AMENDMENT NO. 3

TO THE

WOODVALE LOCAL STRUCTURE PLAN

AGREED STRUCTURE PLAN NO. 64
<table>
<thead>
<tr>
<th>Amendment No.</th>
<th>Description of Amendment</th>
<th>Finally Endorsed by Council</th>
<th>Finally Endorsed by WAPC</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Recoding Lot 32 (No. 487), Lot 90 (No. 481) and Lot 83 (No. 473) Wanneroo Road, Woodvale from 'Residential' with a combination of ‘R25/R30/R40’ density coding to ‘Residential – R60 and R80’</td>
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</table>
The City of Wanneroo, pursuant to Part 9 of District Planning Scheme No. 2, hereby amends the above Agreed Structure Plan by:

1. Recoding Lot 32 (No. 487), Lot 90 (No. 481) and Lot 83 (No. 473) Wanneroo Road, Woodvale from ‘Residential’ with a combination of ‘R25/R30/R40’ density coding to ‘Residential – R60 and R80’.
AMENDED STRUCTURE PLAN MAP
(AMENDMENT ONLY)

Current ASP No. 64

Proposed Amendment to ASP No. 64
CERTIFIED THAT AMENDMENT NO. 3 TO THE WOODVALE LOCAL STRUCTURE PLAN AGREED STRUCTURE PLAN NO. 64 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. 3 TO THE

WOODVALE LOCAL STRUCTURE PLAN AGREED STRUCTURE PLAN NO. 64
EXPLANATORY REPORT
PART TWO

AMENDMENT TO AGREED STRUCTURE PLAN NO. 64
WOODVALE LOCAL STRUCTURE PLAN

LOTS 32 (NO. 487), LOT 90 (NO. 481) & LOT 90 (NO. 473) WANNEROO ROAD
WOODVALE
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Direct all inquiries and correspondence to:

DYNAMIC PLANNING AND DEVELOPMENTS
UNIT 2C, 953 BEAUFORT STREET
INGLEWOOD WA 6052

PO Box 688
INGLEWOOD WA 6932

Phone: (08) 9271-1700
Fax: (08) 9271-1744
E-mail: admin@dynamicplanning.net.au
Web: www.dynamicplanning.net.au
1.0 INTRODUCTION

Dynamic Planning and Developments act on behalf of Watson Property Group Northern Aspect Ltd (receivers and Managers Appointed), the proponent of Lot 32 (No. 487), Lot 90 (No. 481) & Lot 83 (No. 473) Wanneroo Road, Woodvale (herein referred to as the ‘subject site’). The following report has been prepared in support of an Amendment to the Agreed Local Structure Plan No. 64 (herein referred to as the ‘Structure Plan’), which is also known as Chianti Private Estate, Woodvale. The proposed Amendment seeks to increase the density coding of all residential zoned land within the subject site from ‘R25’, ‘R30’ and ‘R40’ to ‘R60’ and a portion of ‘R80’ in the southwest portion of the site. The following report shall discuss various issues pertinent to the proposal including:

- Existing and surrounding land uses;
- Zoning details;
- Strategic planning considerations;
- Statutory planning considerations; and,
- Proposal details.

As outlined above, it is the intention of the proposed Structure Plan Amendment to increase the density coding of the subject site, from that currently permitted under the Structure Plan (i.e. a mixture of ‘R25’, ‘R30’ and ‘R40’) to a base density coding of ‘R60’ with an ‘R80’ portion in the southwest corner of the proposed Structure Plan Amendment area.

It is pertinent to highlight that the subject site also has a number of approved Detailed Area Plans (DAP) intended to guide any future development of the site. As a result of the proposed Structure Plan Amendment, it is necessary to revoke the current approved plans, in lieu of new DAPs, which will respond to the increased density coding. The process of revoking and/or approving DAPs will be subject to a separate applications.

As further described in succeeding sections of the report, the proposed Structure Plan Amendment is compliant with the relevant statutory and strategic planning considerations applied by the planning authorities. Furthermore, the proposed Amendment shall achieve a sustainable development outcome for the subject site, as it will allow for the future development of a diverse mix of housing and increase the residential density within a close proximity of existing public transport infrastructure and community services and facilities.

As such, it is respectfully requested that Council resolve to initiate an amendment to the Agreed Structure Plan No. 64 – Woodvale Local Structure Plan

2.0 SITE DETAILS

2.1 Legal Description

Lot 32 Wanneroo Road, Woodvale is legally described as “lot 32 on Deposited Plan 30185” and is wholly contained on Volume 1581, Folio 988.

