportunities for active and passive recreation. A mix of housing typologies will be provided as follows: - Single Residential (R40) – The R40 coded lots are proposed to be primarily developed as conventional single residential front loaded lots. - Terrace Housing (R60) – The R60 coded lots are intended to be developed with rear-loaded townhouses. The southern portion will form as a grouped housing site that negotiates the site's irregular shape, allowing the important corner at Carphin Avenue to be defined by height of memorable built form. Movement will be organised around a rear laneway network serving the townhouses, creating excellent streetscape outcomes and opportunities for tree canopy.	Minor changes to make reference to specific dwelling typologies more general in nature so that it does not exclude the proposition of multiple dwellings.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
		- North-Western Corner (R40-R80) – The north-western corner of the PSP area is subject to an R40-R80 density range and is intended to be developed for single residential and/or grouped housing. Determination of the ultimate layout of the site may be secured through the preparation of a Local Development Plan which will address matters including layout and staging.	
	Figure 16 – Precinct 3 – Residential Precinct Principles (P3)	Updated to reflect revised layout.	As per revised layout.
	2.3.1 Precinct Objectives	Retain	Remains relevant.
	The objectives of the Residential Precinct are to; - Provide for a diverse range of residential development, designed in accordance with the Residential Design Codes, DesignWA, and City of Wanneroo Local Planning Policies. - Higher densities of R60 and R80 to be provided in areas of high amenity, including within 800 metres of the train station and around public open space. - Provision of a site for retirement living.	Revised – The objectives of the Residential Precinct are to; - Provide for a diverse range of residential development, designed in accordance with the Residential Design Codes and City of Wanneroo Local Planning Policies. - To deliver medium and high-density housing in proximity to the shopping precinct and train station.	Delete provisions referencing the specific density allocations across the site, and rather speak more generally to the intent of delivering medium and high-density housing in proximity to the shopping precinct and train station.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	- The built form will present an appropriate interface to Marmion Avenue and Eglinton Drive, considering acoustic treatment and will overlook public open space to increase amenity and passive surveillance.		
	2.3.2 Land Use	Retain	Remains relevant.
	Uses to be generally consistent with the Residential zone of DPS2.	Retain	Remains relevant.
	2.3.3 Building Typology	Revised – **2.3.3 Built Form**	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	Consistent with the density range proposed, a variety of building typologies are intended to be developed within the PSP.	Delete	Addressed through the overarching vision.
	N/A	New - All residential development is to be in accordance with the R-Codes and City of Wanneroo Local Planning Policies.	Shifted from Development Requirements section and rephrased noting that SPP 7.3 no longer exists. Consistent with other sections of the PSP.
	N/A	New - Local Development Plans may be prepared for lots with one or more of the following attributes: (i) Lots where specific vehicle access control is required; (ii) Lots abutting public open space.	To allow or require an LDP to be prepared to address staging and other planning and design considerations.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
		(iii) Lots subject to 'Quiet House Design' package requirements as identified in a Noise Management Plan; (iv) Lots subject to staged development outcomes; and/or (v) Lots requiring special design coordination pertaining to pedestrian access, street interface, landscaping, view corridors, layout, visitor parking, and site levels.	
	Single Residential - The R40 coded lots are proposed to be primarily developed as conventional single residential front loaded lots with an average lot size of 220sq.m where lots could range from 8.5m x 27.5m and 12.5m x 20m.	Delete	Revised and moved to section on overarching vision of precinct.
	Terrace Housing R60 – The R60 coded lots are intended to be developed with terrace housing on lots with an average size of 150sq.m with access either from a laneway or front loaded. Where laneway access is provided lots may be developed as narrow frontage lots 6m x 25m, or when front loaded a wider frontage of 7.5m x 20m is required to accommodate a double garage. Front loaded terrace housing of 6.0m will require tandem garages. It is intended that	Delete	Revised and moved to section on overarching vision of precinct.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	the terrace housing will be 2-3 storeys in height.		
	Terrace Housing R80 – The R80 coded site directly abutting the open space is intended to be developed with front loaded terrace housing with an average lot size of 120sq.m and lots in the order of 6.0m x 20.0m or 7.5m x 15m. Front loaded terrace housing of 6.0m will require tandem garages and are intended to be 2-3 storeys in height.	Delete	Revised and moved to section on overarching vision of precinct.
	Apartments R80 – The multi-unit apartment site located on Walcott Avenue is intended to be developed with a 3-4 storey apartment development accommodating in the order of 70-80 apartments.	Delete	As per above.
