



AMENDMENT NO. 14

TO THE

EAST WANNEROO CELL 5

AGREED STRUCTURE PLAN NO.7

RECORD OF AMENDMENTS MADE TO THE EAST WANNEROO CELL 5

AGREED STRUCTURE PLAN NO. 7

Amendment No.	Description of Amendment	Finally Endorsed by Council	Finally Endorsed by WAPC
14	<ol style="list-style-type: none"><li data-bbox="387 595 989 898">1. To amend the Residential Density Code of various portions of land shown as R20 and R25 within Lot 119 (No.390) Kingsway, and Lots 25 (No.8), 26 (No.26) and 120 (No.19) Rangeview Road, Landsdale to Residential Density Code R30 and R40.<li data-bbox="387 931 989 1077">2. To amend the road layout over lot 25 and Lot 26 Rangeview Road as shown in the proposed Structure Plan Map.		

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AGREED STRUCTURE PLAN NO.7

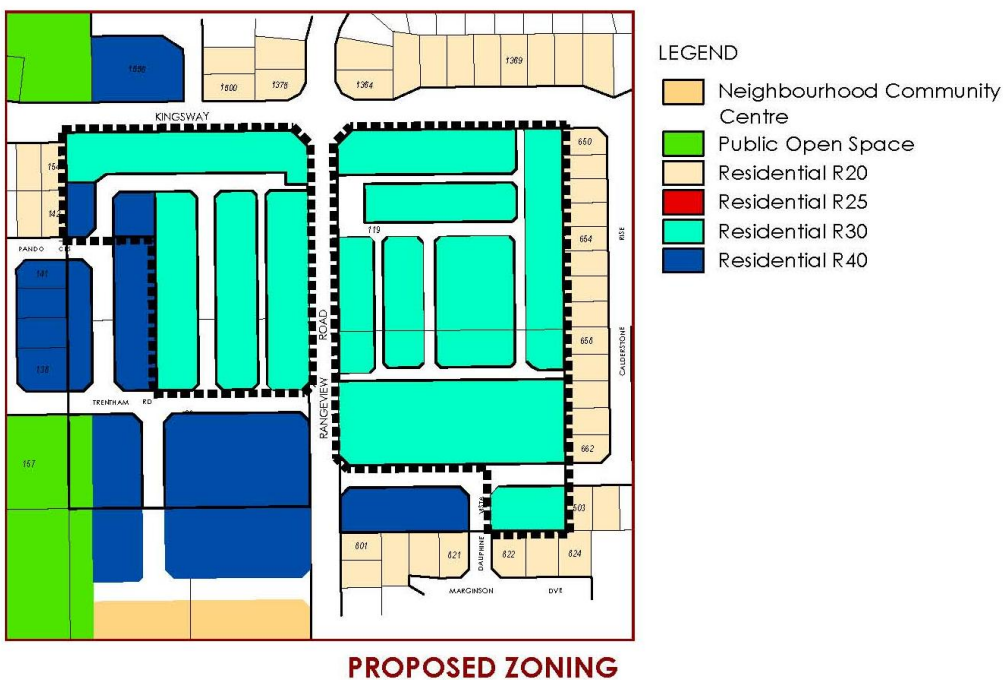
The City of Wanneroo, pursuant to Part 9 of District Planning Scheme No. 2, hereby amends the above Agreed Structure Plan by:

1. To amend the Residential Density Code of various portions of land shown as R20 and R25 within Lot 119 (No.390) Kingsway, and Lots 25 (No.8), 26 (No.26) and 120 (No.19) Rangeview Road, Landsdale to Residential Density Code R30 and R40.
2. To amend the road layout over lot 25 and Lot 26 Rangeview Road as shown in the proposed Structure Plan Map.

Proposed Structure Plan Map

To modify the Structure Plan Map as follows:

To modify the road network and replace portions of the land shown as Residential Density Code R20 and R25 with a Residential Density Code of R30 and R40 as it affects those portions of Lot 25 (No.8) Rangeview Road, Lot 26 (No.26) Rangeview Road, Lot 120 (No.19) Rangeview Road and Lot 119 (No.390) Kingsway, Landsdale as depicted on the Proposed Zoning plan.



CERTIFIED THAT AMENDMENT NO. 14 TO THE EAST WANNEROO CELL 5 AGREED
STRUCTURE PLAN NO.7

WAS ADOPTED BY

RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON

.....

