ROWE GROUP

35 YEARS 1991 – 2026

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Job Ref: 10191
15 October 2026

City of Wanneroo
Locked Bag 1
WANNEROO WA 6946

Attention: Nick de Vecchis

Dear Nick

Eglinton District Centre Precinct Structure Plan (Amendment No. 2)
Lot 9101 (No. 395) Pipidinny Road, Eglinton

Rowe Group acts on behalf of Eglinton Estates Pty Ltd, the Proponent of the Eglinton District Centre Precinct Structure Plan ('PSP').

We have been instructed to prepare and submit a modified PSP (Amendment No. 2) pertaining to Lot 9101 (No. 395) Pipidinny Road, Eglinton ('subject site'), comprising land in the western portion of the PSP area. Refer to **Attachment 1 – Modified Eglinton District Centre Precinct Structure Plan**.

The key changes proposed through the modified PSP include:

- Relocating the shopping centre 'core' to the south-western portion of the subject site, adjacent to Marmion Avenue and Eglinton Boulevard.
- Rearranging the proposed residential cells, focussed in the northern and western portions of the subject site.
- Identification of a 'Community Hub' to accommodate a future library and community centre.
- Identification of three (3) Mixed Use sites, two (2) of which are adjacent to Eglinton Train Station and one (1) being opposite the proposed shopping centre, with densities of 'R-AC3' and 'R80', respectively.
- Deletion of the 'Retirement' site in the north-western portion of the site in lieu of residential development at a density range of R40-R80.
- Modifications to the internal movement network, including the reconfiguration of Carphin Drive and the creation of a new east-west link through the site connecting Carphin Drive to Marmion Avenue.
- Deletion of the Carphin Drive traffic bridge over the railway (east-west connection).

The abovementioned modifications have necessitated revisions to various development provisions under Part 1 of the PSP, whilst also providing an

opportunity to undertake general refinements to improve relevance, interpretation, and legibility. A summary of the key development provision changes is provided as **Attachment 2 – Summary of Development Provision Amendments**.

To support the modified PSP, several technical reports have been included, as follows:

- Appendix B – Transport Impact Assessment Addendum (PJA, September 2026)
- Appendix C – Bushfire Management Plan (Terravias, August 2026)
- Appendix E – Local Water Management Strategy Addendum (Emerge, September 2026)
- Appendix F – Acoustic Assessment (Herring Storer, September 2026)
- Appendix G (New) – Landscape Master Plan (Lot 9101) (Emerge, September 2026)
- Appendix H (New) – Engineering Servicing Report (Lot 9101) (Cossill & Webley, September 2026)

The abovementioned technical reports have been included as part of the Modified Eglinton District Centre Precinct Structure Plan (Attachment 2).

Further to the above, Amendment No. 2 also seeks an extension to the duration of the approval of the PSP, pursuant to Clause 28(1)(b) under Part 4, Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* ('Deemed Provisions'). The current PSP is due to expire on 17 May 2031, which based on anticipated staging, does not enable for the full development of the PSP area. This Amendment is therefore seeking an approval duration extension of 10-years from the date of Amendment No. 2 being approved by the Commission.

We trust that the modified PSP is consistent with Clause 16(1) under Part 4, Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and await your further advice pertaining to advertising.

Should you require any further information or clarification in relation to this matter, please contact Lidija Langford on 9221 1991.

Yours faithfully,



Lidija Langford
Rowe Group

URBIS STAFF RESPONSIBLE FOR THIS REPORT (5 MAY 2021) WERE:

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Project Code	PA1523
Report Number	FINAL

CDP TOWN PLANNING & DESIGN RESPONSIBLE FOR MODIFICATIONS TO THIS REPORT REQUIRED TO IMPLEMENT AMENDMENT No.1 – 14 SEPTEMBER 2026

DRAFT – AMENDMENT NO. 2 (15 OCTOBER 2026) PREPARED BY ROWE GROUP



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ENDORSEMENT PAGE

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

IT IS CERTIFIED THAT THIS PRECINCT STRUCTURE 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:

_____

Witness

_____

Date

_____

Date of Expiry

TABLE OF AMENDMENTS

Amendment No.	Summary of the Amendment	Amendment Type	Date Approved by WAPC
1	To identify the movement network, spatial land use arrangements, residential density and desired built form outcomes for Precinct 6 – Future Planning Precinct (P6) via an amendment to the Precinct Structure Plan mapping and documentation accordingly, including modifying the reference to “Precinct 6 Residential East Precinct”.	Major	9 October 2026
2	Spatial reconfiguration of Precincts 1-4 and associated text and mapping updates to reflect a revised development concept. Text amendments include general refinements to provisions and formatting updates to improve legibility.	Major	

EXECUTIVE SUMMARY

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

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

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

The PSP provides for:

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

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

The activity centre will be developed over several stages, with stage 1 commencing in 2027.

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

Table 1 – Precinct Structure Plan Overview

Item	Data
Precinct structure plan area	69.48ha.
Precinct areas	• P1 Community Village: 2.80ha • P2 Shopping: 12.24ha • P3 Residential: 14.79ha • P4 Service Commercial: 2.30ha • P5 Station and PTA Infrastructure: 9.02ha • P6 Residential East: 26.26ha (excludes PTA land).
Land use areas	• Residential: 24.66ha • Commercial: 7.45ha • Mixed Use: 5.55ha • Service Commercial: 2.28ha • PTA: 9.63ha • POS & drainage: 2.06ha • Community Purpose: 1.19ha • Eglinton Boulevard: 1.43ha.
Total estimated lot yield	Approximately 808 green title lots, five (5) mixed-use lots, two (2) grouped housing lots, and two (2) commercial/service commercial lots.
Target residential dwellings	1,372 (minimum) to 1,698 (desirable) dwellings
Estimated residential site density	32 dwellings per gross hectare based upon a gross area of 48.56 hectares (excludes Precinct 5 and land identified for 'Commercial' and 'Service Commercial')
Estimated population	4,304 people, based on 2.8 persons average household.
Number of high schools	Nil.
Number of primary schools	Nil.
Estimated commercial floor space	20,000sq.m NLA and 4,600sq.m NLA retail floor space and bulky goods floorspace respectively to 2030. *Note: Additional floorspace for retail use and bulky goods will be subject to review.*
Estimated area and percentage of public open space	2.143ha public open space and drainage.

PART ONE - IMPLEMENTATION

1. IMPLEMENTATION

1.1. PRECINCT STRUCTURE PLAN

This Precinct Structure Plan (PSP) applies to the Eglinton activity centre, bounded by Pipidinny Road to the north, future Eglinton Boulevard to the south, Mitchell Freeway to the east and Marmion Avenue to the west, in Eglinton, Western Australia. The PSP totals 69.48ha in area.

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

1.2. OPERATION

This PSP is in effect from the date and duration stated on the endorsement page.

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

Nothing in this PSP is to be interpreted as limiting clause 4.2 of DPS 2 which allows for variations to site and development standards and requirements. Nothing in this PSP 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 PSP is to have due regard to, but is not bound by, the PSP, when determining the application.

1.3. ACTIVITY CENTRE VISION AND OBJECTIVES

The vision for the Eglinton town centre is as follows:

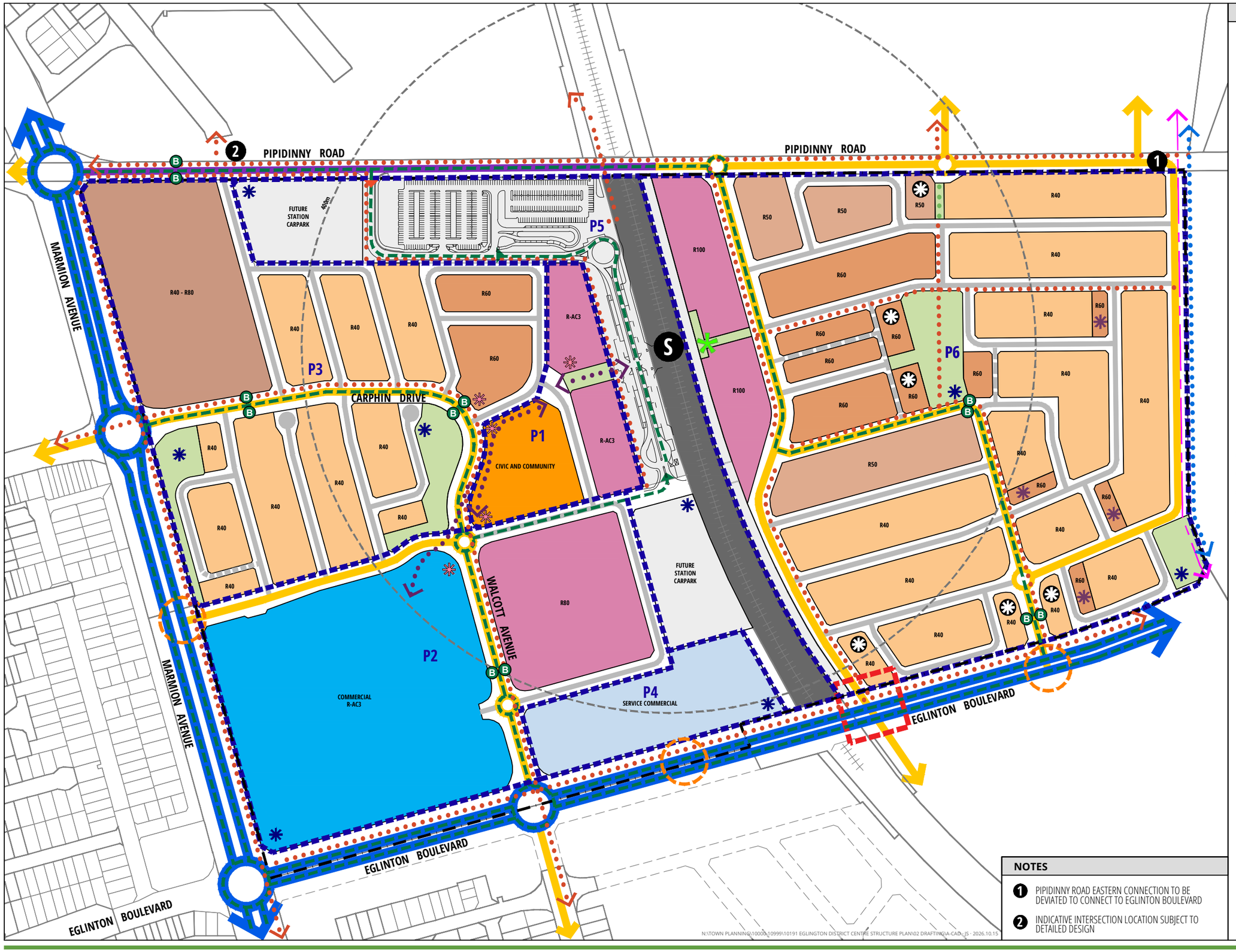
> *'The Eglinton town centre is a coastal urban community which is convenient, connected and provides diversity in both people and housing choices. The Eglinton train station facilitates a central core of activity that will flow through to a vibrant public realm and shopping centre catering for a variety 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 residential precinct to the east will establish an integrated community delivering a range of medium to high density housing and opportunities for mixed use next to the station, responsive to public transport, open space and key movement corridors. The unique landscape will be enhanced through the identification of key view lines, a public plaza, a connected central open space, and streets landscaped with local species will promote an active transport network to enhance walkability, residential amenity and sense of place.*

The development of this PSP is supported by a new passenger train station located centrally within the PSP 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, provides a critical catalyst for development of the town centre.

Development in the PSP 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 an active public realm between the train station and the shopping centre to 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.



LEGEND

- STRUCTURE PLAN BOUNDARY

ZONES

- RESIDENTIAL R40
- RESIDENTIAL R50
- RESIDENTIAL R60 *Minimum 2 Storey (East of Rail Only)
- RESIDENTIAL R60 *Book Ends
- RESIDENTIAL R40 - R80
- MIXED USE
- COMMERCIAL

RESERVES

- CIVIC AND COMMUNITY
- PUBLIC OPEN SPACE & DRAINAGE
- INTEGRATOR ROAD A
- INTEGRATOR ROAD B
- NEIGHBOURHOOD CONNECTOR ROAD
- LOCAL ACCESS STREET
- LANEWAY
- RAILWAY RESERVE
- PTA INFRASTRUCTURE, TRANSFER STATION AND PARK & RIDE FACILITIES

OTHERS

- RAILWAY STATION
- WALKABLE CATCHMENT 400m
- PRINCIPAL SHARED PATH
- SHARED PATH
- PUBLIC REALM LINK
- PUBLIC ACCESS WAY
- STATION SQUARE
- BUILDING EMPHASIS LOCATION
- PLAZA
- PUBLIC DRAINAGE LOCATIONS
- PRECINCT BOUNDARY
- P1 COMMUNITY VILLAGE PRECINCT
- P2 SHOPPING PRECINCT
- P3 RESIDENTIAL PRECINCT
- P4 SERVICE COMMERCIAL PRECINCT
- P5 STATION PRECINCT
- P6 RESIDENTIAL PRECINCT
- SIGNALISED INTERSECTION
- LEFT IN/LEFT OUT
- PARK & RIDE VEHICLE ACCESS
- DEDICATED BUS ACCESS
- PROPOSED BUS ROUTES
- INDICATIVE BUS STOP LOCATIONS
- PROPOSED 132kV TRANSMISSION LINE
- SPECIAL DEVELOPMENT CONTROLS APPLY (REFER SECTION 2.6.4)

NOTES

1. PIPIDINNY ROAD EASTERN CONNECTION TO BE DEVIATED TO CONNECT TO EGLINTON BOULEVARD
2. INDICATIVE INTERSECTION LOCATION SUBJECT TO DETAILED DESIGN

N:\TOWN PLANNING\10000-10999\10191 EGLINGTON DISTRICT CENTRE STRUCTURE PLAN\02 DRAFTING\A-CAD - JS - 2026.10.15

PLAN 1 - PRECINCT STRUCTURE PLAN

EGLINTON DISTRICT CENTRE

N

0 100 m

SCALE @ A3: 1:4000

10191-PSP-01-G

DRAWN: JS
DATE CREATED: 2026.10.15
PROJECTION: MGA50 GDA94
CADASTRE: LANDGATE
BASE DATA: CDP - EGLEG-5-006B

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ROWE GROUP DESIGN

2. PRECINCTS – SUBDIVISION AND DEVELOPMENT REQUIREMENTS

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

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

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

2.1. PRECINCT 1 – COMMUNITY VILLAGE PRECINCT (P1)

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 Eglinton 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 be predominantly residential development, including at ground level.

2.1.1. Precinct Objectives

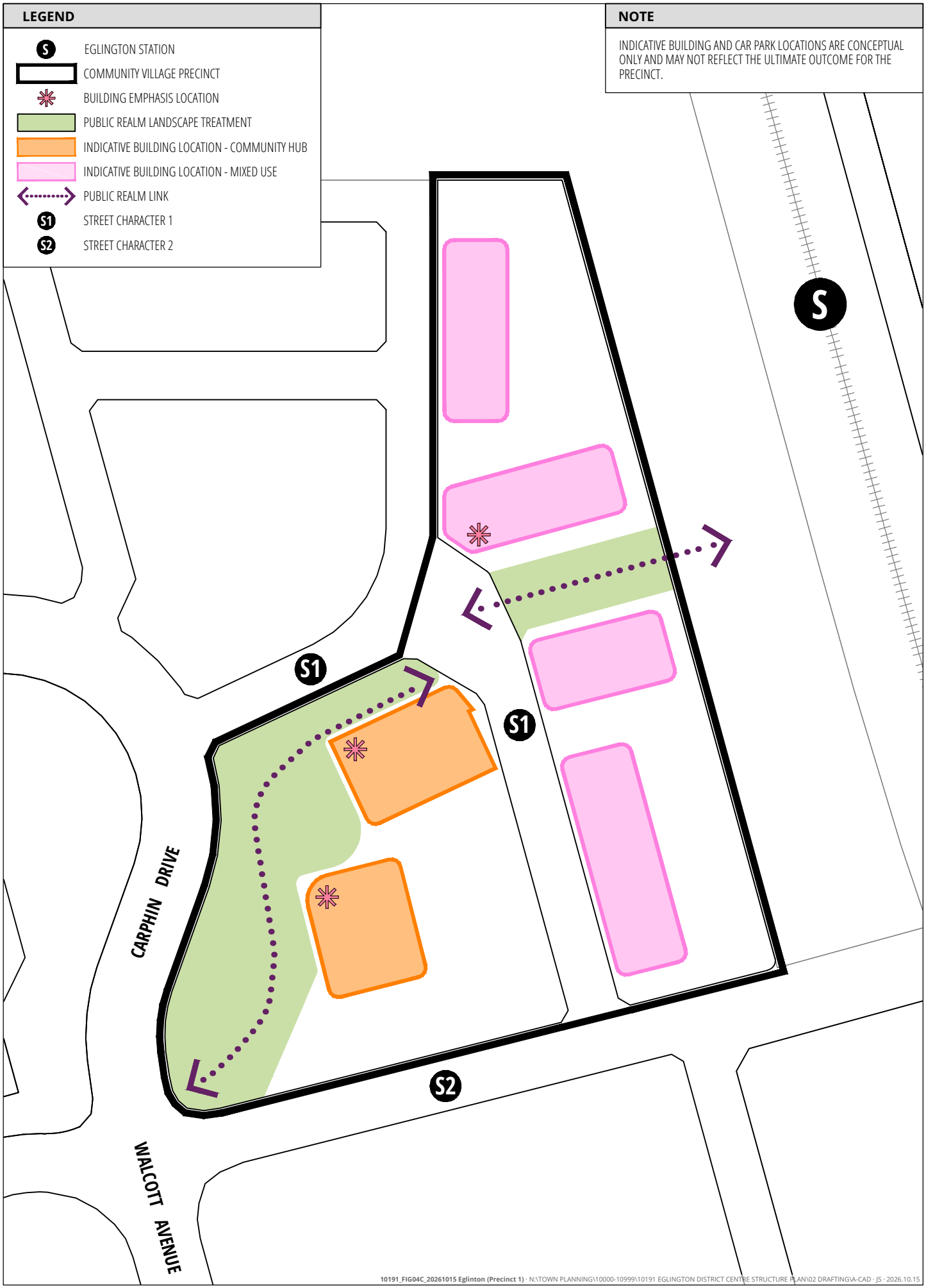
The objectives of the Community Village Precinct are to:

- 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.

2.1.2. Land Use

- 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.
- 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.
- 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.

Figure 2 - Precinct 1 - Community Village Precinct Principles (P1)



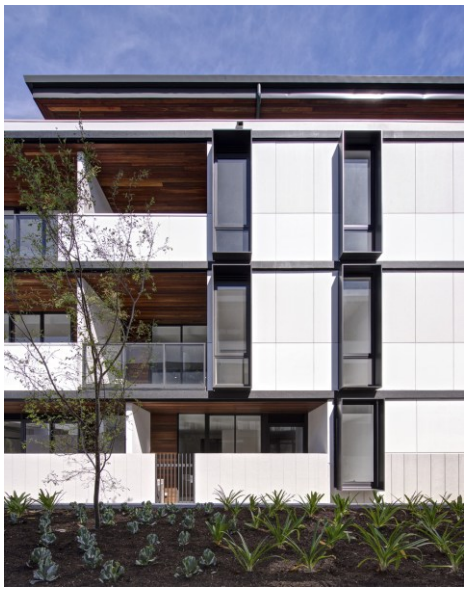
PRECINCT 1

MAIN STREET PRECINCT

2.1.3. Built Form

- All residential development is to be in accordance with the R-Codes and City of Wanneroo Local Planning Policies.
- Built form designed to maximise land use intensity adjacent to the train station, including building heights up to 6 storeys.
- 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).
- All buildings adjoining the train station are to provide passive surveillance to the train station (where practical).
- 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 or, where appropriate, to provide privacy and safety for residents.
- 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.
- Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents.
- 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.
- Non-residential minimum ground to first floor slab height of 4 metres.
- Minimum façade height of 5.2 metres to create a sense of enclosure for the pedestrian environment.
- Awnings are to be provided over non-residential building entrances to provide weather protection, where practical, and/or as architecturally appropriate





2.1.4. Public Realm

2.1.4.1. Station Square

- 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.
- The square shall have a minimum width of 20 metres and a minimum length of 35 metres.

- The station square is to be designed to facilitate direct access from adjoining development sites. Grade differences may be incorporated within the square subject to universal access being provided and level differences forming an integral part of the landscape design.
- Trees and landscaping shall be key elements within the square and utilised to provide a sense of enclosure around the square.
- Public furniture and art is to be provided to create interest and a unique sense of place.
- Shade and shelter shall be provided through the placement of trees or other shade structures.
- The design of the Station Square will be addressed as a condition of subdivision approval, with supporting information including plans depicting landscaping treatments.

2.1.4.2. Public Realm Link

- 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.
- 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.
- Delivery of the public realm link should be considered ahead of ultimate community facility delivery to support early access between the Train Station and Community Centre.

2.1.4.3. Community Hub Site

- Provision is made under the PSP for the delivery of a Community Hub centrally within Precinct 1, as per Figure 3.
- A path connection is to be provided through the Community Hub to facilitate the public realm link between the train station and shopping centre.

Figure 3 – Community Hub Concept Plan

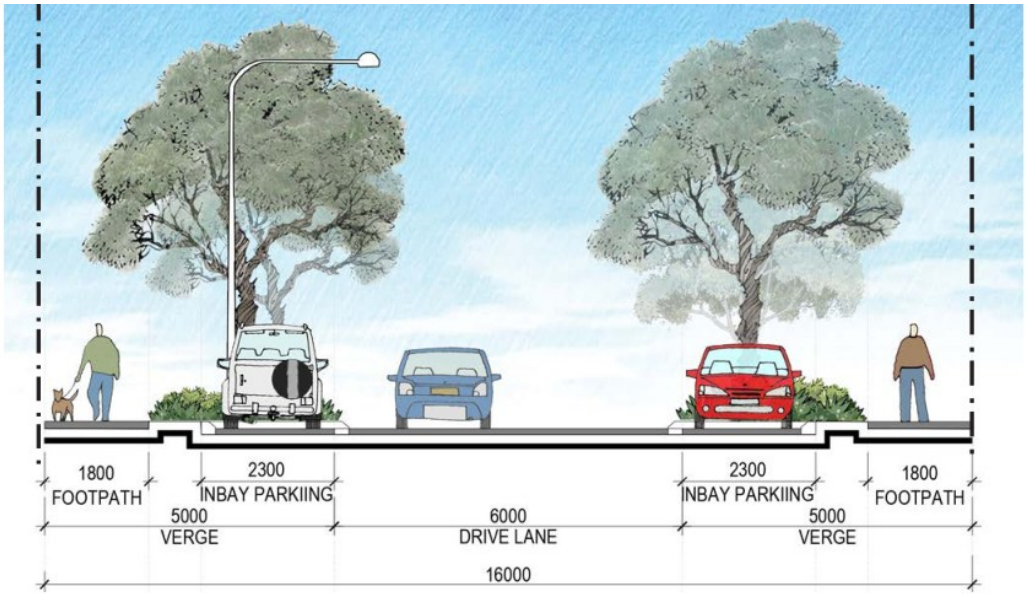


2.1.5. Street Character and Design

2.1.5.1. Street Character S1 – Mixed Use Street

- Access Street (16m reserve), designed as per Figure 4.
- Accommodate footpaths on both sides, a 6m pavement, and embayed parking on both sides.

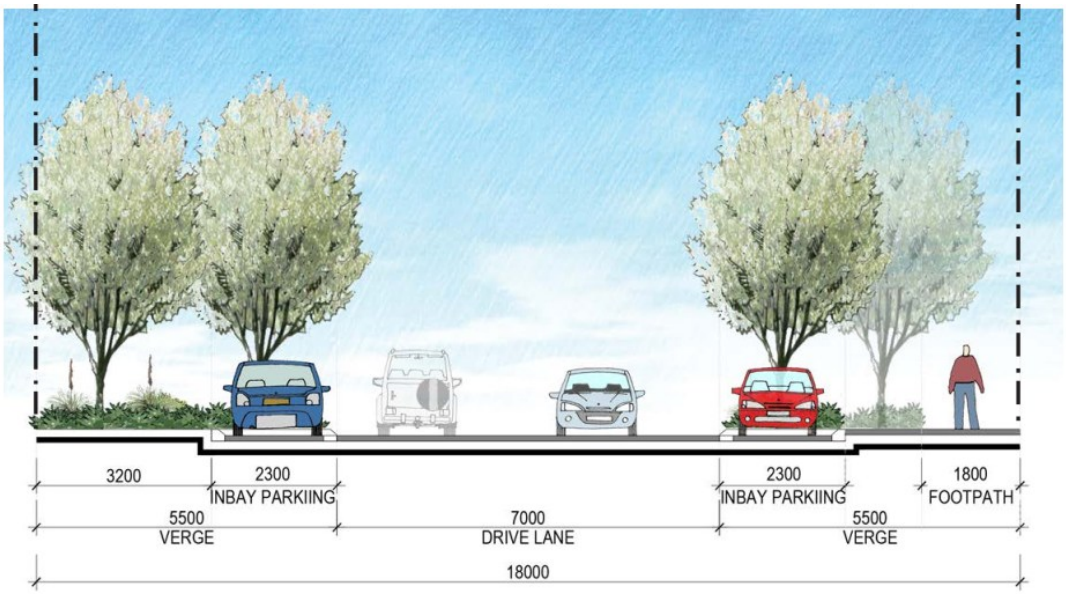
Figure 4 – Street Character S1 – Mixed Use Street



2.1.5.2. Street Character S2 – Train Station Access

- Neighbourhood Connector Road (18m reserve), designed as per Figure 5.
- Accommodate a footpath on one side, a 7m wide pavement to provide for buses, and embayed car parking on both sides.

