



Special Council Agenda

SPECIAL COUNCIL MEETING

5.30pm, 5 October 2020

**Council Chambers (Level 1), Civic Centre,
23 Dundobar Road, Wanneroo**

RECORDING AND ACCESS TO RECORDINGS OF COUNCIL MEETINGS POLICY

Objective

- To ensure there is a process in place to outline the access to recorded Council Meetings.
- To emphasise that the reason for recording of Council Meetings is to ensure the accuracy of Council Meeting Minutes and that any reproduction of these Minutes are for the sole purpose of Council business.

Implications

City of Wanneroo Strategic Community Plan 2017/2018 to 2026/2027:

“4 Civic Leadership

4.2 Good Governance

4.2.1 Provide transparent and accountable governance and leadership”

Recordings pertaining to the proceedings of Council Meetings shall be retained in accordance with the *State Records Act 2000*.

Implementation

This Policy shall be printed within the Agenda of all Council Meetings which include:

- Ordinary Council Meeting;
- Special Council Meeting;
- Annual General Meeting of Electors; and
- Special Electors Meeting.

To advise the public that the proceedings of the meeting are recorded.

Evaluation and Review Provisions

Recording of Proceedings

1. Proceedings for Council Meetings; as well as Deputations and Public Question Time during these meetings shall be recorded by the City on sound recording equipment, except in the case of a meeting where Council closes the meeting to the public.
2. Notwithstanding subclause 1, proceedings of a Council Meeting, which is closed to the public, shall be recorded where the Council resolves to do so.
3. No member of the public is to use any audio visual technology or devices to record the proceedings of a Council or Committee Meeting, without the written permission of the Mayor or the Mayors Delegate.

Access to Recordings

4. Members of the public may purchase a copy of the recorded proceedings or alternatively, listen to the recorded proceedings at the Civic Centre. Costs of providing a copy of the recorded proceedings to members of the public will include staff time to make the copy of the proceedings; as well as the cost of the digital copy for the recording to be placed on. The cost of staff time will be set in the City's Schedule of Fees and Charges each financial year.
5. Council Members may request a copy of the recording of the Council proceedings at no charge.
6. All Council Members are to be notified when recordings are requested by members of the public, and of Council.
7. Transcripts can be produced on the request of the Chief Executive Officer and will include staff time set by the City's Schedule of Fees and Charges.



City of Wanneroo

Notice is given that the next Special Council Meeting will be held in the
Council Chambers (Level 1), Civic Centre,
23 Dundobar Road, Wanneroo on **Monday 5 October, 2020** commencing at **5:30pm**.

D Simms
Chief Executive Officer
1 October, 2020

CONTENTS

<u>ITEM 1</u>	<u>ATTENDANCES</u>	<u>2</u>
<u>ITEM 2</u>	<u>APOLOGIES AND LEAVE OF ABSENCE</u>	<u>2</u>
<u>ITEM 3</u>	<u>PUBLIC QUESTION TIME</u>	<u>2</u>
<u>ITEM 4</u>	<u>REPORTS</u>	<u>2</u>
	PLACE ACTIVATION	2
	SCP01-10/20 DRAFT PLACE VISIONS - ALKIMOS AND YANCHEP RAIL PRECINCTS	2
	STRATEGIC LAND USE PLANNING & ENVIRONMENT	21
	SPS01-10/20 CONSIDERATION OF DEVELOPMENT APPLICATIONS FOR METRONET STATIONS AT ALKIMOS (DA2020/1213), EGLINTON (DA2020/1212) AND YANCHEP (DA2020/1211)	21
<u>ITEM 5</u>	<u>CONFIDENTIAL</u>	<u>62</u>
<u>ITEM 6</u>	<u>TO BE TABLED</u>	<u>62</u>
<u>ITEM 7</u>	<u>DATE OF NEXT MEETING</u>	<u>62</u>
<u>ITEM 8</u>	<u>CLOSURE</u>	<u>62</u>

A G E N D A

Good evening Councillors, staff, ladies and gentlemen, we wish to acknowledge the traditional custodians of the land we are meeting on, the Whadjuk people. We would like to pay respect to the Elders of the Nyoongar nation, past and present, who have walked and cared for the land and we acknowledge and respect their continuing culture and the contributions made to the life of this city and this region and I invite you to bow your head in prayer:

Lord

We ask for your blessing upon our City, our community and our Council. Guide us in our decision making to act fairly, without fear or favour and with compassion, integrity and honesty. May we show true leadership, be inclusive of all, and guide the City of Wanneroo to a prosperous future that all may share. We ask this in your name.

Amen

Item 1 Attendances

Item 2 Apologies and Leave of Absence

Item 3 Public Question Time

In accordance with Section 7(4)(b) of the *Local Government (Administration) Regulations 1996*, a Council at a Special Meeting is not required to answer a question that does not relate to the purpose of the meeting. It is therefore requested that only questions that relate to items on the agenda be asked.

Item 4 Reports

Declarations of Interest by Elected Members, including the nature and extent of the interest. Declaration of Interest forms to be completed and handed to the Chief Executive Officer.

Place Activation

SCP01-10/20 Draft Place Visions - Alkimos and Yanchep Rail Precincts

File Ref:	30089V03 – 20/416601
Responsible Officer:	Director Community and Place
Disclosure of Interest:	Nil
Attachments:	5

Issue

To consider draft place visions for the Metronet Rail Station precincts at Alkimos and Yanchep.

Background

Planning for the future design and construction of Metronet infrastructure is progressing, including the extension of the rail line from Butler to Yanchep; new rail stations at Alkimos, Eglinton and Yanchep; and associated bridges and road connections.

Development applications for the Alkimos, Eglinton and Yanchep rail station infrastructure have recently been referred to the City for comment and the City's draft response to those applications is the subject of a separate report on this agenda. That report will consider the applications against the City's planning principles and policy framework, which aim to ensure that emerging centres grow into modern, vibrant, pedestrian-friendly activity centres.

While planning principles are important, what is just as important is to consider the sense of character, or distinctiveness that makes these locations a 'place'. A key component of the City's Place Framework is understanding the drivers of 'place development' and ensuring that the type, scale and form of new development reflects the vision and community expectations set out in the City's Local Planning Strategy and/or Local Area Plans.

The unique characters of Yanchep and Alkimos are at risk of being adversely impacted if new station infrastructure is delivered without proper consideration of the physical and social landscape in which they are to be located. To address this issue, Administration has identified the unique Place drivers that underpin Alkimos and Yanchep which, in concert with established policy and design principles, should inform future planning for the rail station precincts and ongoing liaison and collaboration with key stakeholders in the Alkimos and Yanchep areas.

In addition, the City has completed significant work over the last few years as part of the implementation of the Place Framework, to engage with Council Members and members of the community to identify priorities and define place visions for the City's priority local areas. Accordingly, in the case of the Metronet initiatives and the surrounding station precincts and activity centres, the following documents are considered to be relevant planning considerations:

- the draft land use vision for the 'Emerging Coastal' and 'Transitional Coastal' Place Management Areas, that form part of the draft Local Planning Strategy currently being prepared by Administration (refer **Attachment 1** and **Attachment 2** respectively); and
- the Council endorsed Local Area Plan for Yanchep and Two Rocks.

This report focuses on the draft visions for the Alkimos and Yanchep Activity Centres. Eglinton, as a lower order centre, has not yet been subject to the same level of community engagement or detailed activity centre and local area planning to the point where a draft vision is able to be prepared.

Detail

Table 1 below summarises the work undertaken to identify the unique characteristics of Alkimos and Yanchep. The key outcome demonstrated in this table is the differentiation between centres, which is critical to ensure a unique sense of place.

Table 1: Place Characteristics

PLACE DRIVERS	ALKIMOS	YANCHEP
Environmental Themes	<ul style="list-style-type: none"> • Coastal dunes • Shipwrecks • Ghost stories • Karli Spring • Other key natural landscape features of significance (limestone outcrops; tuart stands) 	<ul style="list-style-type: none"> • Fishing & crayfishing • Beach, holiday camping, tourism • Early settlement • Mature trees, caves, wetlands • Limestone

PLACE DRIVERS	ALKIMOS	YANCHEP
Planning Themes	<ul style="list-style-type: none"> • Secondary Centre – Community focus • ‘Futuristic’ coastal city • Significant parabolic coastal dunes • Community sport & recreation 	<ul style="list-style-type: none"> • Strategic Metropolitan Centre – Business/Economic Development Focus • ‘Historic’ coastal city – has existing social fabric • Transition from beach to bush • University town • Health & wellbeing precinct • Regional/elite sport & events
Community Priorities	<ul style="list-style-type: none"> • Inclusivity • Pedestrian priority • Coastal beach vibe • Large scale community/leisure space • Incentives to attract white collar workers • Green star sustainable development 	<ul style="list-style-type: none"> • Local jobs, business support and economic development • Pedestrian connectivity • New community facilities • Coastline and natural environment • Yanchep Lagoon • Activation, access and services • Youth designed spaces
Land Use Vision (with consistent themes highlighted)	<i>“Innovative coastal developments connected to each other and the wider urban area through major transport links, contained within bustling urban centres which allow the area to independently prosper.”</i>	<i>“Coastal villages with rich heritage and history displaying environmentally sensitive design, particularly around its city centre which provides significant employment and housing opportunities.”</i>
Local Area Vision	Not yet developed.	<i>“A family focused and pedestrian friendly community where the look and feel of the place reflects the region’s natural environment, beauty and coastal lifestyle. Its sustainable developments retain the coastal village roots and there is strong connectivity from beach to bush. People can live and work locally without undertaking excessive travel and value the employment and business opportunities that the area provides.”</i>

Rather than develop additional vision statements specifically for the Alkimos and Yanchep Activity Centres, the above information has been distilled down to the specific attraction/differentiation principles, destination/activation nodes and material considerations for each centre that should be used to inform future planning, collaboration and design. This is set out in Table 2 below and represented visually in **Attachment 3** (Alkimos) and **Attachment 4** (Yanchep).

The draft place visions take account of:

- *place characteristics* – heritage and environmental factors;
- *planning themes* - based on endorsed planning documentation such as structure plans, and state planning policies and community priorities identified in Local Area Plans or significant community engagement;
- *destination nodes* – specific design elements or destinations within each area that are a priority for activation, connection or interpretation to add further depth to the visions; and
- *materials and themes* - all of the above elements have been translated into a non-exhaustive list of specific materials and themes that can be considered for built form and urban/landscape design responses for each area to translate the vision into reality.

Table 2: Place Visions

	ALKIMOS	YANCHEP
Attraction / differentiation principles	<ul style="list-style-type: none"> • City in the dunes (sand/limestone) • Beach/Shipwrecks in the City • Environmental sustainability 	<ul style="list-style-type: none"> • City in the bush (trees / green) • Coastal heritage in the City • Economic sustainability
Destination/activation nodes	<ul style="list-style-type: none"> • Aquatic and Recreation Centre • District & regional recreation sites • Town Square activation - community development focus • Neerabup National Park 	<ul style="list-style-type: none"> • Beach to bush connection - Lagoon (beach node) <-> City Centre (Business node) <-> Yanchep National Park (Bush node) • Town square activation – business development focus • Hospital/wellness precinct • Golf course and Splendid Park • Local heritage sites – link and interpret
Materials & themes	<ul style="list-style-type: none"> • Oxidised metal and steel • Coastal limestone • Melaleuca bark 	<ul style="list-style-type: none"> • Slatted timber & wood • Cave limestone • Green design

Consultation

The draft place visions have been informed by extensive engagement undertaken with the local community in Alkimos, Yanchep and Two Rocks over the last two to three years including, but not limited to:

- ‘Y-Speak’ youth engagement initiative(2016/17);
- Yanchep Lagoon place-led masterplan process (2018/19);
- Community engagement for the Yanchep Two Rocks Local Area Plan (2018/19); and
- Preliminary community engagement undertaken by Development WA for the Alkimos Central (City Centre) development (2019/20).

In addition to the above, Development WA has undertaken a recent further stage of consultation with local Alkimos residents to understand community values, ideas and expectations for the future city centre that has been provided to the City.

The draft land use visions for the ‘Emerging Coastal’ (Alkimos) and ‘Transitional Coastal’ (Yanchep) Place Management Areas were based on those adopted by Council in 2008, and have been refined following extensive engagement with Council Members in 2017/2018. It should be noted that while these are still draft and subject to adoption by Council as part of the

broader Local Planning Strategy project, they provide important context for the visions for Alkimos and Yanchep.

The preparation of the Yanchep Two Rocks Local Area Plan involved extensive engagement with local residents to understand what they liked/disliked about their local area, their service and facility priorities, and their vision and expectations for the future.

The Metronet project team has been liaising with both Development WA and Yanchep Beach Joint Venture on the integration of the rail infrastructure with the surrounding Alkimos and Yanchep city centres. The City has also taken a consistent approach to liaising with both landowners through the process of developing the draft visions.

Comment

Yanchep and Alkimos are different places, with unique histories, landscape characteristics and communities. It is important that these unique characteristics are given due consideration in the planning of new communities and infrastructure in these areas to ensure that their sense of place is retained (and strengthened).

In relation to the Metronet station designs, a rudimentary comparison of 'place' palettes for Yanchep and Alkimos (based on images of the identified place characteristics) and the draft station designs has been included at **Attachment 5** to illustrate how they may be applied to determine alignment of proposed built form with local landscape context.

The draft place visions have deliberately been set at a high level to allow sufficient flexibility in the design response, yet being specific enough to provide clear place differentiation. Planning for places rather than spaces, and for differentiation between activity centres and rail precincts in the City's growth corridor is a shared responsibility between State and Local Government, but one that the City is potentially more accountable for in the longer term. The City will inherit much of the new infrastructure put in place, and have an ongoing responsibility to work with local communities in these areas to activate public space and facilitate service delivery.