Lot 83 Wanneroo Road, Woodvale is legally described as “lot 83 on Deposited Plan 70131” and is wholly contained on Volume 2097, Folio 613.
Lot 90 Wanneroo Road, Woodvale is legally described as “lot 90 on Deposited Plan 58082” and is wholly contained on Volume 1576, Folio 635.

Lot 32 has an approximate area of 17.366ha, Lot 83 has an approximate area of 13.881ha and Lot 90 has an approximate area of 4.812ha. As such, the subject site comprises a collective area of approximately 36.059ha.

Appendix 1 contains a copy of the Certificates of Title pertaining to the subject site.

2.2 Regional Context

The subject site is located in the suburb of Woodvale, within the municipality of the City of Wanneroo. The subject site is located approximately 20 kilometres north of the Perth Central Business District, and approximately 8 kilometres south of the Joondalup City Centre.

As well as being provided direct frontage onto Wanneroo Road, the subject site is located within proximity of Ocean Reef Road and the Mitchell Freeway, all of which are ‘Primary Regional Roads’ and ‘Other Regional Roads’ reservations respectively under the provisions of the Metropolitan Regions Scheme (MRS).

The subject site is afforded an ease of access to the regional road network of the greater Perth Metropolitan Regions, given its access to the aforementioned regional roads.

Figure 1 depicts the subject site’s regional context.

![Figure 1: Regional context of subject site](image)

2.3 Local Context

As outlined in the preceding sections, the subject site is located within the Woodvale Local Structure Plan area, which is also known as the Chianti Private Estate. The Structure Plan area has been divided into four (4) precincts, with the subject site falling within the boundaries of Precinct 3 which is located towards the southern end of the estate, within proximity of the intersection of Wanneroo Road and Prindiville Drive.
Precincts 1, 2 and 4 are all currently undergoing development associated with the approved Structure Plan, with several dwellings already constructed within precincts 1 and 4. It is noted that Precinct 3 is currently void of any development works, due to the need to amend the Structure Plan, and is currently operating as a large homestead property.

Due to its location, the subject site is afforded access to existing public transport (bus and train) routes. The Edgewater Station on the Perth Joondalup Rain Line is located approximately 4.5 kilometres north west of the subject site and is accessible via public bus routes along Ocean Reed Road. The Whitfords Station, also on the Perth Joondalup Rail Line, is located approximately 4.5 kilometres south west of the subject site and is accessible via public bus routes along Whitfords Avenue.

In addition, there are public bus routes with staggered stops located along Wanneroo Road heading in both north and south directions.

Figure 2 depicts the subject sites local context.

**Figure 2: Local Context of subject site**

### 2.4 Surrounding Land Use

As outlined in the preceding section, given the subject site’s location within the Chianti Private Estate development, the subject site is surrounding by early stages of residential development. Within precinct 3 itself, the subject site land wraps around an existing drainage reserve, which is maintained by the City of Wanneroo to service the adjacent Wangara Industrial Area.

Located on the opposite side of Wanneroo Road to the Chianti Private Estate, is the Wangara Industrial Area, which accommodates numerous ‘Warehouse’, ‘Showroom’, ‘Commercial’ and ‘Industrial’ land uses. The location of the Wangara Industrial Area within such close proximity of the subject site represents an opportunity for local employment opportunities for future residents. Substantial established residential development is located in close proximity to the subject site.
Figure 3 below depicts a recent (7 February, 2015) aerial image of the subject site and surrounds.

Figure 3: Aerial Image of subject site and surrounds

Figure 4: Looking east at subject site from Wanneroo Road
Lot 32 (No. 487), Lot 90 (No. 481) & Lot 83 (No. 473) Wanneroo Road, Woodvale

Figure 5: Looking north to subject site from Solaia Loop

Figure 6: Looking south down Wanneroo Road, subject site on the right
3.0 PROPOSAL

3.1 Proposed Modifications to Agreed Structure Plan No. 64

It is intended for this application to support a Structure Plan Amendment request to amend the City of Wanneroo’s Agreed Local Structure Plan No. 64 – Woodvale Local Structure Plan.

Under the current provisions of the aforementioned document, the subject site is designated ‘Residential’ with a combination of ‘R25’, ‘R30’ and ‘R40’ density codings. The proposed Structure Plan Amendment is in support of a request to amend the Structure Plan to increase the density coding of the subject site to a predominant ‘R60’ coding, with the southwest portion being coded ‘R80’. Appendix 3 outlines the specific areas of coding.

It is submitted that in the current property market conditions, development of the subject site under the current density coding’s has been stifled, due to a lack of viability. In order to allow development of the subject site to proceed, the density coding will facilitate an increased development to ‘R60’ and ‘R80’. This increased density coding will facilitate an increased development yield and generate and economically viable outcome to warrant the commitment of resources to developing the area.