Signed for and on behalf of the Western Australian Planning Commission

.....

an officer of the Commission duly authorised by the Commission pursuant to section 24 of the
Planning and Development Act 2005 for that purpose, in the presence of:

..... Witness

..... Date

AND BY

RESOLUTION OF THE COUNCIL OF THE CITY OF WANNEROO
(or as otherwise delegated under Section 8.1 of its Delegated Authority Register)

ON

Signed for and on behalf of the City of Wanneroo in accordance with the Local Government Act
1995, Clause 9.49 A. (1) (b)

.....

Director, Planning and Sustainability, City of Wanneroo

..... Date

PART 2 - EXPLANATORY REPORT

AMENDMENT NO. 14 TO THE

EAST WANNEROO CELL 5 AGREED STRUCTURE PLAN NO. 7

Background

The City received a proposal from Burgess Design Group on behalf of Stoneridge Nominees Pty Ltd, Mr Leo Vinci, Mr Angelo Vinci, Mr Robert Vinci and Mr Joe Tropiano as owners of Lot 119 (No.390) Kingsway, and Lots 25 (No.8), 26 (No.26) and 120 (No.19) Rangeview Road, Landsdale to amend the East Wanneroo Cell 5 Agreed Structure Plan No.7 (ASP7) to replace the Residential Density Code of portions of the land currently coded R20 and R25 with new codings of R30 and R40 as shown on the proposed zoning map.

Modifications

In essence the proposed amendment seeks to:

- Replace portions of the Residential Density Codes of R20 and R25 with R30 and R40; and
- Modify the road network in accordance with a draft plan of subdivision (refer to attachment).

These are considered to be minor changes to ASP7, noting that:

- The POS provision, cell layouts, and overall road network connections do not change; and
- The site falls within an area of high amenity, with surrounding land generally being coded for higher density development (R40).

Justification

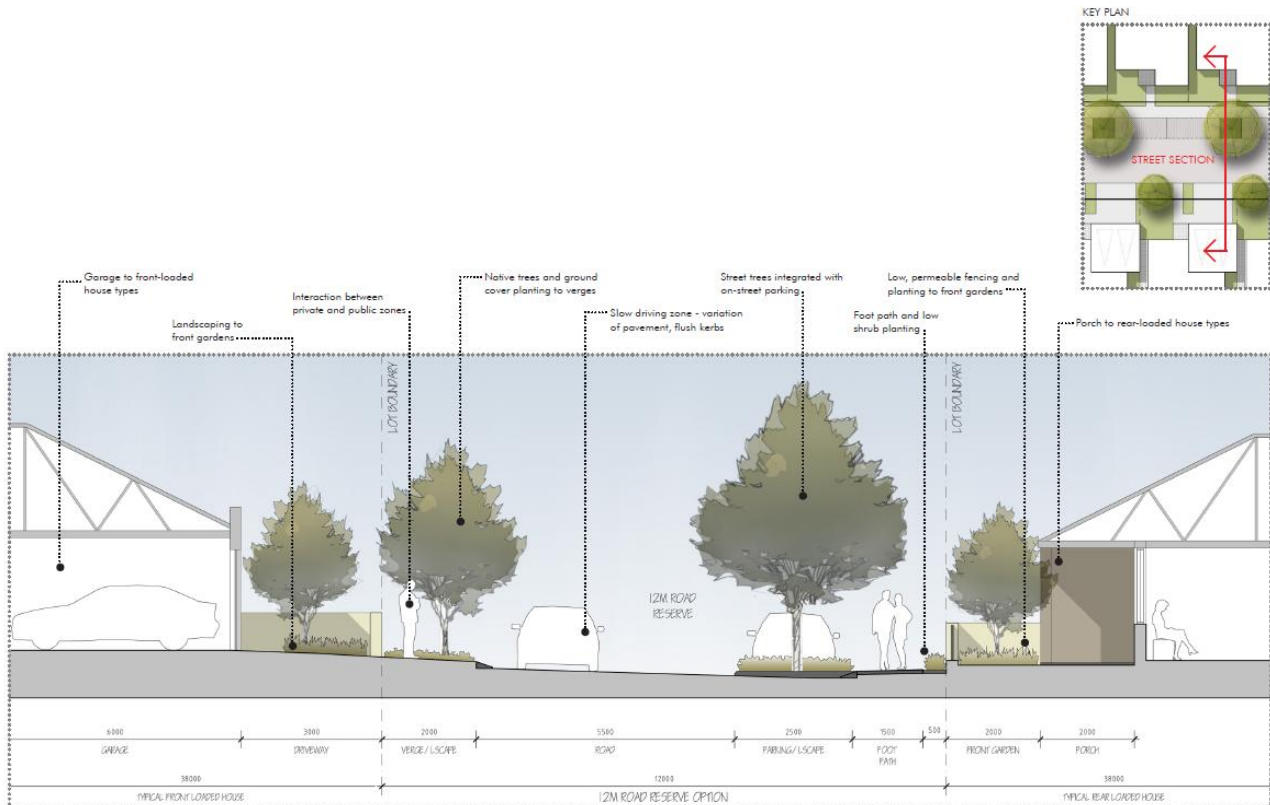
The proposed minor increase in residential densities from R20 and R25 to R30 and R40 is considered appropriate given the close proximity of the site to a primary school (approximately 100m west of the site) and a future neighbourhood community centre (approximately 70m south of the site). This proposed increase in density will allow for up to 44 additional dwellings, and will allow for greater diversity in housing options in an area of high amenity that is immediately bound by compatible higher density uses (being those R40 portions to the south and west), but otherwise dominated by low density R20 development. Furthermore, the proposed recoding of those R20 portions to R40 serves to rationalise the existing R40 boundaries by continuing them along cells and providing a consistent streetscape, whilst preserving a rear-interface for the adjacent R20 coded land.