Key to successful place definition and activation is to consider these new Transit Oriented Developments (TODs) as Pedestrian Oriented Developments (PODs) connected by rapid transit. This was a key learning from the City's 2016 Job Summit where Professor Robert Cervero implored the City to focus on place-making in emerging activity centres and envision a 'string of pearls' – unique neighbourhoods joined by a future rail line.

In addition to retaining sense of place, the City is in the process of identifying a range of options and strategies to support ongoing activation in these rail precincts and surrounds. The early activation of the new rail precincts is an important outcome that will benefit from this work, as the rail stations will be relatively isolated from surrounding communities and land uses in the short/medium term. Consideration of how to activate the precincts from day one and embed active travel habits and behaviours is necessary in order to achieve more attractive, usable spaces and travel 'destinations' rather than 'origins'. As the City does not own any of the land within the station precincts, this will need to involve pro-active collaboration with YBJV and Development WA (as the owners of the land surrounding the rail stations) to identify common goals and opportunities.

The draft place visions have informed the City's comments and feedback on the development applications for the Alkimos, Eglinton and Yanchep rail station infrastructure, noting that those applications only concern the public transport infrastructure being implemented by the Public Transport Authority. There are a range of other related initiatives being progressed by the City and others that will benefit from clarity around place expectations. These include, but are not limited to:

- Site selection, planning and design of the Alkimos Aquatic & Recreation Centre (Development WA / City of Wanneroo);
- Needs and Feasibility investigations for the Eglinton Indoor Recreation Centre (City of Wanneroo);
- Review of the Northern Coastal Growth Corridor Community Facilities Plan and associated review of the Alkimos Eglinton Development Contribution Plan (City of Wanneroo);
- Review of the Alkimos City Centre Activity Centre Plan (Development WA);
- Community engagement and planning for the design of the Alkimos Rail station precinct and town square (Development WA); and
- Planning and design of the Yanchep City Centre and town square (Yanchep Beach Joint Venture).

Although there are potentially immediate successes to be had with influencing the design of the Metronet facilities, the design and development of the surrounding activity centres will be a long-term proposition, and the further design and activation of land surrounding the rail infrastructure is crucial.

Statutory Compliance

Nil.

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2017 – 2027:

“1 Society

1.1 Healthy and Active People

1.1.1 Create opportunities that encourage community wellbeing and active and healthy lifestyles”

1.3 Distinctive Places

1.3.1 Create distinctive places based on identity of areas

1.4 Connected Communities

1.4.1 Connect communities through engagement and involvement

2.2 Strategic Growth

2.2.1 Activate Yanchep as a future city of the North

2.2.3 Activate secondary and district centres

2.4 Places of Destination

2.4.1 Actively build on cultural heritage and distinctive identity to promote Wanneroo as a place to visit

3.4 Activated Places

3.4.3 Enhance distinctive built form and spaces based on identity of areas

3.5 Connected and Accessible City

3.5.3 Advocate for major integrated transport options close to communities

4.1 Working with Others

4.1.2 Engage, include and involve community

4.3 Progressive Organisation

4.3.1 Lead excellence and innovation in local government”

Risk Management Considerations

Risk Title	Risk Rating
ST-S04 Integrated Infrastructure & Utility Planning	Moderate
Accountability	Action Planning Option
Director Planning & Sustainability Director Assets	Manage

Risk Title	Risk Rating
ST-S23 Stakeholder Relationships	Low
Accountability	Action Planning Option
Chief Executive Officer	Manage

Risk Title	Risk Rating
CO-O20 Productive Communities	Moderate
Accountability	Action Planning Option
Director Community & Place	Manage

The above risks relating to the issue contained within this report have been identified and considered within the City's Strategic and Corporate risk registers. Action plans have been developed to manage these risks to support existing management systems.

Policy Implications

The approach taken to prepare draft visions for the Alkimos and Yanchep rail station precincts is consistent with the City's endorsed Place Framework.

Financial Implications

Nil.

Voting Requirements

Simple Majority

Recommendation

That Council:-

1. **ADOPTS** the Place Vision for Alkimos as shown below and in Attachment 3:






	ALKIMOS
Attraction / differentiation principles	<ul style="list-style-type: none"> • City in the dunes (sand / limestone) • Beach/Shipwrecks in the City • Environmental sustainability
Destination / activation nodes	<ul style="list-style-type: none"> • Aquatic and Recreation Centre • District & regional recreation sites • Town Square activation - community development focus • Neerabup National Park
Materials & themes	<ul style="list-style-type: none"> • Oxidised metal & steel • Coastal limestone • Melaleuca bark

2. **ADOPTS the Place Vision for Yanchep as shown below and in Attachment 4:**

	YANCHEP
Attraction / differentiation principles	<ul style="list-style-type: none"> • City in the bush (trees / green) • Coastal heritage in the City • Economic sustainability
Destination / activation nodes	<ul style="list-style-type: none"> • Beach to bush connection: Lagoon (beach node) <> City Centre (Business node) <> Yanchep National Park (Bush node) • Town square activation – business development focus • Hospital/wellness precinct • Golf course and Splendid Park • Local heritage sites – link and interpret
Materials & themes	<ul style="list-style-type: none"> • Slatted timber & wood • Cave limestone • Green design

3. **NOTES that the draft Place Visions have informed the City's feedback to the State Government on the development applications for the Alkimos, Eglinton and Yanchep rail station designs; and**
4. **NOTES that the Place Visions will apply in the interim until such time as they are formalised as part of the City's Local Planning Strategy that is currently being prepared.**

Attachments:

- | | | | |
|---------------------------------------------------------------------------------------|-------------------------------------------------------------------|-----------|---------|
| 1  | Attachment 1 - Emerging Coastal Place Management Area | 20/418711 | |
| 2  | Attachment 2 - Transitional Coastal | 20/418716 | |
| 3  | Attachment 3 - Alkimos Vision | 20/423301 | Minuted |
| 4  | Attachment 4 - Yanchep Vision | 20/423303 | Minuted |
| 5  | Attachment 5 - Materials and Themes comparison to Station Designs | 20/423863 | |

Emerging Coastal

Place Management Area

The Vision:

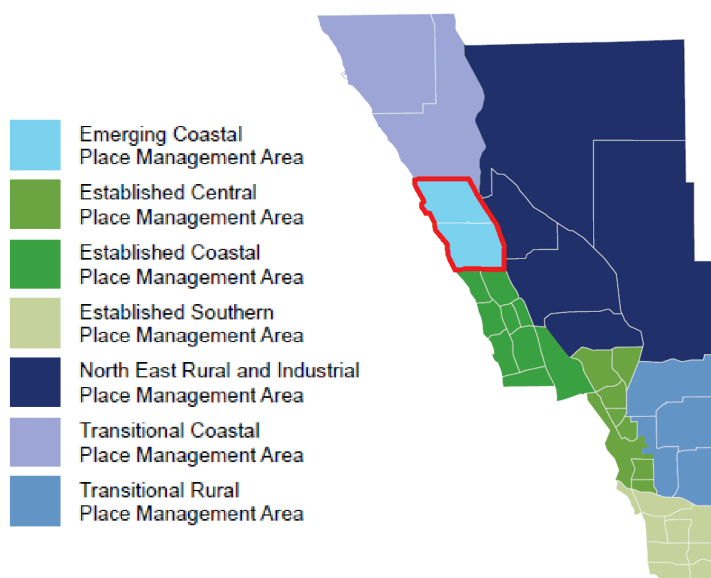
“Innovative coastal developments connected to each other and the wider urban area through major transport links, contained within bustling urban centres which allow the area to independently prosper.”

The Emerging Coastal area contains the suburbs of Alkimos and Eglinton.

The majority of the area is relatively young, with newer development occurring since 2011. Currently the area contains 3,363 dwellings and is home to approximately 16,710 residents.

The Emerging Coastal area contains some significant infrastructure and features of State importance including the Water Corporation's waste water treatment plant. In the future, it will accommodate the extended Mitchell Freeway and two new METRONET stations at Ellington and Alkimos. Major precincts will surround these stations providing employment and housing choices for residents, ensuring the provision of transit orientated developments to reduce the need for people to drive to access amenities and employment.

The Emerging Coastal area is envisioned to showcase innovative urban coastal and site responsive developments. They will be connected to each other through green spaces and to the wider urban area through major transport links. The two future centres will offer a range of opportunities that will continually draw people to the area for a range of reasons including business, entertainment and leisure.



Snapshot

Median Age: 28
 2019 Population: 16,710
 2041 Predicted Population: 68,186
 Predicted Future Population Increase: 308%

24% of residents are born in the UK compared to 10% in Greater Perth



50% of families comprise couples with children compared to 46% in Greater Perth



28 is the median age of residents compared to 36 in Greater Perth



21% of people employed are technicians or trade workers compared to



* Note the above figures are indicative only and sourced from .idcommunity, 2019

Transitional Coastal

Place Management Area

The Vision:

“Coastal villages with rich heritage and history displaying environmentally sensitive design, particularly around its city centre which provides significant employment and housing opportunities.”

The Transitional Coastal area is located at the City's most northern point and contains the suburbs of Yanchep and Two Rocks.

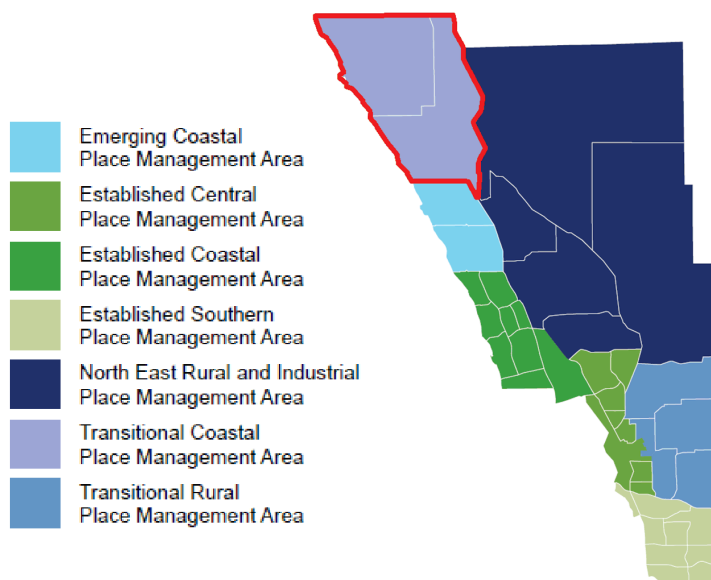
The area was originally used for grazing and fishing with the Honourable Mary Lindsay purchasing 23,000 acres of grazing land from the Midland Railway Company in 1926.

Urban development in this area commenced in the mid 1960s and since 1991 its population has gradually increased from 2,825 to 15,892.

As well as being rich in beautiful coastline, the Transitional Coastal area is home to part of the Yanchep National Park. It is also home to the Two Rocks Marina.

The Transitional Coastal area is set to undergo significant development and growth. This will be supported by major transport infrastructure and services including the METRONET Yanchep rail line extension and station and, in time, the Mitchell Freeway extension. The future Yanchep City Centre is an emerging Strategic Metropolitan Centre, which will become the City of Wanneroo's major city centre and offer a range of housing, employment, recreation and leisure opportunities.

Planning processes in the area will ensure the retention of its coastal village feel whilst delivering high quality urban environments that meet the needs of its community.



Snapshot

Median Age: 37
2019 Population: 15,892
2041 Predicted Population: 65,891
Predicted Future Population Increase: 315%

25% of the City's future growth to 2041 is expected to occur in this area.



22% of Yanchep and 16% of Two Rocks residents are born in the UK.



15% of households contain a sole occupant.



35% of residents work as technicians, trades workers or labourers.



* Note the above figures are indicative only and sourced from .idcommunity, 2019

Alkimos Station Precinct



Place Vision

Community Vision Statements

"The most inclusive City in Perth"

"Living space in lieu of parking space"

"Bring the beach vibe inland"

Attraction/ Differentiation Principles

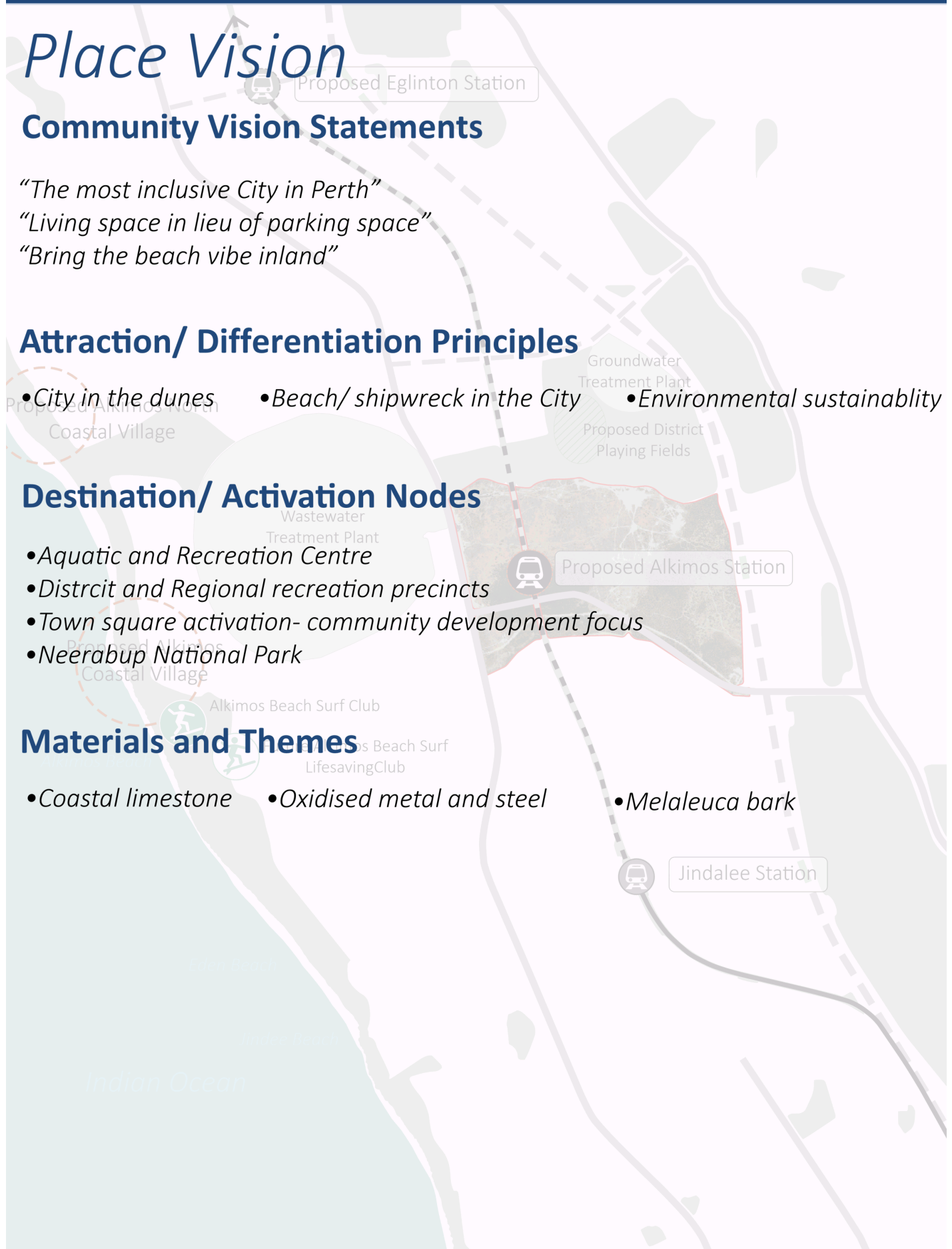
- City in the dunes
- Beach/ shipwreck in the City
- Environmental sustainability