In addition to the abovementioned amendment to increase the designated density coding of the subject site from ‘R25’, ‘R30’ and ‘R40’ to predominant ‘R60’ and a minor cell of ‘R80’, the proposed Structure Plan amendment also seeks minor adjustments to the current approved road layout, in order to achieve good and proper planning outcomes for the future subdivision of the site. The details of the proposed layout modifications are outlined below:

- Removal of proposed ‘Grouped Dwelling’ sites from lots 32 and 83, in lieu of future Green Title lot subdivision;
- Inclusion of a 6 metre wide laneway in the north western portion of Lot 83;
- Inclusion of a 6 metre wide laneway running north south across Lots 91 and 83; and,
- Inclusion of a 6 metre wide laneway running north south in the eastern portion of Lot 32.

A copy of the proposed Structure Plan amendment Map is contained within Appendix 2.

Figure 7 below depicts the existing Structure Plan.
3.2 Proposed Subdivision Concept

The proposed Structure Plan amendment will facilitate the future subdivision and development of the subject site, subject to the necessary approvals being obtained. A concept subdivision plan has been prepared for the subject site, based upon a Green Title subdivision at a predominant ‘R60’ and minority ‘R80’ density coding.

The current subdivision concept for the subject site proposes the following main elements as part of the design:

<table>
<thead>
<tr>
<th>SUBDIVISION SUMMARY</th>
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<tbody>
<tr>
<td>Total Lot Yield of ‘R60’ Zone</td>
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<tr>
<td>Total Lot Yield of ‘R80’ Zone</td>
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<tr>
<td>Minimum Lot Size</td>
</tr>
<tr>
<td>Maximum Lot Size</td>
</tr>
<tr>
<td>Average Lot Size</td>
</tr>
</tbody>
</table>

The subject site is considered an ideal location for a high density residential development, as it will capitalise on opportunities presented by the subject site’s proximity to the Mitchell Freeway, existing public transport infrastructure, the Wangara Industrial Area and other local facilities.

It is not anticipated that the proposed subdivision concept will cause any undue detrimental impacts to the amenity of the surrounding residential area, given that the future development of the subject shall be guided by the relevant State and Local Planning Policies controlling residential design and form.

A copy of the proposed Concept Subdivision Plan is contained within Appendix 3.
4.0 PLANNING CONSIDERATIONS

4.1 Metropolitan Region Scheme

The subject site is zoned ‘Urban’ under the provisions of the Metropolitan Region Scheme (MRS).

The proposed Structure Plan Amendment is consistent with the ‘Urban’ MRS zoning and warrants approval.

4.2 City of Wanneroo - District Planning Scheme No. 2

The subject site is zoned ‘Urban Development’ under the provisions of the City of Wanneroo District Planning Scheme No. 2 (DPS 2). The provisions of DPS 2 do not designate a density coding to the subject site, as this is role of the structure plan.

The overall objectives of the ‘Urban Development’ zone, as stated in DPS No. 2, are outlined below (inter alia):

a) Designate land for future urban development;

b) Provide for the orderly planning of large areas of land for residential and associated purposes through a comprehensive structure planning process; and

c) Enable planning to be flexible and responsive to changing circumstances throughout the development stages of the area.

Under the provisions of the Agreed Structure Plan the subject site is zoned as ‘Residential’, the objectives of the residential zone, as stated in DPS No. 2, are outlined below (inter alia):

a) Maintain predominately single residential character and amenity of established residential areas

b) Provide the opportunity for grouped and multiple dwellings in selected locations so that there is a choice in the type of housing available within the City; and,

c) Provide for compatible urban support services.

The proposed Structure Plan Amendment is considered compliant with the objectives for the ‘Residential’ zone. The proposed allows for the inclusion of either grouped dwellings or multiple dwellings, or a combination of the two. An increase in the density coding of the subject site would facilitate a diverse range of residential densities within the Chianti Private Estate development, as well as the opportunity to develop a diverse range of housing types and sizes.

Furthermore an increased density coding of the subject site shall increase the number of residents located within proximity of local employment opportunities, including the Wangara Industrial Area, and existing public transport services frequenting the surrounding road network. Both of the abovementioned consequences of the proposed Structure Plan Amendment represent a sustainable outcome for the subject site, as local employment and
proximity to public transport reduce dependence on the private motor vehicle for daily journeys.

