

Special Council Minutes

UNCONFIRMED MINUTES

SPECIAL COUNCIL MEETING

5.30pm, 5 OCTOBER, 2020

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



UNCONFIRMED MINUTES OF SPECIAL COUNCIL MEETING

HELD ON MONDAY 5 OCTOBER, 2020

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M I N U T E S

Mayor Roberts declared the meeting open at 5:30pm and reads the prayer.

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

Please refer to agenda for details of full reports and attachments.

Item 1 Attendance

TRACEY ROBERTS, JP

Mayor

Councillors:

NATALIE SANGALLI	North Coast Ward
SONET COETZEE	North Coast Ward
CHRIS BAKER	North Coast Ward
LEWIS FLOOD	North Coast Ward
FRANK CVITAN, JP	Central Ward
JACQUELINE HUNTLEY	Central Ward
PAUL MILES	Central Ward
DOT NEWTON, JP	Central Ward
GLYNIS PARKER	South Ward
HUGH NGUYEN	South Ward (arrived 5:35pm)
BRETT TREBY	South Ward

Officers:

DANIEL SIMMS	Chief Executive Officer
MARK DICKSON	Director, Planning & Sustainability
HARMINDER SINGH	Director, Assets
DEBBIE TERELINCK	Director, Community & Place
MUSTAFA YILDIZ	Manager, Governance & Legal
ANGELE GRAY	Acting Manager, Council & Corporate Support
EMILLE VAN HEYNINGEN	Manager, Strategic Land Use Planning & Environment
COURTNEY NOTTE	Media & Communications Specialist, Communications & Brand
MADONNA ILIFFE	Minute Officer

Item 2 Apologies and Leave of Absence

LINDA AITKEN, JP
 VINH NGUYEN
 DOMENIC ZAPPA

North Coast Ward
 South Ward
 South Ward

There were no members of the public and two members of the press in attendance.

Item 3 Public Question Time

Nil

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.

Community & Place**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

Moved Cr Sangalli, Seconded Cr Treby

That Council:-

- 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.

CARRIED UNANIMOUSLY

The Mayor acknowledged the successful advocacy of the City based on the Connect Wanneroo which was a significant campaign that engaged with the local community. It was the communities significant involvement with the Connect Wanneroo that enabled the City to create the advocacy from a Federal and State Government perspective.