Destination/ Activation Nodes

- Aquatic and Recreation Centre
- District and Regional recreation precincts
- Town square activation- community development focus
- Neerabup National Park

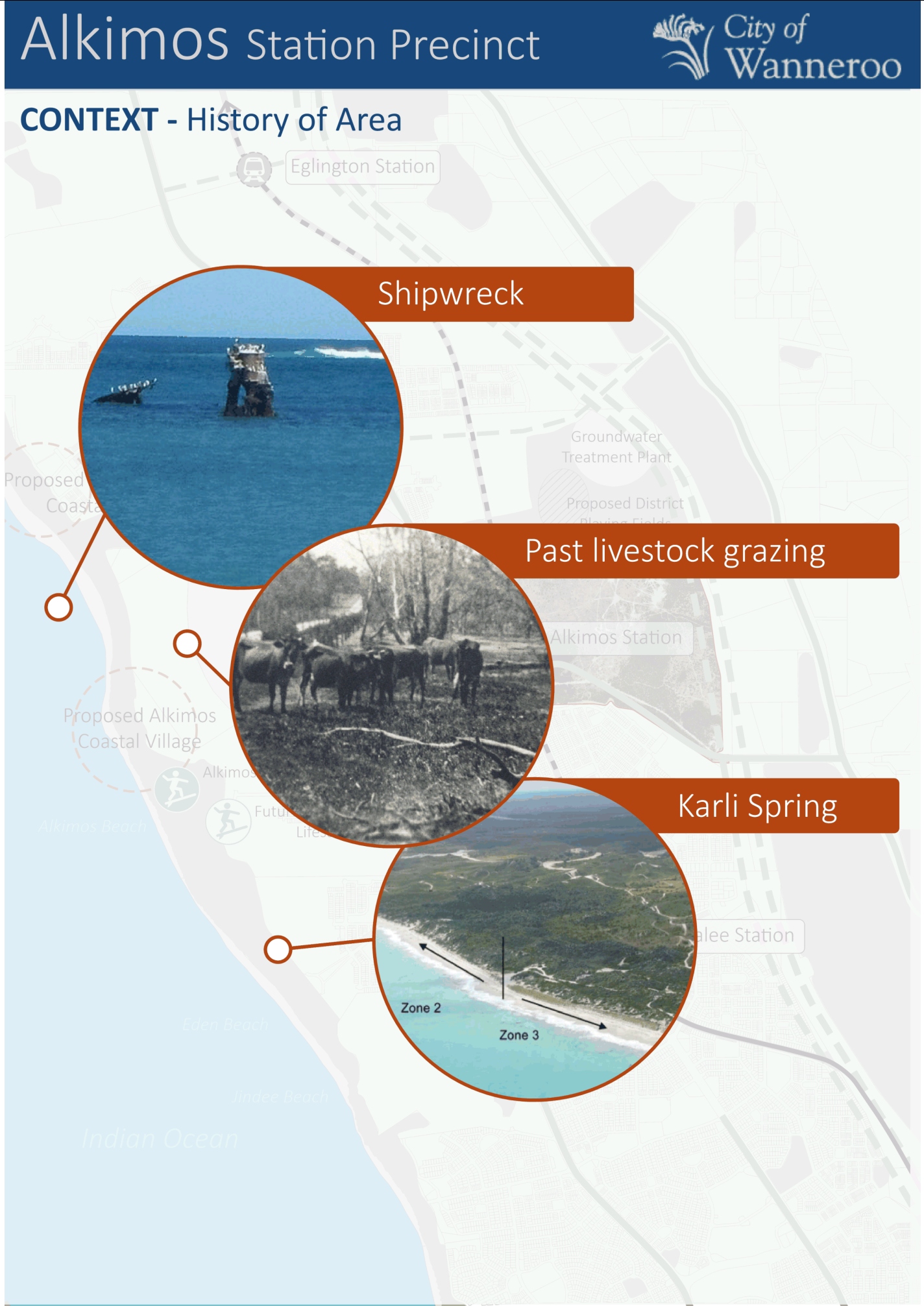
Materials and Themes

- Coastal limestone
- Oxidised metal and steel
- Melaleuca bark



CONTEXT - Natural Environment





Alkimos Station Precinct

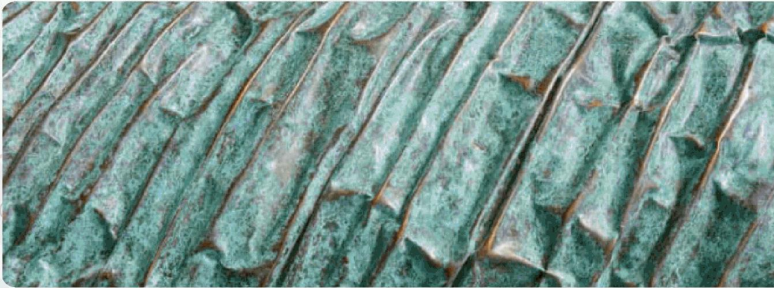


CONTEXT - Materials and themes



Eglington Station

Oxidised Metal/Steel

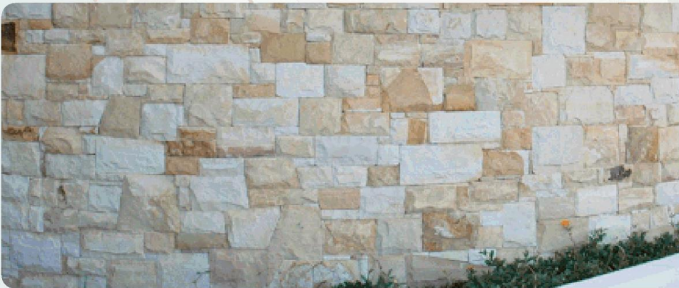


Wastewater
Treatment Plant

Coastal Limestone

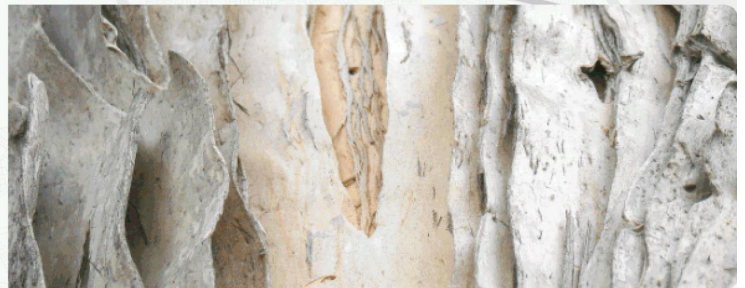


Alkimos Station



Jindalee Station

Melaleuca Bark



Yanchep Station Precinct



Place Vision

Local Area Vision

“A family focused and pedestrian friendly community where the look and feel of the place reflects the regions’ natural environment, beauty and coastal lifestyle. Its sustainable developments retain the coastal village roots and there is strong connectivity from the beach to bush. People can live and work locally without undertaking excessive travel and value the employment and business opportunities that the area provides”

Attraction/ Differentiation Principles

- City in the bush
- Coastal heritage in the City
- Economic sustainability

Destination/ Activation Nodes

- Beach to bush connection
- Town square activation
- Health and well-being precinct
- Golf Course and Splendid Park
- Yanchep Lagoon
- Local heritage sites
- Business development focus

Materials and Themes

- Cave limestone
- Slatted timber and wood
- Green design



Yanchep Station Precinct



CONTEXT - History of Area

Wastewater Treatment Plant

Wastewater Treatment Plant

Yanchep National Park

WW2 Infrastructure



Early Settlement



Fishing/Cray Fishing



Proposed District Regional Beach

Coastal Recreation Activity Centre

Yanchep Golf course

Indian Ocean

Yanchep Station Precinct



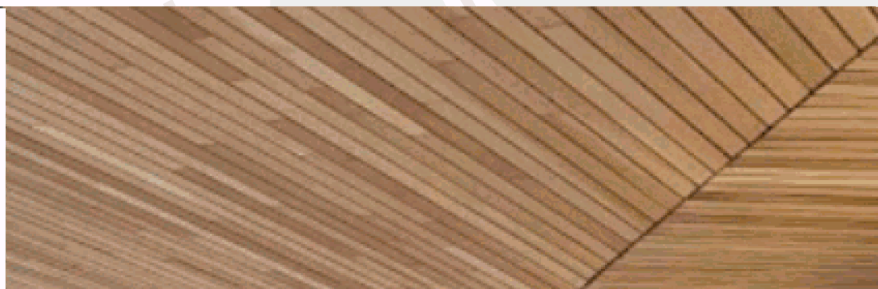
CONTEXT - Themes and Materials

Treatment Plant

Wastewater
Treatment Plant

Yanchep
National Park

Slatted Timber and Wood



Green Design

Capricorn
Coastal Village

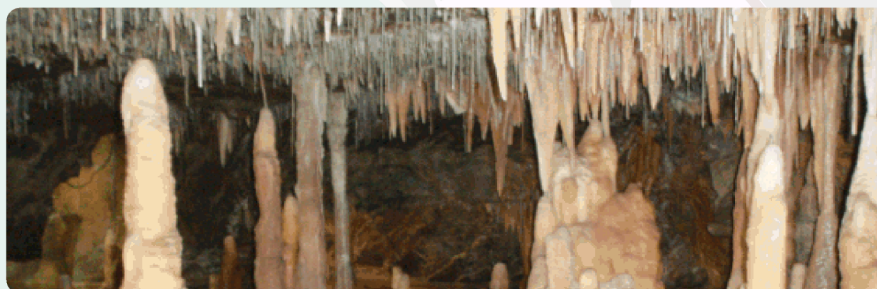
Yanchep Station

Yanchep
Golf course



Cave Limestone

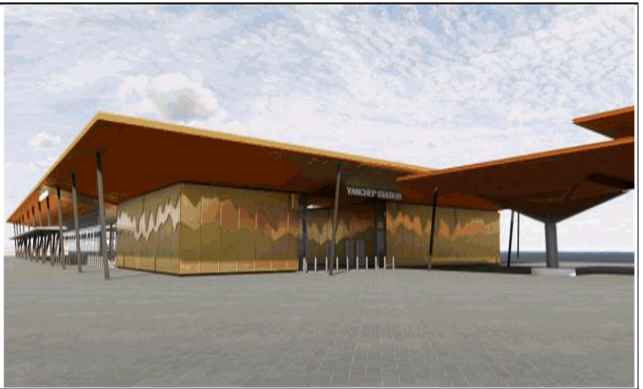
Yanchep Secondary
School



MATERIALS AND THEMES COMPARISON

ALKIMOS

YANCHEP



Strategic Land Use Planning & Environment

SPS01-10/20 Consideration of Development Applications for METRONET stations at Alkimos (DA2020/1213), Eglinton (DA2020/1212) and Yanchep (DA2020/1211)

File Ref: 30089V03 – 20/417900
 Responsible Officer: Director Planning and Sustainability
 Disclosure of Interest: Nil
 Attachments: 5

Issue

To consider the development applications (DAs) received for proposed train stations, car parks, bus interchanges, pedestrian and cycling infrastructure and facilities forming part of METRONET stations at Yanchep (DA2020/1211), Alkimos (DA2020/1213) and Eglinton (DA2020/1212) to inform the City's recommendation to the Western Australian Planning Commission (WAPC).

Proposed Development:	Metronet Stage 1 - Yanchep Rail Extension - Yanchep Train Station
Property Details:	146K Toreopango Avenue YANCHEP, 160 Yanchep Beach Road YANCHEP
Land Parcel(s) Details:	Lot: 9 DP: 415221, Lot: 9101 DP: 406263
Owner(s) Details:	St Andrews Private Estate Pty Ltd & New Orion Investments

Proposed Development:	Metronet Stage 1 - Yanchep Rail Extension - Alkimos Train Station
Property Details:	2570 Marmion Avenue ALKIMOS, 100K Romeo Road ALKIMOS
Land Parcel(s) Details:	Lot: 2 DP: 419385, Lot: 2000 DP: 409771
Owner(s) Details:	WA Land Authority (Landcorp)

Proposed Development:	Metronet Stage 1 - Yanchep Rail Extension - Eglinton Train Station
Property Details:	301 Pipidinnny Road EGLINTON, 251 Pipidinnny Road EGLINTON
Land Parcel(s) Details:	Lot: 800 DP: 404604, Lot: 802 DP: 404604
Owner(s) Details:	Eglinton Estates Pty Ltd Atf Sns Trust

Background

METRONET is a key State Government project and the largest investment in public transport ever undertaken in Perth. As part of the project, the Yanchep Rail Extension will deliver a 14.5 kilometre rail extension of the Joondalup Line from Butler station to Yanchep. The project includes the delivery of three new stations in the Alkimos, Eglinton and Yanchep activity centres. In addition to the three new stations, METRONET proposes a new bus storage depot at Alkimos, nine new road-over rail bridges, 13.8 kilometres of principal shared paths (PSPs) and the conversion of Butler Station into a 'through' station. It is anticipated that the project will be completed by mid-to-late-2022.