4.3 City of Wanneroo – Local Housing Strategy and Local Planning Policy 3.1 – Local Housing Strategy Implementation

The City of Wanneroo Local Housing Strategy (LHS) is a local level strategic planning framework policy document that is intended to guide the future development of residential land within the City of Wanneroo. The overall criteria for future increases to residential densities, as stated in the LHS, are outlined below (inter alia):

- Easy access/close proximity to retail and employment centres;

It is submitted that the proposed Structure Plan Amendment addresses the abovementioned objective, as achieving a higher density coding at the subject site embraces the local employment opportunities at the Wangara Industrial Area and capitalises on the location of existing public transport services, by allowing a larger proportion of the community to reside within close proximity of these facilities and services.

- Easy access/close proximity to major arterial routes, educational institutions (including primary, secondary and tertiary institutions), community facilities (including libraries and medical centres);

The proposed Structure Plan Amendment is appropriate due to the close proximity to major arterial roads and employment opportunities. Woodvale High School is located 1km to the west of the subject site. Amenities such as Woodvale Park Medical Centre and child care facilities are all located within 1.5km of the subject site. Although the proposed ‘R60’ and ‘R80’ zones do not fall within the preferred 200m of a train station, it is submitted that the close proximity to significant employment opportunities, the high frequency bus route with services to the nearby train station is sufficient compensation.

- Easy access/close proximity to areas of high amenity including public open space (POS) and recreational facilities; and

It is submitted that the subject site has a high current level of access to high amenity areas, with further increased access upon the construction of the POS associated with the Chianti Private Estate. The subject site is proposed to include POS, and located directly opposite ‘Luisini Park’.

- Easy access/close proximity to public transport with priority towards rail nodes and bus interchanges.

The proposed Structure Plan Amendment is located within 250m of a high frequency bus route which operates along Wanneroo Road. The Edgewater train station is located within 3km of the subject site, with access provided via an existing bus network.

Overall, increasing the density coding of the subject site promotes a sustainable outcome by increasing opportunities for local employment and providing the ability for local residents to utilise sustainable modes of transport for daily trips, thereby reducing the reliance upon the private motor vehicle.
The proposed Structure Plan Amendment is considered to comply with the abovementioned objective, as the provision of housing at an ‘R60’ and ‘R80’ density coding will provide an alternate and diverse option to the ‘R25’, ‘R30’ and ‘R40’ housing stock also located within the Chianti Private Estate development. The provision of such a diverse mixture of housing, ranging between, low, medium and high density, shall adequately provide for the needs of a diverse cross section of the community.

With the above in mind, the proposed Structure Plan Amendment is in keeping with the overall ethos of the City’s Local Housing Strategy objectives, and favourable consideration and approval is warranted accordingly.
<table>
<thead>
<tr>
<th>Criterion Detail</th>
<th>Policy Application</th>
<th>Compliant</th>
<th>Non-compliant</th>
</tr>
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</table>
| Easy access/close proximity to retail and employment centres.                    | a) R60 within 400m of neighbourhood and town centres; and  
b) R40 between 400m and 800m of neighbourhood and town centres                                                                                                  | X         |               |
| Easy access/close proximity to major arterial routes, educational institutions (including primary, secondary and tertiary institutions), community facilities (including libraries and medical centres). | a) R60 within 200m of the train stations and R40 between 200m and 800m of train stations; and  
b) R40 within 250m of main bus routes which are not high speed through traffic routes or designated primary freight routes. | X         |               |
| Easy access/close proximity to areas of high amenity including public open space (POS) and recreational facilities. | a) R40 within 250m of neighbourhood POS that include at least one of the following:  
a. Active playing field with sufficient ‘around the ground’ space to permit simultaneous use.  
b. A community centre or other community supports community activity.  
c. Landscaped passive recreation areas with informal recreation infrastructure:  
i. BBQ’s / shade structures  
ii. Playgrounds;  
iii. Exercise equipment; and  
iv. Multipurpose courts.  
b) R40 within 250m of District POS applied on a case-by-case basis, depending on the intensity of uses that may not always be compatible with higher densities;  
c) Regional open space considered similarly to b), and also noting that it may be for conservation and therefore of limited | X         |               |
|                                                                                 |                                                                                                                                                                                                                | X         |               |
|                                                                                 |                                                                                                                                                                                                                | X         |               |
4.4 City of Wanneroo – Local Planning Policy 4.2 – Structure Planning

The City of Wanneroo Local Planning Policy 4.2 (LPP 4.2) is a local level statutory planning framework policy document that is intended to guide the implementation or amendment to structure plans within the City of Wanneroo. The policy provisions for progressing an Amendment to an Agreed Structure Plan is defined in LPP 4.2 and are outlined below (interalia):

- Council, in deciding whether to waive public notification of an amendment, shall have regard to the degree to which the amendment:
  a) Proposes a more appropriate development outcome than that identified in the Agreed Structure Plan;
  b) Is in accordance with the stated principles, aims and/or objectives of the Agreed Structure Plan;
  c) Would achieve a development outcome which is the same or similar in principle to that of the Agreed Structure Plan; and
  d) detrimentally affects the following:
     - adjoining property;
     - shape, size, function or location of public open space;
     - boundary and/or location of land use classifications and/or residential densities;
     - location or reorientation of proposed roads; and
     - a development contribution arrangement.