Figure 5 – Street Character S2 – Train Station Access



2.2. PRECINCT 2 – SHOPPING PRECINCT (P2)

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 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.

2.2.1. Precinct Objectives

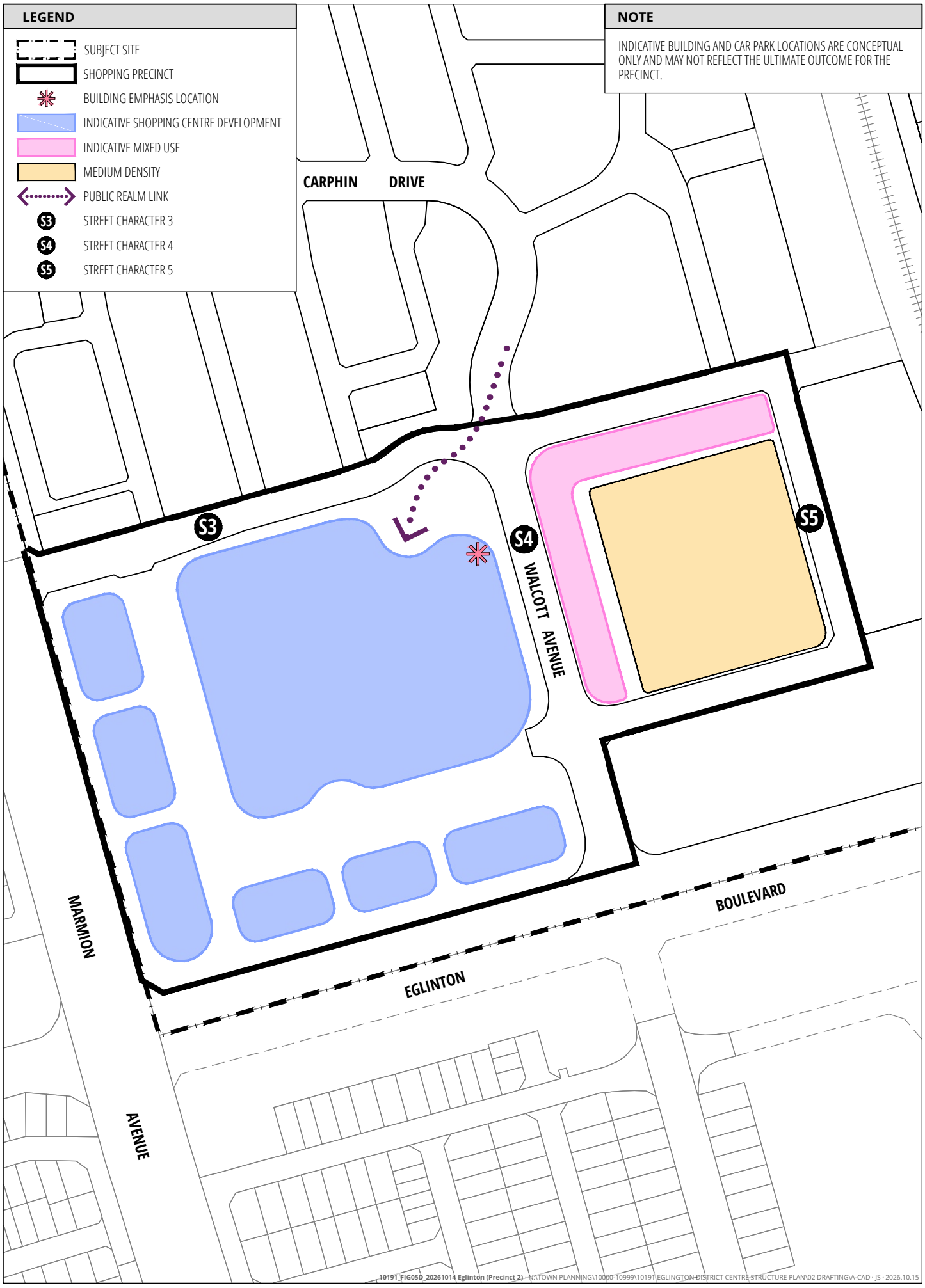
The objectives of the Shopping Precinct are to:

- 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.

2.2.2. Land Use

- Uses to be generally consistent with the 'Commercial' or 'Mixed Use' zone of DPS2, as shown on Plan 1.
- The mix of uses to ensure pedestrian activation of the public realm throughout the day and evening.

Figure 6 - Precinct 2 - Shopping Precinct Principles (P2)



PRECINCT 2

SHOPPING PRECINCT

2.2.3. Built Form

Non-Residential

- Buildings are designed to activate and provide passive surveillance to the public realm.
- 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.
- 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.
- Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents.
- Non-residential minimum ground floor to first floor slab height of 4 metres.
- Minimum façade height of 5.2 metres to create a sense of enclosure for the pedestrian environment.
- 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.
- Awnings are to be provided over adjoining pedestrian paths and building entrances to provide weather protection, where practical and/or as architecturally appropriate.
- Building facades to maximise articulation and glazing, where practical, to provide visibility, activation and surveillance.
- 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.
- 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.

Residential

- All residential development is to be in accordance with the R-Codes and City of Wanneroo Local Planning Policies.

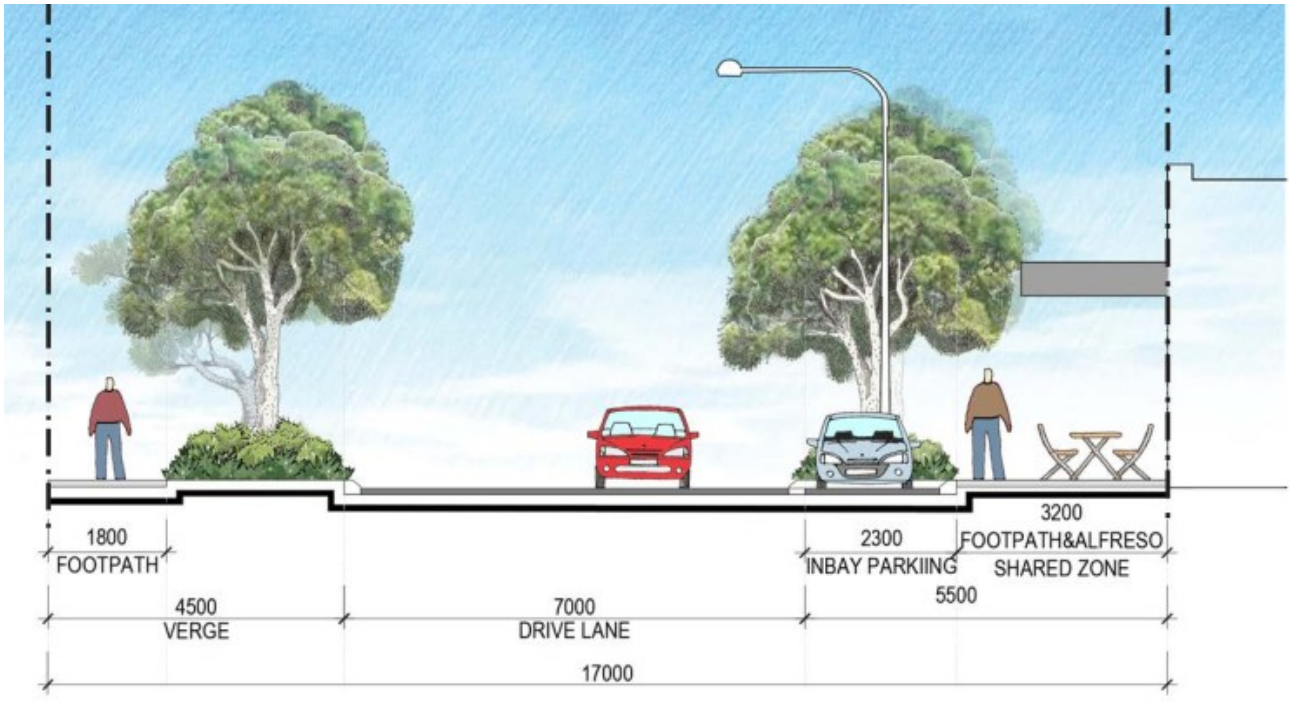
2.2.4. Street Character and Design

The northern and eastern (Walcott Avenue) road interfaces to the Shopping Precinct will be designed with buildings, landscaping and car parking interfacing the street.

2.2.4.1. Street Character S3 – Northern Road Interface

- Neighbourhood Connector (17m reserve), designed as per Figure 7.
- Accommodates footpaths on both sides, a 7m pavement (supports buses), embayed parking on one-side (southern side adjoining shopping centre).
- The footpath on the southern verge is widened to accommodate potential alfresco dining.
- The reserve may widen closer to Marmion Avenue to accommodate turning pockets.

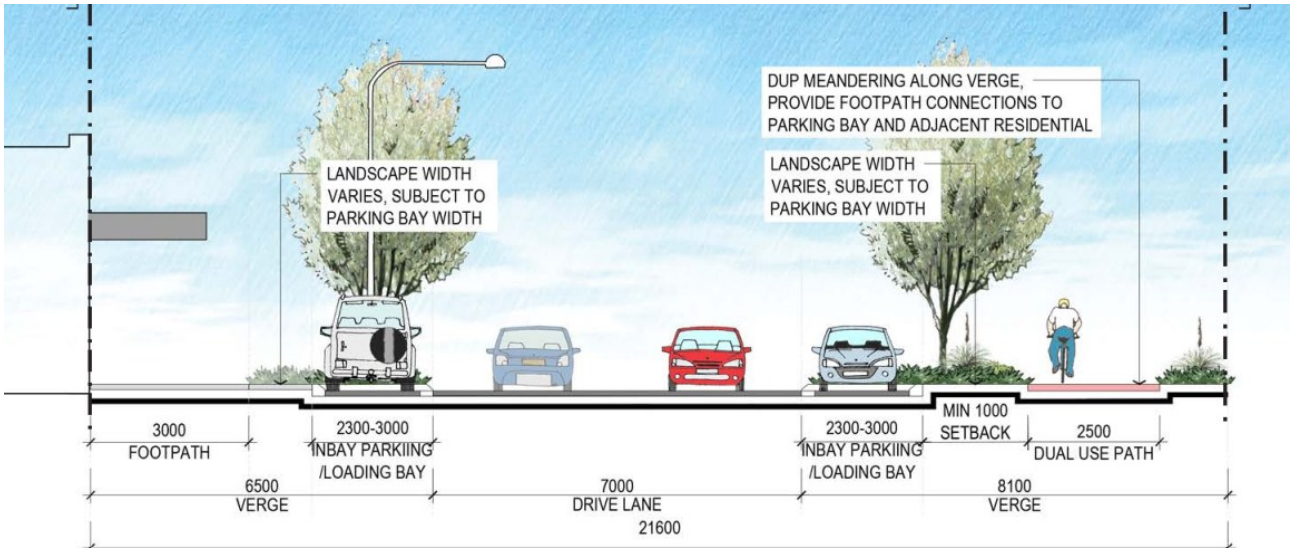
Figure 7 – Street Character S3 – Northern Road Interface Shopping Precinct

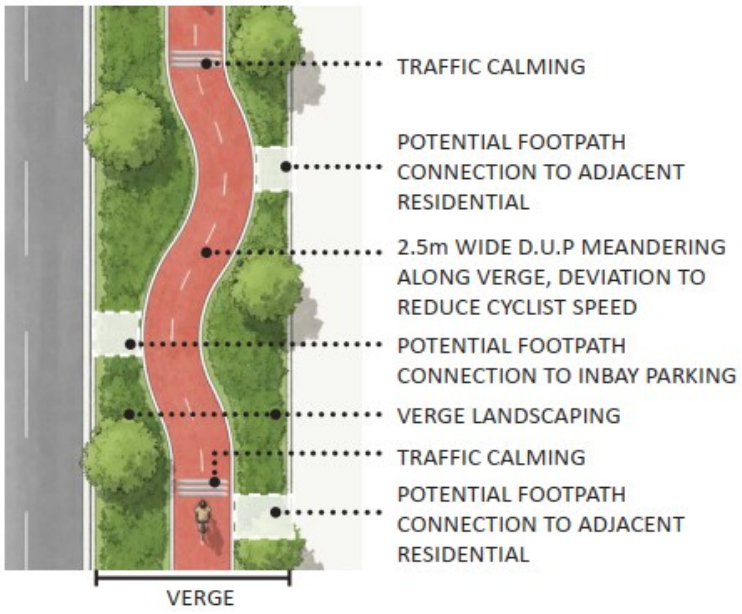


2.2.4.2. Street Character S4 – Walcott Avenue North

- Neighbourhood Connector (21.6m reserve), designed as per Figure 8.
- Accommodates a footpath on the western side and meandering dual use/shared use path on the eastern side, a 7m pavement, embayed parking on both sides, and landscaping on both sides.
- Allowance is made for embayed parking to be increased from 2.3m to 3m in sections to accommodate on-street loading bays (if required). Landscaping will be reduced where necessary to accommodate on-street loading bays.
- The footpath on the western side is widened to accommodate potential alfresco dining.

Figure 8 – Street Character S4 – Walcott Avenue North

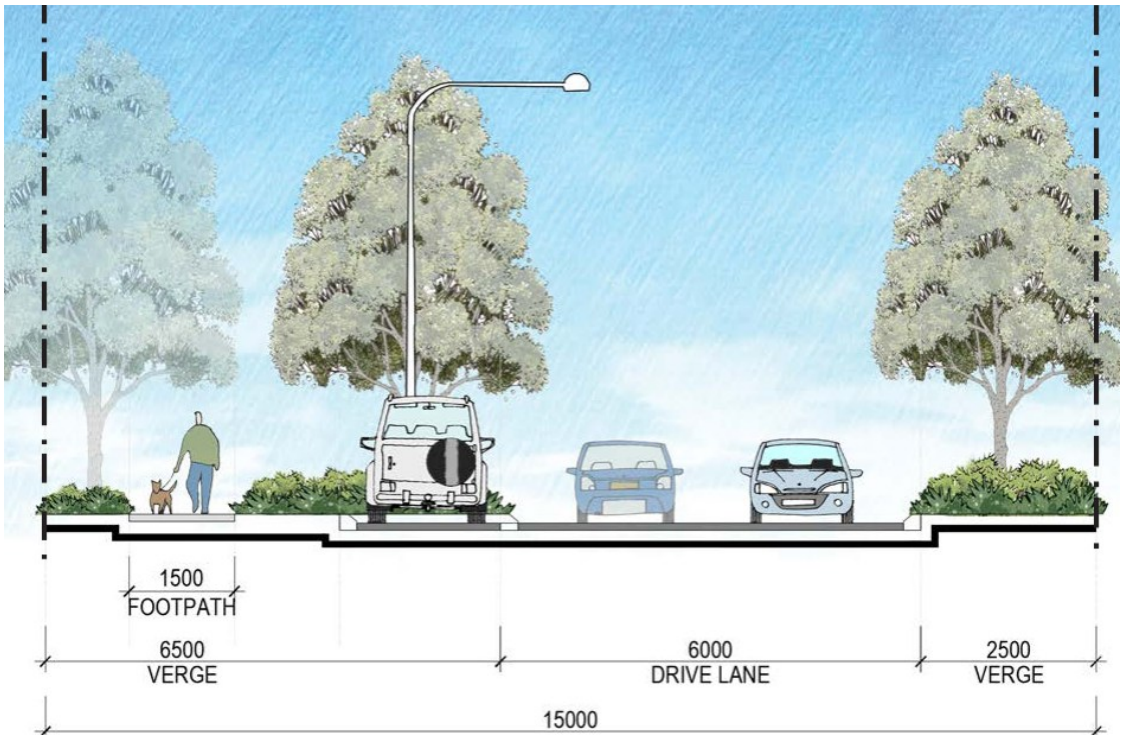




2.2.4.3. Street Character S5 – Eastern Perimeter Road / PTA Car Park Interface

- Access Street (15m reserve), designed as per Figure 9.
- Accommodates a footpath and embayed parking on the western verge, a 6m pavement, and landscaping on both sides.

Figure 9 – Street Character S5 – Eastern Perimeter Road / PTA Car Park Interface



2.3. PRECINCT 3 – RESIDENTIAL PRECINCT (P3)

The Residential Precinct will be primarily for residential purposes with 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 Drive to be defined by memorable built form. Movement will be organised around a rear laneway network serving the townhouses, creating excellent streetscape outcomes and opportunities for tree canopy.
- North-Western Corner (R40-R80) – The north-western corner of the PSP area is subject to a density range of R40 to R80 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.







2.3.1. Precinct Objectives

The objectives of the Residential Precinct are to;

- Provide for a diverse range of residential development, designed in accordance with the Residential Design Codes and City of Wanneroo Local Planning Policies.
- To deliver medium and high-density housing in proximity to the shopping precinct and train station.

2.3.2. Land Use

Uses to be generally consistent with the 'Residential' zone of DPS 2.

2.3.3. Built Form

- All residential development is to be in accordance with the R-Codes and City of Wanneroo Local Planning Policies.
- 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.
  - (iii) Lots subject to 'Quiet House Design' package requirements as identified in a Noise Management Plan;
  - (iv) Lots where application of the R-MD standards is sought;
  - (v) Lots subject to staged development outcomes; and/or
  - (vi) Lots requiring special design coordination pertaining to pedestrian access, street interface, landscaping, view corridors, layout, visitor parking, and site levels.

Figure 10 - Precinct 3 - Residential Precinct Principles (P3)



0 75 m

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PRECINCT 3

RESIDENTIAL PRECINCT

2.3.4. Public Realm

- Landscaping is required along Marmion Avenue.
- Residential development adjacent to public open space shall be oriented to provide passive surveillance.
- All fencing to internal streets should be at least 50% permeable to enable passive surveillance. Exceptions may be made where significant headlight penetration from passing vehicles may be encountered.
- Detailed Acoustic Assessments shall be undertaken for any residential development fronting Marmion Avenue, Eglinton Boulevard and Pipidinny Road (if required) in accordance with the requirements of State Planning Policy 5.4 – Road and Rail Noise.









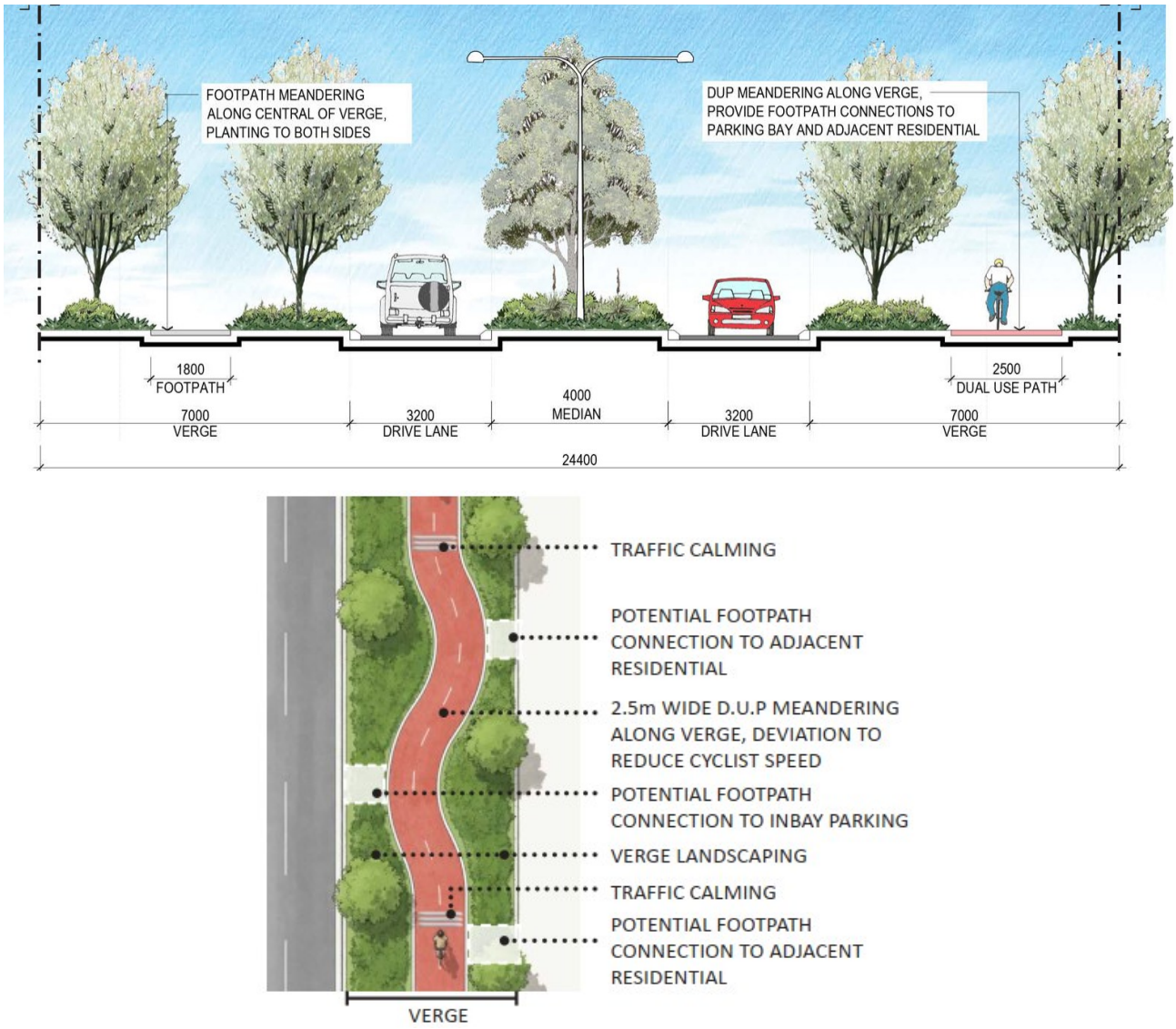
2.3.5. Street Character and Design

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

2.3.5.1. Street Character S6 – Carphin Drive

- Neighbourhood Connector (24.4m reserve), designed as per Figure 11.
- Accommodates a 4m-wide central median, 3.2m wide drive lanes (supports buses), a footpath on the southern and western verge, a meandering dual/shared use path on the north and eastern verge, and landscaping.

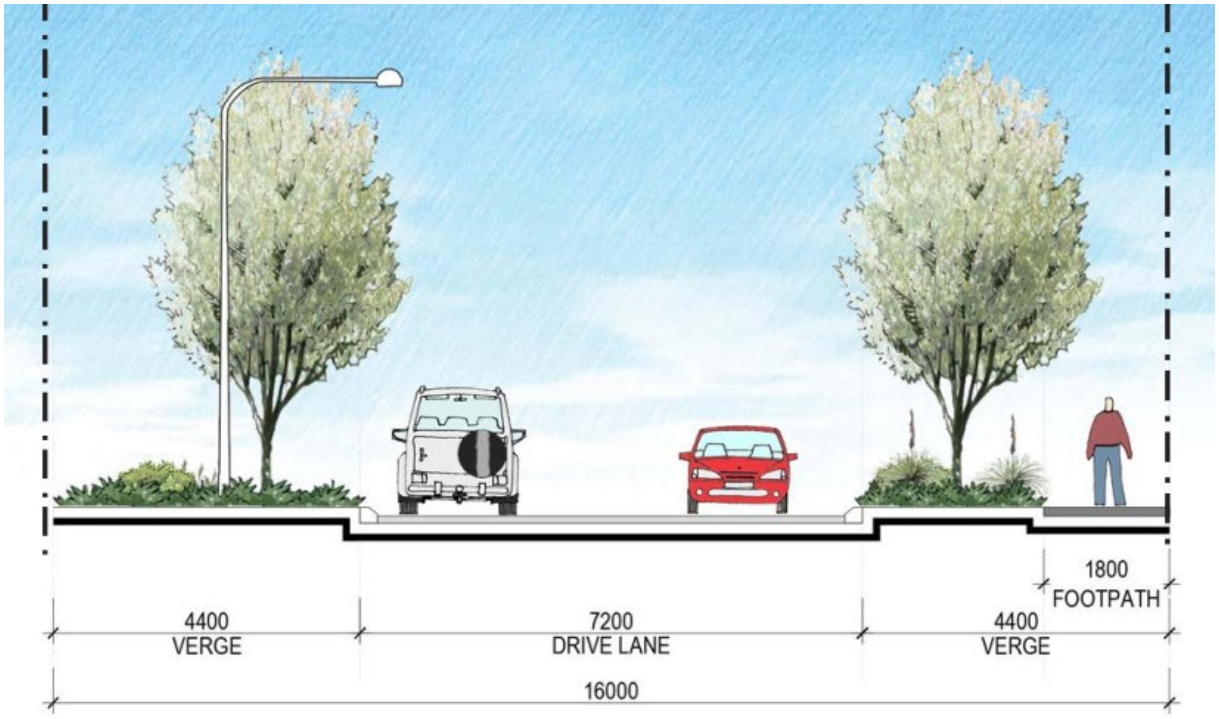
Figure 11 – Street Character S6 – Carphin Drive



2.3.5.2. Street Character S7 – Northern Gateway / R80 Interface

- Access Street (16m reserve), designed as per Figure 12.
- Accommodates a footpath on one side and a 7.2m pavement.