	Residential Retirement Living – The retirement living site is coded R80 and it intended to be developed with approximately 280-290 independent living units.	Delete	Retirement living is no longer being contemplated.
	2.3.4 Development Requirements	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	All residential development is to be in accordance with SPP7.3 Residential Design Codes.	Delete	Superseded by new similar provision above.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	2.3.5 Retirement Living	Delete	The revised concept is no longer proposing retirement living within Precinct 3.
	- Prior to any subdivision and/or development further planning is undertaken consistent with the WAPC's Draft Position Statement Residential Aged Care and is to address the following: › compatibility and integration with the streetscape, interface with Precinct 2, and › noise mitigation relative to regional roads. - Built form is to address building height, bulk and scale, setbacks, open space, access, parking, landscaping, servicing and drainage, visual privacy, solar access and other relevant development requirements - Residential development should be oriented external to the site, including fronting Marmion Avenue and Eglinton Drive to provide passive surveillance to street edges.	Delete	The revised concept is no longer proposing retirement living within Precinct 3.
	2.3.6 Public Realm	Retain	Remains relevant.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	Landscaping is required along Marmion Avenue and Eglinton Drive, and noise walls are not permitted.	Revised - Landscaping is required along Marmion Avenue.	Precinct 3 no longer adjoins Eglinton Drive. Remove provision against noise walls given that they are an appropriate solution to noise attenuation.
	Residential development adjacent to open space shall be oriented to provide passive surveillance.	Revised – Residential development adjacent to public open space shall be oriented to provide passive surveillance.	Minor update.
	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.	Retain	Remains relevant.
	Bin storage shall be contained and screened to minimise visual impact on adjacent properties and internal streets.	Delete	Not necessary as this is a requirement under the R-Codes.
	Detailed Acoustic Assessments shall be undertaken for any residential development fronting Marmion Avenue, Eglinton Drive and Pipidinny Road (if required) at the development application stage (consistent with the Acoustic Assessment at Appendix F), and the determination conditioned accordingly, noting that noise walls or noise bunding are not permitted.	Revised - Detailed Acoustic Assessments shall be undertaken for any residential development fronting Marmion Avenue, Eglinton Drive and Pipidinny Road (if required) in accordance with the requirements of State Planning Policy 5.4 – Road and Rail Noise.	Remains relevant.
Precinct 4 – Service Commercial Precinct	Business Precinct	Renamed to Service Commercial Precinct.	The name is reflective of the proposed zoning.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	This precinct will predominantly accommodate a mix of car-based retail uses and carparking, drawing such uses away from the main street environment.	Revised - This precinct will predominantly accommodate a mix of car-based retail uses and car parking.	Remove reference to main street environment.
	Figure 22 – Precinct 4 – Business Precinct Principles	Revise	Plan revised to reflect the intended concept for this precinct.
	2.4.1 Precinct Objectives	Retain	Remains relevant.
	The objectives of the Business Precinct are to: - Provide for car-based uses away from the main street. - Provide development that is attractive to Eglinton Drive. - Provide for development that is also accessible for pedestrians and linked to the Shopping Precinct. - Ensure land uses are appropriately located to reduce the potential for land use conflict, in particular the interface with the Residential Precinct. - The built form will provide appropriate presentation to the 'high speed' environment of Eglinton Drive. Some non-retail commercial uses may also be accommodated in this precinct.	Revised – The objectives of the Service Commercial Precinct are to: - Facilitate the development of car-based uses outside the core of the activity centre. - Provide development that is attractive to Eglinton Boulevard. - Provide for development that is accessible for pedestrians and linked to the Shopping Precinct. - Ensure land uses are appropriately located to reduce the potential for land use conflict. - The built form will provide appropriate presentation to the 'high speed' environment of Eglinton Boulevard. Some non-retail commercial uses may also be accommodated in this precinct.	Rewording that achieves the same intent as the original wording.
	2.4.2 Land Use	Retain.	Remains relevant.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	Land Use within the Business Precinct to be generally in accordance with the Commercial Zone.	Revised – Land Use within the Service Commercial Precinct to be generally in accordance with the 'Service Commercial' zone of DPS2.	Change zoning to align with DPS 2.
	2.4.3 Building Typology	Revised – **2.4.3 – Built Form**	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	The Business Precinct allows the retention of large lots in single ownership together with the diversity of land uses while demand for higher density residential development is limited.	Delete	The original intent of this provision is to retain large lots that can accommodate future high density residential. There is no intent under the concept for this precinct to accommodate residential land uses. Furthermore, DPS 2 does not permit residential land uses within the 'Service Commercial' zone.