As outlined in the preceding section, the subject site is located close to many existing amenities, including:

- High frequency public transport;
- Medical centres;
- A High School;

| Easy access/close proximity to public transport with priority towards rail nodes and bus interchanges. | This criterion has not been applied spatially but rather the area concerned has been assessed in general terms regarding adequacy of the arterial routes, educational institutions and community facilities serving the area to cope with increased population and traffic arising from increased densities | X |

use for active and passive recreation purposes.
• Employment opportunities; and
• Rail services.

Considering this, it is deemed appropriate to lodge a proposed Structure Plan Amendment in order to fully capitalise on the abovementioned amenities and infrastructure. The proposed Structure Plan Amendment will complement the surrounding sites by offering a variety of housing options currently unavailable. The road layout proposed under the Structure Plan Amendment is consistent to the existing approved, with a minor addition of a laneway.

4.4 Western Australian Planning Commission Development Control Policy 1.1 Subdivision of Land – General Principles

The overall objectives of the Western Australian Planning Commission Development Control Policy 1.1 Subdivision of Land – General Principles (DC Policy 1.1) are outlined below (inter alia):

• To ensure the subdivision pattern is responsive to the characteristics of the site and the local planning context.

The proposed Structure Plan Amendment satisfies the abovementioned objective, given that the proposed higher residential density coding is responsive to the subject site’s close proximity to surrounding bus and rail public transport infrastructure. The opportunity for increased residential development at the subject site will facilitate an increased number of residents within a walkable catchment of the aforementioned public transport services.

Furthermore, the proposed increased density coding at the subject site represents a diversity and transition within the entire Chianti Private Estate development, as there will be a range of low, medium and high density housing stock on offer to satisfy the diverse cross section of housing needs within the local community.

• To ensure that the subdivision is consistent with orderly and proper planning and the character of the area.

The proposal is consistent with the abovementioned objective, as an increase to the density coding of the subject site will allow for the future development of the subject site to provide a diversity of housing types and sizes.

• To facilitate appropriate access and movement systems for all modes of transport.

The proposed Structure Plan Amendment is considered compliant with the abovementioned objective, as the proposed residential density increase promotes a sustainable planning outcome by increasing the number of residents able to access the array of existing public transport infrastructure (i.e. bus and rail) which is located within proximity of the subject site.

With the above in mind, the proposed Structure Plan Amendment reflects the overall ethos of DC Policy 1.1 and such approval is warranted.
4.5 Western Australian Planning Commission Development Control Policy 2.2 Residential Subdivision

The overall objectives of the Western Australian Planning Commission Development Control Policy 2.2 Residential Subdivision (DC Policy 2.2) are outlined below (inter alia):

- To adopt criteria for residential lots which will ensure that each lot is provided with a suitable level of amenity, services and access.

- To facilitate the supply of residential lots of a wide range of sizes and shapes which reflect the statutory provisions of town planning schemes, the availability of reticulated sewerage and the need for frontage to public roads.

The proposed Structure Plan Amendment for an increased density coding at the subject site is consistent with the abovementioned objectives of DC policy 2.2, as the increased density will provide the ability to deliver a diversity of housing stock, all of which shall have suitable access to public transport and local community amenities and facilities, including local employment opportunities at the adjacent Wangara Industrial Area.

4.6 Directions 2031 and Beyond – Metropolitan Planning Beyond the Horizon

The overall objectives for the metropolitan Perth and Peel region, as identified in Directions 2031 and Beyond, are outlined below (inter alia):

- Planning for adequate supply of housing and land in response to population growth and changing community needs;

- Facilitating increased housing diversity, adaptability, affordability and choice;

The proposed Structure Plan Amendment is consistent with the abovementioned objectives of Directions 2031 and Beyond, as an increase to the permitted residential density on the subject site will facilitate the opportunity for future development of site to provide diversity of housing types and sizes.

- Planning and developing key public transport corridors, urban corridors and transit oriented developments to accommodate increased housing needs and encourage reduced vehicle use.