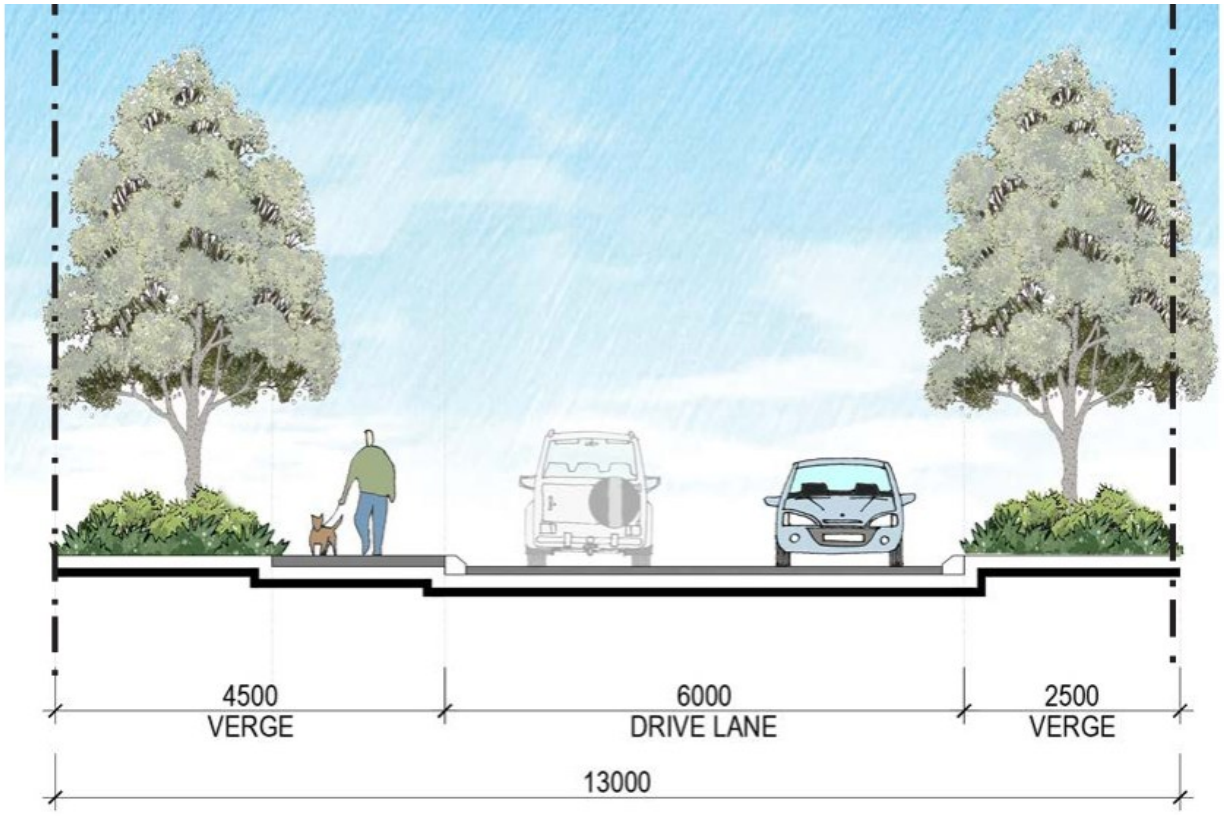
Figure 12 – Street Character S7 – Northern Gateway / R80 Interface



2.3.5.3. Street Character S8 – Residential Public Open Space Interface

- Access Street (13m reserve), designed as per Figure 13.
- Accommodates a footpath on the western verge and a 6m pavement. The eastern verge is reduced to 2.5m adjoining public open space.

Figure 13 – Street Character S8 – Residential Public Open Space Interface



2.4. PRECINCT 4 – SERVICE COMMERCIAL PRECINCT (P4)

The Service Commercial Precinct is positioned in the south-eastern portion of the PSP area and will predominantly accommodate a mix of bulky goods / large format retail uses and associated car parking.

2.4.1. Precinct Objectives

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.

2.4.2. Land Use

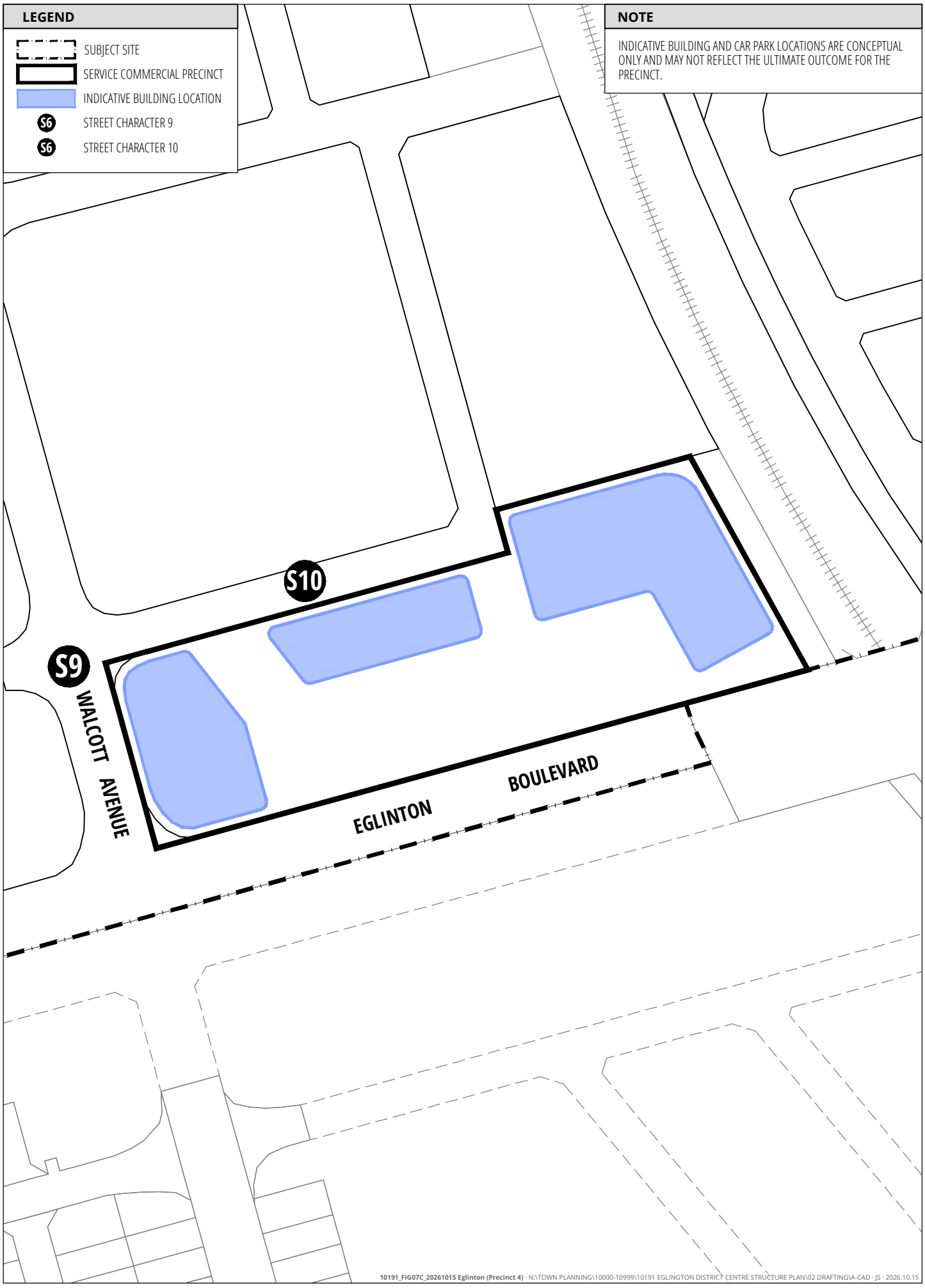
Land Use within the Service Commercial Precinct to be generally in accordance with the 'Service Commercial' zone of DPS2.

2.4.3. Built Form

- Nil building street/reserve setback is permitted. Vehicle access and parking may be sited between the street and built form where adequately screened from view, or landscaped, so as to complement the amenities of adjacent streets and surrounding development.
- For development fronting Eglinton Boulevard 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.
- Building façades to incorporate variations in depth, height, colour, texture and/or materials as well as openings (windows and doors) where practicable to create interest and surveillance and avoid visual monotony and blank walls to the public realm.
- External fixtures (eg. utilities, plant, equipment, infrastructure) are to be a similar colour to the building to which they are affixed and adequately screened so as not to be visually obtrusive when viewed from the road reserve or public realm.

Building façades, including entries, glazing and signage, to incorporate building articulation and be oriented toward and clearly visible from the street where practicable to create interest and surveillance and avoid blank walls and inactivity to the public realm.

Figure 14 - Precinct 4 - Service Commercial Precinct Principles (P4)



PRECINCT 4

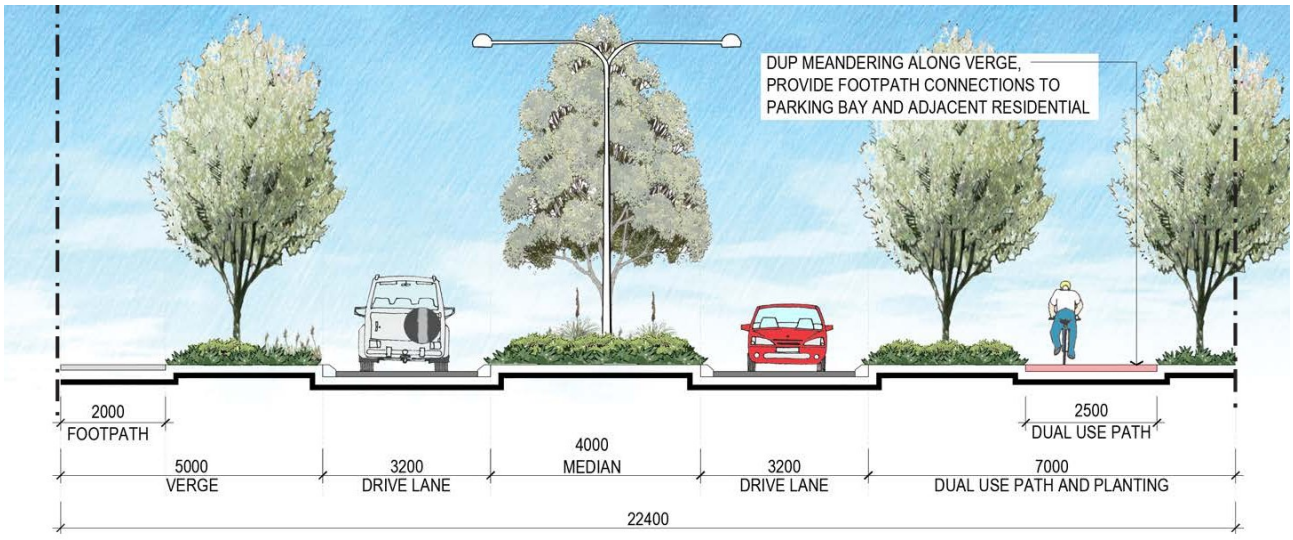
SERVICE COMMERCIAL PRECINCT

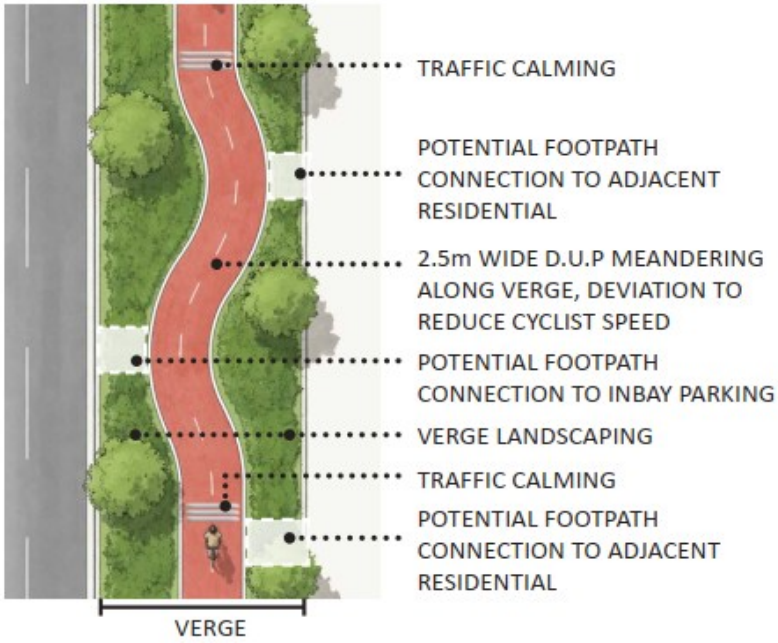
2.4.4. Street Character and Design

2.4.4.1. Street Character S9 – Walcott Avenue South (Shopping Precinct Interface)

- Neighbourhood Connector (22.4m reserve), designed as per Figure 15.
- Accommodates a 4m-wide central median, 3.2m wide drive lanes (supports buses), footpaths on both sides, a meandering dual/shared use path on the eastern verge, and landscaping.

Figure 15 – Street Character S9 – Shopping Precinct Interface

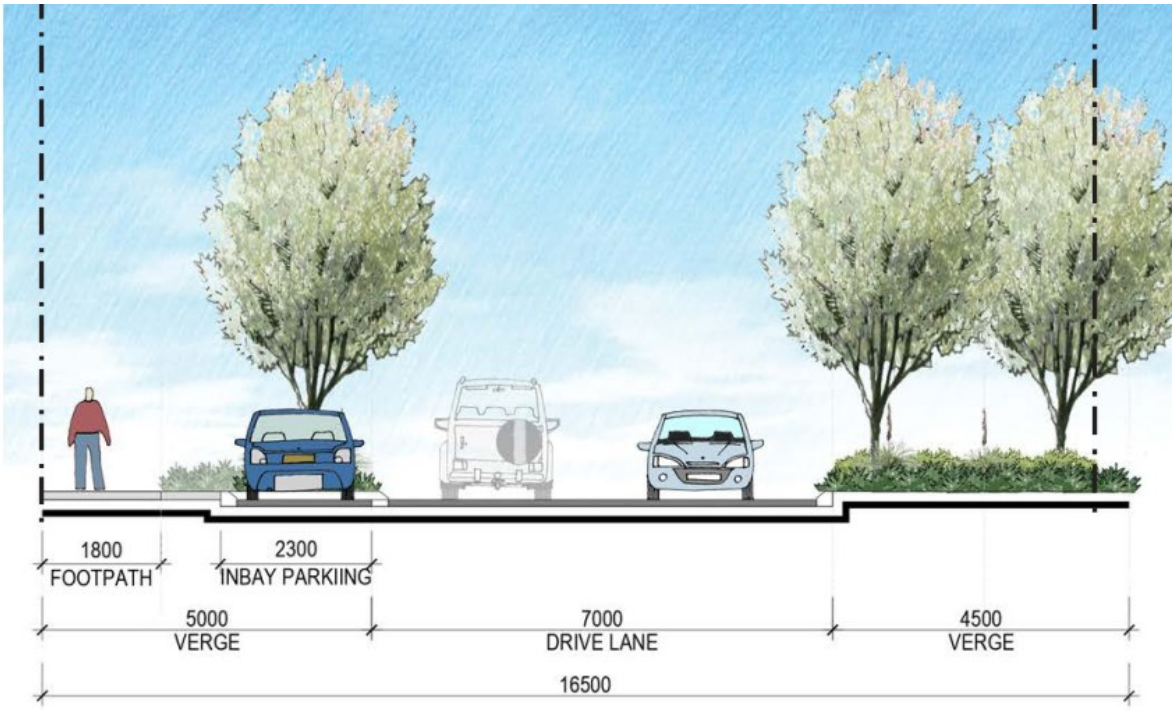




2.4.4.2. Street Character S10 – Back-of-House / Mixed Use Interface

- Access Street (16.5m reserve), designed as per Figure 16.
- Accommodates a footpath and embayed parking on the northern verge, and a 7m pavement.

Figure 16 – Street Character S10 – Back-of-House / Mixed Use Interface



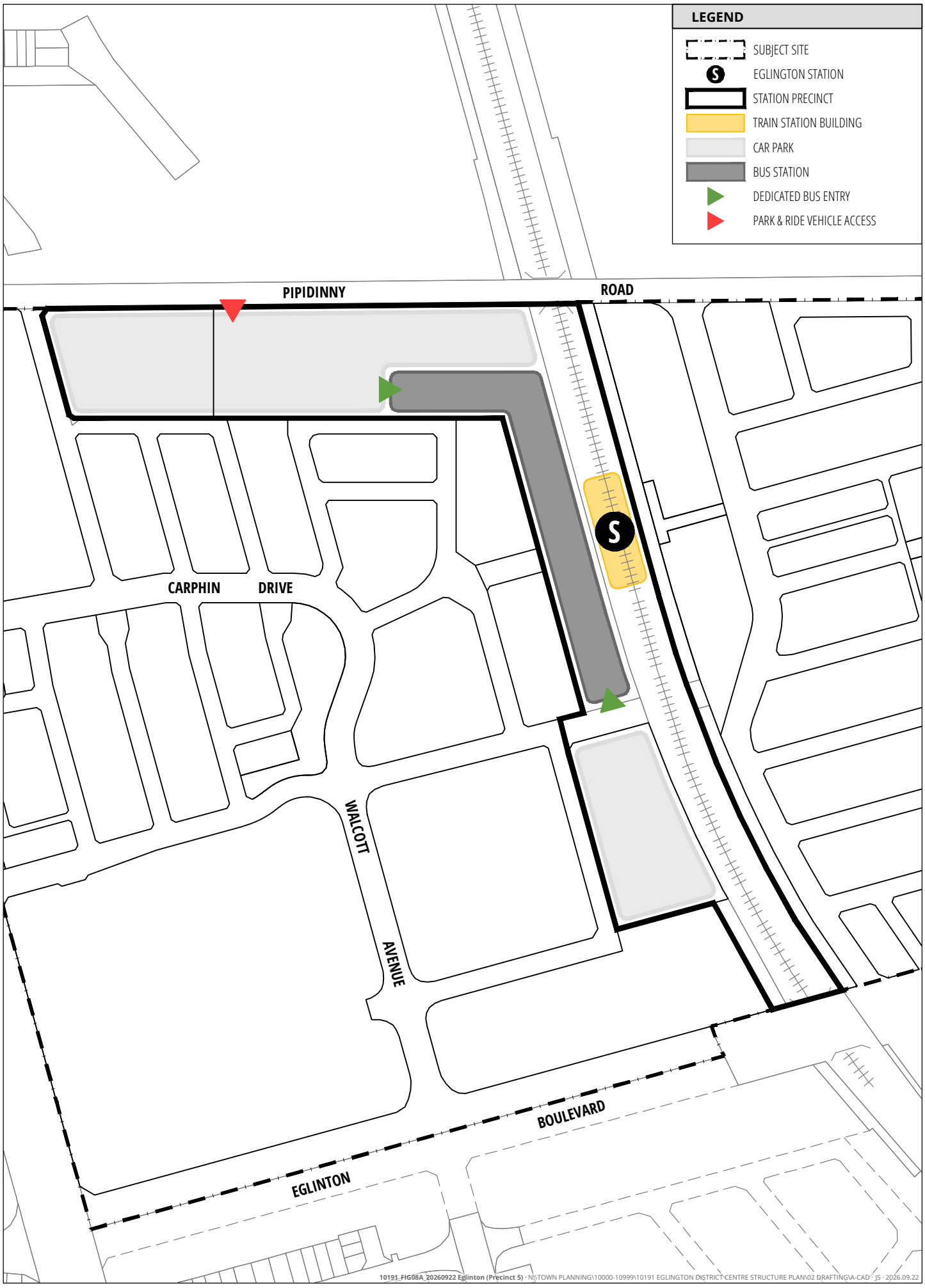
2.5. PRECINCT 5 – STATION PRECINCT (P5)

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

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

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

Figure 17 - Precinct 5 - Station Precinct Principles (P5)



0 100m

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FIGURE 5

STATION PRECINCT

2.6. PRECINCT 6 – RESIDENTIAL EAST PRECINCT (P6)

This precinct will be primarily for residential purposes, with a mix of single, grouped and multiple dwellings and opportunities for non-residential uses next to the station.

2.6.1. Precinct 6 Objectives

The objectives of the Residential Precinct P6 are to:

- Provide for a diverse range of residential development, designed in accordance with the Residential Design Codes, State Planning Policy 7.2 Precinct Design, and City of Wanneroo Local Planning Policies.
- R100 mixed use development to be provided in areas close to the railway station.
- Densities of R50 and R60 to be provided in the core of the precinct with proximity to the railway station.
- All other areas are nominated with a R40 density with some R60 areas being nominated on specific “book ends”.
- A mix of building typologies is to be provided, including 1 and 2 storey single homes, terrace and row homes, and 3–4 storey multiple dwellings.
- To provide a legible, connected and “green” movement network connecting the precinct to public open spaces, the railway station and the commercial and residential precincts west of the railway.
- The built form will present an appropriate interface to Eglinton Boulevard and Pipidinny Road, considering acoustic treatment, traffic volumes and landscaping, and interface to public open spaces and the plaza to increase amenity and passive surveillance.
- Development is to take advantage of key views, sight lines and public spaces to emphasise the precincts character.

2.6.2. Land Use

Uses to be generally consistent with the Residential zone of DPS2, except for the Mixed Use zone.

2.6.2.1. Mixed Use Zone

Preferred non-residential land uses for the Mixed Use zone include:

- Convenience store
- Lunch Bar
- Restaurant/Café (small)
- Small bar
- Shop
- Office
- Consulting room

Non-residential uses are to provide services and amenities to the local community, complementing the retail and commercial land uses intended to be developed within the Eglinton District Activity Centre core west of the railway.

Where provided, non-residential uses are to be located as close as practicable to the railway station and plaza. Non-residential uses are to provide a primary orientation to the plaza, including a pedestrian entrance to and from the plaza, and an active frontage that supports passive surveillance. Residential buildings with no active uses on the ground floor can be contemplated further away from the station and plaza.

Figure 18 - Precinct 6 - Residential East Precinct Principles (P6)



PRECINCT 6

RESIDENTIAL EAST PRECINCT

2.6.3. Building Typology

- R100/Mixed Use - The built form is to be a mix 3 – 4 storey multiple dwelling buildings. 2 storeys multiple dwellings can also be contemplated subject to the development aligning with the applicable built form typology, and further away from the station and plaza. Activation on the ground floor is encouraged with uses other than residential to provide opportunities close to the station.



- R60 - The built form is intended to be a minimum 2 storey terrace housing with an urban aesthetic on both sides of the central green link, abutting the bus route and where directly abutting public open space. Alternatively, low rise apartment buildings may be provided. Single storey-built form can be contemplated in the R60 “book ends” locations only.



- R50 - The built form is intended to be a mix of 1-2 storey single residential front or rear loaded dwellings on various lot sizes and frontages, including terrace housing, with an urban aesthetic. Dwellings abutting the pedestrian access way are to be 2-storey when required to provide passive surveillance from window openings and living spaces.



2.6.4. Subdivision and Development Requirements

2.6.4.1. General

- All residential development is to be in accordance with the Residential Design Codes Volume 1 and 2 and in accordance with the building typologies in this PSP.
- Subdivision must accord with the R-Code designations and dwelling targets.
- Subdivision is to deliver the cumulative dwelling target of 892 dwellings across the whole eastern precinct, to be progressively achieved through delivery of the dwelling targets of each sub-precinct set out in the PSP (refer to Part Two Explanatory Section, Section 5.3).

2.6.4.2. Special Development Controls

Mixed Use

- The net lettable area of any individual non-residential tenancy should not exceed 300sqm.
- The provisions in the PSP take primacy over the local planning framework and where inconsistencies arise; the PSP prevails.

R60 lots

- A minimum two-storey built form is required.

Dual frontage lots

The below provisions apply to dual road frontage lots and seek to ensure the layout and orientation of dwellings are designed to have a physical and visual relationship with both the primary and secondary street.

- Vehicular access, including garages to be from the lower order road, and pedestrian access to be from the higher order road;
- Fencing to the higher order road frontage is permitted to incorporate solid fencing to a height of 1.2 metres but must be visually permeable between 1.2 - 1.8 metres and/or incorporate visually permeable elements;
- Dwelling orientation is to address both the primary and secondary street, with windows, doors and landscaping to address both frontages;
- Building form and height, rooflines, materials, articulation and colour palette to provide
- a visual interest and frame the streetscape;
- Verges and setback areas (where applicable) to both road frontages will incorporate quality soft landscaping and be provided with one street tree per dwelling to ensure a high quality streetscape outcome; and
- Verges to Eglinton Boulevard to be landscaped by the developer to present as an entry statement, define the arrival and sense of place for the area and soften the interface between the residential dwelling and Eglinton Boulevard.







Lots abutting POS/PAW

The below provisions apply to lots directly abutting Public Open Space and the Pedestrian Access Way and seek to ensure the layout and orientation of dwellings are designed to have a physical and visual relationship with the public realm.

- A minimum two-storey built form is to apply where required to provide passive surveillance from window openings and living spaces and to avoid thoroughfares being dominated by garage doors.
- Dwellings with rear laneway access will have their primary orientation towards the PAW/POS, however is to address both frontages and provide passive surveillance;
- Fencing to the POS/PAW frontage is permitted to incorporate solid fencing to a height of
- 1.2 metres but must be visually permeable between 1.2-1.8 metres;
- Building form and height, rooflines, materials, articulation and colour palette to provide
- a visual interest and frame the interface to the POS/PAW; and
- Verges and setback areas to road frontages (excluding laneways) will incorporate quality soft landscaping and be provided with one street tree per dwelling to ensure a high quality streetscape outcome.





Local Development Plans

Subdivision in areas subject to an R60 density and/or special development controls as shown on the Precinct Structure Plan Map requires a Local Development Plan to refine the above-mentioned provisions in order to deliver the desired built form outcomes and respond appropriately to the specific lot products proposed. A Local Development Plan will form a requirement under a condition of subdivision approval to ensure the built form outcomes for specified locations and specific lot typologies can be delivered for single houses/grouped houses.