	In the longer term, there is the opportunity for the Business Precinct to be redeveloped for mixed use development including additional residential development within the 400m catchment of the train station.	Delete	DPS 2 does not permit residential land uses within the 'Service Commercial' zone.
	2.4.4 Development Requirements	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	2.4.4.1 Setbacks	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	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.	Retain	Remains relevant.
	For development fronting Eglinton Drive building setbacks up to 10 metres may be permitted for the purposes of providing landscaping, vehicle access, circulation and queuing areas, but not vehicle parking. Vehicle access, queuing and parking areas shall otherwise be sleeved behind buildings and designed so as not to visually dominate street frontages or other public spaces.	Delete	This does not align with the intended concept.
	2.4.4.2 Building Height	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	Building height shall be at the discretion of the City of Wanneroo.	Delete	Building height is at the discretion of the responsible authority in any event.
	For development fronting Eglinton Drive Maximum building heights to achieve visibility from passing trade on integrator roads while maintaining solar access, and view lines that do not detract from the amenities of surrounding development.	Retain	Remains relevant.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	2.4.4.3 Building facades	Delete	All built form/development requirement provisions have been merged into one overarching 'Built Form' section.
	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.	Retain	Remains relevant.
	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.	Retain	Remains relevant.
	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.	Retain	Remains relevant.
General Development Standards	1. Vehicle Access - Major vehicle access points should be in the general location and function as outlined on the PSP map.	Retain	Remains relevant.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	- Access within the site should maximise connectivity, legibility, a slow and safe traffic environment and a comfortable, convenient and safe pedestrian environment. - All major site access arrangements are subject to a Transport Impact Assessment at subdivision stage.		
	2. Pedestrian Paths - All road verges (except laneways) shall be provided with a pedestrian path with a minimum width of 2 metres. - Pedestrian paths in road verges shall connect with major building entries. - Dual use paths shall be designed to give priority to pedestrians and cyclists at vehicle access points to the activity centre.	Revised – 2. Pedestrian Paths - All road verges (except laneways) shall be provided with a pedestrian path with a minimum width of 1.8 metres. - Pedestrian paths in road verges shall connect with major building entries. - Dual use paths shall be designed to give priority to pedestrians and cyclists at vehicle access points to the activity centre.	Modified required width of footpath from 2m to 1.8m to align with Liveable Neighbourhoods.
	3. Pedestrian Linkages (including Public Access Ways, Shared Paths and Mid-Block Accessways) - Pedestrian linkages through the PSP area are to be provided generally where indicated on the PSP map. - The Social/Pedestrian/Cycle Linkage system identified in ASP82, which forms a part of the overall green network of the LSP area, is identified as	Revised – 3. Pedestrian Linkages (including Public Access Ways, Public Realm Link & Shared Paths) - Pedestrian linkages through the PSP area are to be provided generally where indicated on the PSP map. - The Social/Pedestrian/Cycle Linkage system identified in ASP82, which forms a part of the overall green	Modified to make reference the 'Public Realm Link' and remove reference to mid-block access as the PSP illustrates adequate permeability.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale

	a Public Access Way on the PSP map connecting Carphin Drive to the train station carpark. This connection should be a minimum width of 10m, as outlined in 2.1.6.3
	- Designated shared paths are to provide direct connections through the precinct structure plan area, and should be designed generally in accordance with the following:
	  - Be continuously sheltered and/or tree lined.
	  - Be of a typical minimum width of 3 metres.
	  - Be of a grade and treatment so that they are able to be utilised by all sectors of the community.
	  - Provide wayfinding signage at appropriate points to direct users of the town centre.
	  - Be well lit and provide seating at appropriate intervals.
	  - Connect with major building entries.
	- Mid-block access ways provide a secondary pedestrian network linking the train station to the residential
		network of the LSP area, is identified as a Public Realm Link on the PSP map connecting Carphin Drive to the Train Station and Shared Path network.
		- Designated shared paths are to provide direct connections through the precinct structure plan area, and should be designed generally in accordance with the following:
		› Be continuously sheltered and/or tree lined.
		› Be of a typical minimum width of 2.5-3 metres.
		› Be of a grade and treatment so that they are able to be utilised by all sectors of the community.
		› Provide wayfinding signage at appropriate points to direct users of the town centre.