The new stations are intended to act as catalyst for the development of the respective centres; and will provide residents with high quality public transport access to other parts of the metropolitan area, while creating the focus of progressive mixed use development that will provide amenity, services and employment for growing local communities.

The Yanchep City Centre, which is a Strategic Metropolitan Centre in terms of *State Planning Policy 4.2*, will function as the main activity centre in the City (similar in scale and function as Joondalup) and will service the North-West coastal corridor. Alkimos is designated as a Secondary Centre (similar to Wanneroo and Clarkson) and although it will share similar characteristics to Yanchep, it will serve a smaller catchment and offer a more limited range of services, facilities and employment. Eglinton is designated as a District Centre and will focus on servicing the daily and weekly needs of the surrounding Eglinton community.

Due to the significance of the State Government's investment, and to expedite the process of the assessment of DAs, the Minister for Planning, Transport and Lands in May 2019, established Planning Control Areas (PCAs) over the Alkimos, Eglinton and Yanchep activity centres. PCAs transfer planning decision-making to the WAPC. This means that DA's in PCAs are submitted to the relevant local government authority to provide its recommendations and then forwarded to the WAPC who will make the ultimate determination.

METRONET has indicated that the focus of the PCAs will be to facilitate the construction of the railway, stations and associated infrastructure and that 'wider precinct planning' will fall outside of the METRONET's scope. METRONET has advised that it will work with key stakeholders, including the City and landowners to facilitate the development of these areas. In this regard, the planning for the Yanchep and Alkimos City Centres has progressed significantly with activity centre plans for both centres approved by the WAPC. The proposed activity centre plan for the Eglinton Centre has been considered by Council and has been submitted to the WAPC for determination. The landowners of the Alkimos (Development WA) and Yanchep (Yanchep Beach Joint Venture) are currently undertaking further planning for their respective centres and this may include amendments to the approved structure plans.

In line with the State Government's planning approach for the project, DAs have been submitted to the City by the Public Transport Authority and NEWest Alliance (the consortium appointed to construct the rail extension) for the City's consideration. The DAs will facilitate the proposed stations as well as the supporting infrastructure. In line with the PCA requirements, the City must provide its recommendation to the WAPC within 30 days. As the applications were received by the City on 10 September 2020, a response is required to be provided to the Department of Planning, Lands and Heritage (DPLH) by 10 October 2020.

In order to inform the City's approach to the planning for Alkimos and Yanchep, including the City's consideration of the DAs, proposed visions for the station precincts and surrounding areas have been prepared and is the subject of a separate report to the Special Council meeting on 5 October 2020.

Detail

The three DAs propose 'multi-modal' stations at Alkimos, Eglinton and Yanchep, which are transport systems which offer more than one mode of transport to commuters (i.e. busses, trains, cycling, pedestrians). Transport infrastructure for the stations will include bus interchanges, kiss-and-ride, park-and-ride and parking facilities and pedestrian and cyclists' pathways. All station buildings are proposed to be designed to universal access standards.

A key objective in the proposed design of each station is to deliver transit-oriented development outcomes, by encouraging public transport for connecting trips to support a diverse range of uses within the activity centres. This is proposed to be balanced with sufficient parking, including all-day commuter parking which is safe and does not overly impact longer-term place-making opportunities in each centre.

To strike an appropriate balance between delivering transit-oriented development outcomes and parking for commuting purposes, the DAs propose to place active travel modes such as

walking and cycling in the most convenient locations in close proximity to the proposed stations with the car parks generally located further away.

The following outlines the key components and details of each DA. Key station images and contextual references are included as attachments; and a full copy of each DA is available in the Council Member's Reading Room.

- Yanchep Station

The Yanchep station (**Attachment 1**) is proposed to be located within the core of the Yanchep City Centre, in the area bounded by Yanchep Beach Road, Toreopango Avenue, Marmion Avenue and the future Mitchell Freeway. The station comprises a more pronounced angled parapet suspended from outward turned columns above the station's predominantly transparent façade. Roof skylights and voids provide natural light through the station to platform level. The station booth positioned centrally provides surveillance to the three station entrances. Stalagmites designs are reflected on the station's external facades. The DA proposes that the station comprises the following main features:

- A sunken rail line capped by the main station building and adjoining station plaza open space. A 'cut and cover' station design with the railway tracks and station platform partially sunk below ground level.
- A station building designed with three entry points at the east, south and west facades with entry arrangements provided to allow a continuous east-west movement between the city centre core, as well as direct access to the station plaza located immediately south of the station building.
- A station plaza open space immediately south of the station building, connecting the future city centre and functioning as meeting point for the future activity centre.
- A bus interchange south east of the station entrance and weather protected link between the bus interchange links, station plaza open space and the station entrance.
- A principal shared path to the western side of the railway line, which terminates at the station plaza open space and will ultimately form part of a wider connection generally running parallel to the railway reservation.
- Vehicle parking, including a dedicated 'kiss-and-ride' area and separate long-term parking area designed for 'park-and-ride' patrons.
- In line with the principle for all the stations, active modes of transport such as walking and cycling are proposed to be provided in the most convenient locations. Future development parcels have also been set-aside by the interfacing private land developer immediately south of the car parking area. This is a deliberate measure which is intended to encourage 'park-and-ride' patrons to consider a pathway through the town-centre to access the station, encouraging users to combine trips such as day-to-day household shopping provisions.

As with all of the stations, the design reflects the area's Aboriginal heritage. For Yanchep this is largely derived from the Yanchep Caves which are a registered Aboriginal site with their own stories and mythologies about their creation and their importance to Noongar people. Context-responsive design also includes the Banksia flower and limestone, which are reflected in the design and colour themes chosen for the Yanchep station. A summary of the context and identity for each Station, including Yanchep is included in **Attachment 2**.

- Alkimos Station

- The Alkimos station (**Attachment 3**) is proposed to be constructed within the core of the activity centre, in the area bounded by Marmion Avenue, Romeo Road and

the new future Mitchell Freeway. The station is positioned on a north south axis reflecting the rail alignment with skylights from the north and south entrances which provide natural light and ventilation to the platforms from framing a linear feature ceiling. The station's façade incorporates a mesh valance reflecting sand dunes above the station's facade. Aluminium vertical panels are placed over façade glazing. The DA proposes that the station comprises of the following main features:

- A main station building with the railway tracks and station platform partially sunk below ground level.
- A direct pathway from the station entrance to future development immediately east and west of the station.
- A bus interchange immediately south of the Alkimos station building entrance with weather protected connection between the station building and bus interchange.
- A principal shared path to the western side of the railway line, traversing through the station precinct, which will ultimately form part of a connection running parallel to the railway reservation from Butler to Yanchep.
- Vehicle parking, including a dedicated kiss-and-ride /pick-up/drop-off area and an additional kiss-and-ride area in the all-day commuter parking area west of the station.
- All day commuter parking located to the west and north-west of the station, at the greatest distance from the station entrance of the transport infrastructure proposed. The plans also include the provision for ultimate future station car parking area north east of the station.
- Public amenities and staff facilities including equipment rooms, bike storage, a kiosk and public toilets.

The design of the station reflects the area's Aboriginal heritage, and has been largely inspired by limestone pinnacles which were considered to be signs for wayfinding in the landscape to help travellers orientate themselves in Noongar Country. Parabolic dunes and Melaleuca tree are also prominent theme, reflected in the station's feature panel at the top of the building and central feature ceiling and façade's colours. A summary of the context and identity for each station, including Alkimos is included in **Attachment 2**.

- Eglinton Station

The Eglinton station (**Attachment 4**) is proposed to be located within the core of the activity centre in the area generally bounded by Pipidinnny Road, Eglinton Drive, Marmion Avenue and the planned Mitchell Freeway extension. The station is proposed to be an unmanned station with east and west points of entry. Like the other stations, it consists of an angled parapet and vertical panels. Voids and lifts separate pedestrian crossings stairs and lifts to the platforms. The east entrance integrates station access with the future urban interface. The west entrance provides direct access to the busway, carparks, principal shared paths and kiss and-ride facilities. The DA proposes that the station comprises of the following main features:

- A 'cut and cover' station design with the railway tracks and station platform partially sunk below ground level.
- A station building design with two entry points at the east and west facades.
- A direct pathway from the station entrance to the future town square and main street west of the station.
- A bus interchange and weather protected link immediately adjacent to the western station entrance to form part of the connection between the train station and future town square and main street.

- Principal shared path with access ramps to the western side of the railway line, sunk below the station concourse entrance which will ultimately form part of a wider connection running parallel to the railway reservation from Butler to Yanchep.
- Vehicle parking, including a dedicated 'kiss-and-ride' area and all-day commuter parking area provided north-west of the station, at the greatest distance from the station entrance. Provision has also been made for possible future car parking expansion to the west of the proposed parking area as well as to the south of the station.
- Public amenities including ticketing and information areas, passenger toilets and other services such as vending machines.

The design of the station reflects the area's Aboriginal heritage, and as such, has been inspired by heavily vegetated Eucalyptus woodlands and forest. Grasstrees and natural Grevillea populations form prominent themes in the station expressed through its colour, form and texture. A summary of the context and identity for each station, including Alkimos is included in **Attachment 2**.

Consultation

METRONET has advised that it is currently undertaking a 14-day community consultation period, including agency referrals of the development applications. In this regard, the City's residents can make their own independent submissions on the DAs.

As the City is a referral agency in relation to the DA's, with only 30 days in which to provide comments, it has not undertaken formal community consultation. The City has requested informal comments from the major landowners and has referred the proposals to the City's Design Review Panel.

- Landowner comments:

The DAs were referred to Development WA (Alkimos), Eglinton Estates (Eglinton) and Yanchep Beach Joint Venture (Yanchep). A response was received from Development WA and Eglinton Estates (represented by McGees Property) at the time of preparing this report.

Alkimos Station

Development WA's comments largely relate to the eastern side facilities and ultimate bus route arrangements for the Alkimos station. A subsequent, more detailed DA is proposed to be prepared for this area in the future as part of a DA for the Brindabella Bridge. In this regard, Development WA's comments have largely been provided to be considered in the more detailed design of this area around the bridge. These comments relate to bus route planning, detailed planning of the east side interface of the kiss n' ride, carpark and pedestrian movement network, frequency of utilisation of park-and-ride car parks, alignment of the shared path environment, presence and activation to Tuart Drive, movement of pedestrians and temporary carpark configuration.

Both McGees Property and Development WA advised that they have been liaising with the Public Transport Authority, and more recently NEWest Alliance, in relation to the proposed station developments. Whilst the comments from the landowners are noted by Administration, these will be progressed by the developers directly in relation to more detailed station planning.

Eglinton Station

McGees Property advised that the DAs generally aligned with the detail it was briefed on including the Eglinton station design, integration with the proposed Eglinton town centre, finishes, landscaping and transport impacts. However, it outlined its concern that the interface levels between the station and the land owned by Eglinton Estates present significant level differences. To mitigate this, the NEWest Alliance has been requested to facilitate earthworks for the station and part of the Eglinton Estates land at the same time. It also proposes similar works be undertaken over the length of the rail reserve to the southern edge of the Eglinton Estates land. It considers that this will result in cost savings to a number of parties including the State Government.

- *Design Review Panel comments:*

It should be noted that, although the DAs were formally considered by the State Government's Design Review Panel, advice from the City's Design Review Panel (DRP) was requested to inform the City's referral of the proposals.

The DRP's comments were largely positive, outlining support for the approach taken to provide cohesive yet distinctive stations which reflect the individual character of their locations. It also was supportive of the level access connections and partially sunk platforms provided to allow ease of access and minimise the interface with the rail infrastructure by commuters. The DRP supported the use of swales for water management in the parking areas and skylights within the stations to maximise natural light.

In relation to the station structures and building design, the DRP suggested that the uniform rectangular building design common to all stations was repetitive in nature. It also suggested that the stations' architecture could be better used to convey the surrounding location further, particularly around entryways reducing dependence on signage. Yanchep station, in particular was considered to be too heavily reliant on signage to articulate its entry. It was proposed that dunal form, characteristic of the Yanchep station entry could be enhanced by transcending it above the station's roof line.

The DRP outlined that holistically integrating landscaping and art into the three station designs would provide further opportunities to extract the unique character of the sites. The undersides of the pavilions were highlighted as potential places to display this. Additionally, the DRP suggested that art would work well when publicly visible from the outside of the stations and suggested that artworks take a three-dimensional appearance where appropriate. The forecourts were suggested to be transformed into important public spaces with seating and landscaping provided to make these areas attractive and comfortable to occupy.

In relation to parking and facilities adjacent to the stations, the DRP considered the location of the Eglinton bus terminus relative to the station to impact pedestrian connectivity with the remainder of the activity centre and suggested it be relocated in the same manner as the other two stations. It also suggested that the proponents capitalise upon opportunities to sleeve parking in all stations where possible, with adjacent commercial development to provide an active interface.

Comment

It is recommended that Council welcomes and supports the State Government's significant investment in the Yanchep Rail extension, including the development of stations and associated infrastructure at Alkimos, Eglinton and Yanchep. This significant investment in public transport will act as a catalyst for the development and activation of the emerging

centres; and will provide the growing community with increased access to employment opportunities, education, health and recreational services and facilities.

Stations are key public spaces and pieces of infrastructure for the community. Stations are vital to many people to enable them to engage in work and social commitments. Administration wishes for these stations to become places that are inclusive, safe, facilitate social inclusion and cohesion and contribute to the development of strong communities.