2.6.5. Public Realm

2.6.5.1. Plaza

- A public plaza open space area is to be provided between the main access point to the station and Precinct 6, generally as provided for on the PSP Map (Plan 1).
- Built form along the northern and southern perimeter of the plaza is to provide for passive surveillance of the space and is encouraged to include a pedestrian entrance to/from the plaza.
- Strong pedestrian connections across the plaza to be provided between the station and the eastern boundary of the plaza.
- Trees and landscaping to be key elements within the plaza and utilised to provide shade and a sense of place. Other shade structures can also be provided.

2.6.5.2. Public Open Space / Pedestrian Access Way

- Development adjoining public open space and pedestrian access way is to be in accordance with the provisions in section 2.6.4.
- The design of public open space and the pedestrian access way is to be in accordance with the Landscape Plan and the further refined plans (Landscape Master Plan and Street Tree Plan) at subdivision stage.

Figure 19 – Plaza Landscape Concept

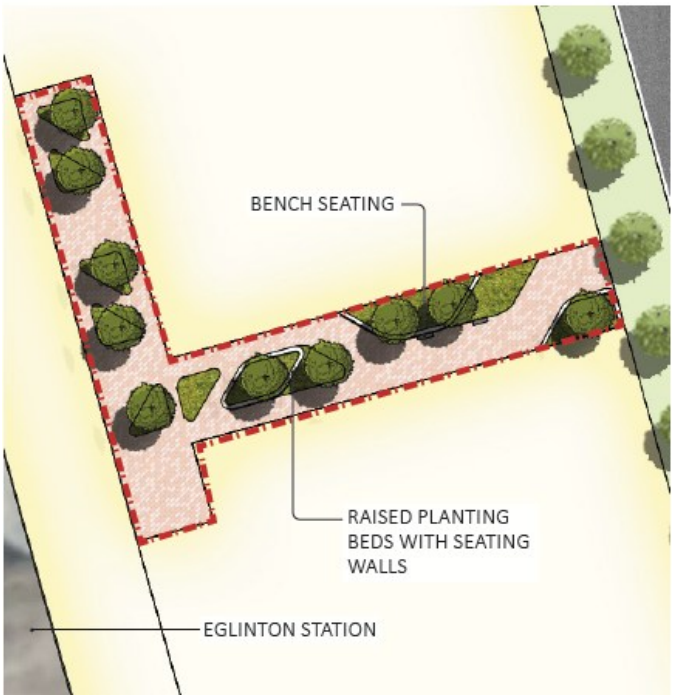


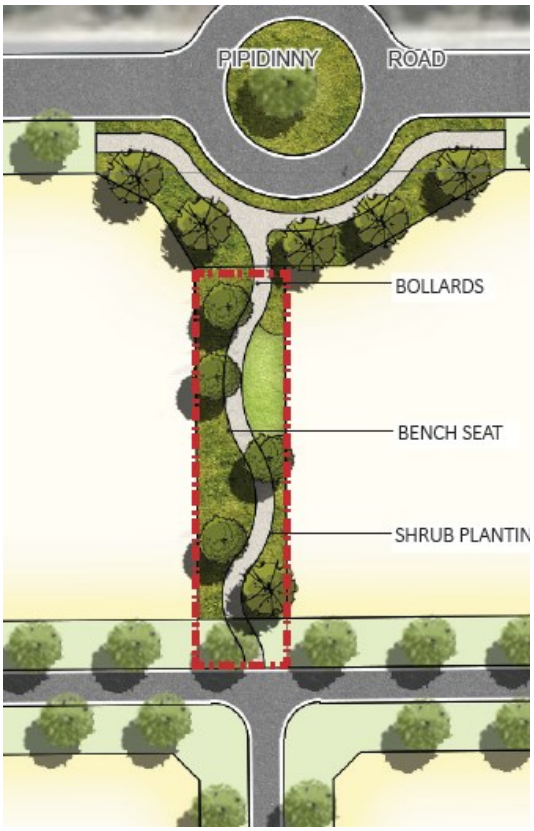
Figure 20 – Central POS Landscape Concept



Figure 21 – South Eastern POS Landscape Concept



Figure 22 – Pedestrian Access Way Landscape Concept



2.6.5.3. Interfaces requiring specific landscape treatments

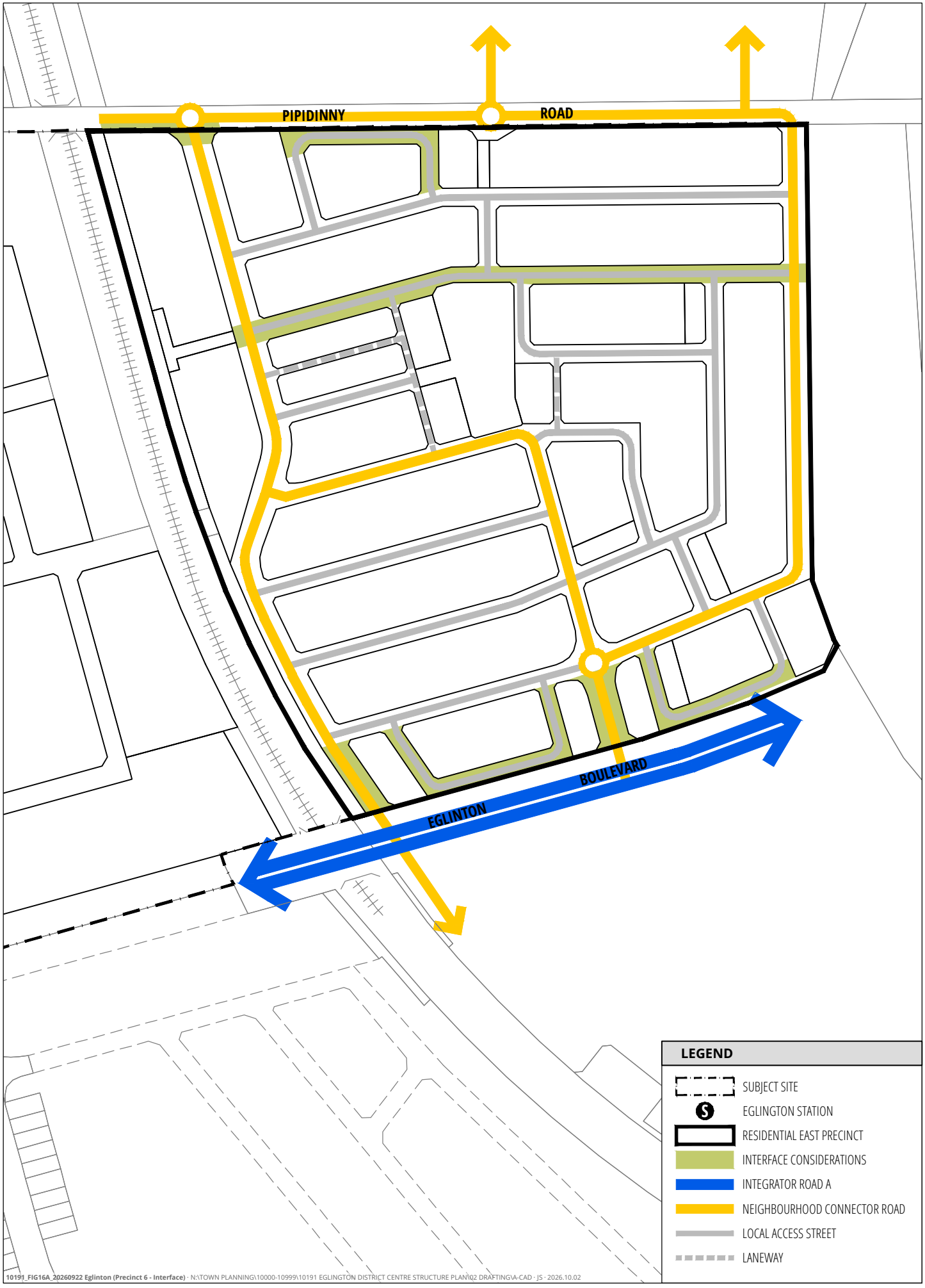
Interfaces to Eglinton Boulevard and Pipidinny Road (as shown on Figure 23) are to be landscaped to present as an entry statement, define the arrival and sense of place for the area and soften the interface between the residential dwelling and Eglinton Boulevard.

Interfaces for dual frontage lots and lots abutting POS/the PAW are to landscaped to ensure a high-quality streetscape outcome. Refer to Section 2.6.4.

The central green street is to be landscaped to promote walkability and ensure a high-quality streetscape outcome.

Cross sections and indicative imagery have been provided in Section 2.6.6 below.

Figure 23 - Precinct 6 Landscape Interfaces



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PRECINCT 6
LANDSCAPE INTERFACES

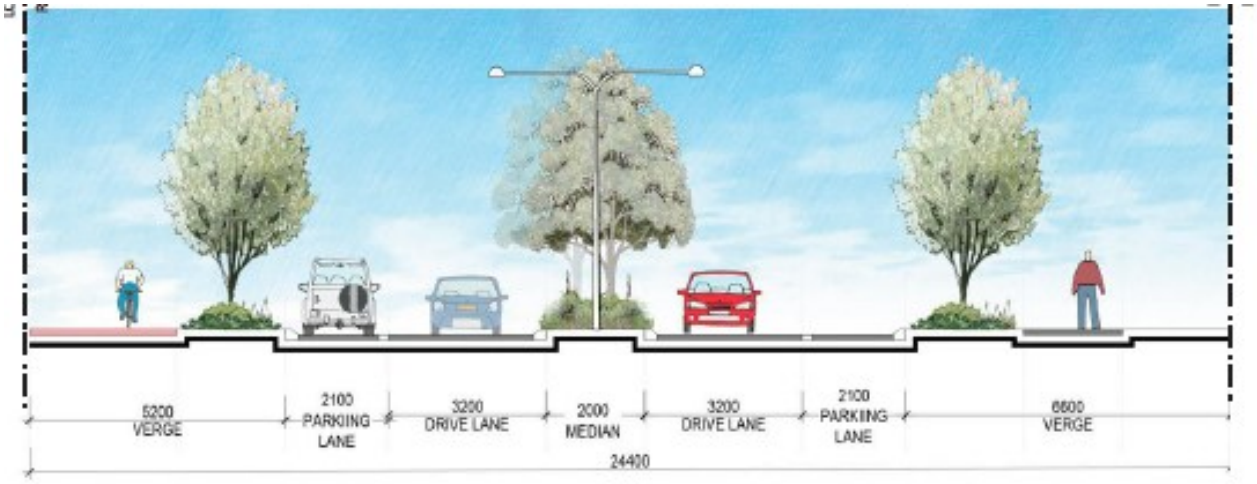
2.6.6. Street Character and Design

Given the range of densities and built form typologies proposed within Precinct 6, a number of street character cross sections have been prepared for key roads within the Residential East Precinct P6.

2.6.6.1. Street Character S10 – North Western North-South Neighbourhood Connector

- Neighbourhood Connector A at 24.4m in width

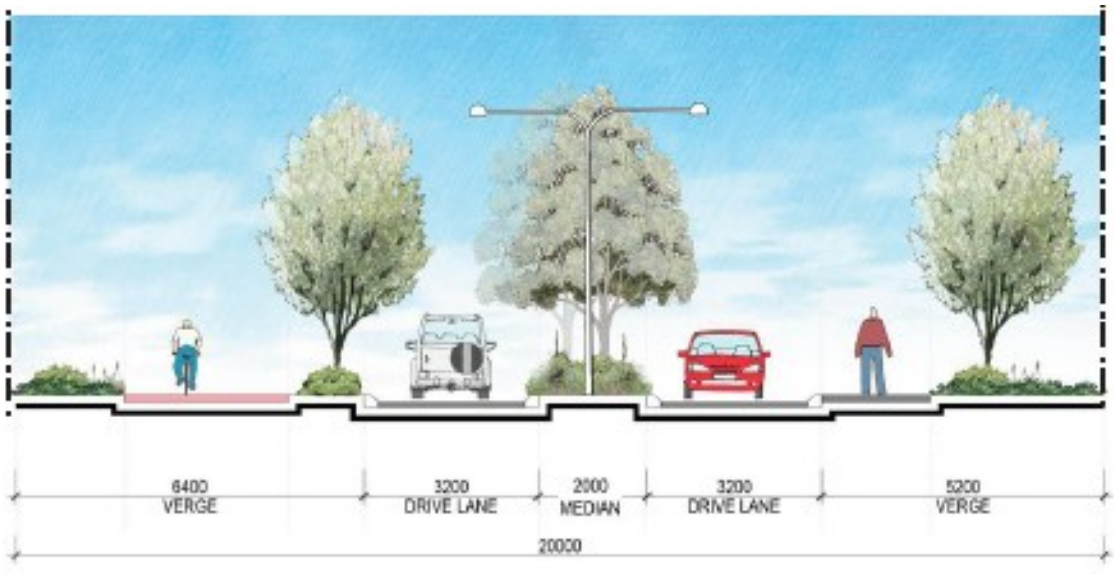
Figure 24 – Street Character S10 North Western North-South Neighbourhood Connector



2.6.6.2. Street Character S11 – South Western North-South Neighbourhood Connector

- Neighbourhood Connector A at 20m in width
- On-street parking will not be required allowing the road reserve to be reduced from that required by Liveable Neighbourhoods.

Figure 25 – Street Character S11 South Western North-South Neighbourhood Connector



2.6.6.3. Street Character S12 – Eastern North-South Neighbourhood Connector

- Neighbourhood Connector B at 20.5m in width.
- Widened eastern verge is provided to contain a portion of a future 20 metre wide Western Power easement relating to a future 132kV transmission line running parallel to the future Mitchell Freeway.

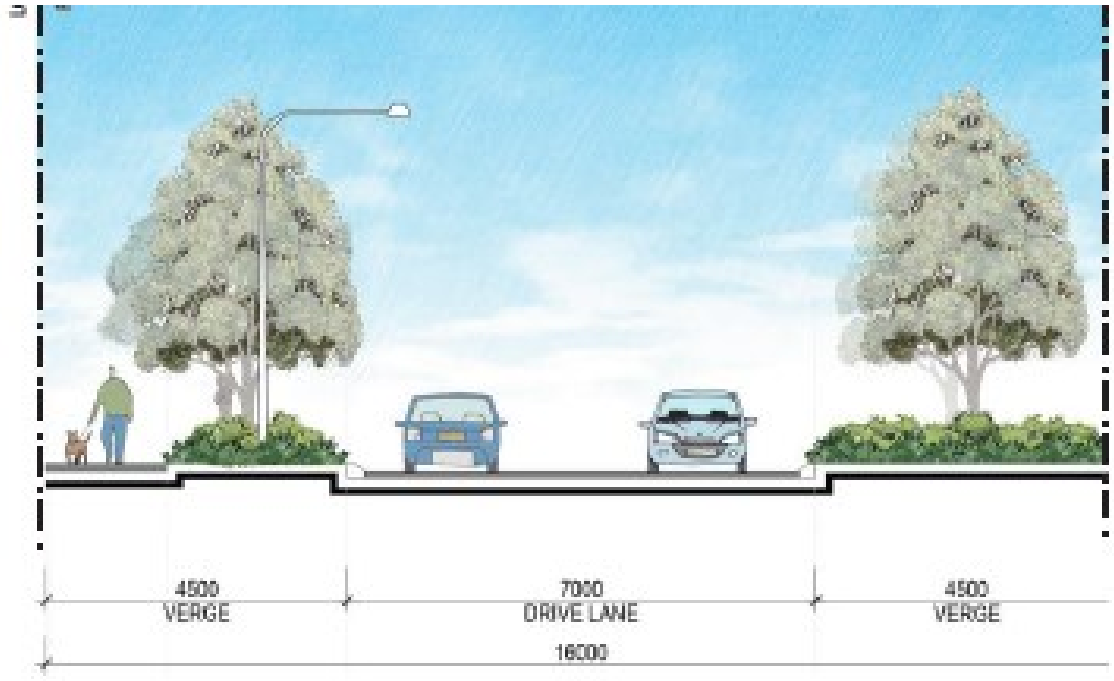
Figure 26 – Street Character S12 Eastern North-South Neighbourhood Connector



2.6.6.4. Street Character S13 – South Eastern East-West Neighbourhood Connector

- Neighbourhood Connector B at 16m in width, with no on-street parking

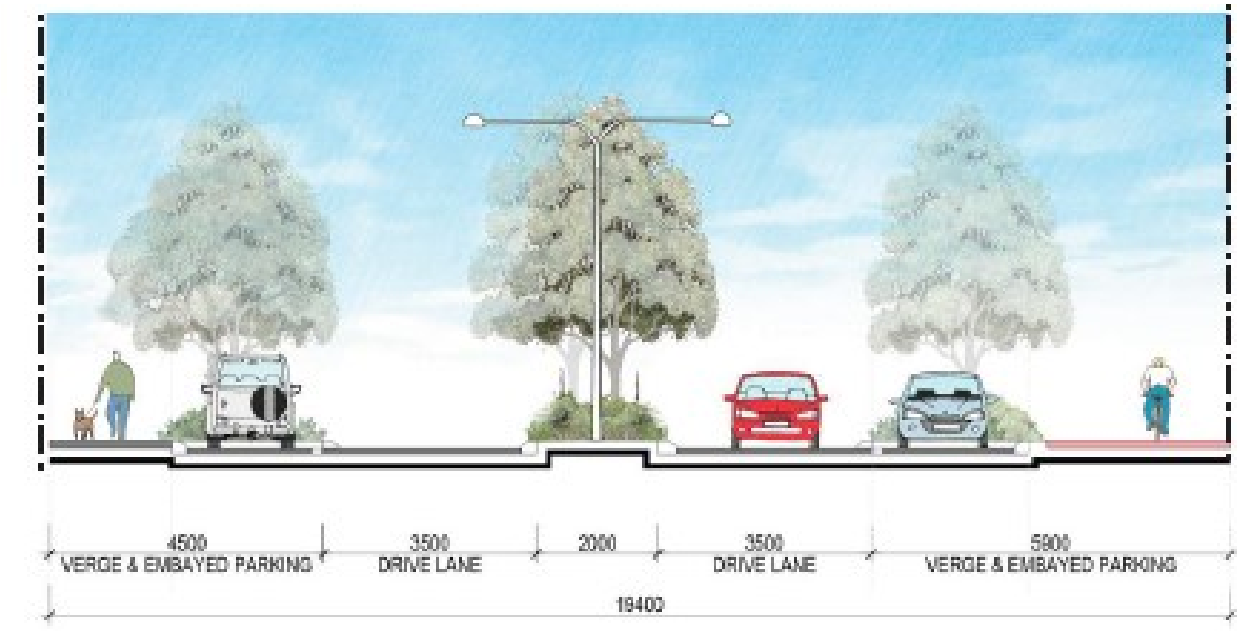
Figure 27 – Street Character S13 South Eastern East-West Neighbourhood Connector



2.6.6.5. Street Character S14 – Central Neighbourhood Connector

- Neighbourhood Connector B at 19.4m in width.

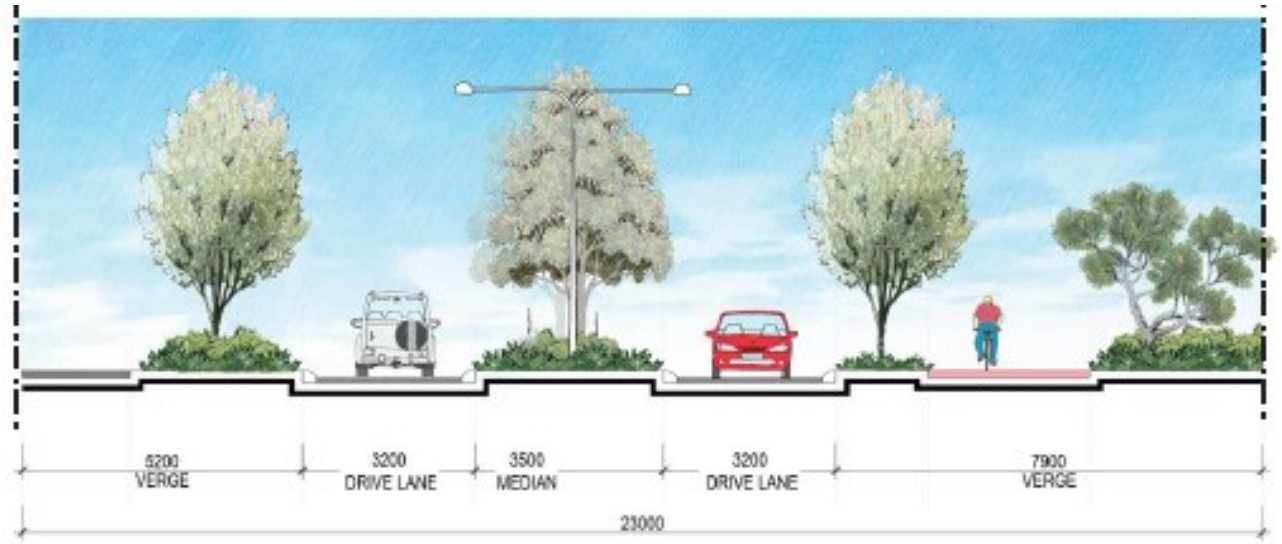
Figure 28 – Street Character S14 Central Neighbourhood Connector



2.6.6.6. Street Character S15 – South Central Neighbourhood Connector

- Neighbourhood Connector A at 23m in width.

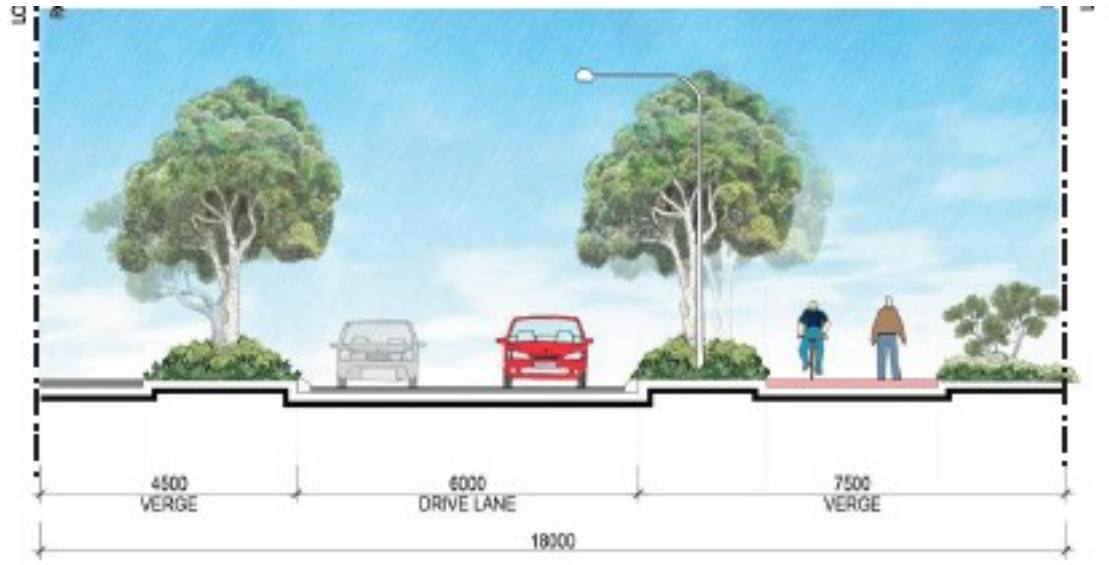
Figure 29 – Street Character S15 South Central Neighbourhood Connector



2.6.6.7. Street Character S16 – Freeway to Plaza East-West Access Street

- Access Street D at 18m in width.
- Wider southern verge is provided to accommodate a pedestrian and cyclist linkage between the Plaza and the central POS. This Street Character may be extended further east subject to development of the future principle shared path within the Freeway reserve.

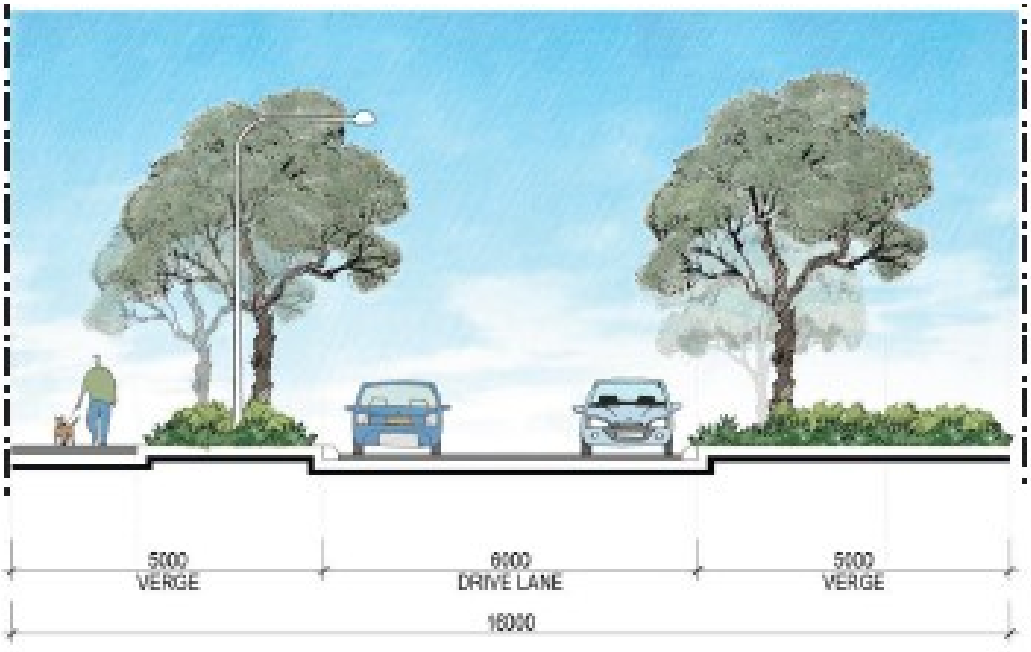
Figure 30 – Street Character S16 Freeway to Plaza East-West Access Street



2.6.6.8. Street Character S17a – South Western East-West Access Street C

- Access Street C at 16m in width.