It is submitted that the proposed Structure Plan Amendment is similarly compliant the with objectives of Directions 2031 and Beyond for improved public transport patronage and reduced private vehicle use, as an increase in the residential density on the subject site will subsequently accommodate an increased number of residents using public transport. Given that the subject site is only a short two (2) minute walk to several high frequency bus routes, increased patronage use of public transport will be achieved. Accordingly, the proposal promotes an improved sustainable development outcome by capitalising upon existing infrastructure.
With the above in mind, the proposal is reflective of the State’s overall ethos for future urban development and consolidation, as outlined in the objectives of Directions 2031 and Beyond.

4.7 Western Australian Planning Commission Development Control Policy 1.6 Planning to Support Transit Use and Transit Oriented Development

The overall objectives of the Western Australian Planning Commission Development Control Policy 1.6 Planning to support Transit Use and Transit Oriented Development (DC Policy 1.6) are outlined below (inter alia):

- To promote and facilitate the use of public transport as a more sustainable alternative to the private care for personal travel, to enhance community accessibility to services and facilities, including employment opportunities, community services and recreational facilities, and in improve equity in accessibility for those who do not own or have access to a car.

The proposal is deemed to satisfy the objectives of DC policy 1.6 as an increase to the density coding of the subject site will facilitate an increase in residential development opportunities within proximity of the multiple bus routes frequenting Wanneroo Road and the two (2) rail stations located within the hinterland of the Chianti Private Estate development. This outcome will subsequently encourage increased use of the Perth to Joondalup rail line as a sustainable and alternative mode of transport to the private motor vehicle.

4.8 Western Australian Planning Commission State Planning Strategy 2050

The overall objectives of the Western Australian Planning Commission State Planning Strategy 2050 is to provide for a strategic directing in all matters of planning throughout the state. The objectives for ‘Spaces and Places’ is outlined below (inter alia):

- Creating spaces and places that foster culture, liveability, enterprise and identity.

The proposed Amendment to the Agreed Structure Plan is an excellent opportunity to encourage a place which fosters culture, liveability and enterprise due to the close proximity to employment opportunities, the nearby Yellagonga Regional Park and in providing a diverse range of housing options.
5.0 OTHER PLANNING CONSIDERATIONS

5.1 Traffic Impact Statement

Donald Veal Consultants have prepared a Traffic Impact Statement Report in support of the proposed Amendment to the Woodvale Local Structure Plan. A copy of the Traffic Impact Statement Report prepared by Donald Veal Consultants is contained within Appendix 4.

In essence the Traffic Impact Statement Report considered the likely traffic demand that would be generated as a result of the proposal. An assessment was undertaken on the network traffic flows, safe access, pedestrian and cycle facilities and nearby public transport services in order to determine the potential impacts of the proposed Local Structure Plan Amendment. In addition, the Traffic Impact Statement has planned for refuse collection and emergency vehicle access.

The results for the assessment identifies that there were no traffic related issues associated with the proposed Local Structure Plan Amendment that could not be addressed, specifically, the assessment determined the following:

- The internal road network proposed for the area affected by the Amendment is consistent with the road reservation widths, as recommended in Liveable Neighbourhoods;
- The volume of traffic expected to be generated by the proposed Amendment is within the capacity of the surrounding road network and intersections; and
- Certain traffic management devices are proposed for some of the intersections within the proposed Amendment area, in order to avoid potentially unsafe manoeuvres;

With the above in mind, the assessment and conclusions outlined in the Traffic Impact Statement Report are favourable to the proposed amendment and it is therefore recommended as being suitable for approval from a traffic perspective.

5.2 Sustainability

The proposed Structure Plan Amendment is considered to achieve sustainable development practice and proper planning outcomes. Increasing the permissible residential density coding of the subject site will facilitate the opportunity for an increased number of residents to be located within a close proximity of the multiple bus services operating along Wanneroo Road. Furthermore, bus routes which provide access to the two (2) train stations on the Perth to Joondalup rail line, which are located approximately 5 kilometres from the subject site are highly accessible.