As shown in the attached concept subdivision plan, lot sizes are intended to range from 280m² to 330m², which, whilst not out of keeping with surrounding development, is not permitted under the existing coding. Introducing the R30 and R40 codings will provide greater flexibility and choice in housing options which is considered to be ideally suited to this high amenity location.

Road Layout

In addition to the recoding, the amendment seeks to modify the road layout in accordance with the concept subdivision plan attached herewith. We note that two of the proposed roads feature 12 metre reserve widths (being the central north-south road, and the northern east-west road). Given that these roads will only cater for internal traffic (i.e. they do not form any external connections), and that only 27 lots gain direct access to these roads, (which is expected to result in approximately 270 movements per day (at 10 trips per dwelling)), a reduced reserve width is considered appropriate.

12m Road Reserve Amenity and Functionality



The visioning document attached herewith outlines the form of residential character that is being sought; and includes a detailed overview of the design and materials that are to be used to create an environment of high quality and a high level of amenity. To that end, the reduced verge widths have been shown to provide a high level of functionality for both pedestrian and vehicular traffic by providing standard road pavement, parking, and footpath widths (refer above cross-section).

The variation to reduce the road reserve widths aims to create a slow traffic environment and promote pedestrian and cycle orientated movement through the creation of a more interactive and responsive environment. This will be achieved through detailed environmental design, including surface treatments with varying textures and patterns to create visual interest that reduces the psychological scale of the development from that of a sparse, utilitarian road for high-speed traffic, to that of a more intimate, pedestrian oriented environment.

Landscaping will also be used to delineate and buffer the areas for pedestrian and vehicular traffic. As shown in the cross-section, pedestrians will be 'cocooned' by street trees, parking areas, and low shrubs that serve to create a more enclosed and appropriable space where activity from the street and dwellings can take place, thereby encouraging social interaction between residents and walkers-by.



Interactive elements will also form an integral part of the built environment, with a number of elements shown in the image above. There will be a soft transition between public and private spaces that is delineated by landscaping and low permeable fencing that still allows for social interaction to take place whilst providing a suitable sense of security for residents. Furthermore, the inclusion of sheltered areas in the form of front porches and verandas will actively encourage use of the space by improving its utility to residence as a space for passive activities such as reading a book, relaxing, or drinking a cup of tea.

The creation of a compact and intimate setting is the core foundation of the design philosophy outlined above, and is vital to creating a streetscape that is active and social, rather than a conduit for high speed traffic and servicing infrastructure.

Conclusion

The proposed amendment to ASP7 aims to provide greater housing diversity and affordability in an area with a high level of amenity that is immediately surrounded by compatible uses, but is more broadly dominated by lower density R20 development. The proposed modifications to recode the R20 and R25 portions of the subject site to R30 and R40, and modify the road layout in accordance with the concept subdivision plan, are considered to be relatively minor in nature and are not considered to have a detrimental impact on adjoining landowners.

The proposed variation to reduce two of the internal road reserves to 12 metres is considered to create a pedestrian and cyclist oriented environment with a high level of amenity, that still offers a high level of functionality for the low volumes of vehicular traffic that are predicted to move through the site. Furthermore, we consider that this proposal has significant merit owing to the detailed design philosophy and details on which it is based, as well as the fact that any additional width would provide no discernible benefit in terms of servicing or amenity.

As such, we respectfully request the City's favourable assessment and adoption of our proposed amendment to the East Wanneroo Cell 5 Agreed Structure Plan No.7 at its earliest possible convenience.