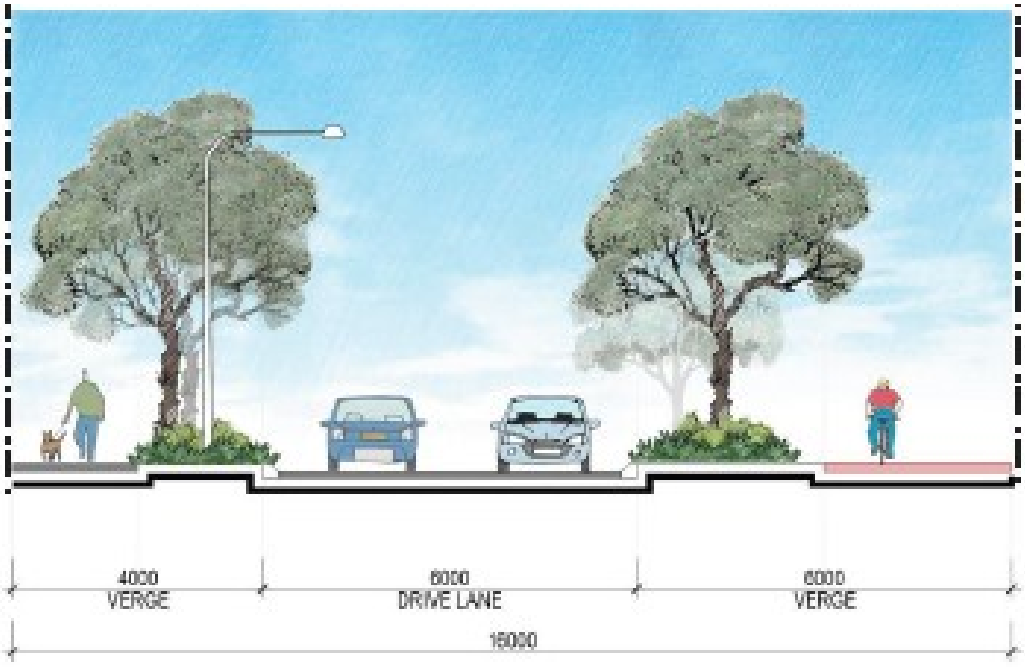
Figure 31 – Street Character S17a South Western East-West Access Street C



2.6.6.9. Street Character S17b – North Eastern East-West Access Street C

- Access Street C at 16m in width.

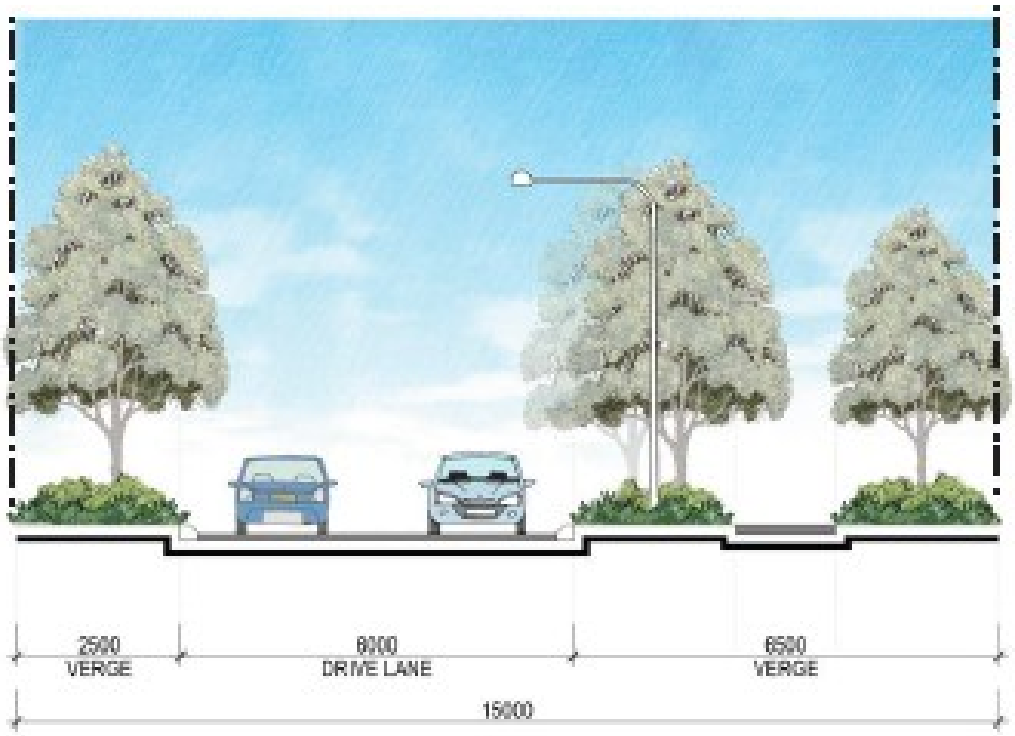
Figure 32 – Street Character S17b North Eastern East-West Access Street C



2.6.6.10. Street Character S18 – Central North North-South Access Street

- Access Street at 15m in width.
- To incorporate a wider eastern verge to accommodate a double row of tree planting and footpath.

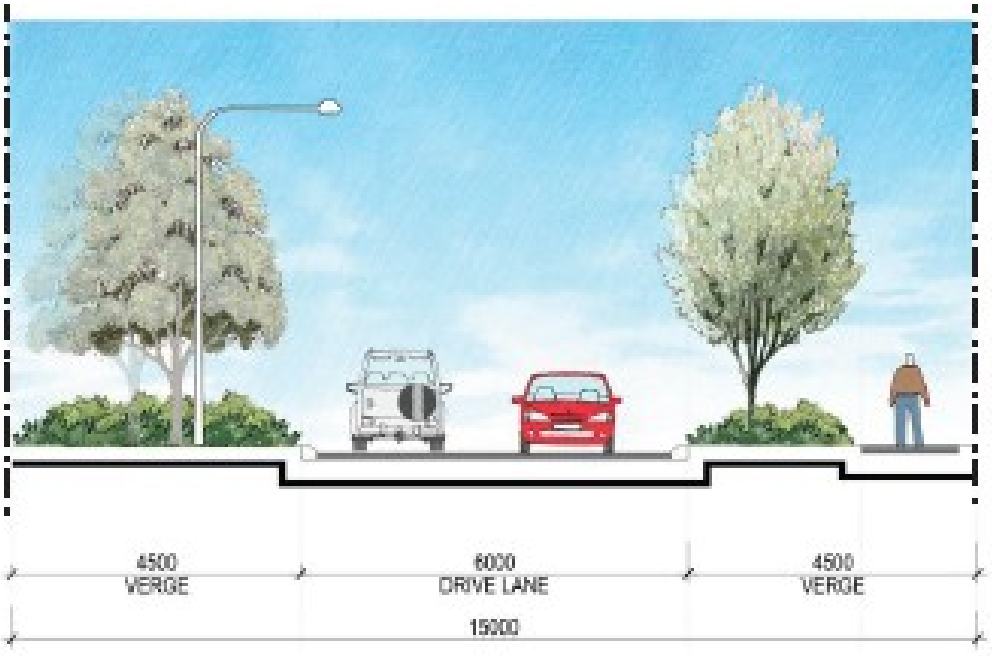
Figure 33 – Street Character S18 Central North North-South Access Street



2.6.6.11. Street Character S19 – Standard Access Street

- Access Street at 15m in width.

Figure 34 – Street Character S19 Standard Access Street



2.6.6.12. Street Character S20 – Standard Access Street with Specific Landscape Treatment

- Access Street at 15m in width.

Figure 35 – Street Character S20 Standard Access Street with Specific Landscape Treatment

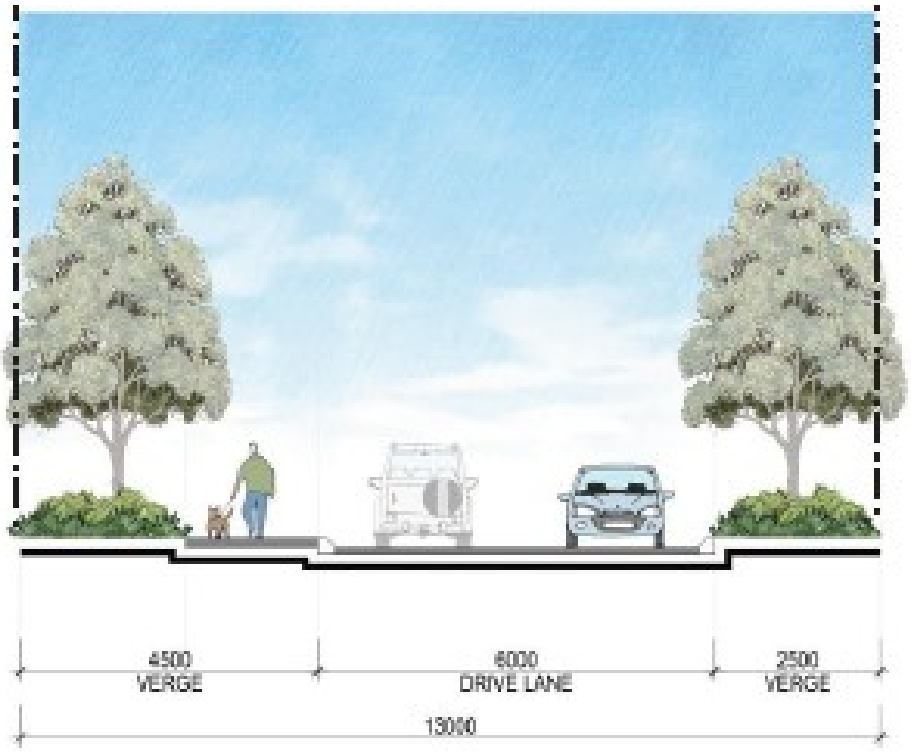


Figure 36 – Indicative Imagery – Specific Landscape Treatments



2.7. GENERAL DEVELOPMENT STANDARDS

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

Table 2 - General Development Standards

Element	Requirement
1) Vehicle Access	• Major vehicle access points should be in the general location and function as outlined on the PSP map. • 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 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.
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 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.
4) Urban Form	• Buildings are designed and oriented to activate the public realm.
5) Building Emphasis	• 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.
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.

Element	Requirement
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 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) Bicycle Parking and End of Trip Facilities	• 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. – 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.
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.
11) Service Vehicle Access	• Service vehicle routes and access points should be located away from areas with high pedestrian footfall and designed with consideration for safety, visual and acoustic amenity for adjoining uses. • 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.

2.8. ADDITIONAL INFORMATION

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

Table 3 – Additional Information Requirements

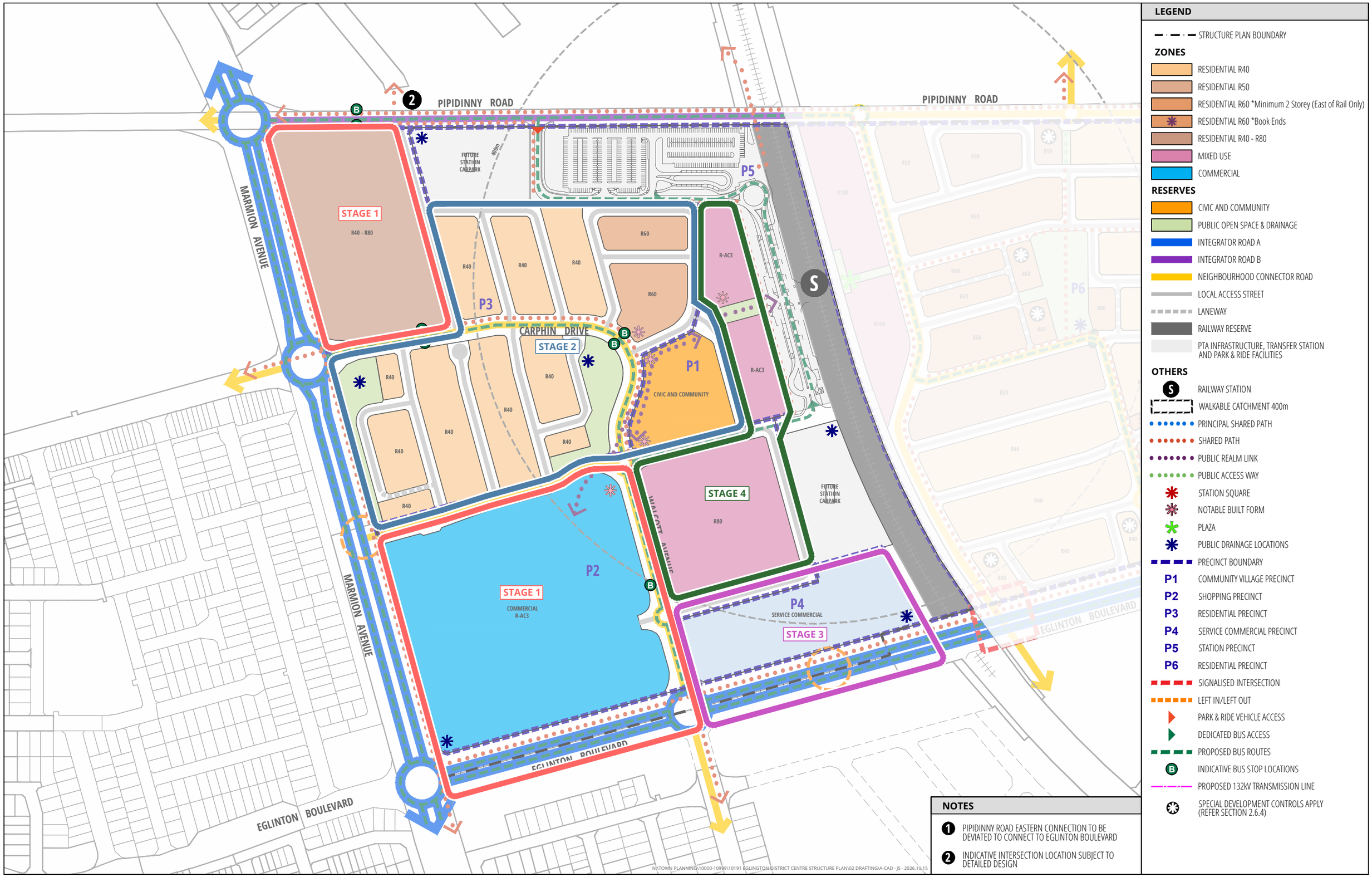
Additional Information	Purpose	Approval Stage	Consultation Required
Landscape and Public Open Space Management Plan	To detail the ongoing management and maintenance arrangements of landscaping and public open space areas. It shall include details of station square and public realm link..	As a condition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

Additional Information	Purpose	Approval Stage	Consultation Required
Signage Strategy	To demonstrate compliance with City of Wanneroo Signage Policy (Local Planning Policy 4.6)	Development application.	City of Wanneroo.
Urban Water Management Strategy	Detailing the specific drainage requirements for future development	Development application or as a condition of subdivision approval.	City of Wanneroo.
Local Development Plans	To deliver the built form outcomes for specified locations, specific lot typologies and a 2 storey product.	As a condition of subdivision approval for lots subject to Special development controls. (Precinct 6 only)	City of Wanneroo
Dwellings target statement	To compare the proposed dwelling yield with the estimated dwelling yield targets set out in the PSP per sub-precinct (refer to Part Two Explanatory Section, Section 5.3), relative to the subdivision area.	To be lodged as part of a subdivision application (Precinct 6 only)	City of Wanneroo / DPLH
Vegetation and fauna management plan	Ensures the best practice management is employed during the land clearing stage of development. This involves minimising damage to vegetation retention areas and appropriately trapping and relocating fauna discovered during clearing.	As a condition of subdivision approval (Precinct 6 only)	City of Wanneroo
Landscape Master Plan and Street Tree Plan	To provide for the delivery of landscaping, as set out in the PSP.	To be lodged as part of a subdivision application and implemented as a condition of subdivision approval. (Precinct 6 only)	DPLH City of Wanneroo

3. IMPLEMENTATION

The Eglinton activity centre is expected to developed in stages, in line with market uptake. The indicative development stages are illustrated in Figures 37 (West Precinct) and 38 (East Precinct).

Figure 37 - Precincts 1-5 Staging



PRECINCT STRUCTURE PLAN STAGING

EGLINTON DISTRICT CENTRE

N

0 100 m

SCALE @ A3: 1:4000

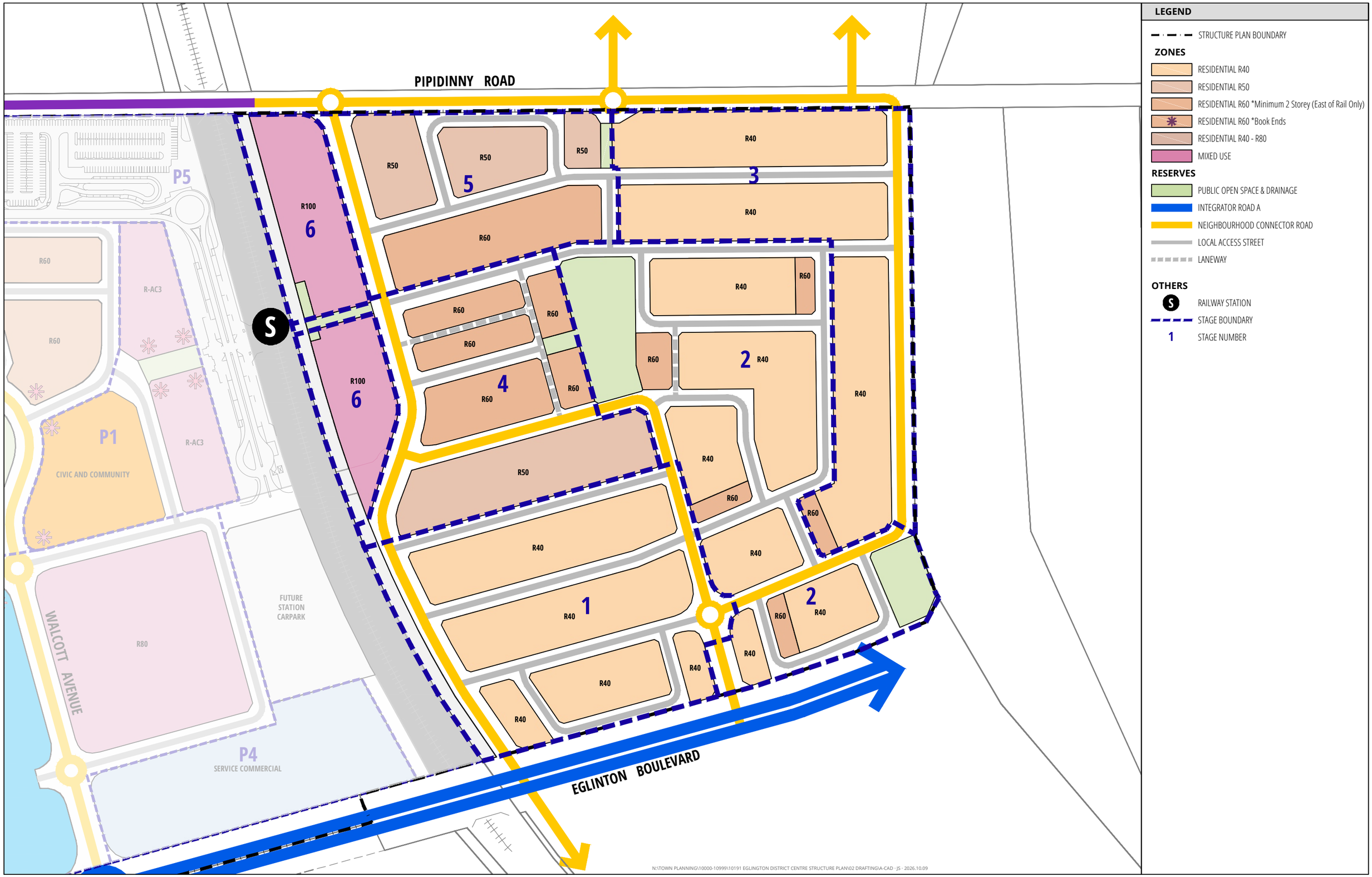
10191-FIG-10-D

DRAWN: JS
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CADASTRE: LANDGATE
BASE DATA: CDP - EGLEG-5-006B

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Figure 38 - Residential East Precinct Staging



PRECINCT STRUCTURE PLAN STAGING - EAST

EGLINTON DISTRICT CENTRE

N

0 75m

SCALE @ A3: 1:3000

10191-FIG-17-A

DRAWN: JS
DATE CREATED: 2026.10.09
PROJECTION: MGA50 GDA94
CADASTRE: LANDGATE
BASE DATA: CDP - EGLEG-5-006B

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ROWE GROUP DESIGN

PART TWO – EXPLANATORY REPORT

1. LAND DESCRIPTION

1.1. LOCATION

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

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

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

1.2. REGIONAL AND LOCAL CONTEXT

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

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

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

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

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

1.3. LEGAL DESCRIPTION AND OWNERSHIP

The centre is comprised of the following lots and reserves.

Table 1 – Lot Detail

Lot/Plan	Proprietor	Description
Lot 9101 on Plan 425787	Eglinton Estates Pty Ltd	Western side of railway
Part Lot 802 on Plan 404604	WA Planning Commission	Railway reserve
Lot 804 on Plan 418141	WA Planning Commission	Railways/PTA uses
Part Lot 9102 on Plan 425787	Eglinton Estates Pty Ltd	Eastern side of railway
Total 69.48ha		

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

Figure 1 – Regional Context Plan



Source: Urbis

Figure 2 – Aerial Plan

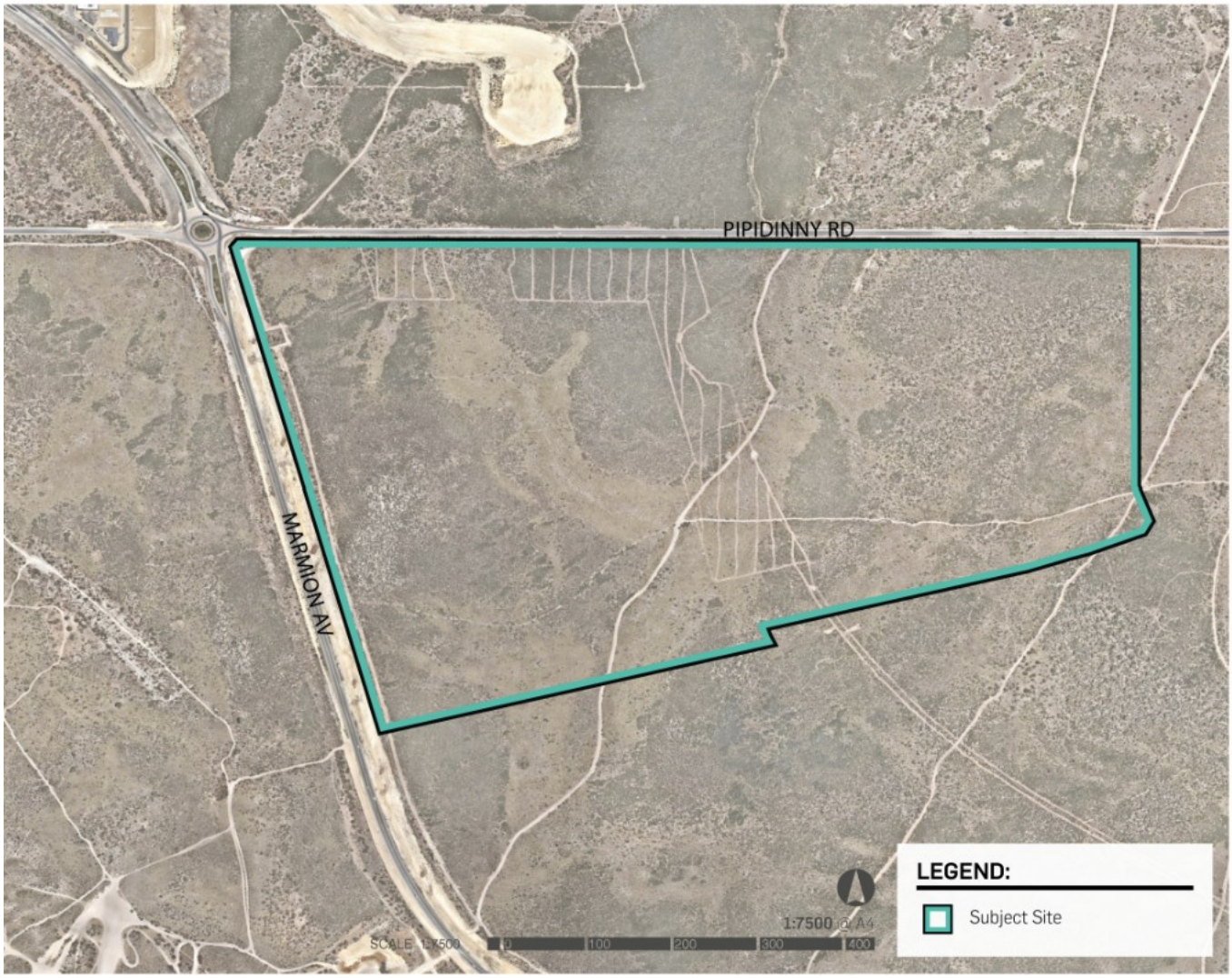
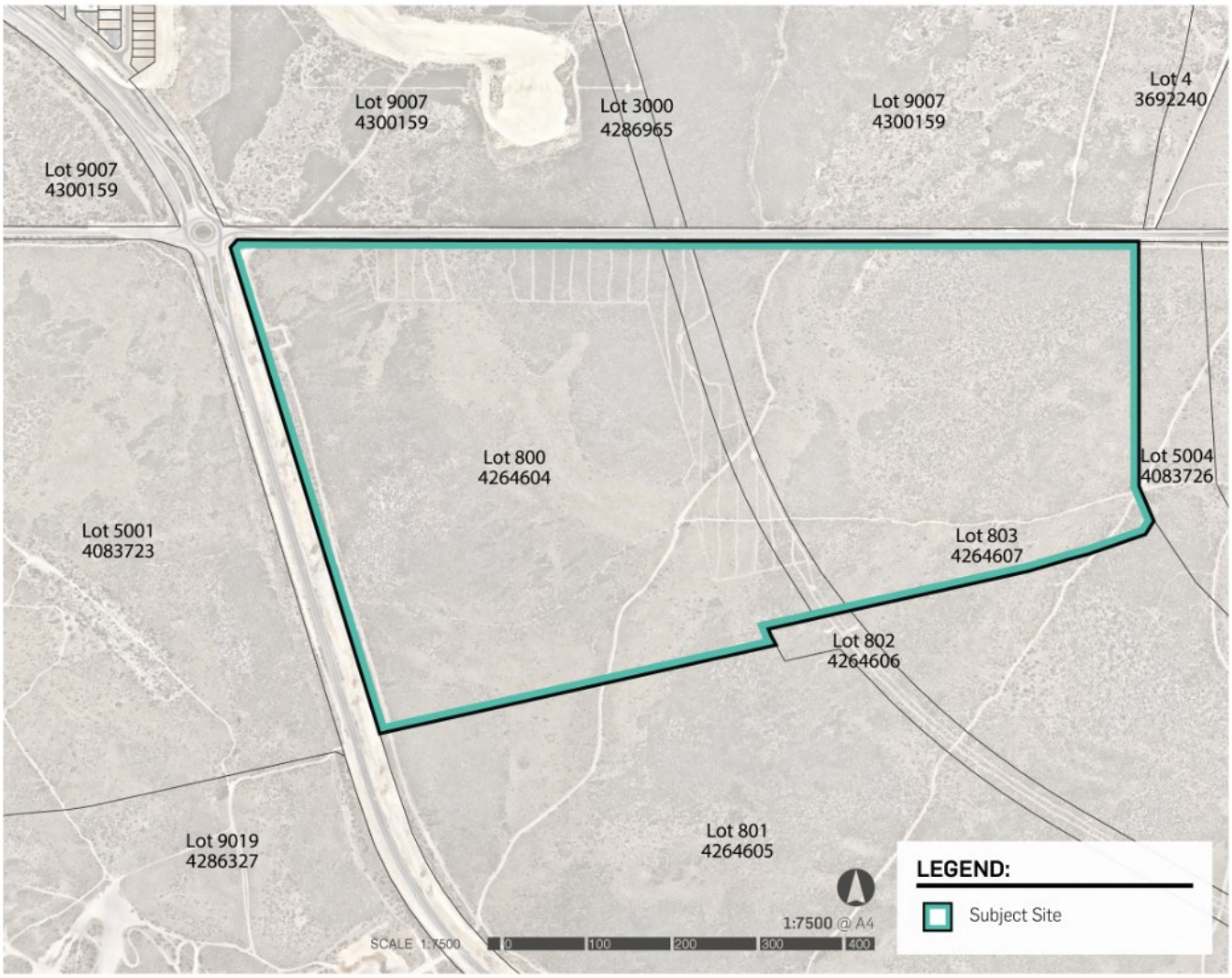