Administration supports the development of the stations as a 'family' of three inter-related stations, but each with its own distinctive design. Due to the prominence of and significant investment in the stations and associated infrastructure, the design of the stations demands excellent architecture which demonstrates a clear sense of place and local distinctiveness.

The proposed development of the station precincts in line with transport-oriented development principles is supported. In line with this, Administration's recommended response is based on the need to integrate land use, development and transport, which will reduce reliance on private cars and promote cycling, walking and public transport use, as well as provide opportunities for the activation of the station precincts and surrounding centres.

Administration's main feedback in relation to the stations' design is that the location of the station buildings, bus interchanges and car parks have been largely designed with the principle focus being to facilitate the transition for commuters from one mode of transport to the next. Administration considers that the stations should be places where people have the opportunity to linger and have a strong secondary function as a natural gathering point. This can be achieved by separating and activating the spaces between transport modes. In this regard, Administration considers that the location of the station buildings, car parks and bus interchanges are critical to activating the respective centres and recommends that there should be a separation distance between the stations and the car parks/bus interchanges to allow for development opportunities which would be activated by the public transport patrons. This is particularly the case with the design of the Eglinton station. There needs to be a balanced approach between activating the centre (which will increase safety), whilst at the same time ensuring convenience for commuters. At present, this balance is skewed towards ease of public transport patrons and not activating the centres. This will encourage people to transition from the car park or bus onto the trains in the morning and out of the activity centre and to transition from the train straight onto a bus or car in the evening. This will not support a vibrant activated centre which is part of the City's vision for these centres. It is also noted that METRONET is a transport as well as land use planning project, and is required to promote the activation of the various station precincts as part of the project, and not to function on the movement of people only.

Administration's high level assessment of the DAs has also been considered within the context of the proposed visions for Council's consideration and as outlined in the separate Special Council report.

It is noted that as the PTA has advised that the design of the stations is approximately 85% complete, there is potentially limited ability for the City to influence significant changes to the design. Notwithstanding this, Administration has proposed conditions of approval in relation to the DAs, which are included in its recommendations to the WAPC (**Attachment 5**). It has also undertaken a high-level assessment of the DAs within the context of the 10 'Principles of Good Design' contained in *State Planning Policy 7.0 Design of the Built Environment (SPP 7.0)*, as follows:

- *Principle 1 Context and Character - good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

- The proponent has extracted thematic elements from the surrounding natural areas in Yanchep, Alkimos and Eglinton and reflected these into each of the stations' designs. These themes incorporate Aboriginal heritage and the surrounding natural landscapes through architectural materials and finishes. Administration supports this place-based approach to design. However, it does not consider that the thematic elements have been successfully translated into the design of the station. It is unlikely that the local community will be easily able to understand that the proposed external façade is intended to represent the local cave network. Reconsideration of the Yanchep façade treatment should be considered.
- The distinctive character and sense of place for each station could be achieved further architecturally and extended out to the station forecourts and surrounds to connect the station themes to their surrounding landscapes. While the cave motif applied to the Yanchep station strongly reflects the connection to Yanchep National Park, it is important to retain remnant mature trees where possible to reflect the characteristics of the locale. In this regard, the use of the melaleuca tree in the design of the Alkimos station would be suited better to the Yanchep station where large remnant vegetation still exists and the proximity to Yanchep National Park is an important element.
- *Principle 2 Landscape Quality - good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
 - The City's proposed vision for each of the station precincts are for well-connected green networks and well-designed public open spaces where users linger. The landscape designs proposed for each station respond to the local settings of each area with local natural species selected where possible, and exotic species chosen only where specific vegetation characteristics are required. This is supported, and in addition to it reflecting the local area, this approach also supports a low maintenance system of vegetation and minimises irrigation.
 - As the DAs outline, landscape designs will be finalised at further stages of the design process. This provides opportunities to extend the landscaping beyond the car parks and transport nodes and into the railway precinct itself, to complement its secondary function as a natural gathering point. The retention and transplanting of existing natural vegetation and native species should be encouraged where possible at all stations as well as the planting of a diversity of trees within all public areas. Large canopy trees should also be considered where they can provide shade, visual amenity and contribute to the use of the space.
 - The use of paving and materials should be used to guide pedestrians toward main entrances and areas of interest surrounding the station and assist to integrate the station with the emerging surrounding centres. Public art, preferably commissioned by local artists, could be incorporated into the developments to tell local stories and foster a sense of place, local distinctiveness, as well as a sense of belonging and community well-being.
- *Principle 3 Built Form and Scale - good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
 - The City's proposed vision for each of the station precincts includes sustainable built form outcomes that respond and are sympathetic to the local setting. In this regard, for all three station designs, the proposed station-in-cut design is considered by Administration to have many benefits, including the provision of a station entrance at street level and reduced visual and noise impacts compared to a conventional 'at grade' station with an elevated concourse. Each of the stations

- are considered to be of an appropriate scale given the future patronage that they are anticipated to attract.
- The station designs could potentially incorporate other uses if additional upper storeys were provided. This would contribute to the building's scale and mass, and to better integrate with buildings in the surrounding precinct. Designing the stations to allow future additions on top should be considered. The 'downward perspective' should also be considered as surrounding development will likely face down towards the station's roofs. This provides opportunities for the roof of each station to be designed in such a way as to form part of the station's unique character as a façade.
- *Principle 4 Functionality and Build Quality - good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
 - The City's proposed vision for each of the station precincts include the principle of transit- oriented development that integrates land uses and different modes of transport, and promotes increased activation. The stations propose to achieve this through a hierarchy of infrastructure, placing active travel modes closest to the stations. Each station also provides end-of-trip facilities such as bicycle storage and shelters, which is strongly supported.
 - Eglinton's principal shared path has greater design clarity than Alkimos and Yanchep with the provision of a continuous path. The Alkimos principal shared path network should allow for continuous north-south movement through the station building, rather than diverting around the building as proposed in the opening year and future year scenarios for this station. Administration considers that this proposed route will cause interruptions resulting in less people opting for active transport.
 - The Yanchep principal shared path is proposed to terminate at the Yanchep station. Administration would like to see this extended beyond the station to provide a future opportunity for it to connect to Two Rocks at a later stage. A connection to Splendid Park would be an ideal active transport link to the local park.
 - *Principle 5 Sustainability – Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
 - The City's proposed vision for each of the station precincts include the application of sustainable practices that contribute to better integration with the urban ecology, i.e. interplay of people, nature and environment.
 - The platform coverage for each station achieves the 'green star – railway stations' requirement of 20% of the platform area to be shaded for the afternoon peak periods during the warmest half of the year, which is supported. The maximum use of natural lighting and ventilation in the building design at all stations are supported. Administration is also pleased to see that the principles of natural light, ventilation and weather protection have informed the designs.
 - The use of green roofs, green infrastructure in the public realm surrounding the station, and the use of renewable energy generation into the station building (e.g. solar panelling incorporated into roof structures), and incorporating water smart initiatives such as rainwater collection and reuse for the reduction of stormwater runoff would provide for a more sustainable development.

- *Principle 6 Amenity - good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
 - The City's proposed vision for each of the station precincts include an emphasis on the design, appearance and functionality of each station and have due regard to the local area in which they are located so that they contribute, rather than detract from local sense of place and distinctiveness.
 - The integration of surrounding land uses with public transport to create a vibrant station precinct should be encouraged. However, one of the shortcomings throughout all station designs is the public realm that connects the car park to the train station, which throughout all DA's relinquishes any opportunity to engage / utilise pedestrian networks to embed activation and encourage sense of place within the precinct. Not only does this make for an unsafe pedestrian experience, it limits the viability of surrounding town squares and does not capitalise on this very important footfall.
- *Principle 7 Legibility - Good design results in buildings and places that are legible, with clear connections and easily-identifiable elements to help people find their way around.*
 - The stations are considered to have good legibility and strong visual elements to enhance wayfinding experiences. This is achieved particularly well through the sunken railway alignment and the provision of grade separation through pedestrian overpasses and underpasses providing a continual flow through for commuters. The provision of pedestrian links between each station and their future town centres along main streets will also increase way-finding and encourage activation.
 - The finalisation of the landscaping plan presents opportunities to integrate and strengthen connections with the future town centres, particularly the Yanchep Centre. The Yanchep station plaza is proposed to function as a central meeting space for the future activity centre. There is an opportunity for it to be developed into an active public space incorporating landscaping and art and make it a high quality public space. For all stations, a clear view of the station frontage should be provided to achieve a 'sense of arrival'. Visual elements such as parking should not detract from this.
 - As mentioned previously, the Alkimos principal shared path network should allow for continuous north-south movement through the station building.
- *Principle 8 Safety - good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
 - The City's proposed vision for each of the station precincts includes an emphasis on pedestrian first environments that are safe, supportive and inclusive. Administration is largely supportive of the approach taken for each station to minimise the interface for commuters with rail infrastructure and traffic thoroughfares. This is achieved through the sunken railway alignment and the provision of grade separation through pedestrian overpasses and underpasses. Each of the station buildings contains separate entry points which increase activity and surveillance resulting from a continuous flow-through effect. The station booths provided in the Alkimos and Yanchep stations are centrally located and offer good surveillance to activities within these stations.
 - Each station is adjacent to future development land parcels which are expected to consist of medium and higher density built form. This presents opportunities for increased passive surveillance over the station buildings. The proposed stations are also adjacent to busways. This is considered to provide mutual surveillance between the two areas. The provision of busways a slightly further distance

towards the entry of the activity centres, would increase the thoroughfare between the station and the centres, creating activity and surveillance along a larger area. Creating stations that provide opportunities for people to linger would increase opportunities surveillance. Administration would like to see the forecourts activated with street furniture and landscaping to make them attractive spaces to occupy.

- *Principle 9 Community - good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
 - The City's proposed vision for each of the station precincts includes the creation of walkable precincts, with an emphasis on social engagement and positive social interaction. Station precincts should be places where people choose to linger and activate, rather than just pass through. Administration considers that the station designs do not achieve this and have been designed primarily as places where people change transport modes before departing the stations entirely, resulting in lost opportunities to make these stations vibrant hubs.
 - As mentioned earlier, the provision of public art commissioned by local artists could be incorporated into the station designs to achieve a greater sense of belonging for patrons visiting the stations. Landscaping could also be used to enhance the bond between the stations and their surrounding environments. Trees should be retained to achieve this, where possible.
- *Principle 10 Aesthetics - good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
 - The City's proposed vision for each of the station precincts include on emphasis on the design, appearance and functionality of each station and have due regard to the local area in which they are located so that they contribute, rather than detract from local sense of place and distinctiveness. Whilst the proponents have chosen themes that reflect the place and local area's identity, these are not considered to be successfully translated to the Yanchep station. In particular, the colour chosen to symbolise the Yanchep Caves is not considered an accurate representation and is unlikely to be easily recognised by the users.
 - The proponents have an opportunity to incorporate public art into each of the stations' design to enhance their aesthetics. Public art is considered to be lacking, particularly around the stations' forecourt areas. Three-dimensional artistic designs could further enhance the place themes nominated for each station and be located strategically to connect the stations to their surrounding centres. Landscaping can also be provided around the station and forecourt areas to contribute further towards the station's aesthetics. Native flora and fauna typical to the area could be uses to enhance the station's sense of place.
 - Administration would like to see larger car parking separated from the stations where possible as these reduce the visual appeal of the stations. Moving them further from the stations would also free up developable land in the immediate vicinity of the station. In addition, this separation would reduce the immediate impact on the precincts 'sense of place' and promote a pedestrian first environment.

- Summary of Key Comments

In summary, Administration's key comments in response to the DAs are as follows:

- Administration supports the State Government's significant investment in the station precincts as part of the rail extension, as this will act as a catalyst for the development and activation of the emerging Yanchep, Alkimos and Eglinton centres.
- Administration supports the development of the stations as a 'family' of three inter-related stations, but each with its own distinctive design. There is opportunity, however, to create a stronger sense of place and for the design themes nominated for each station could be made more prominent and obvious in the architecture to better reflect the characteristics of the local areas in which these are situated. This is particularly the case for the Yanchep station which is not considered to successfully incorporate thematic elements that reflect the area's identity.
- The proposed development of the station precincts in line with transport-oriented development principles is supported. More could be done, however, to integrate land use, development and transport, to reduce reliance on private cars and promote cycling, walking and public transport use.

The stations have largely been designed to facilitate the transition for commuters from one mode of transport to the next. Administration considers that the development of the stations is an opportunity to activate the respective activity centres. As part of this, the station precincts should be places where people have the opportunity to linger. To achieve this, the location of the station buildings, car parks and bus interchanges are therefore critical to activating the respective centres and Administration recommends that there should be a separation distance between the stations and the car parks/bus interchanges to allow for development opportunities which would be activated by the public transport patrons.

- There is an opportunity for public art, ideally commissioned by local artists, to be incorporated into the developments to tell local stories and further foster a sense of place, local distinctiveness, belonging and community well-being.
- Future landscaping designs in the railway precincts should complement the station precincts' roles as community gathering points. The retention and transplanting of existing natural vegetation and native species should be encouraged, as well as the planting of a diversity of trees, including large canopy trees where they provide shade, visual amenity and contribute to the use of the space.
- The alignment of the principal shared path networks, particularly for Yanchep and Alkimos should be addressed. For instance, the Yanchep principal shared path is proposed to terminate at the Yanchep station; and Administration recommends that this be extended beyond the station to provide a future opportunity for it to connect to Two Rocks and to Splendid Park at a later stage.

Statutory Compliance

The *Planning and Development Act 2005* (PD Act) outlines the planning process for a PCA, and stipulates that the DA is to be lodged to the local government who forward the application and its recommendation to the WAPC within 30-days of receiving it. As stated above, the WAPC is the decision-making body for DAs located within PCAs.

Section 6 of the PD Act provides exemptions for the requirement to obtain planning approval under the relevant local planning scheme for 'public works' or the taking of land associated with that public work. The three DAs meet the Section 6 exemption, and therefore do not require approval under the City's *District Planning Scheme No. 2*.