The potential for an increased patronage on existing public transport services offers a parallel opportunity to reduce reliance upon motor vehicles for daily trips. Furthermore, the location of the Wangara Industrial Area adjacent to the subject site provides an opportunity for local employment for future residents, thereby reducing the potential need for residents to exit their local area for their place of employment, on a daily basis.
6.0 CONCLUSION

In light of the above, the proposed Amendment to Agreed Local Structure Plan No. 64 is considered appropriate and justified as it:

1. Is consistent with the provisions of the Metropolitan Region Scheme;
2. Is consistent in land use with the surrounding Chianti Private Estate Locality;
3. Is consistent with the objectives of the City of Wanneroo DPS No. 2;
4. Is justified against the criteria set by the Local Housing Strategy, Local Planning Policy 3.1 and 4.2;
5. Is consistent with the overall objectives of the relevant Western Australian Planning Commission Development Control Policies;
6. Provides an opportunity to facilitate the development of a diverse mix of housing types and size;
7. Does not detrimentally affect the existing road infrastructure;
8. Is consistent with the ethos and objectives of Directions 2031 and Beyond;
9. Is not anticipated to cause any detrimental impacts to the surrounding area and existing infrastructure; and
10. Shall move towards achieving sustainable development practice by making better and efficient use of existing local amenities and infrastructure.

As the proposal is consistent with planning principles derived from state and local levels, the proposed amendment to the ASP No. 64 warrants the support of the City of Wanneroo.
Appendix 1
CERTIFICATES OF TITLE
RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limits contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

LAND DESCRIPTION:
LOT 32 ON DIAGRAM 30185

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)
WATSON PROPERTY GROUP NORTHERN ASPECTS LTD OF 6/110 ERINDALE ROAD, BALCATTA
(T J804254 ) REGISTERED 27 JUNE 2006

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE VOL 1581 FOL 988.

2. L399881 MORTGAGE TO WILLOW AUSTRALIA PTE LTD OF 39 ROBINSON ROAD, #18-01
ROBINSON POINT, SINGAPORE 068911 REGISTERED 9.6.2010.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

END OF CERTIFICATE OF TITLE

STATEMENTS:
The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

PREVIOUS TITLE: 1290-973.
PROPERTY STREET ADDRESS: 487 WANNEROO RD, WOODVALE.
LOCAL GOVERNMENT AREA: CITY OF WANNEROO.
CERTIFICATE OF TITLE
UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereeto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereeto.

Dated 30th December, 1980

REGISTRAR OF TITLES

ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Perthshire Location 103 and being part of Lot 32 on Diagram 30185, delineated and coloured green on the map in the Third Schedule hereeto.

FIRST SCHEDULE (continued overleaf)

Basil John Puglia of 12 Mile Peg, Wanneroo Road, Wanneroo, Earth Moving Contractor.

SECOND SCHEDULE (continued overleaf)

NIL

REGISTRAR OF TITLES

THIRD SCHEDULE

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT.
ENTRIES NOT RULING THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

LANDGATE COPY OF ORIGINAL NOT TO SCALE  Fri Nov 4 08:39:03 2011 JOB 37883355
Superseded - Copy for Sketch Only

The correct address of the registered proprietor is now 487 Wanneroo Road, Mangara
The correct address of the registered proprietor is now 487 Wanneroo Road, Woodvale.

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CERTIFICATE OF TITLE VOL. 1581 988
RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 90 ON DIAGRAM 58082

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

WATSON PROPERTY GROUP NORTHERN ASPECTS LTD OF 6/110 ERINDALE ROAD, BALCATTA (T K214129 ) REGISTERED 1 JUNE 2007

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. L339881 MORTGAGE TO WILLOW AUSTRALIA PTE LTD OF 39 ROBINSON ROAD, #18-01 ROBINSON POINT, SINGAPORE 068911 REGISTERED 9.6.2010.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
    * Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
    Lot as described in the land description may be a lot or location.

END OF CERTIFICATE OF TITLE

STATEMENTS:
The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1576-635 (90/D58082).
PREVIOUS TITLE: 1552-74.
PROPERTY STREET ADDRESS: 481 WANNEROO RD, WOODVALE.
LOCAL GOVERNMENT AREA: CITY OF WANNEROO.
CERTIFICATE OF TITLE
UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereof is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereof.

Dated 15th October, 1980

REGISTRAR OF TITLES

ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Perthshire Location 103 and being Lot 90 on Diagram 58082, delineated and coloured green on the map in the Third Schedule hereto.

FIRST SCHEDULE (continued overleaf)

SECOND SCHEDULE (continued overleaf)

BIL

REGISTRAR OF TITLES

THIRD SCHEDULE

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULLED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

Juliana Alfia Puglia of 2939 undivided 10,000 shares and Allen Frederick Puglia of 2939 undivided 10,000 shares both of 481 Wanneroo Road, Wanneroo, Basil John Puglia of 487 Wanneroo Road, Wanneroo of 687 undivided 10,000 shares, Kathleen Nancy Cummins of 289 Dundee, Wanneroo of 687 undivided 10,000 shares, Stephen James Puglia of 487 Wanneroo Road, Wanneroo of 687 undivided 10,000 shares, Joseph Sebastian Puglia of 204 Eddystone Avenue, Beldon of 687 undivided 10,000 shares, Charles Puglia of 94 Franklin Road, Wanneroo of 687 undivided 10,000 shares and Francesco Puglia of 12 The Loop, Edgewater of 687 undivided 10,000 shares as tenants in common.