Figure 3 – Cadastral Plan



1.4. SITE AND CONTEXT ANALYSIS

The Eglinton PSP site characteristics include:

- The site is generally undulating with existing levels ranging from a low point of 27m AHD near the south-western boundary, adjacent to Marmion Avenue just south of Carphin Drive, to a high point of 54m AHD near the south-eastern corner of the site.
- Soils of the site are characterized as Safety Bay Sands and Tamala Limestone. This is consistent with regional landform mapping which describes the site as being representative of the Quindalup Formation with undulating dunal landforms.
- There are no surface water features or classified geomorphic wetlands located within the site. This is due to the presence of highly permeable sands and significant depth to groundwater.
- Groundwater levels on site are approximately 1m AHD, with regional flow direction being from east to west towards the Indian Ocean. Given there is over 25 metres separation to groundwater, there will be no impact to development.
- The site is located within the Quindalup Complex for vegetation.
- The site is largely covered with remnant vegetation, with the exception of a number of firebreaks and access tracks

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

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

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

2. PLANNING BACKGROUND

2.1. INTRODUCTION AND PURPOSE

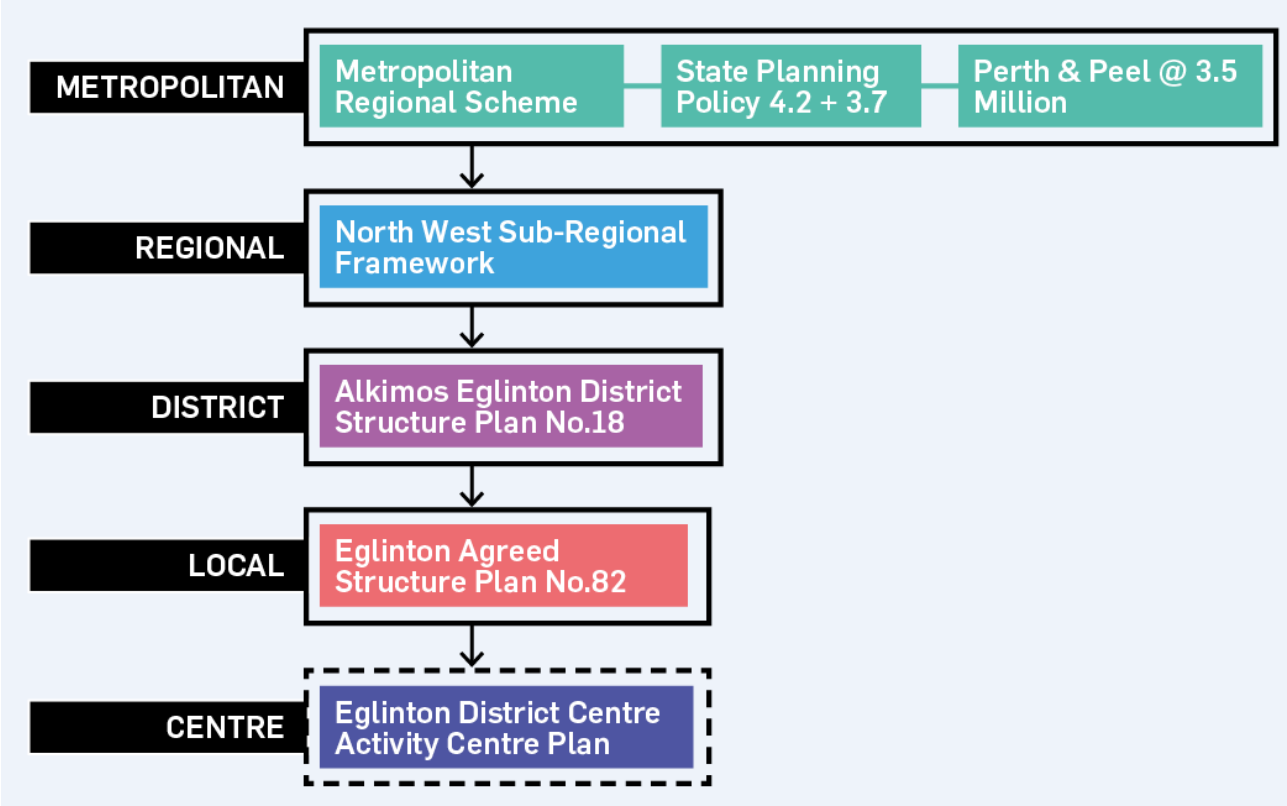
The purpose of the Eglinton PSP is to facilitate the development of a district activity centre in Eglinton, as contemplated and planned for in a variety of State and local planning documents.

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

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

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

Figure 4 – Key Planning Documents



2.2. PLANNING FRAMEWORK

The documents outlined in the table below provide the basis for the proposed development of the PSP and should be read in conjunction with **Figures 5** to **8.**

Table 2 – Key Planning Documents

Document	Zones, Controls and Relevant Provisions
Metropolitan Region Scheme	The site is primarily zoned Urban under the MRS, with the inclusion of a Railway reserve which transects the site to accommodate the future proposed Yanchep passenger rail line extension and Eglinton station (refer **Figure 5**). Marmion Avenue and Eglinton Boulevard are both Other Regional Roads and the Mitchell Freeway is a Primary Regional Road. The development of a district centre is consistent with the Urban zoning. Both Marmion Avenue and Eglinton Boulevard will be delivered to a standard so that they can operate as Other Regional Roads, consistent with the Transport Assessment (**Appendix B**). The Railway reserve has been preserved through the PSP in addition to PTA's broader requirements for the bus interchange and carparking.
City of Wanneroo DPS 2	The site is zoned 'Urban Development' under DPS 2 (refer **Figure 6)**, which requires a structure plan to be prepared prior to subdivision and development, consistent with the deemed provisions of the Planning Regulations. This resulting requirement has guided the establishment of the Alkimos-Eglinton District Structure Plan No. 18 (DSP) and subsequent Agreed Structure Plan No.82 (ASP) which seek to facilitate and guide the development of the area. DPS 2 sets out the general development requirements for all development within the City of Wanneroo, this is inclusive of matters pertaining to residential, non-residential and environmental considerations. The zones depicted on the PSP map (Part 1) reflect those zoned provided for under DPS 2.
Alkimos Eglinton District Structure Plan No.18	The site is identified within the DSP 18 area (refer **Figure 7)**. The DSP was formally adopted by Council in 2008 and approved by the WAPC in 2010 and has been amended over time. DSP 18 has been prepared to facilitate the extensive coastal development to provide for the logical growth of the north-west corridor, addressing vital land supply demand and employment creation. DSP 18 outlines the broad urban framework upon which future planning will be based including the indicative location of activity centres and coastal nodes. DSP 18 provides the general basis for the preparation of local structure plans. This has resulted in the provision of the ASP which provides a more detailed level of planning necessary to facilitate development over the site.

Document	Zones, Controls and Relevant Provisions
Eglinton Agreed Structure Plan No.82	This ASP identifies a district centre over the site (refer **Figure 8**). The district centre comprises Precinct 5 of the structure plan which aims to create a 'strong sense of place, created by its memorable setting, its distinctive landscape and the structure of its built elements. It also responds to the structure plan and specifically the character and land use strategies for Precinct 5 as follows: • A true town centre focused around a main street incorporating a wide range of uses including major retail, civic, entertainment, office, commercial and education uses along with a diverse range of higher density residential. • Activated public streets with a focus on high quality public realm where development addresses the street. • The main focus for community life in Eglinton. Such places, including the Station Square, Civic Precinct and town park are focused around a strong east-west axis (main street). • Architecture of the buildings to be a contemporary interpretation of traditional WA coastal towns in its detailing and choice of materials. The ASP also guides the location of access points into the site, particularly from Eglinton Boulevard and Marmion Avenue. The PSP maintains the general location of these access points, albeit provides for roundabouts (consistent with MRWA's current policy position) in lieu of signalised intersections as shown on the ASP. Further, the alignment of the main entry into the town centre (main street) from Marmion Avenue, Carphin Drive, has been reconfigured to respond to a range of detailed factors including topography and the location of the PTA infrastructure. From a residential density perspective, it is noted that the ASP designates a density code of R60-R160. Density closer to the train station and within the future shopping centre site has been provided at R-AC3, with remaining residential densities ranging from R40 to R80.
LPP 4.3 – Public Open Space	The policy articulates Council's position on the planning, provision, location, design, development and interim maintenance of public open space. Section 8.0 articulates the landscape and public open space strategy for the PSP including the preparation of two concept plans for Carphin Park and the residential public open space area.
LPP 4.4 – Urban Water Management	The purpose of this Policy is to ensure planning and development within the City of Wanneroo optimises the use and management of urban water resources (including rainwater, stormwater, groundwater, drinking water and wastewater) consistent with State Planning Policy 2.9: Water Resources (SPP 2.9) and the Western Australian Planning Commission's (WAPC) Better Urban Water Management (BUWM). The LWMS Addendum which accompanies this PSP (**Appendix E**) has had due regard to these documents and has been prepared in close consultation with the City of Wanneroo Officers.

Document	Zones, Controls and Relevant Provisions
LPP 4.8 – Tree Preservation	This Policy provides a mechanism to protect significant trees of the City. Subdivision design shall carefully locate future public open space areas to accommodate significant groups of trees. Wherever possible and practicable, significant individual trees shall be preserved on private lots and retained appropriately within proposed road reserves, public open space reserves and within car parks. Given the extensive earthworks that are to be associated with the PSP area (described at Section 8.0), a large amount of clearing is required. However, the trees introduced back into the public realm shall augment the planting associated with the public open space areas in terms of windbreak, erosion control, and shade provision. In addition, the trees would provide vegetative cover in the longer term in order to address offsetting the removal of existing cover and wildlife corridors.
LPP 4.18 – Earthworks and Sand Drift	The purpose of this Policy is to provide guidance for the assessment of development applications for earthworks, and to provide guidance on dust management measures to be employed during earthworks on-site as part of a development approval or subdivision approval. The earthworks strategy for the PSP area is outlined at Section 12.
LPP 4.19 – Medium Density Housing Standards (R-MD)	This Policy applies to residential development where an approved structure plan identifies that the R-MD standards apply, or in the absence of an underlying structure plan, the application of the R-MD standards where prescribed by a local development plan. This Policy replaces the deemed-to-comply provisions under the Design Elements of the R-Codes pertaining to Building and Garage Setbacks, Open Space, Parking, Visual Privacy and Solar Access. The application of the R-MD standards under this PSP may be required to support alternative housing design on higher density sites. Whilst the PSP does not apply an R-MD code, it does recognise that an LDP may be prepared to apply the R-MD standards
LPP 4.27 – Mixed Use Zones	This Policy applies to all Mixed Use zones in the City except where it is inconsistent with the provisions specified in a Structure Plan, Policy or Local Development Plan, then the provisions of the Structure Plan, Policy or Local Development Plan prevail. The Policy includes a range of built form development standards for mixed use development. Where the PSP does not prescribe such requirements, the provisions under LPP 4.27 will apply.

Figure 5 – Metropolitan Region Scheme



Figure 6 – District Planning Scheme Extract



Figure 7 – Alkimos Eglinton District Structure Plan No.82

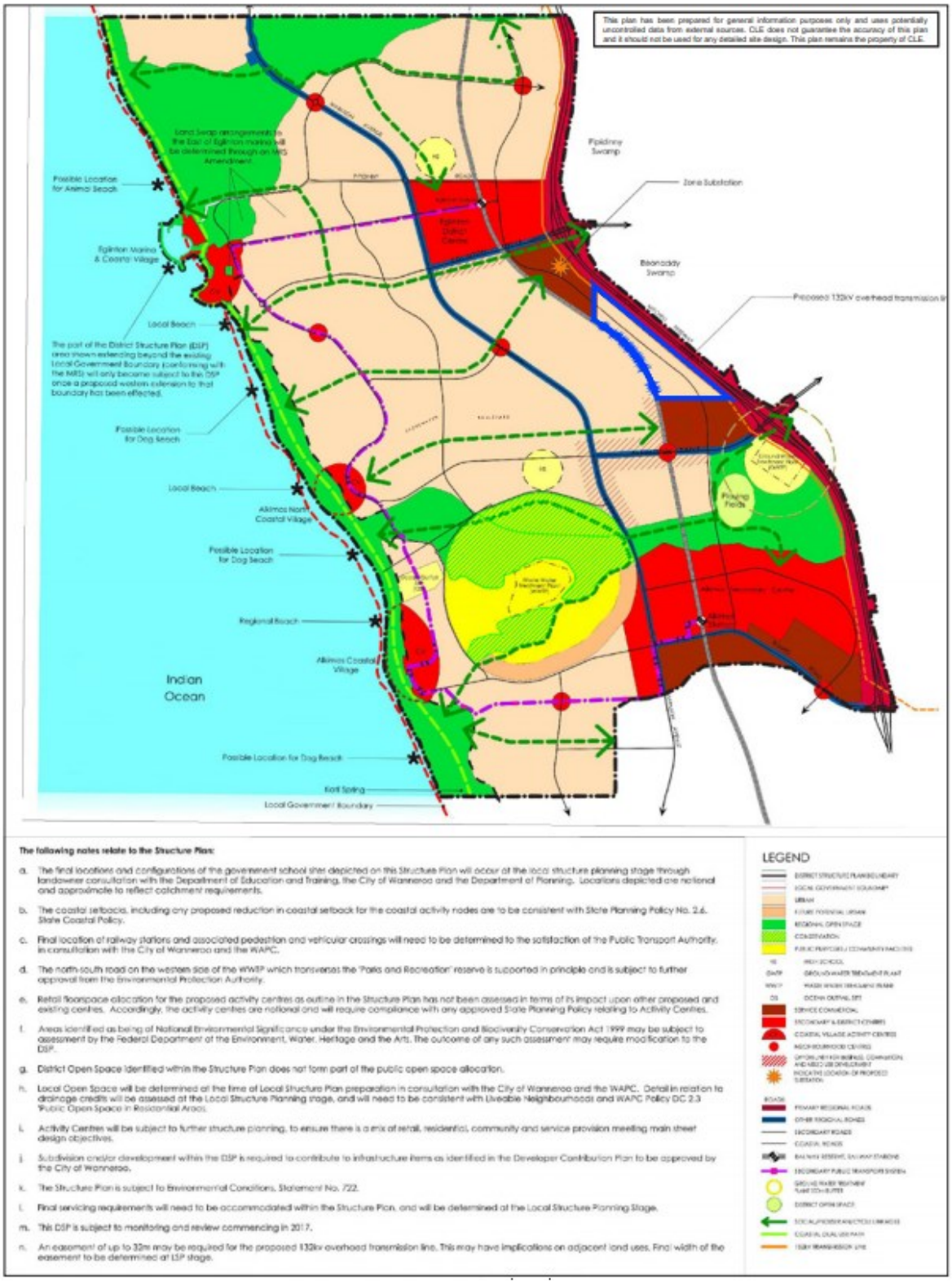
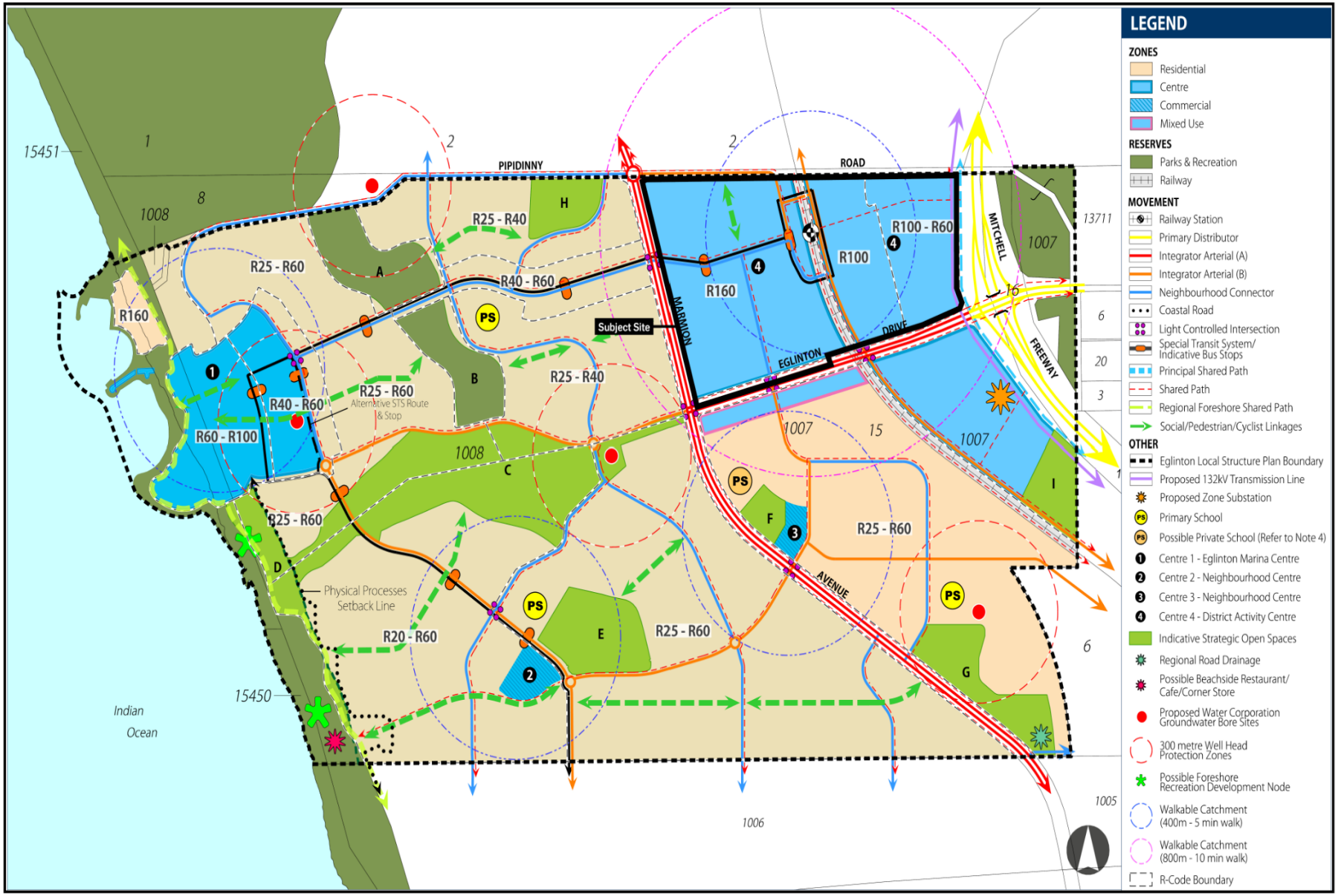


Figure 8 – Agreed Structure Plan No.82



2.3. SPP 4.2 – ACTIVITY CENTRES FOR PERTH AND PEEL

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

Table 3 – Assessment Against SPP 4.2

Provision/s	Note
An emerging district centre is identified in Eglinton	The PSP facilitates the delivery of a district centre in Eglinton and fulfils the requirement for an PSP for district centres prior to major development.
Typical Characteristics	This PSP aims to achieve the typical characteristics of a district centre as follows:
Greater focus on servicing the daily and weekly needs of residents. They are to have a greater local community focus the provide services, facilities and jobs that reflect the needs of their catchment	The PSP will facilitate a convenience-based centre with retail, community and service offerings targeted towards the local community and commuters.
Should be a focal point for the rail and bus network	A new passenger train station will be delivered at Eglinton which together with bus facilities, will provide exceptionally high public transport service and amenity to residents and visitors to the centre. Park and ride services will also be incorporated, accessible via Pipidinny Road.
Should cater for 20,000-50,000 persons (trade area)	The accompanying RSA (**Appendix A**) bases its analysis on an ultimate trade area population of 42,130 by the year 2040.
Should accommodate an average 25 dwellings per gross hectare residential density within a 400m walkable catchment, and an average 35+ dwellings per gross hectare between 800m-1,200m from a train station.	The activity centre provides for a range of densities including R-AC3, R80, R60 and R40, and can meet the residential density targets. This is outlined in further detail in other sections.
Typical urban form characterised by mid-rise buildings and contiguous, pedestrian friendly street frontages and public spaces that include some activation. New development should create an attractive and coherent street frontage that has a pedestrian scale and provides passive surveillance of the street.	The PSP facilitates an urban form that includes mid-rise buildings, pedestrian friendly street frontages, public spaces with activation, development with coherent street frontages that provide passive surveillance to the street.
Retail sustainability/needs assessments and net benefit test are required prior to major development in activity centres, as prescribed by SPP 4.2.	The PSP will facilitate development greater than 10,000sq.m of shop/retail floorspace, and therefore an RSA (Needs Assessment) has been prepared to support the PSP. The assessment concludes that the trade area can sustain further major development at the Eglinton district centre, and that any impacts of the development will not unduly impact other activity centres.

2.4. SPP 3.7 – BUSHFIRE

Bushfire Management Plans (BMP) have been prepared by Strategen Environmental (2019) and JBS&G consistent with SPP 3.7 and the Guidelines for Planning in Bushfire Prone Areas to accompany the Eglinton PSP (refer **Appendix C**). The BMPs concludes that the associated bushfire risks are readily manageable through standard implementation responses outlined in the Guidelines and AS 3959.

A BMP Addendum has been prepared by Terravias (25 August 2026) to support Amendment No. 2 to the Eglinton District Centre PSP. The BMP Addendum is to be read in conjunction with the Strategen Environmental BMP, which remains relevant. The BMP Addendum confirms that the layout proposed through Amendment No. 2 to the central precinct remains compliant with SPP 3.7 and the Guidelines.

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

2.5. PRE-LODGEMENT CONSULTATION

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

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

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

3. ECONOMIC ASSESSMENT

3.1. RETAIL SUSTAINABILITY ASSESSMENT

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

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

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

Through the process of the preparation of the Eglinton PSP, it has been determined that the retail floorspace should be allocated through to the life of the PSP at 2030 in accordance with **Table 4** below.

Table 4 – Eglinton PSP Retail and Non-Retail Floorspace Allocation

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

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

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

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

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

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

In summary, the activity centre is expected to support approximately 1395 jobs by 2030, as shown in the **Table 5** below.