The Railway (METRONET) Act 2018 (METRONET Act) is the enabling legislation applicable to the construction of the METRONET railway extensions. It introduces a number of exemptions from planning approval beyond what is provided for within the PD Act and Metropolitan Region Scheme. In some circumstances these may include METRONET works on non-railway land.

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2017 – 2027:

- “1 Society
 - 1.1 Healthy and Active People
 - 1.1.1 Create opportunities that encourage community wellbeing and active and healthy lifestyles”
 - 1.3 Distinctive Places
 - 1.3.1 Create distinctive places based on identity of areas
 - 1.4 Connected Communities
 - 1.4.1 Connect communities through engagement and involvement
 - 2.2 Strategic Growth
 - 2.2.1 Activate Yanchep as a future city of the North
 - 2.2.3 Activate secondary and district centres
 - 2.4 Places of Destination
 - 2.4.1 Actively build on cultural heritage and distinctive identity to promote Wanneroo as a place to visit
 - 3.4 Activated Places
 - 3.4.3 Enhance distinctive built form and spaces based on identity of areas
 - 3.5 Connected and Accessible City of Wanneroo
 - 3.4.3 Advocate for major integrated transport options close to communities
 - 4.1 Working with Others
 - 4.1.2 Engage, include and involve community
 - 4.3 Progressive Organisation
 - 4.3.1 Lead excellence and innovation in local government”

Risk Management Considerations

Risk Title	Risk Rating
ST-S04 Integrated Infrastructure & Utility Planning	Moderate
Accountability	Action Planning Option
Director Planning & Sustainability	Manage
Director Assets	

Risk Title	Risk Rating
ST-S23 Stakeholder Relationships	Low
Accountability	Action Planning Option
Chief Executive Officer	Manage

Risk Title	Risk Rating
CO-O20 Productive Communities	Moderate
Accountability	Action Planning Option
Director Community & Place	Manage

The above risks relating to the issue contained within this report have been identified and considered within the City's Strategic and Corporate risk registers. Action plans have been developed to manage these risks to support existing management systems.

Policy Implications

Nil

Financial Implications

Nil

Voting Requirements

Absolute majority

Recommendation

That Council:-

1. Pursuant to Clause 115 (3) of the *Planning and Development Act (2005)*, ADVISES the Western Australian Planning Commission that Council RECOMMENDS SUPPORT for the Development Applications for the METRONET stations at Alkimos (DA2020/1213), Eglinton (DA2020/1212) and Yanchep (DA2020/1211).
2. ENDORSES the City's comments forming part of its submission to the Western Australian Planning Commission in relation to the Development Applications for the METRONET stations at Alkimos (DA2020/1213), Eglinton (DA2020/1212) and Yanchep (DA2020/1211), as outlined in Attachment 5.
3. ENDORSES the City's conditions forming part of its submission to the Western Australian Planning Commission in relation to the Development Applications for the METRONET stations at Alkimos (DA2020/1213), Eglinton (DA2020/1212) and Yanchep (DA2020/1211), as outlined in Attachment 5.

Attachments:

- | | | | |
|----------------------------|----------------------------------------------------|-----------|---------|
| 1 Download | Attachment 1 - Yanchep Station | 20/427258 | |
| 2 Download | Attachment 2 - Stations Context & Identity Summary | 20/427259 | |
| 3 Download | Attachment 3 - Alkimos Station | 20/427262 | |
| 4 Download | Attachment 4 - Eglinton Station | 20/427263 | |
| 5 Download | Attachment 5 - Submission Letter to the WAPC | 20/427264 | Minuted |



METRONET



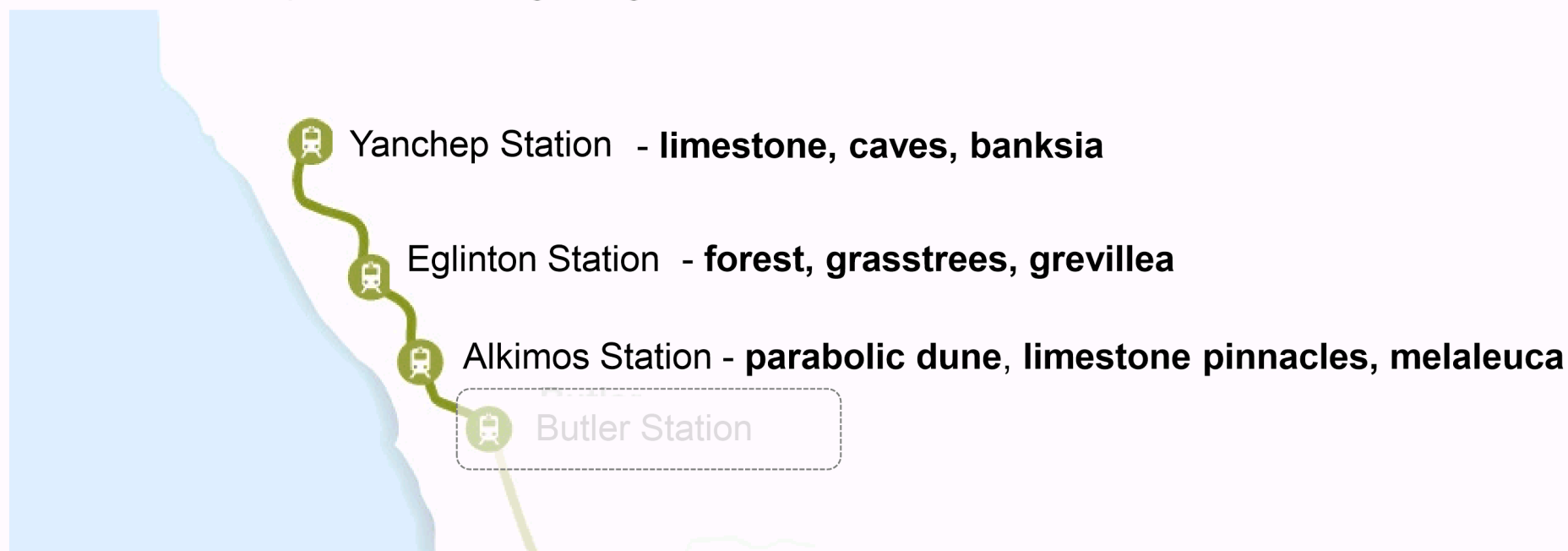


Yanchep Rail Extension Place Context

Significant place characteristics for each station are also identified as follows:

- Alkimos – a parabolic dune, limestone pinnacles and natural *melaleuca* populations
- Yanchep – limestone caves and natural *banksia* populations
- Eglinton – stands of forest, grasstrees and natural *grevillea* populations

Each station / precinct is being designed to reflect these characteristics.





Station Built Form – Southern Elevation



Images are included for illustrative purposes only



Station Built Form – Western Elevation





METRONET

Station Built Form – North West Elevation



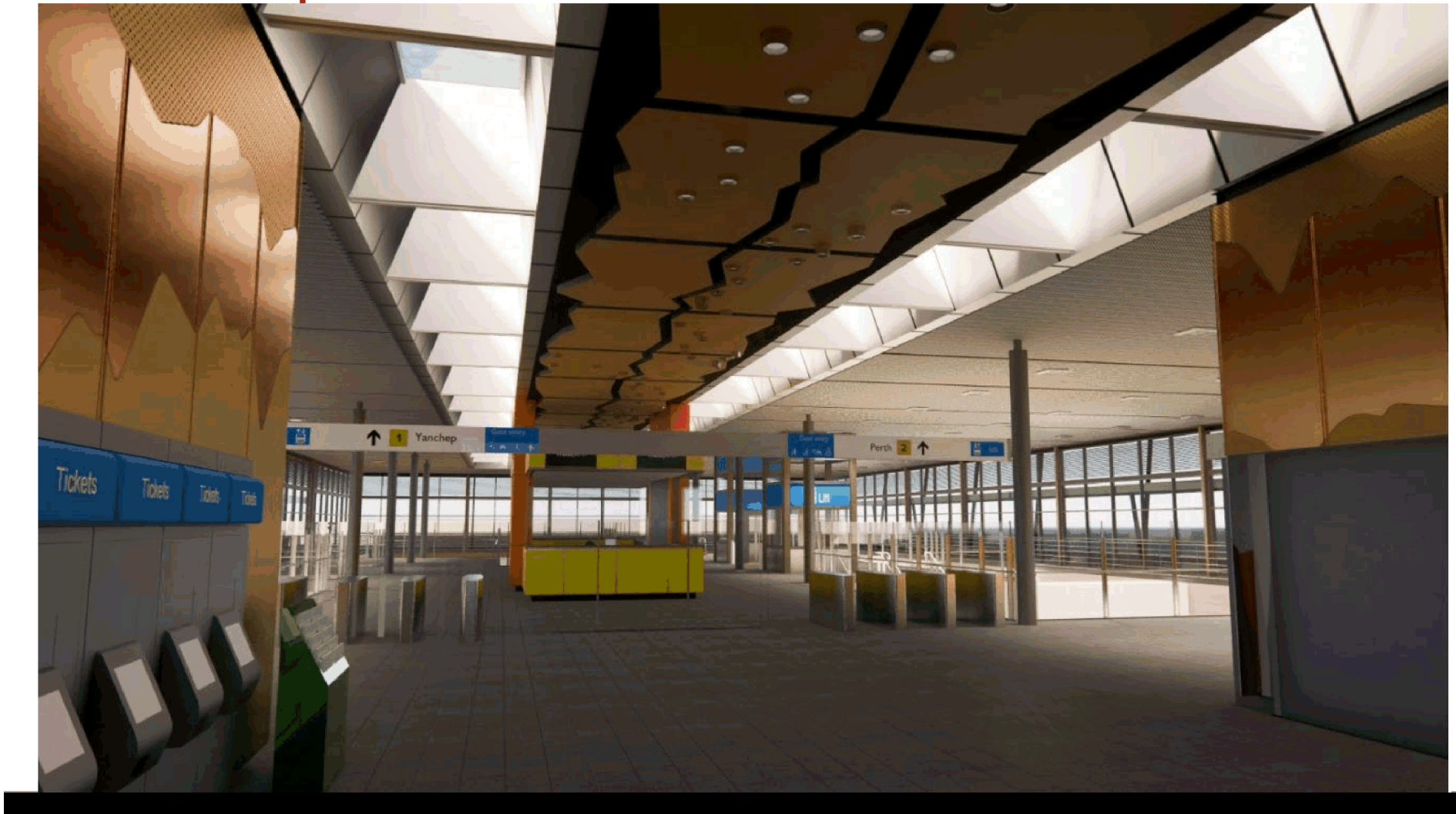
Station Built Form – South East Elevation





METRONET

Yanchep Station - Internal





Yanchep Stations – Context & Identity Summary

	Design Themes	Landscape Context	Key Flora	Highlight Colour	Material Texture Example	Gnarla Bidi Context – Place Stories
Yanchep	Banksia Limestone Caves					 Yanchep Caves
Eglinton	Grevillea Forest / Grass trees					 Eglinton Forest
Alkimos	Melaleuca Parabolic Dunes Limestone Pinnacles					 Alkimos Pinnacles