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

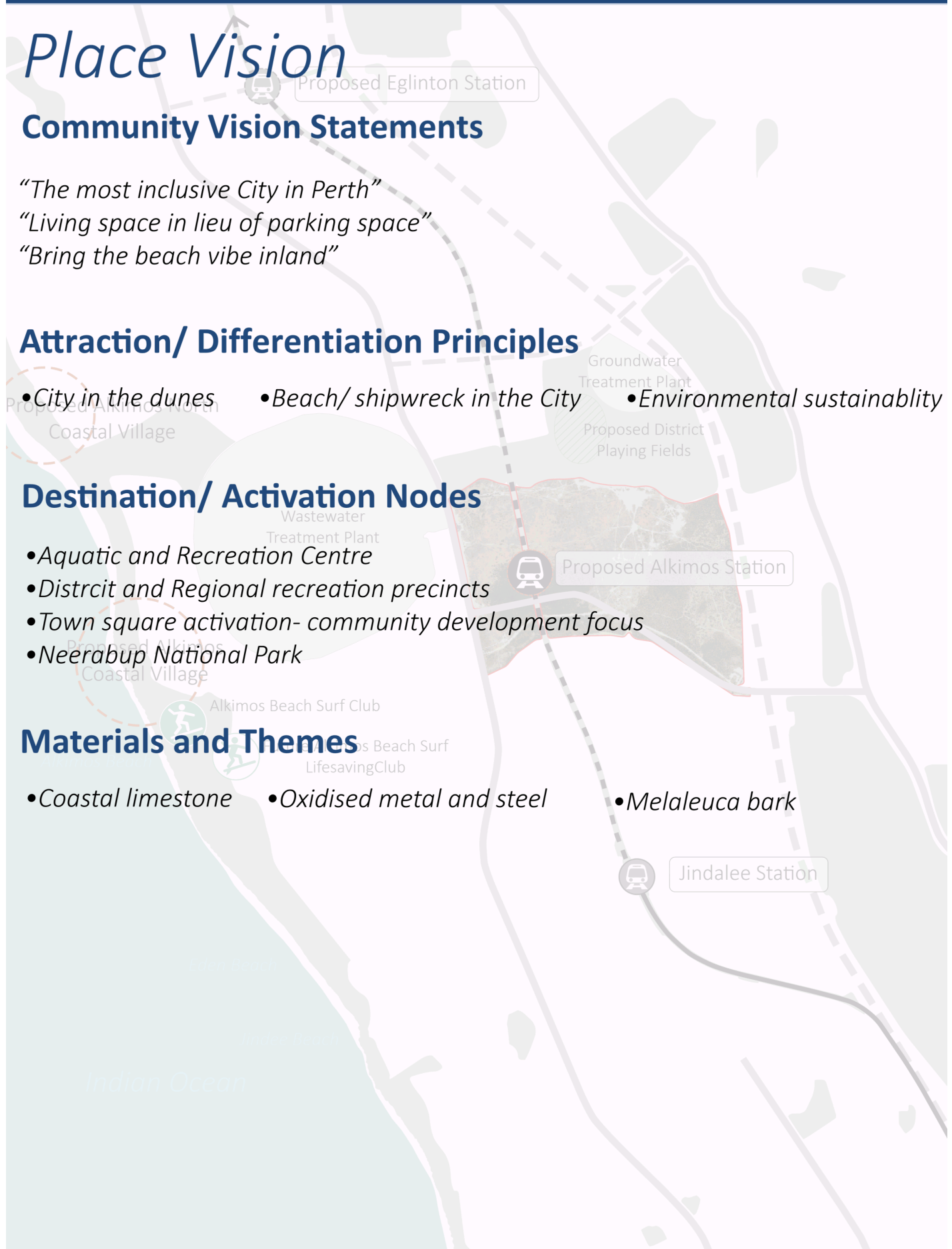
- City in the dunes
- Beach/ shipwreck in the City
- Environmental sustainability