Table 5 – Employment Estimates

EMPLOYMENT ESTIMATES

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

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

This ESS varies across the development profile and staging, reflecting the evolution of the local economy over time and changes in the composition of economic activity. ESS estimates until 2030 are shown in **Table 6** below.

Table 6 – Employment Self Sufficiency Estimates

EMPLOYMENT SELF-SUFFICIENCY ESTIMATES

	2025	2030
Labour Force	200	600
Employment	832	1,395
Employment Self Sufficiency	416%	233%
Contribution to DSP Target (16,000 jobs)	5.2%	8.7%

3.2. PRELIMINARY RESIDENTIAL MARKET ANALYSIS

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

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

Table 7 – Potential Market Depth and Mix Considerations, 2021-36

MARKET DEPTH AND MIX CONSIDERATIONS

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

4. CENTRE VISION AND FORM

'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 public realm 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 residential precinct to the east will establish an integrated community delivering a range of medium to high density housing and opportunities for mixed use next to the station, responsive to public transport, open space and key movement corridors. The unique landscape will be enhanced through the identification of key view lines, a public plaza, a connected central open space, and streets landscaped with local species will promote an active transport network to enhance walkability, residential amenity and sense of place'.

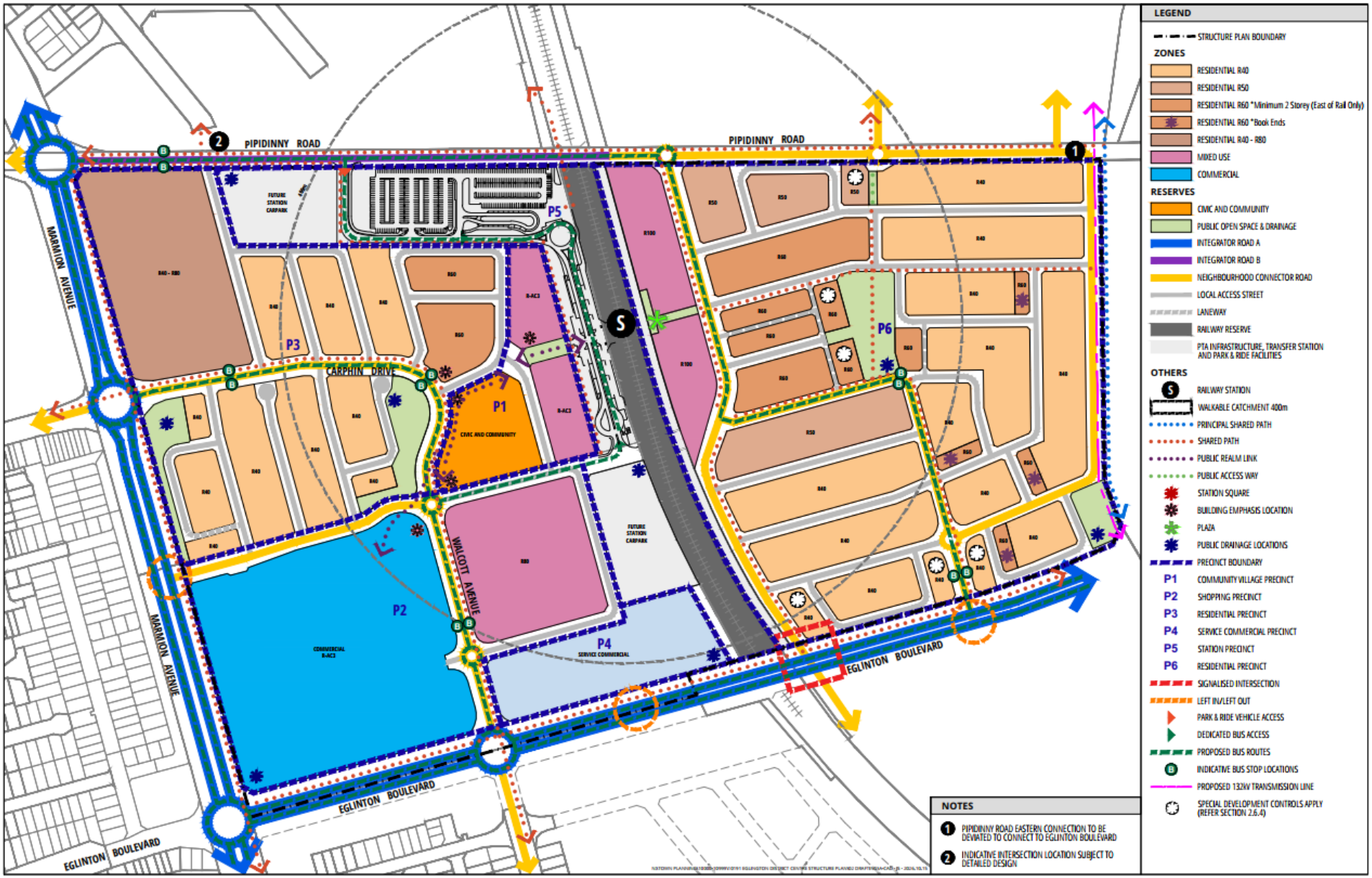
The development of this PSP will support the passenger rail station located centrally within the PSP which forms part of the broader Yanchep Rail Extension with stations also delivered at Alkimos and Yanchep. This significant public transport infrastructure proposal, led by METRONET, will provide a critical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

Development shall align with the following objectives:

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

The PSP Part I Plan and provisions in Section 2.0 of Part I provide comprehensive provisions to guide the future subdivision and development of the Eglinton Activity Centre. **Figure 9** is a copy of the Part I Plan.

Figure 9 – Eglinton District Centre Precinct Structure Plan Map



4.1. ACTIVITY CENTRE PRECINCTS

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

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

The various precincts are illustrated on the PSP Map, **Figure 9** and described in the table below. The development controls for each Precinct are contained in Part 1 of the Eglinton PSP Section 2.0.

Table 8 – Activity Centre Precincts

Precinct		Precinct Description
	**Community Village Precinct** Area: 2.8ha	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 the 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 Eglinton 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 be predominantly residential development, including at ground level.
	**Shopping Precinct** Area: 12.24ha	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 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 south 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 high-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

Precinct		Precinct Description
		townhouses, with internal streets that incorporate landscape opportunities.
	**Service Commercial Precinct** Area: 2.3ha	The Service Commercial Precinct is positioned in the south-eastern portion of the PSP area and will predominantly accommodate a mix of bulky goods / large format retail uses and associated car parking.
	**Residential Precinct** Area: 14.79ha	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 memorable built form. Movement will be organised around a rear laneway network serving the townhouses, creating excellent streetscape outcomes and opportunities for tree canopy. - North-Western Corner (R40-R80) – The north-western corner of the PSP area is subject to a density range of R40 to R80 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.
	**Station Precinct** 9.02ha	The Station Precinct designates an area to be set aside for public transport infrastructure associated with the Eglinton train station. The area shown on the PSP for PTA infrastructure reflects the detailed plan PTA has prepared in conjunction with METRONET.
	**Residential East Precinct** 26.03ha	Located east of the railway, the Residential East Precinct provides for predominantly residential land uses to support the significant retail, commercial and non-residential land uses provided for west of the railway in the activity centre core. This Precinct will deliver a range of densities, a highly connected road and pedestrian movement system, accessible area of POS and a plaza open space area connecting to the train station.

4.2. ROLE IN HIERARCHY, SIZE AND USE

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

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

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

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

Table 9 – Estimated Mix of Land Uses (at 2030)

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

4.3. URBAN FORM

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

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

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

Intensive urban form will be concentrated adjacent to the train station and shopping precinct, with car-based uses concentrated to the south-east along Eglinton Boulevard.

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

- Public realm interface;
- View corridors;
- Requirements for residential development; and
- Landscaping.

4.4. KEY SPACES AND FEATURES

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

- Station Square – a scaleable and defined town square adjoining the train station will provide a civic focus of energy for the centre. The space may be retained in private ownership to allow for it to be programmed and well maintained to a high standard including high-specification landscaping, flexible event spaces and recognisable features, with the potential for it to be designed to allow for its closure for markets and other community events.
- Public Realm Link – Central to the western part of the PSP will be the public realm link, which is positioned to provide connectivity between the Train Station, Station Square, Community Hub, and the Shopping Centre. It may include custom pavement and similar to the Station Square, will promote high-specification landscaping and pedestrian friendly features to encourage people to walk, linger and feel safe.
- Shopping Precinct – in addition to traditional retailing, the shopping precinct will provide opportunities for the community to meet in hospitality outlets. It will provide for the main convenience and comparison retail shopping and will provide access to a range of daily and weekly services such as bank, medical and other consulting and office uses.
- Eastern Plaza – a plaza style open space area is provided for within the Residential East Precinct as the main pedestrian and cyclist access point to the railway station. High density and mixed use development is proposed to adjoin the plaza to provide for activation, built form framing and passive surveillance. The plaza will function as a key pedestrian connection to the station from the Residential East Precinct and will be delivered with strong combination of hard and soft landscape elements that provide canopy, shelter and a identifiable send of place.

4.5. RESIDENTIAL DENSITY

The PSP proposes a range of density types ranging from R40 to R-AC3 as the lowest and highest densities proposed, respectively. Overall, the estimated dwelling yield across the entire PSP area is 1,537 dwellings, which equates to approximately 32 dwellings per gross hectare based upon a gross area of 48.56ha.

Refer to **Figure 10 – Residential Density Plan**

4.5.1. Precincts 1 - 5

As per SPP 4.2 at the time that the original PSP (Activity Centre Plan) for Precincts 1 – 5 was endorsed (May 2021), district centres had a performance target of achieving 20 (minimum) residential dwellings per gross hectare within a 400m walkable catchment. This original target established minimum and desirable yield targets for the western part of the PSP, as follows:

- Minimum – 480 dwellings
- Desirable – 640 dwellings

A breakdown of the estimated residential yield is provided in the table below and at **Figure 11.**

Table 10 – Estimated Residential Yield: Precincts 1- 5

Item	Figure	Note
Total activity centre area	69.48ha	Land within the activity centre boundary only
Total activity centre area identified as residential or mixed use	22.3ha	Includes proposed roads, public open space and community hub. Excludes 'Residential East Precinct' and land identified for 'Commercial' and 'Service Commercial'.
Estimated number of single-lot product	409 dwellings	Assumes 191 dwellings at R40 (220sq.m average lots size), 26 dwellings at R60 (150sq.m average), 114 dwellings at R80, and 78 dwellings within the R40-R80 site.

Item	Figure	Note
Estimated number of grouped dwelling product	88 dwellings	Assumes 58 dwellings on the R60 lot near the train station and 30 dwellings on the R40-R80 site.
Estimated number of multiple dwelling product	148 dwellings	Assumes development of 148 multiple dwellings on the mixed-use sites near the train station.
Estimated Yield	645 dwellings	
Yield Breakdown		
Precinct 1:	148 dwellings	
Precinct 2:	114 dwellings	
Precinct 3:	383 dwellings	

As indicated, the estimated yield exceeds the 'desirable' target established under the PSP.

It should be noted that the abovementioned dwelling estimates are premised on concept planning work which is conservative and does not reflective the maximum yield possible. Furthermore, there are potential opportunities to provide additional residential development within the identified shopping centre site, however given that this is a long-term proposition, it has not been factored into the abovementioned yield estimates.

4.5.2. Precinct 6

With the exception of the two mixed use sites which provide opportunities for non-residential land uses that complement the commercial core of the western side of the railway line, there are no retail or commercial land uses proposed in Precinct 6 on the basis that these land uses are adequately provided for in the area west of the railway as per ACP 104. However, Precinct 6 is within the District Activity Centre and within 400 metres of the now delivered Eglinton Train Station. Thus, it is intended that the residential densities proposed aim to align with the objectives of SPP 4.2, as modified since the endorsement of the Activity Centre Plan for Precincts 1 – 5.

SPP 4.2 aims for medium and high density housing in activity centre cores, frame areas and walkable catchments. Targets for average residential density are outlined by SPP 4.2 and proposal should aim to achieve these or demonstrate that the targets can be met in the future. As there is an existing train station within 400m of the District Activity Centre (including Precinct 6) the average residential density within the walkable catchment (800 – 1200m) should target 35+ dwellings per gross Urban Zone hectare pursuant to SPP 4.2. This walkable catchment (800-1200m) includes Precinct 6.

Accordingly, a dwelling yield target of 892 dwellings has been established for Precinct 6. This equates to 34 dwellings per gross Urban zone hectare within Precinct 6. This dwelling yield has been broken down into a target for three (3) sub-precincts within Precinct 6 as listed below and shown in **Figure 12**.

- Sub Precinct A = 253 dwellings
- Sub Precinct B= 160 dwellings
- Sub Precinct C = 479 dwellings

Figure 10 - Residential Density Plan



RESIDENTIAL DENSITY PLAN

EGLINTON DISTRICT CENTRE

N

0 100 m

SCALE @ A3: 1:4000

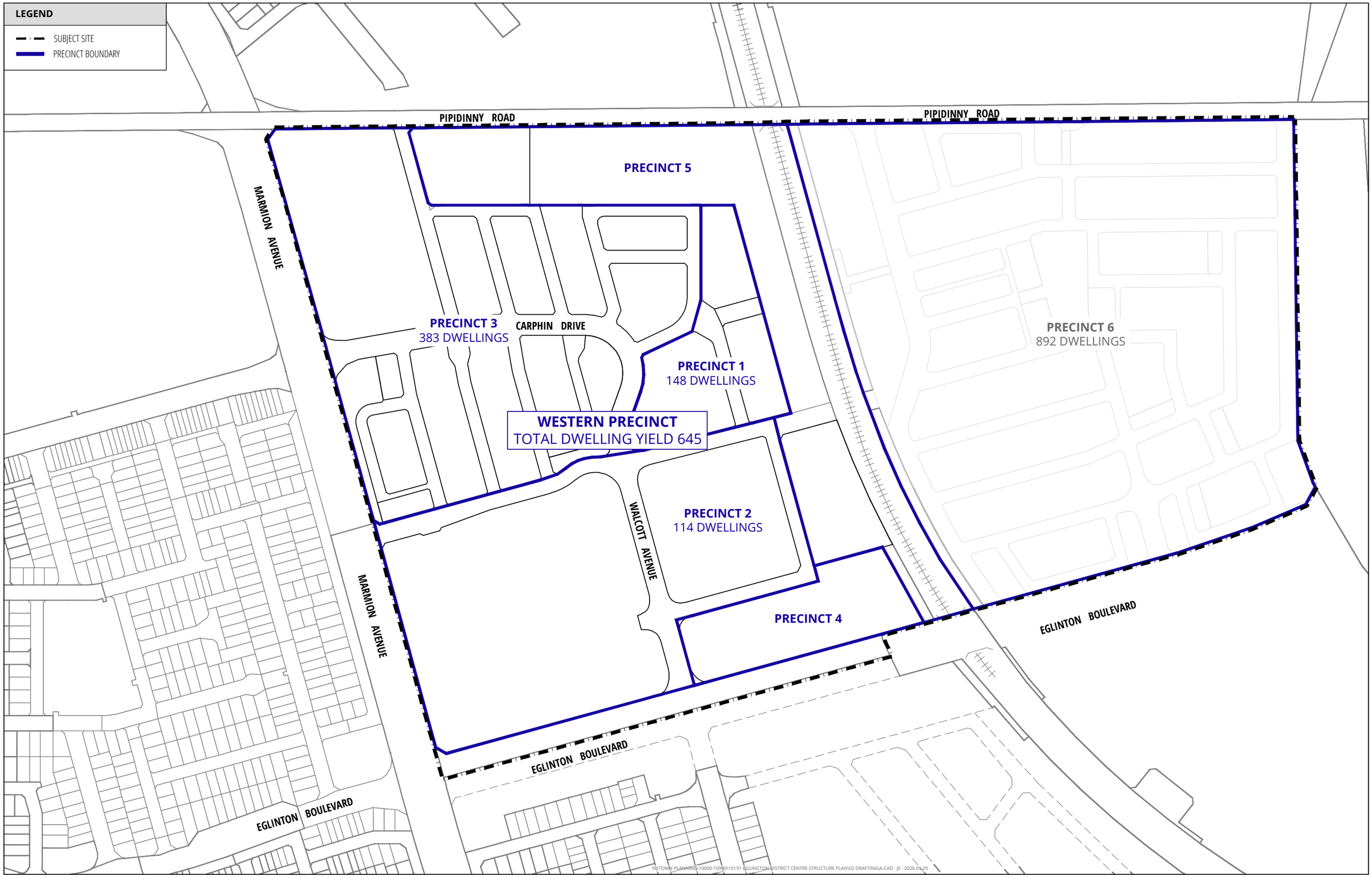
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CADASTRE: LANDGATE
BASE DATA: CDP - EGLEG-5-006B

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Figure 11 - Precincts 1-5 Estimated Dwelling Yields



ESTIMATED DWELLING YIELD PLAN

EGLINTON DISTRICT CENTRE

N

0 100 m

SCALE @ A3: 1:4000

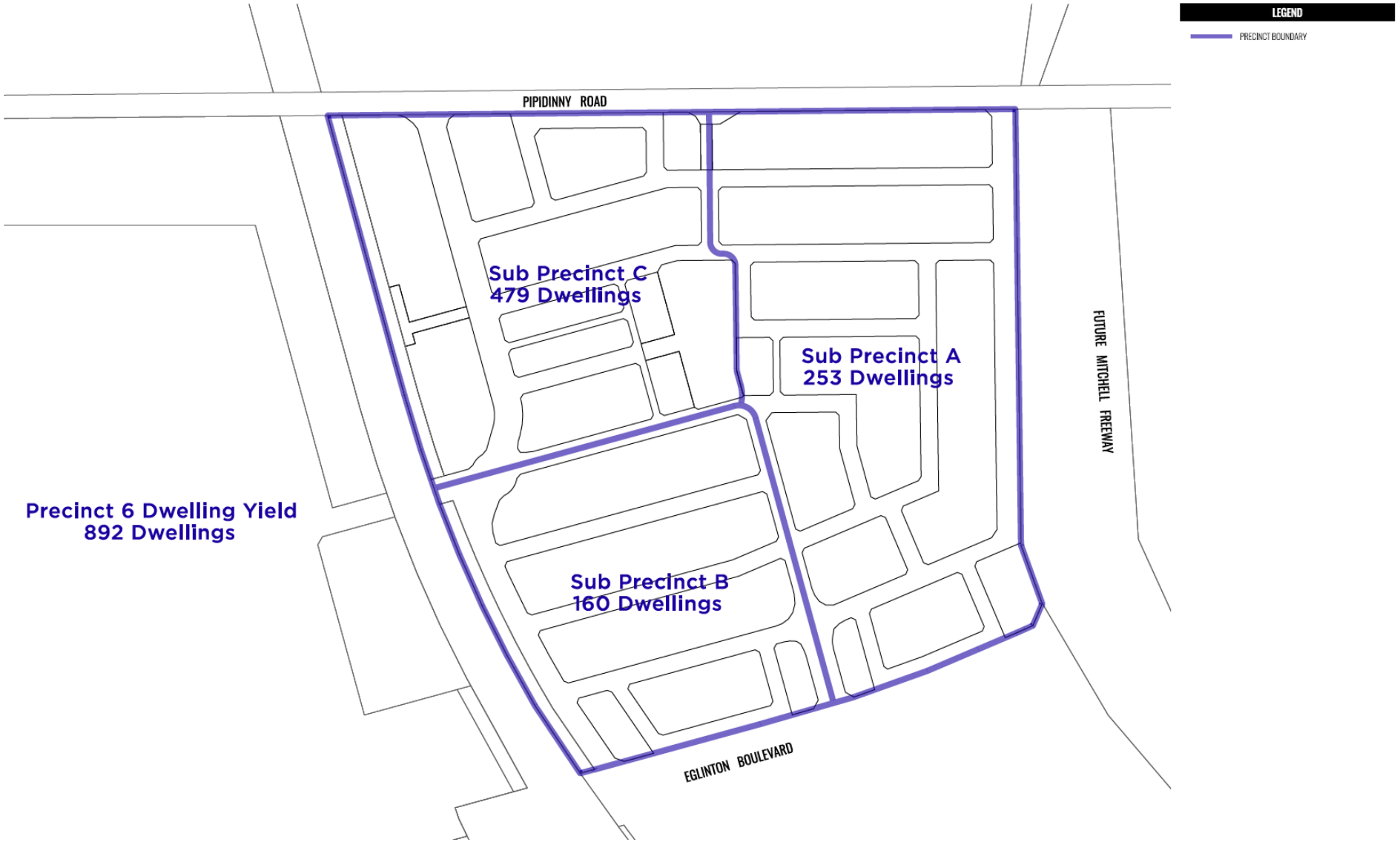
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CADASTRE:	LANDGATE
BASE DATA:	CDP - EGLEG-5-006B

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Figure 12 – Residential East Precinct Dwelling Yield Targets



4.6. SUSTAINABILITY

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

5. LANDSCAPE AND PUBLIC REALM

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

5.1.1. Station Square

The Station Square, located on the western side of the railway is 1,049m² in area and is to be developed in accordance with Part 1, Community Village Precinct – Precinct 1 Part 1 Section 2.1.

5.1.2. Public Open Spaces

The PSP area contains five spaces of unrestricted POS that have been considered in line with the City Local Planning Policy 4.3 (LPP 4.3) and in tandem with the drainage catchment and treatment/infiltration basins to the centre, refer **Figure 12 – 15**. These public open space areas perform a number of functions as part of the network of spaces for the PSP area. In addition to community benefit, the spaces perform drainage functions incorporating water sensitive urban design principles, areas for neighbourhood amenity (including landmark sites visible from a number of streets), and future nature spaces.

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

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

5.1.2.1. Carphin Park (West of Railway)

Carphin Park is 4,024m² in area and is the western POS located at the entrance to the development off Marmion Avenue and includes the following key characteristics;

- Serve a drainage function in the form of a surface basin and subsurface storage/infiltration.
- Provision of a footpath linking to the existing shared use path along Marmion Avenue.
- Turf, trees and planting areas.
- Bench seating.

Refer **Figure 13 – Western and Central Public Open Space Landscape Concept** and **Appendix G – Landscape Master Plan (Lot 9101).**

5.1.2.2. Central Park (West of Railway)

Central Park is 5,365m² in area and located centrally within the western side of the PSP area, with key characteristics including:

- Providing a central amenity area to serve the surrounding residential neighbourhood.
- Serving a small drainage function in the form of a bio-retention area to capture runoff from small rainfall events.
- An active recreation function including provision for a playground and nature play area, turfed areas, a path network, and seating.
- For those lots that directly abut Central Park, consideration will be given to built form orientation, uniform fencing, and surveillance with window openings from habitable rooms to overlook the park. A Local Development Plan may be required to address these matters.

Refer **Figure 13 – Western and Central Public Open Space Landscape Concept** and **Appendix G – Landscape Master Plan (Lot 9101).**

Figure 13 – Western and Central Public Open Space Landscape Concept



EGLINTON LOT 9101 CENTRAL PRECINCT
POS & DRAINAGE B & D - LANDSCAPE CONCEPT

DWG EGL-02-2
REV E
DATE OCTOBER 2026
SCALE 1:500 @ A1
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5.1.2.3. Plaza Public Open Space (East of Railway)

A public plaza open space area is proposed at the main access point to the railway station. The plaza will have an area of approximately 980m².

High density built form abutting the plaza will provide for passive surveillance of the space and will be encouraged to include a pedestrian entrance to/from the plaza.

The plaza will function as a strong pedestrian connection to the station combined with key landscaping to provide shade and a sense of place. No drainage will be accommodated within the plaza space.

Refer **Figure 14 – Plaza Landscape Concept**.

5.1.2.4. Central Park (East of Railway)

The Central Park is located at the centre of Precinct 6 and aligns with the east-west road connecting the future Freeway to the railway station and is nestled at the edge of the higher density residential area to provide amenity, relief and pedestrian connections through this area. It also aligns with the Pedestrian Access Way connecting to Pipidinny Road to the north. The park has the following key characteristics:

- Central Park has an area of 7,132m²
- It will accommodate drainage in the form of a surface basin.

  The park will accommodate grassed areas for outdoor activities, children's playground, path connections, informal lawn areas, shelter and seating and landscaped vegetation areas.

Refer Figure 15 – Central POS Landscape Concept.

5.1.2.5. South Eastern Park (East of Railway)

The Southern Park will provide amenity for the south eastern area of Precinct 6 and provide an appropriate buffer between the proposed residential development and the future intersection of Eglinton Boulevard and the Mitchell Freeway at this location. This park has the following key characteristics:

- Southern Park has an area of 2,739m².
- It will accommodate drainage in the form of a surface basin.
- The park will accommodate path connections, informal lawn areas, seating and landscaped vegetation areas.