METRONET





Alkimos Station – Western Elevation



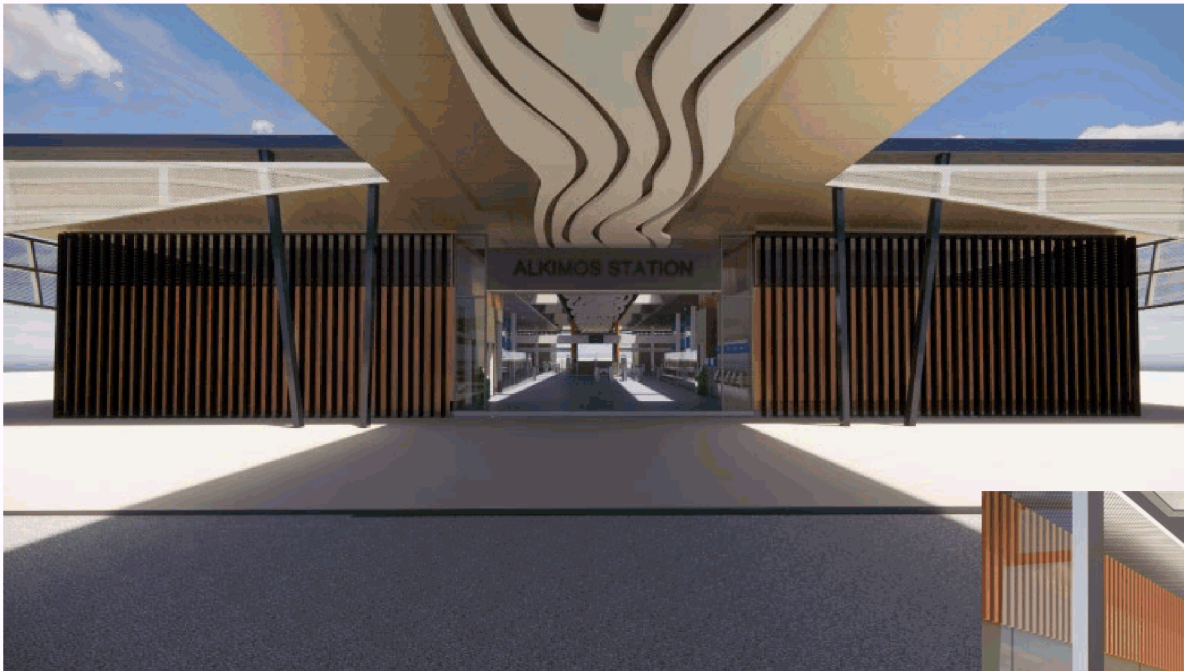


Alkimos Station – Southern Elevation





Built Form - Alkimos





METRONET

Built Form – Alkimos Southern Gateline





EGLINTON STATION





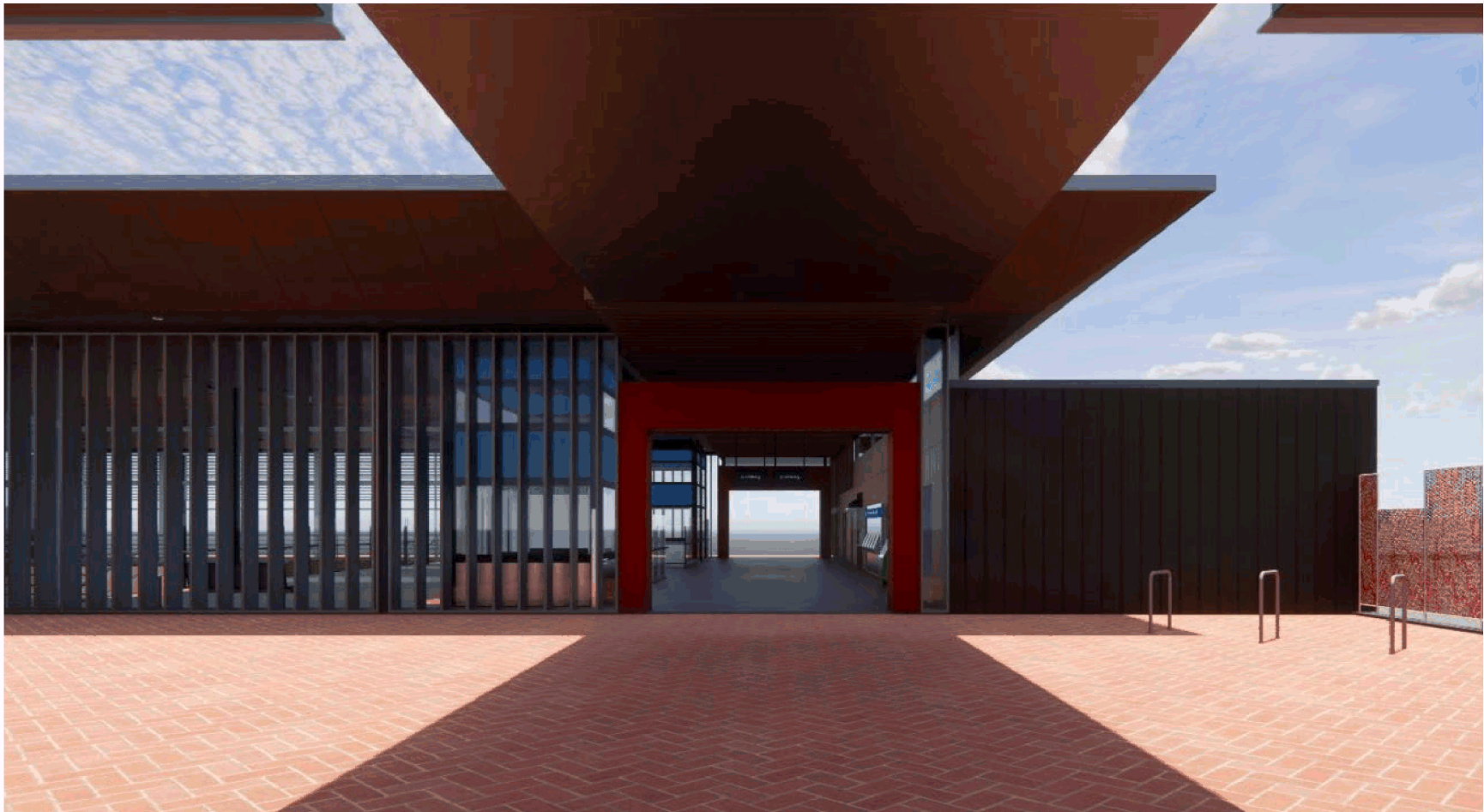
METRONET

Built Form – Eglinton Station





Built Form – Eglinton Station





Built Form – Eglinton Station





Our Ref: 20/417900
Enquiries: Emille van Heyningen – 9405 5499

5 October 2020

The Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Dear Sir/Madam

CITY OF WANNEROO RECOMMENDATION – DEVELOPMENT APPLICATIONS FOR YANCHEP (DA2020/1211), ALKIMOS (DA2020/1213) AND EGLINTON (DA2020/1212) STATIONS

Thank you for providing the City with the opportunity to consider the Development Applications (DAs) for the METRONET stations at Alkimos, Eglinton and Yanchep.

Council at its meeting on 5 October 2020 considered the Development Applications and resolved as follows:

That Council:-

- 1. Pursuant to Clause 115 (3) of the Planning and Development Act (2005), ADVISES the Western Australian Planning Commission that Council RECOMMENDS SUPPORT for the Development Applications for the METRONET stations at Alkimos (DA2020/1213), Eglinton (DA2020/1212) and Yanchep (DA2020/1211).*
- 2. ENDORSES the City's comments forming part of its submission to the Western Australian Planning Commission in relation to the Development Applications for the METRONET stations at Alkimos (DA2020/1213), Eglinton (DA2020/1212) and Yanchep (DA2020/1211), as outlined in Attachment 5.*
- 3. ENDORSES the City's conditions forming part of its submission to the Western Australian Planning Commission in relation to the Development Applications for the METRONET stations at Alkimos (DA2020/1213), Eglinton (DA2020/1212) and Yanchep (DA2020/1211), as outlined in Attachment 5.*

COMMENTS:

The City welcomes and supports the State Government's significant investment in the Yanchep Rail extension, including the development of stations and associated infrastructure at Alkimos, Eglinton and Yanchep. This significant investment in public transport will act as a catalyst for the development and activation of the emerging centres; and will provide the growing community with increased access to employment opportunities, education, health and recreational services and facilities.

Stations are key public spaces and pieces of infrastructure for the community. Stations are vital to many people to enable them to engage in work and social commitments. The City wishes for these stations to become places that are inclusive, safe, facilitate social inclusion and cohesion and contribute to the development of strong communities.

The City supports the development of the stations as a 'family' of 3 inter-related stations, but each with its own distinctive design. Due to the prominence of and significant investment in the stations and associated infrastructure, the design of the stations demands excellent architecture which demonstrates a clear sense of place and local distinctiveness.

The proposed development of the station precincts in line with transport-oriented development principles is supported. In line with this, the City's recommended response is based on the need to integrate land use, development and transport, which will reduce reliance on private cars and promote cycling, walking and public transport use, as well as provide opportunities for the activation of the station precincts and surrounding centres.

The City's main feedback in relation to the stations' design is that the location of the station buildings, bus interchanges and car parks have been largely designed with the principle focus being to facilitate the transition for commuters from one mode of transport to the next.

The City considers that the stations should be places where people have the opportunity to linger and have a strong secondary function as a natural gathering point. This can be achieved by separating and activating the spaces between transport modes. In this regard, the City considers that the location of the station buildings, car parks and bus interchanges are critical to activating the respective centres and recommends that there should be a separation distance between the stations and the car parks/bus interchanges to allow for development opportunities which would be activated by the public transport patrons. This is particularly the case with the design of the Eglinton station. There needs to be a balanced approach between activating the centre (which will increase safety), whilst at the same time ensuring convenience for commuters. At present, this balance is skewed towards ease of public transport patrons and not activating the centres. This will encourage people to transition from the car park or bus onto the trains in the morning and out of the activity centre and to transition from the train straight onto a bus or car in the evening. This will not support a vibrant activated centre which is part of the City's vision for these centres. It is also noted that METRONET is a transport as well as land use planning project, and is required to promote the activation of the various station precincts as part of the project, and not to function on the movement of people only.

The City's high level assessment of the DAs has been considered within the context of the City's visions for the overall planning and development of the Yanchep, Alkimos and Eglinton station precincts and surrounding activity centres.

The City has also undertaken a high-level assessment of the DAs within the context of the 10 'Principles of Good Design' contained in *State Planning Policy 7.0 Design of the Built Environment (SPP 7.0)*, as follows:

- Principle 1 Context and Character - good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.
 - The proponent has extracted thematic elements from the surrounding natural areas in Yanchep, Alkimos and Eglinton and reflected these into each of the stations' designs. These themes incorporate Aboriginal heritage and the surrounding natural landscapes through architectural materials and finishes. The City supports this place-based approach to design. However, it does not consider that the thematic elements have been successfully translated into the design of the station. It is unlikely that the local community will be easily able to understand that the golden external façade is intended to represent the local cave network. Reconsideration of the Yanchep façade treatment should be considered.

- The distinctive character and sense of place for each station could be achieved further architecturally and extended out to the station forecourts and surrounds to connect the station themes to their surrounding landscapes. While the cave motif applied to the Yanchep station strongly reflects the connection to Yanchep National Park, it is important to retain remnant mature trees where possible to reflect the characteristics of the locale. In this regard, the use of the melaleuca tree in the design of the Alkimos station would be suited better to the Yanchep station where large remnant vegetation still exists and the proximity to Yanchep National Park is an important element.
- *Principle 2 Landscape Quality: good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
 - The City's proposed vision for each of the station precincts are for well-connected green networks and well-designed public open spaces where users linger. The landscape designs proposed for each station respond to the local settings of each area with local natural species selected where possible, and exotic species chosen only where specific vegetation characteristics are required. This is supported, and in addition to it reflecting the local area, this approach also supports a low maintenance system of vegetation and minimises irrigation.
 - As the DAs outline, landscape designs will be finalised at further stages of the design process. This provides opportunities to extend the landscaping beyond the car parks and transport nodes and into the railway precinct itself, to complement its secondary function as a natural gathering point. The retention and transplanting of existing natural vegetation and native species should be encouraged where possible at all stations as well as the planting of a diversity of trees within all public areas. Large canopy trees should also be considered where they can provide shade, visual amenity and contribute to the use of the space.
 - The use of paving and materials should be used to guide pedestrians toward main entrances and areas of interest surrounding the station and assist to integrate the station with the emerging surrounding centres. Public art, preferably commissioned by local artists, could be incorporated into the developments to tell local stories and foster a sense of place, local distinctiveness, as well as a sense of belonging and community well-being.
- *Principle 3 Built Form and Scale - good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
 - The City's proposed vision for each of the station precincts includes sustainable built form outcomes that respond and are sympathetic to the local setting. In this regard, for all three station designs, the proposed station-in-cut design is considered by the City to have many benefits, including the provision of a station entrance at street level and reduced visual and noise impacts compared to a conventional 'at grade' station with an elevated concourse. Each of the stations are considered to be of an appropriate scale given the future patronage that they are anticipated to attract.
 - The station designs could potentially incorporate other uses if additional upper storeys were provided. This would contribute to the building's scale and mass, and

to better integrate with buildings in the surrounding precinct. Designing the stations to allow future additions on top should be considered. The 'downward perspective' should also be considered as surrounding development will likely face down towards the station's roofs. This provides opportunities for the roof of each station to be designed in such a way as to form part of the station's unique character as a façade.

- *Principle 4 Functionality and Build Quality - good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
 - The City's proposed vision for each of the station precincts include the principle of transit- oriented development that integrates land uses and different modes of transport, and promotes increased activation. The stations propose to achieve this through a hierarchy of infrastructure, placing active travel modes closest to the stations. Each station also provides end-of-trip facilities such as bicycle storage and shelters, which is strongly supported.
 - Eglinton's principal shared path has greater design clarity than Alkimos and Yanchep with the provision of a continuous path. The Alkimos principal shared path network should allow for continuous north-south movement through the station building, rather than diverting around the building as proposed in the opening year and future year scenarios for this station. The City considers that this proposed route will cause interruptions resulting in less people opting for active transport.
 - The Yanchep principal shared path is proposed to terminate at the Yanchep station. The City would like to see this extended beyond the station to provide a future opportunity for it to connect to Two Rocks at a later stage. A connection to Splendid Park would be an ideal active transport link to the local park.
- *Principle 5 Sustainability: Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
 - The City's proposed vision for each of the station precincts include the application of sustainable practices that contribute to better integration with the urban ecology, i.e. interplay of people, nature and environment.
 - The platform coverage for each station achieves the 'green star – railway stations' requirement of 20% of the platform area to be shaded for the afternoon peak periods during the warmest half of the year, which is supported. The maximum use of natural lighting and ventilation in the building design at all stations are supported. The City is also pleased to see that the principles of natural light, ventilation and weather protection have informed the designs.
 - The use of green roofs, green infrastructure in the public realm surrounding the station, and the use of renewable energy generation into the station building (e.g. solar panelling incorporated into roof structures), and incorporating water smart initiatives such as rainwater collection and reuse for the reduction of stormwater runoff would provide for a more sustainable development.

- Principle 6 Amenity - good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.
 - The City's proposed vision for each of the station precincts include an emphasis on the design, appearance and functionality of each station and have due regard to the local area in which they are located so that they contribute, rather than detract from local sense of place and distinctiveness.
 - The integration of surrounding land uses with public transport to create a vibrant station precinct should be encouraged. However, one of the shortcomings throughout all station designs is the public realm that connects the car park to the train station, which throughout all DA's relinquishes any opportunity to engage / utilise pedestrian networks to embed activation and encourage sense of place within the precinct. Not only does this make for an unsafe pedestrian experience, it limits the viability of surrounding town squares and does not capitalise on this very important footfall.
- Principle 7 – Legibility - Good design results in buildings and places that are legible, with clear connections and easily-identifiable elements to help people find their way around.
 - The stations are considered to have good legibility and strong visual elements to enhance wayfinding experiences. This is achieved particularly well through the sunken railway alignment and the provision of grade separation through pedestrian overpasses and underpasses providing a continual flow through for commuters. The provision of pedestrian links between each station and their future town centres along main streets will also increase way-finding and encourage activation.
 - The finalisation of the landscaping plan presents opportunities to integrate and strengthen connections with the future town centres, particularly the Yanchep Centre. The Yanchep station plaza is proposed to function as a central meeting space for the future activity centre. There is an opportunity for it to be developed into an active public space incorporating landscaping and art and make it a high quality public space. For all stations, a clear view of the station frontage should be provided to achieve a 'sense of arrival'. Visual elements such as parking should not detract from this.
 - As mentioned previously, the Alkimos principal shared path network should allow for continuous north-south movement through the station building.
- Principle 8 Safety - good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.
 - The City's proposed vision for each of the station precincts includes an emphasis on pedestrian first environments that are safe, supportive and inclusive. The City is largely supportive of the approach taken for each station to minimise the interface for commuters with rail infrastructure and traffic thoroughfares. This is achieved through the sunken railway alignment and the provision of grade separation through pedestrian overpasses and underpasses. Each of the station buildings contains separate entry points which increase activity and surveillance resulting from a continuous flow-through effect. The station booths provided in the Alkimos and

Yanchep stations are centrally located and offer good surveillance to activities within these stations.