Destination/ Activation Nodes

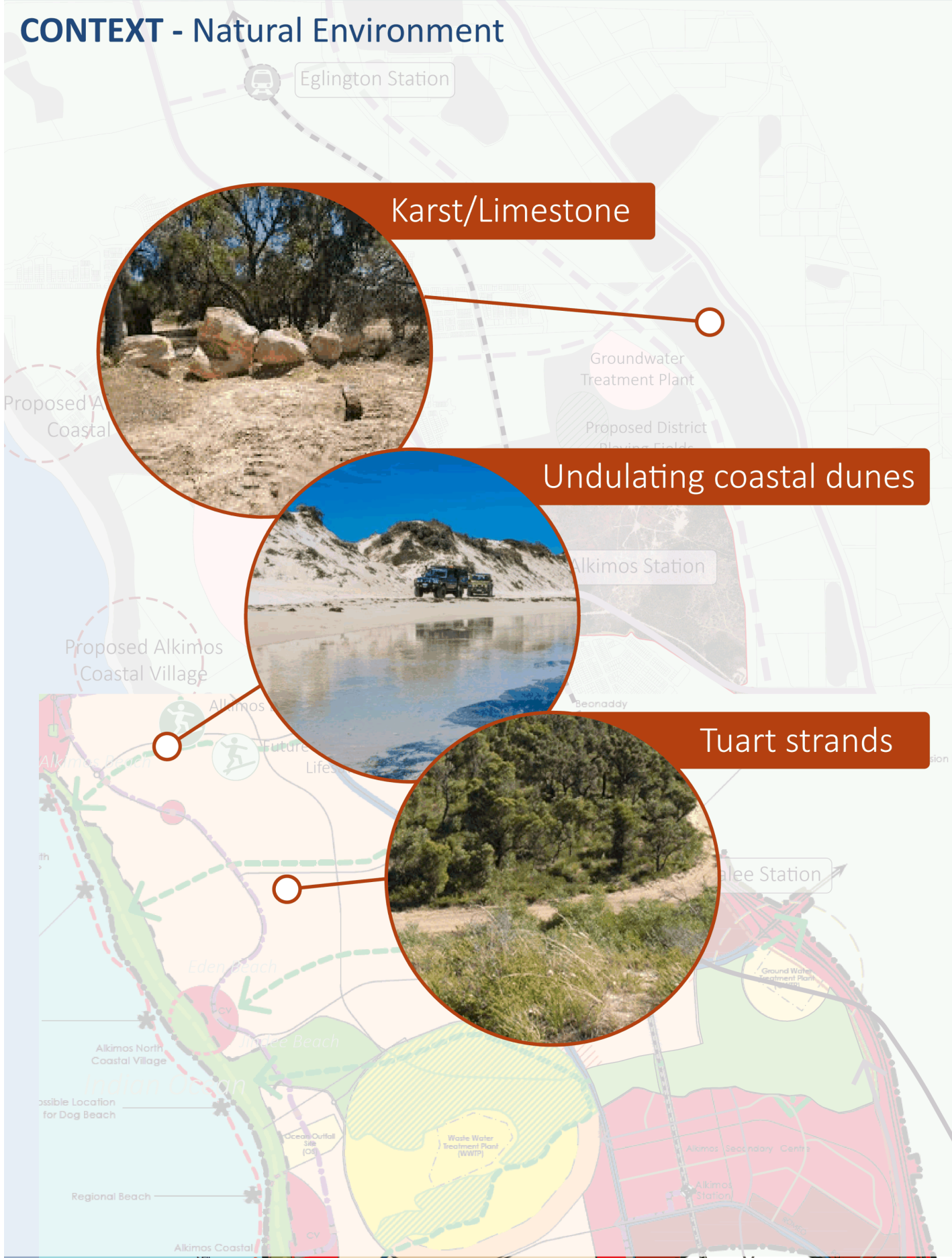
- Aquatic and Recreation Centre
- District and Regional recreation precincts
- Town square activation- community development focus
- Neerabup National Park