Refer **Figure 16 – South-Eastern POS Landscape Concept.**

Figure 14 – Plaza Landscape Concept

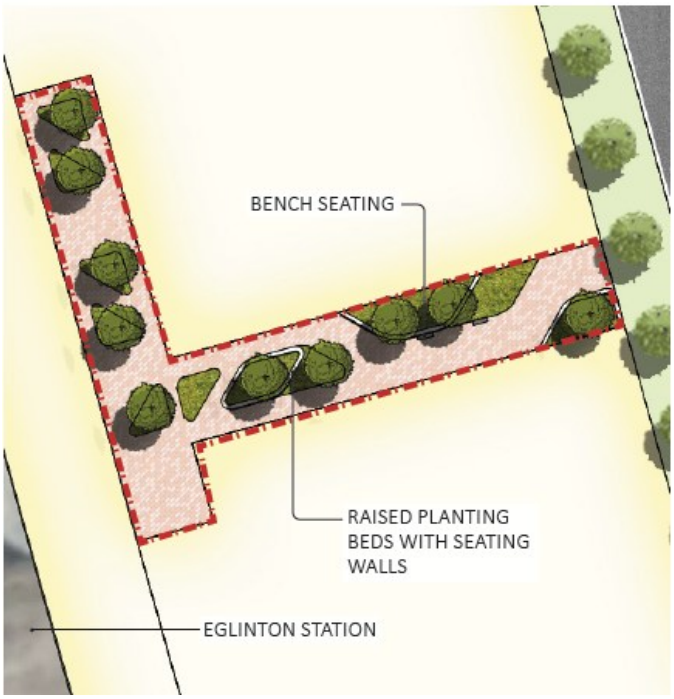


Figure 15 – Central POS Landscape Concept



Figure 16 – South Eastern POS Landscape Concept



5.1.3. Public Open Space Schedule

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

Table 11 – ASP82 POS Provision

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

The public open space schedule provided in **Table 12** calculates that the PSP provides approximately 1.71ha of creditable open space, which is surplus to the 1.58ha required by ASP 82.

Table 12 – Public Open Space Schedule

TOTAL POS & DRAINAGE PROVISION								
POS Reference	Type	Gross Area	Bioretention Area (First 15mm)[4]	Flood Storage Area 20% AEP	Flood Storage Area (First 15mm to 20% AEP)	Flood Storage Area (1% AEP inclusive)	Flood Storage Area (20% to 1% AEP)	Unrestricted POS Area (excl. 1:5y to 1:100y FSA)
1	Carphin	0.4024	0.1435	0.2911	0.1476	0.3855	0.0944	0.0169
2	Residential	0.5365	0.0430	0.0000	0.0000	0.0000	0.0000	0.4935
3	Station Square	0.1049	0.0000	0.0000	0.0000	0.0000	0.0000	0.1049
4	SE POS	0.2870	0.1445	0.2015	0.0570	0.2750	0.0735	0.0120
5	Central POS	0.7130	0.0975	0.1445	0.0470	0.2065	0.0620	0.5065
6	Plaza	0.0990	0.0000	0.0000	0.0000	0.0000	0.0000	0.0990
Total		**2.1428**	**0.4285**	**0.6371**	**0.2516**	**0.8670**	**0.2299**	**1.2328**
Restricted Use Public Open Space								
Flood Storage Area (First 15mm to 1:5yr)[5]					0.2516			
Total					**0.2516**			
Unrestricted Use Public Open Space								
Unrestricted Public Open Space (excluding 20% to 1% AEP Flood Storage Area)				0.2299				
Unrestricted Public Open Space (including 20% to 1% AEP Flood Storage Area)				1.2328				
Total					**1.4627**			
Public Open Space Contribution								
Restricted Use Public Open Space				0.2516				
Unrestricted Use Public Open Space				1.4627				
Total POS Contribution				**1.7143**				
POS Requirement (as per Eglinton ASP82)						**1.580**		
POS Surplus (to requirement of ASP82)						**0.1343**		

All areas are in hectares.

5.1.4. Trees

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

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

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

In addition, the collection of as many Grass Trees (*Xanthorrhoea preissii*) and Zamia Palms (*Macrozamia riedlei*) as practicable will be undertaken prior to clearing and used for landscaping within the POS areas as well as road reserves where possible and practical.

Figure 17 - Public Open Space and Drainage Plan



PUBLIC OPEN SPACE PLAN

EGLINTON DISTRICT CENTRE

N

0 100 m

SCALE @ A3: 1:4000

10191-FIG-13-B

DRAWN:	WC
DATE CREATED:	2026.10.06
PROJECTION:	MGA50 GDA94
CADASTRE:	LANDGATE
BASE DATA:	CDP - EGLEG-5-006B

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ROWE GROUP DESIGN

6. MOVEMENT NETWORK

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

Transport Assessments are included at **Appendix B,** including relevant addendums. This outlines the anticipated traffic volumes on the surrounding road network, with the conclusions being that the layout is consistent with Liveable Neighbourhoods and that the proposed network will operate satisfactorily and within capacity. The proposed road network is illustrated in **Figure 17.**

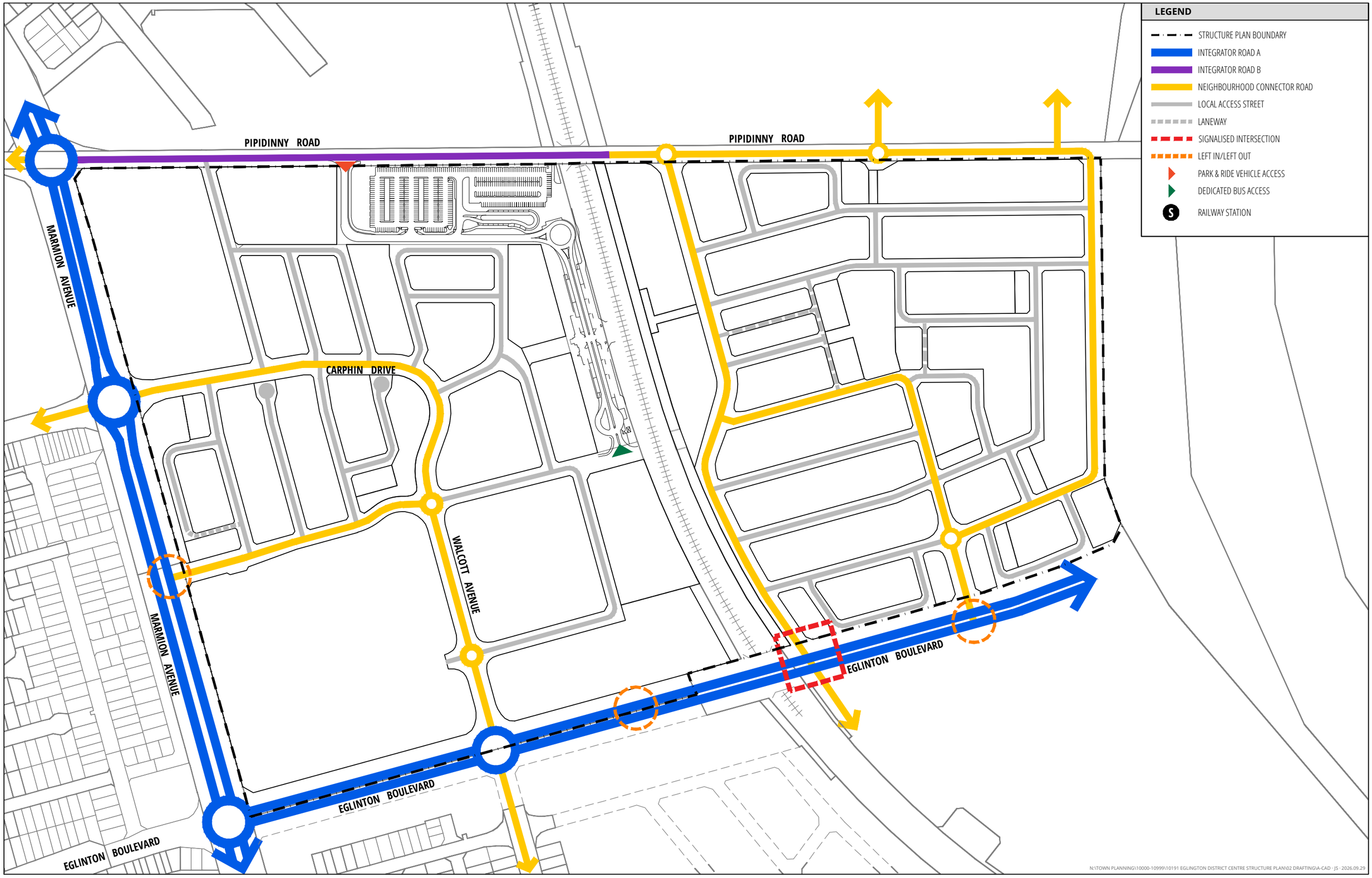
The table below summarises the intended movement network features and principles of the activity centre.

Table 13 – Movement Network Features and Principles

Mode/Issue	Features and Principles
Public Transport 	The centre will be serviced by the train station at Eglinton located centrally within the PSP. The provision of a station at the heart of the centre means that bus services will be in place early within the development staging. The bus routes and proposed bus stop locations are included in **Figure 18**.
Walking and Cycling 	Active transport has been resolved to a high level of detail including provision for cycling and pedestrians. Carphin Drive and Walcott Avenue will be key active transport links in the centre, facilitated by shared paths, facilitating north-south and east-west access. Pedestrian connectivity between Pipidinny Road and the PSP area is provided via existing Shared Use Paths through the Station Carpark. Eglinton Station is also connected by a public realm link to the Community Hub and Shopping Centre. **Refer Figure 19**. Walking and cycling networks have been resolved to a high level of detail in the Residential East Precinct, including key east-west pedestrian to the railway station and the core of the District Activity Centre. The east west access street linking the Future Freeway to the Plaza is proposed as a key active transport connection. This is proposed to be achieved via the delivery of shared paths designed within a widened and landscaped verge.
Cars and Parking 	Being an emerging greenfield residential area away from urban centres, it is expected that the highest proportion of trips to and from the Eglinton district centre will be via private car. Carparking associated with the train station (park and ride) is concentrated to the north on Pipidinny Road as part of the initial stage, with allowance for expansion south of the train station. In the short term, 400 park and ride bays are required, with allowance for up to 1,000 bays in the long (ultimate) term. Carparking for the shopping centre will be provided at-grade (at least the short to medium term) however will be configured away from the Station Square and main street to ensure activity and finer grain land uses are located close to the train station. Consideration of how this at-grade parking could evolve to a decked structure has been considered as part of the design.

Mode/Issue	Features and Principles
	To encourage alternative modes of transport to the centre, the minimum car parking rate for non-residential land uses is set at 5 spaces per 100sq.m of NLA, and at a lower rate for uses such as Showroom, Office and Community Purposes. This is within SPP 4.2 guidance and is a relatively low rate given the activity centre's context. The lower rate will reduce the extent of car parking across the activity centre. At the development application stage, specific traffic advice will inform the configuration and extent of access points and car parking required for the relevant developments.
Servicing 	It is a reality of commercial development, particularly shopping centres, that loading, and service areas are required to meet the needs of tenants, and the efficient operation of any centre. The key driver of planning should therefore to be to minimise the visual, acoustic and spatial impact of these facilities.

Figure 18 - Movement Network



MOVEMENT NETWORK PLAN

EGLINTON DISTRICT CENTRE

N

0 100 m

SCALE @ A3: 1:4000

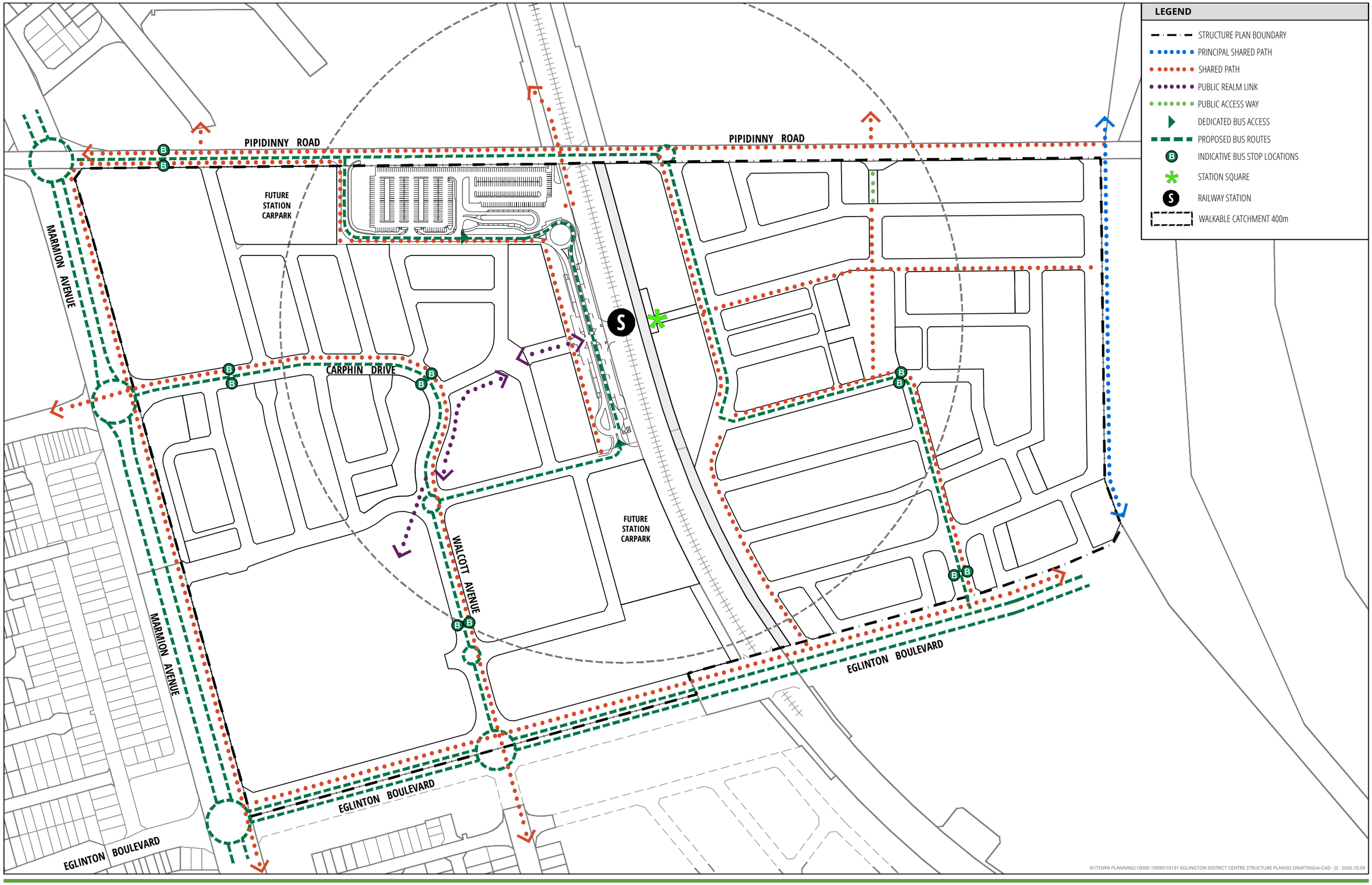
10191-FIG-14-A

DRAWN:	WC
DATE CREATED:	2026.09.29
PROJECTION:	MGA50 GDA94
CADASTRE:	LANDGATE
BASE DATA:	CDP - EGLEG-5-006B

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ROWE GROUP DESIGN

Figure 19 - Public Transport and Pedestrian/Cyclist Movement



PATHWAY AND PUBLIC TRANSPORT PLAN

EGLINTON DISTRICT CENTRE

N

0 100 m

SCALE @ A3: 1:4000

10191-FIG-15-B

DRAWN:	WC
DATE CREATED:	2026.10.09
PROJECTION:	MGA50 GDA94
CADASTRE:	LANDGATE
BASE DATA:	CDP - EGLEG-5-006B

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ROWE GROUP DESIGN

7. STORMWATER MANAGEMENT

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

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

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

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

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

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

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

The stormwater management strategies for the site (included at **Figures 19-20)** aim to maintain the existing hydrology by retaining flows up to the major rainfall event on site. Retention will be provided through the use of lot soakwells, median swales, bio-retention areas, flood storage areas and sub-surface storage.

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

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

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

Figure 20 – Stormwater Management Plan (West Precinct)

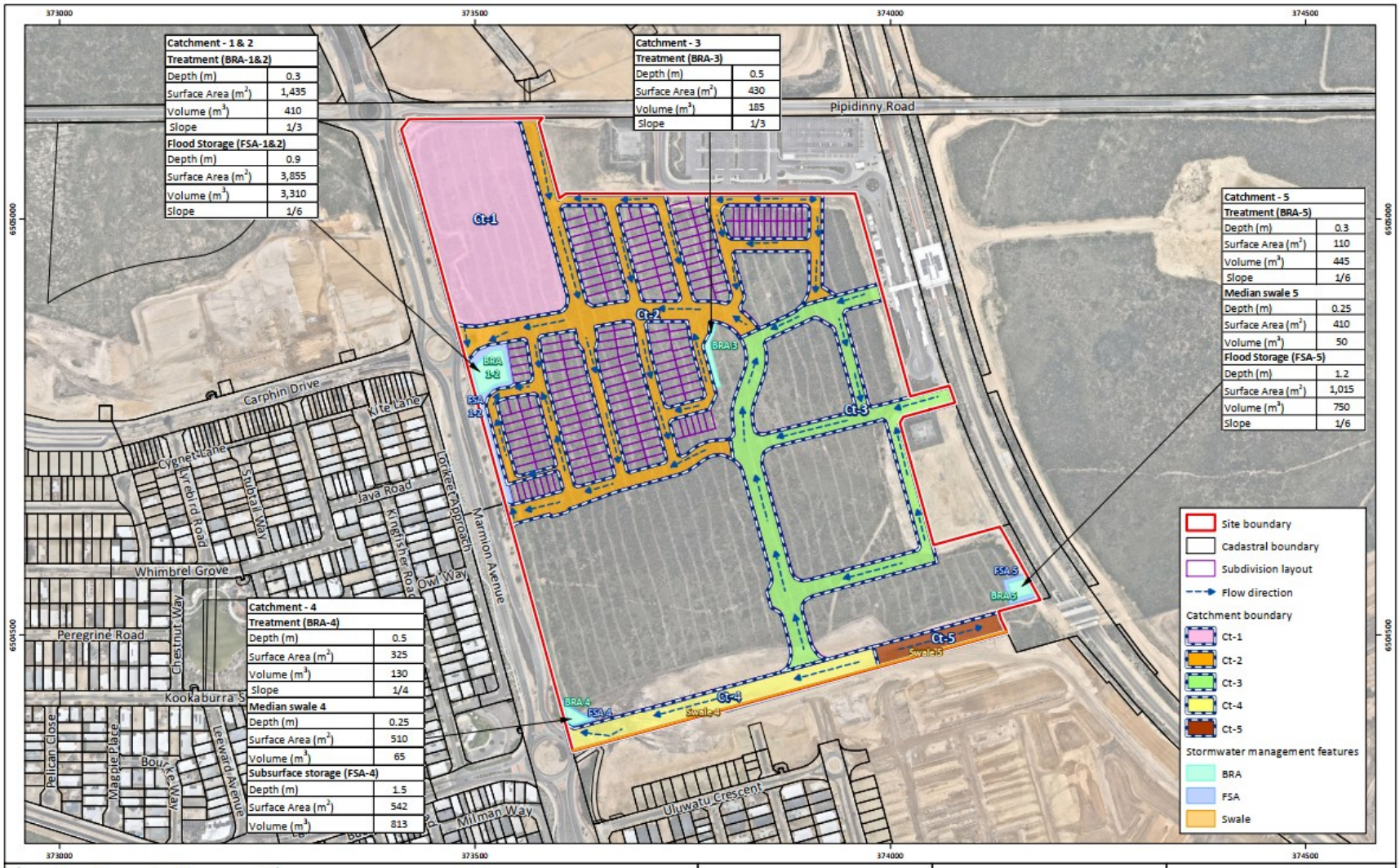
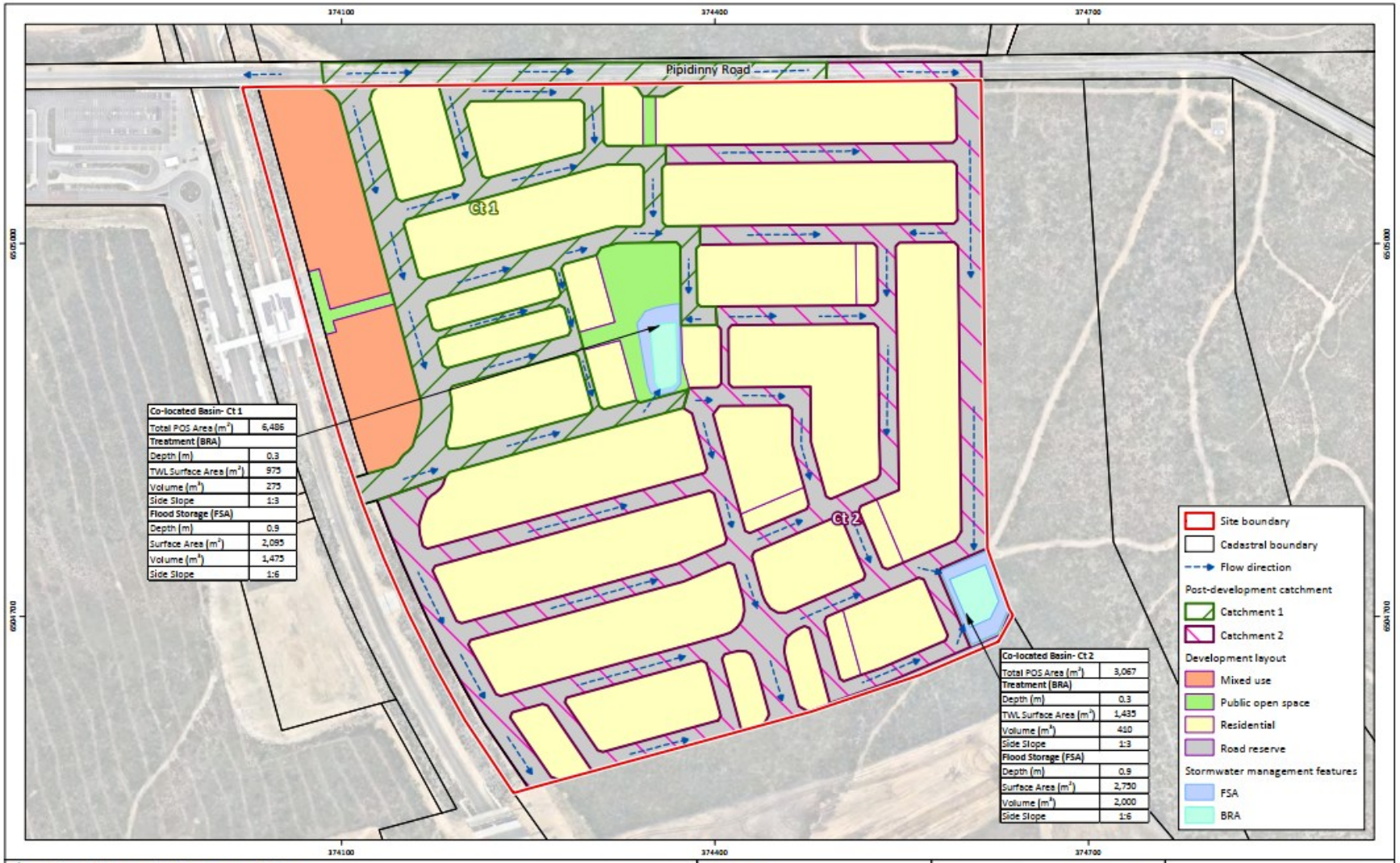


Figure 21 – Stormwater Management Plan (East Precinct)



8. ACOUSTIC MANAGEMENT

Acoustic Assessments have been prepared by Herring Storer and are included at **Appendix F.** The assessments were undertaken with respect to State Planning Policy No.5.4 – Road and Rail Noise (SPP 5.4) and specifically associated with vehicles travelling along the future Freeway, Marmion Avenue, Eglinton Boulevard and the railway line.

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

For residences that side or back on to Marmion Avenue, 2.0m or 2.2m high barrier walls are recommended, in addition to 'Quiet House' design packages. In all other instances, minor roads are located between Marmion Avenue and residential premises to provide greater separation from noise.

Modelling of noise from the future Mitchell Freeway shows that, even without a noise barrier, the traffic noise received at the Residential East Precinct complies with the Noise Target Criteria of SPP 5.4. Due to the road interface proposed with the future Freeway, there would only be a very few number of lots, if any at all, that may require Quiet House Design to Package A. The implementation of a noise barrier would further decrease the noise to significantly below the Noise Target Criteria and there would be no requirement for Quiet House Design to any lots.

Noise modelling indicates that noise received at the closest residences for the Passenger Railway Line would slightly exceed the Noise Target Criteria. This would be addressed by Quiet House Design at the level of Package A.

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

9. EARTHWORKS DESIGN AND STRATEGY

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

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

A Preliminary Earthwork Design has been undertaken over Lot 9101 and is provided within **Appendix H – Engineering Servicing Report**.

Slope analysis for the Residential East Precinct demonstrates the requirement for extensive earthworks and retaining walls. Due to the steep slopes, bulk earthworks will be required to provide acceptable lot levels and grades for roads whilst trying to accommodate the natural landform. Bulk earthworks will also be necessary to accommodate the existing levels of the Mitchell Freeway road reserve, Pipidinny Road, the current rail line and train station and the future levels of Eglinton Boulevard.

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

10. TECHNICAL STUDIES AND APPENDICES INDEX

This PSP incorporates the following technical studies and appendices:

Table 14 – Technical Studies and Appendices Index

Appendix	Title	Date and Author
A	Retail Sustainability Assessment	Urbis, 2018
B	Transport Assessments	Arup, February 2019 PJA, July 2026 PJA, September 2026
C	Bushfire Management Plans	Strategen, March 2019 JBS&G, December 2024 Terravias, August 2026
D	Local Employment Strategy	Urbis, 2018
E	Local Water Management Strategy Addendums	Emerge, March 2019 Emerge, December 2024 Emerge, September 2026
F	Acoustic Assessments	Herring Storer, March 2019 Herring Storer, July 2026 Herring Storer, September 2026
G	Landscape Master Plan (Lot 9101)	Emerge, October 2026
H	Engineering Servicing Report (Lot 9101)	Cossill & Webley, September 2026