		› Be well lit and provide seating at appropriate intervals.
		› Connect with major building entries.	

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	zone, and should be designed generally in accordance with the following: - Be of a typical minimum width of 2.5 metres - Be of a grade and treatment so that they are able to be utilised by all sectors of the community - Be well lit to provide pedestrian safety		
	4. Urban Form Buildings are designed and oriented to activate the public realm.	Retain	Remains relevant.
	5. Building Emphasis - Buildings located on corner sites shall emphasise the prominence of the street corner in locations identified on the PSP via: › Architectural roof features that protrude above the normal roof line; › Increased parapet heights with additional detail, colour and textures; › Inclusion of public art; and/or › Provision of an additional storey at the street corner.	Revised – • Sites identified as a 'Building Emphasis Location' on the Precinct Structure Plan shall incorporate design elements/features that emphasis the prominence of the site, which may include, but not be limited to, the following: - Architectural roof features that protrude above the normal roof line; - Increased parapet heights with additional detail, colour and textures; - Inclusion of public art; and/or - Provision of an additional storey at the street corner.	Rephrased so that the list of design elements/features are potential options for addressing the requirement, rather than explicit requirements.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	6. Landscaping All landscaped areas, including car parking areas, and pedestrian links 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.	Retain	Remains relevant.
	7. Car Parking - All car parking is to be in accordance with the Eglinton PSP Car Parking Strategy, which coordinates parking for the centre, maximises on-street parking and delivers public parking facilities integrated with built form, to service the centre as a whole, at strategic locations. - 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	Revised – - All car parking is to be in accordance with the Eglinton PSP Car Parking Strategy, which coordinates parking for the centre, maximises on-street parking and delivers public parking facilities integrated with built form, to service the centre as a whole, at strategic locations. - 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	The last bullet point has been revised to a) be less prescriptive about the form of screening, and b) be explicit in the rationale for the screening being for the protection of streetscape amenity.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	or other public parking wherever possible. - At-grade car parking shall include a minimum 2 metre landscaping strip in the lot along all street boundaries. - At-grade car parking shall be provided with one tree for every 6 car parking bays. - Off-street car parking shall be sleeved behind buildings, where practical,. so as not to visually dominate or disrupt the continuity of building frontages.	or other public parking wherever possible. - At-grade car parking shall include a minimum 2 metre landscaping strip in the lot along all street boundaries. - At-grade car parking shall be provided with one tree for every 6 car parking bays. - Off-street car parking shall be screened, where practical, so as not to visually dominate the streetscape.	
	8. <u>Bicycle Parking and End of Trip Facilities</u> - Non-residential development less than 500sq.m NLA: Minimum 2 bicycle parking rack spaces for occupants or visitors. - For building occupants: › Secure bicycle storage bays at a rate of 1 bay per 500sq.m NLA. › 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.	Revised – - Non-residential development less than 500sq.m NLA: Minimum 2 bicycle parking rack spaces for occupants or visitors. - For building occupants: › Secure bicycle storage bays at a rate of 1 bay per 500sq.m NLA. › 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.	Additional (third) bullet point added to support communal/shared use of end-of-trip facilities across the PSP area.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	› End of trip facilities are to be secure and conveniently located. - For visitors: › Bicycle parking rack spaces are to be provided at a rate of 1 per 750sq.m NLA and shall be located near building entrances.	› End of trip facilities are to be secure and conveniently located. - End-of-trip facility provision can be met through the availability of publicly accessible end-of-trip facilities located elsewhere within the PSP area. - For visitors: › Bicycle parking rack spaces are to be provided at a rate of 1 per 750sq.m NLA and shall be located near building entrances.	
	9. Signage 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.	Retain	Remains relevant.
	10. Street Cross Sections A cross-section of Pipidinny Road and associated intersections is required, in consultation with the City of Wanneroo and Main Roads WA, prior to any subdivision or development abutting Pipidinny Road, to inform future road upgrades.	Retain	Remains relevant.
	11. Service Vehicle Access - Service vehicle routes and access points should be located away from areas with high pedestrian footfall and	Retain	Remains relevant.

Precinct	Existing Provision	Proposed Amendment / New Provision	Rationale
	designed with consideration for safety, visual and acoustic amenity for adjoining uses. - Service vehicle access from active frontages should be avoided. - Service areas are to be appropriately visually screened where visible from the public street to minimise their impact.		
	12. 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 DPS 2.	Retain	Remains relevant.