Materials and Themes

- Coastal limestone
- Oxidised metal and steel
- Melaleuca bark



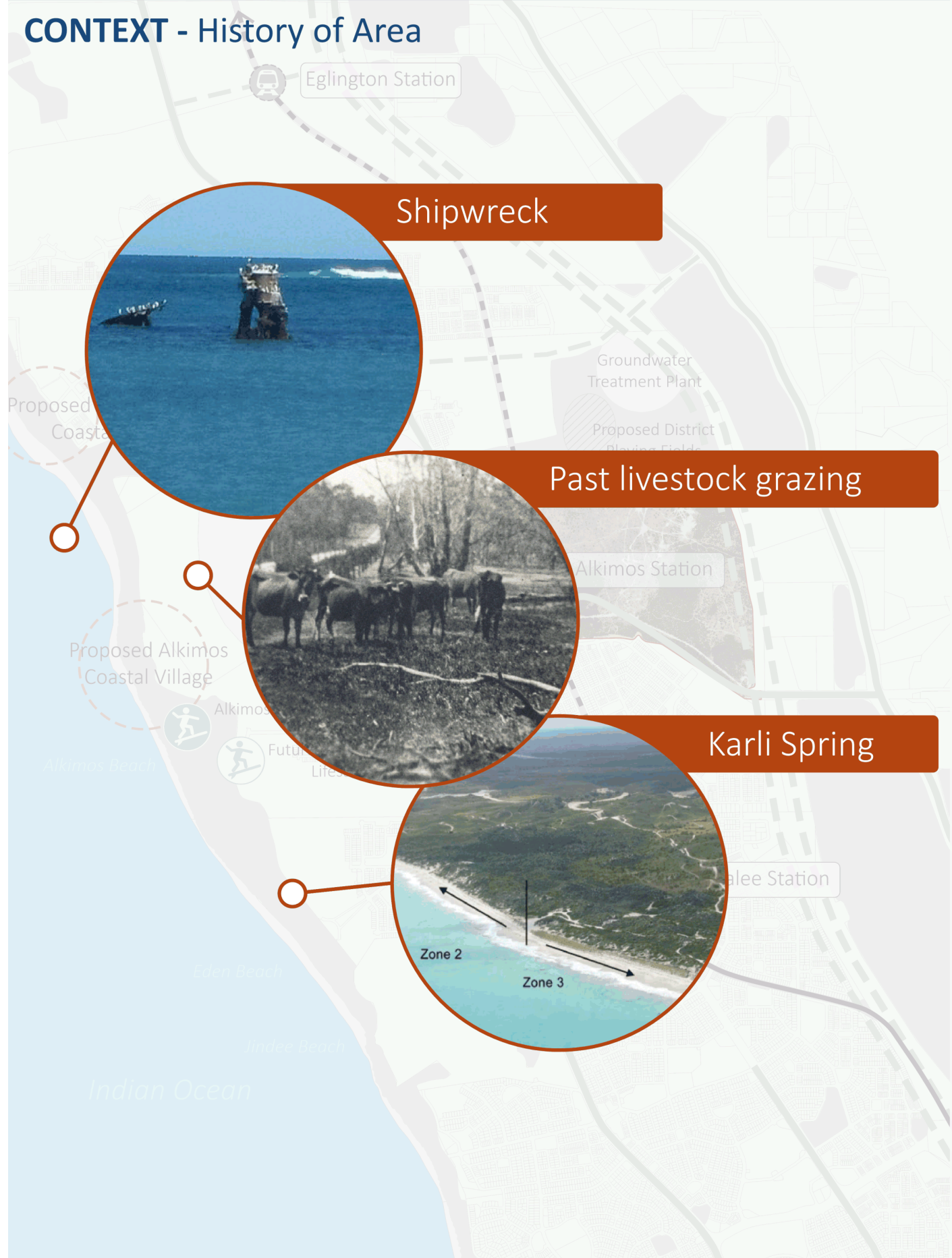
CONTEXT - Natural Environment



Alkimos Station Precinct



CONTEXT - History of Area



Alkimos Station Precinct

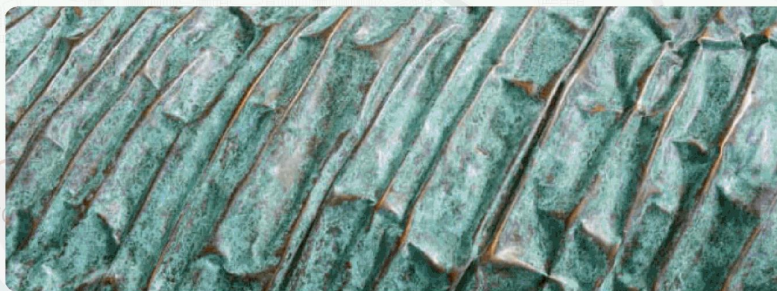


CONTEXT - Materials and themes



Eglington Station

Oxidised Metal/Steel

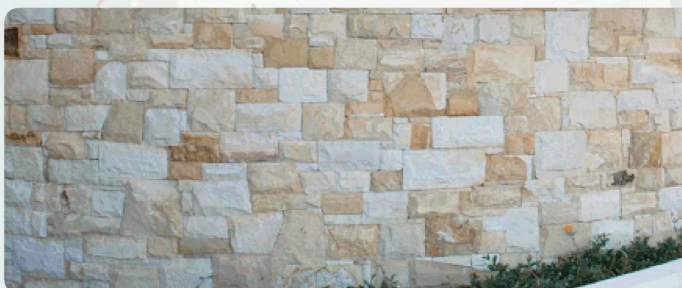


Wastewater
Treatment Plant

Coastal Limestone

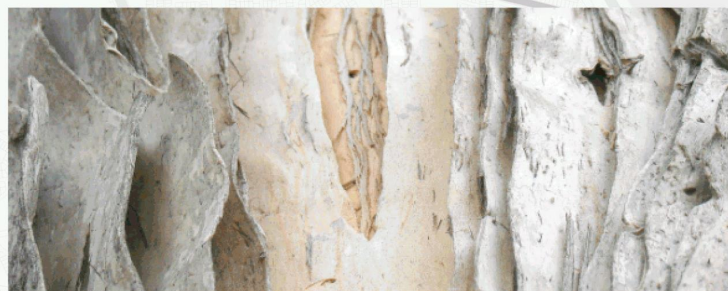
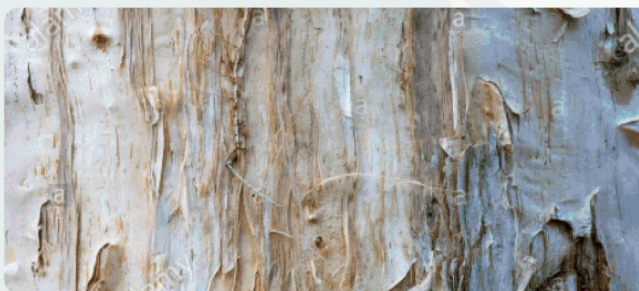


Alkimos Station



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 - Natural Environment



The map illustrates the Yanchep Station Precinct, highlighting its natural environment. Key features include the Yanchep National Park to the northeast, the Yanchep Golf course to the east, and the Yanchep Lagoon to the south. Infrastructure such as the Wastewater Treatment Plant and the Sewerage Treatment Plant are located in the central-northern area. Three circular callouts provide detailed views of specific natural features: Bushland/National Park, Caves system/Crystal Cave, and Yanchep Lagoon. Other labeled areas include the Proposed District Regional Beach and the Coastal Tourism Activity Centre.

Yanchep Station Precinct

Wastewater Treatment Plant

Sewerage Treatment Plant