- Each station is adjacent to future development land parcels which are expected to consist of medium and higher density built form. This presents opportunities for increased passive surveillance over the station buildings. The proposed stations are also adjacent to busways. This is considered to provide mutual surveillance between the two areas. The provision of busways a slightly further distance towards the entry of the activity centres, would increase the thoroughfare between the station and the centres, creating activity and surveillance along a larger area. Creating stations that provide opportunities for people to linger would increase opportunities surveillance. The City would like to see the forecourts activated with street furniture and landscaping to make them attractive spaces to occupy.
- Principle 9 Community - good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.
 - The City's proposed vision for each of the station precincts includes the creation of walkable precincts, with an emphasis on social engagement and positive social interaction. Station precincts should be places where people choose to linger and activate, rather than just pass through. The City considers that the station designs do not achieve this and have been designed primarily as places where people change transport modes before departing the stations entirely, resulting in lost opportunities to make these stations vibrant hubs.
 - As mentioned earlier, the provision of public art commissioned by local artists could be incorporated into the station designs to achieve a greater sense of belonging for patrons visiting the stations. Landscaping could also be used to enhance the bond between the stations and their surrounding environments. Trees should be retained to achieve this, where possible.
- Principle 10 Aesthetics - good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.
 - The City's proposed vision for each of the station precincts include on emphasis on the design, appearance and functionality of each station and have due regard to the local area in which they are located so that they contribute, rather than detract from local sense of place and distinctiveness. Whilst the proponents have chosen themes that reflect the place and local area's identity, these are not considered to be successfully translated to the Yanchep station. In particular, the colour chosen to symbolise the Yanchep Caves is not considered an accurate representation and is unlikely to be easily recognised by the users.
 - The proponents have an opportunity to incorporate public art into each of the stations' design to enhance their aesthetics. Public art is considered to be lacking, particularly around the stations' forecourt areas. Three-dimensional artistic designs could further enhance the place themes nominated for each station and be located strategically to connect the stations to their surrounding centres. Landscaping can also be provided around the station and forecourt areas to contribute further towards the station's aesthetics. Native flora and fauna typical to the area could be uses to enhance the station's sense of place.

- The City would like to see larger car parking separated from the stations where possible as these reduce the visual appeal of the stations. Moving them further from the stations would also free up developable land in the immediate vicinity of the station. In addition, this separation would reduce the immediate impact on the precincts 'sense of place' and promote a pedestrian first environment.

- Summary of City's key comments

In summary, the City's key comments in response to the DAs are as follows:

- The City supports the State Government's significant investment in the station precincts as part of the rail extension, as this will act as a catalyst for the development and activation of the emerging Yanchep, Alkimos and Eglinton centres.
- The City supports the development of the stations as a 'family' of 3 inter-related stations, but each with its own distinctive design. There is opportunity, however, to create a stronger sense of place and for the design themes nominated for each station could be made more prominent and obvious in the architecture to better reflect the characteristics of the local areas in which these are situated. This is particularly the case for the Yanchep station which is not considered to successfully incorporate thematic elements that reflect the area's identity.
- The proposed development of the station precincts in line with transport-oriented development principles is supported. More could be done, however, to integrate land use, development and transport, to reduce reliance on private cars and promote cycling, walking and public transport use.

The stations have largely been designed to facilitate the transition for commuters from one mode of transport to the next. The City considers that the development of the stations is an opportunity to activate the respective activity centres. As part of this, the station precincts should be places where people have the opportunity to linger. To achieve this, the location of the station buildings, car parks and bus interchanges are therefore critical to activating the respective centres and the City recommends that there should be a separation distance between the stations and the car parks/bus interchanges to allow for development opportunities which would be activated by the public transport patrons.

- There is an opportunity for public art, ideally commissioned by local artists, to be incorporated into the developments to tell local stories and further foster a sense of place, local distinctiveness, belonging and community well-being.
- Future landscaping designs in the railway precincts should complement the station precincts' roles as community gathering points. The retention and transplanting of existing natural vegetation and native species should be encouraged, as well as the planting of a diversity of trees, including large canopy trees where they provide shade, visual amenity and contribute to the use of the space.
- The alignment of the principal shared path networks, particularly for Yanchep and Alkimos should be addressed. For instance, the Yanchep principal shared path is proposed to terminate at the Yanchep station; and the City recommends that this be extended beyond the station to provide a future opportunity for it to connect to Two Rocks and to Splendid Park at a later stage.

CONDITIONS

Generic Conditions:

1. *A Construction Management Plan shall be submitted and approved to the specification of the City of Wanneroo and the satisfaction of the Western Australian Planning Commission prior to the commencement of site works. Once approved, the Construction Management Plan is to be implemented in its entirety.*
2. *A detailed landscaping plan for the subject site including quantities, densities and mulch details, shall be lodged for approval by the City prior to commencement of any development. Planting and installation shall be in accordance with the approved landscaping and reticulation plans and completed prior to operation of the development, and maintained thereafter to the satisfaction of the City of Wanneroo.*
3. *Lighting shall be installed along all accessways and pedestrian pathways and in all common areas and civic spaces prior to the development first being occupied and maintained thereafter to the satisfaction of the City of Wanneroo.*
4. *All structures which are the subject of this application are to be applied with an anti-graffiti coating prior to operation of the Train Station, and any graffiti shall be removed within 7 days of it being reported, to the satisfaction of the City of Wanneroo.*
5. *All storage areas, external fixtures and building plant, including air conditioning units shall be located so as to minimise any visual and noise impacts, and shall be screened from view from streets, civic spaces and adjacent properties to the satisfaction of the City of Wanneroo.*
6. *A revised Environmental Noise Assessment prepared by a qualified Acoustic Consultant shall be submitted to the City prior to commencement of works. This assessment is to include the location and selection of mechanical service plant and detail the type of car park noise emissions including the closing of car doors. All noise attenuation measures, identified by the report shall be implemented prior to operation of the Train Station, to the satisfaction of the City of Wanneroo.*
7. *A Bushfire Management Plan shall be prepared and submitted from a qualified bushfire consultant, and approved by the Western Australian Planning Commission, on advice of the City of Wanneroo and Department of Fire and Emergency Services, for the area included in this development application. All bushfire management measures shall be implemented in accordance with the approved Bushfire Management Plan.*
8. *Any damage or removal of vegetation located outside of the development area that does not form part of permanent infrastructure and incurred during the construction process shall be replaced or repaired at the cost of the landowner/proponent, to the satisfaction of the City of Wanneroo.*
9. *An onsite stormwater drainage system, sufficient to contain a 1:100 year storm event (over 24 hours) must be provided. Plans illustrating the system proposed shall be submitted prior to the commencement of works and the system shall be installed during the construction of the development, to the satisfaction of the City of Wanneroo.*
10. *A Signage Strategy is to be provided outlining all advertising signage that forms part of the Train Station and shall be submitted and approved by the Western Australian*

Planning Commission, on the advice of the City of Wanneroo. Once approved, the strategy is to be implemented and maintained thereafter by the proponent.

11. *A Public Art Strategy being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo prior to commencement of works. Once approved, the strategy shall be implemented in its entirety and maintained thereafter by the proponent.*
12. *A revised Traffic Impact Assessment shall be prepared by a qualified Traffic Consultant and submitted and approved by the Western Australian Planning Commission, on advice of the City of Wanneroo.*
13. *Road Safety Audits shall be submitted and approved by the Western Australian Planning Commission, to the specification of Main Roads Western Australia and on the advice of the City of Wanneroo, for all permanent road connections (including all new or modified road connections and intersections) at the detailed design stage and at the pre-opening stage.*
14. *A Traffic Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of site works. Once approved, the Traffic Management Plan is to be implemented in its entirety.*
15. *Parking areas, driveways and points of ingress and egress shall be designed and constructed in accordance with the Australian Standards for Offstreet Carparking (AS 2890) and shall be drained, sealed and marked prior to operation of the Train Station, and maintained thereafter to the satisfaction of the City of Wanneroo.*
16. *The Train Station must be provided with a minimum of one point of ingress and egress connected to the surrounding road network prior to the Train Station commencing operation.*

Generic Advice Notes:

1. *In regards to Condition 1, the Construction Management Plan is expected to include the site-specific management, mitigation and monitoring measures to manage the issues of surface water, groundwater, wetlands, vegetation and flora, geotechnical conditions, acid sulfate soils, aboriginal heritage, noise, vibration, dust and lighting or varied as agreed by the environmental authorities and/or in consultation with the City of Wanneroo and the Western Australian Planning Commission.*

In addition, the Construction Management Plan is to address but not be limited to the following site specific matters:

- a. *A staging plan;*
- b. *The delivery times for materials and equipment to the site;*
- c. *Storage of materials and the location and type of equipment on site;*
- d. *Adequate measures shall be undertaken during construction to minimise any adverse impacts caused by sand drift and dust from the site;*
- e. *Parking arrangements for contractors and sub-contractors;*
- f. *Construction times;*
- g. *Consultation and communication strategy;*
- h. *Measures to minimise noise and vibration impacts on surrounding properties;*
- i. *Any other matter required by the City of Wanneroo.*

2. *In regards to Condition 2, the detailed landscaping plan is required to provide the following information:*
 - a. *Plant legend including botanical and common names, quantity of each species;*
 - b. *Plant species selection to include endemic species to the coastal corridor to a minimum of 50%;*
 - c. *All planting areas are to be mulched with 75mm layer of mulch;*
 - d. *Planting is to be set back 600mm from back of kerb on access streets;*
 - e. *Tree spacing on verges is a minimum of 1 tree every 15 meters;*
 - f. *No trees are to be planted in truncation areas and planting in truncation areas is to be a maximum of 600mm at mature height;*
 - g. *All trees are to be set back a minimum of 2.5m from walls, fences, structures etc, 1.5m from crossovers and 1m from footpaths;*
 - h. *Additional trees to be incorporated for shade canopy; and*
 - i. *Proposed carpark drainage swales to be show typical cross sections that show drainage function, plant species, carpark kerbing (WSUD function) and proposed plant species.*
3. *In regards to Condition 7, any removal of vegetation required as part of the approved Bushfire Management Plan should be minimised. It is recommended the proponent undertakes any necessary studies to ensure that any bushfire management measures do not conflict with the relevant structure plan provisions including tree retention requirements in public open space locations and road verges, and vegetation and fauna management, prior to the preparation of the Bushfire Management Plan.*
4. *In regards to Condition 8, this does not include vegetation required to be cleared within the approved Bushfire Management Plan.*
5. *In regards to Condition 12, the revised Traffic Impact Assessment is to include the following information:*
 - a. *Traffic modelling for 2041 and 2051, including information relating to projected passenger numbers, traffic volumes, and intersection assessments to determine the likely ultimate road configurations required to service these volumes.*
 - b. *Modifications to the traffic modelling and intersection assessments for all future surrounding and immediate road networks within each projected year;*
 - c. *Use of updated traffic data counts;*
 - d. *Provision of relevant cross sections;*
 - e. *The type and location of connections to the Department of Transport's City of Wanneroo Long Term Cycle Network;*
 - f. *The pathway requirements in accordance with the City of Wanneroo's Pathway Policy.*

Alkimos station specific conditions:

- a) *Car Park 1 and Car Park 2 shall be constructed prior to operation of the Alkimos Train Station.*
- b) *Car Park 1 is temporary only and is time limited until such a time that access is made available from Brindabella Road and Car Park 3 commences and completes construction works. Upon completion of Car Park 3, Car Park 1 shall be removed and*

the land shall be reinstated at the cost of the proponent, to the satisfaction of the City of Wanneroo.

- c) A second Alkimos Principal Shared Path shall be included in the design which is to be a grade separated route that continues through the railway cut. The plans for the second Principal Shared Path shall be submitted to and approved by the Western Australian Planning Commission, on advice and to the satisfaction of the City of Wanneroo.*

Alkimos station advice note:

- a) In regards to Condition A and B, Car Park 1 (referred to under Alkimos station specific conditions above) is a temporary car park and is to be removed once Car Park 3 and the Brindabella Road Vehicle Bridge is constructed.*
- b) In regards to Condition C, the at grade Principal Shared Path discharges into the Alkimos Train Station forecourt which results in conflict between cyclists and pedestrians/passengers but should be retained for cyclists intending to egress at Alkimos Train Station. An additional Principal Shared Path is to be included which is grade separated and continues through the rail cut allowing cyclists to pass through Alkimos with minimal conflict and safety issues.*

Yanchep advice note:

- a) The Yanchep Principal Shared Path should be extended to Toreopango Avenue, and plans should be submitted to and approved by the Western Australian Planning Commission, on advice and to the satisfaction of the City of Wanneroo.*

Should you have any enquiries please contact Emille van Heyningen, Manager Strategic Land Use Planning & Environment on Tel 9405 5468 or emille.vanheyningen@wanneroo.wa.gov.au

Yours sincerely

Mark Dickson
DIRECTOR PLANNING & SUSTAINABILITY

Item 5 Confidential

Nil

Item 6 To Be Tabled

Nil

Item 7 Date of Next Meeting

The next Birefing Session Meeting has been scheduled for 6:00pm on Tuesday 13 October 2020, to be held in Council Chambers, Civic Centre (Level 1), 23 Dundobar Road, Wanneroo.

Item 8 Closure