Yanchep National Park

Yanchep Golf course

Yanchep Lagoon

Caves system/Crystal Cave

Bushland/National Park

Proposed District Regional Beach

Coastal Tourism Activity Centre

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

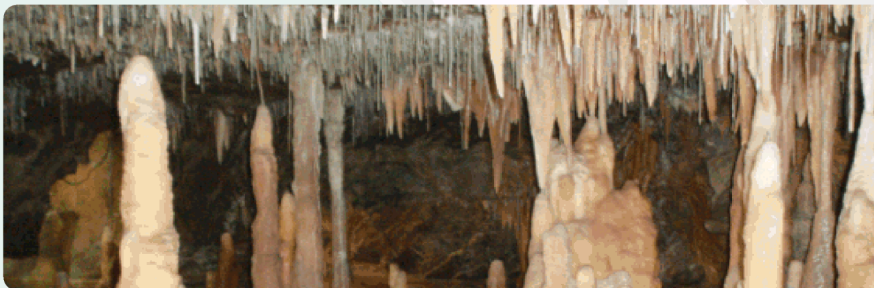


Yanchep
Golf course



Cave Limestone

Yanchep Secondary
School



Planning & Sustainability

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

Procedural Motion

Moved Cr Miles, Seconded Cr Newton

That an extension of time to speak be granted to Cr Baker.

CARRIED UNANIMOUSLY

Moved Cr Baker, Seconded Cr Flood

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.**

CARRIED UNANIMOUSLY



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 Late Reports

Nil

Item 7 Date of Next Meeting

The next Briefing Session has been scheduled for 6:00pm on Tuesday 13 October 2020.

Item 8 Closure

There being no further business, Mayor Roberts closed the meeting at 6:40pm.

In Attendance

TRACEY ROBERTS, JP

Mayor

Councillors:

NATALIE SANGALLI

North Coast Ward

SONET COETZEE

North Coast Ward

CHRIS BAKER

North Coast Ward

LEWIS FLOOD

North Coast Ward

FRANK CVITAN, JP

Central Ward

JACQUELINE HUNTLEY

Central Ward

PAUL MILES

Central Ward

DOT NEWTON, JP

Central Ward

GLYNIS PARKER

South Ward

HUGH NGUYEN

South Ward

BRETT TREBY

South Ward