**SECOND SCHEDULE (continued)**

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

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**CERTIFICATE OF TITLE**

**VOL.** 1576 635
CERTIFICATE OF TITLE
UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

DATED 4th January, 1978

REGISTRAR OF TITLES

ESTATE AND LAND REFERRED TO
Estate in fee simple in portion of Perthshire Location 103 and being part of Lot 23 on Diagram 14006, delineated and coloured green on the map in the Third Schedule hereto.

FIRST SCHEDULE (continued overleaf)

SECOND SCHEDULE (continued overleaf)
1. MORTGAGE D775513 to Bank of New South Wales Savings Bank Limited. Registered 5.10.73 at 9.22.0. Discharged BG11477 9.5.80.
2. MORTGAGE D779556 to Brands Limited. Registered 7.1.76 at 9.22.0. Discharged BG25577 27.5.80. Dup Title not produced.

REGISTRAR OF TITLES

THIRD SCHEDULE

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULING THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

LANDGATE COPY OF ORIGINAL NOT TO SCALE  Fri Nov 4 08:39:03 2011 JOB 37883355
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<th>INITIALS</th>
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<td>Rino Silvio Guglietti, Earth Moving Machine Operator and Gail Patricia Guglietti, Bus Driver, both of 501 Wanneroo Road, Wanneroo, as joint tenants of one undivided half share, Enzo Guglietti, Butcher and Rita Guglietti, Housewife, both of 17 Protea Street, Greenwood, as joint tenants of one undivided half share, as tenants in common.</td>
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**CERTIFICATE OF TITLE VOL.**

1494 013
RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

LAND DESCRIPTION:
LOT 83 ON DIAGRAM 70131

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)
WATSON PROPERTY GROUP NORTHERN ASPECTS LTD OF UNIT 6/110 ERINDALE ROAD, BALCATTA (T J269963 ) REGISTERED 3 MAY 2005

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE. VOL 2097 FOL 613.

2. L339581 MORTGAGE TO WILLOW AUSTRALIA PTE LTD OF 39 ROBINSON ROAD, #18-01 ROBINSON POINT, SINGAPORE 068911 REGISTERED 9.6.2010.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. * Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title. Lot as described in the land description may be a lot or location.

END OF CERTIFICATE OF TITLE-------------------------------

STATEMENTS:
The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 2097-613 (83/D70131).
PREVIOUS TITLE: 1739-896.
PROPERTY STREET ADDRESS: 475 WANEROO RD, WOODVALE.
LOCAL GOVERNMENT AREA: CITY OF WANEROO.

LANDGATE COPY OF ORIGINAL NOT TO SCALE  Fri Nov  4 08:39:03 2011 JOB 37883355
Application G395784  
Volume 1739 Folio 896

CERTIFICATE OF TITLE
UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

Dated 12th February, 1997

ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Perthshire Location 103 and being part of Lot 83 on Diagram 70131, delineated on the map in the Third Schedule hereto.

FIRST SCHEDULE (continued overleaf)

Eva Mola of 473 Wanneroo Road, Woodvale.

SECOND SCHEDULE (continued overleaf)

NIL

THIRD SCHEDULE

NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.
Appendix 2

PROPOSED STRUCTURE PLAN AMENDMENT MAP
Appendix 3

PROPOSED CONCEPT SUBDIVISION PLAN
Appendix 4

DONALD VEAL CONSULTANTS TRAFFIC IMPACT STATEMENT
February 2015

Final

Chianti Stage 4, Wanneroo Road, Woodvale

Prepared For:
Watson Property Group
Northern Aspects Ltd ( Receivers and Managers Appointed)

Transport Impact Statement
Report
The information contained in this document is solely for the use of the client identified for the purpose for which it has been prepared. It is not to be used by any third party and no responsibility is undertaken to any third party. All photographs remain the copyright of Donald Veal Consultants and are included for illustration only.

Donald Veal Consultants Pty Ltd
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1. INTRODUCTION

1.1 Background to the Commission

Following the 2007 Transport Assessment for the proposed Woodvale Structure Plan area and Woodvale Meadows subdivision, Watson Property Group Northern Aspects Limited commissioned Cardno Eppell Olsen to undertake an Access Assessment of the site, located in Woodvale, in the City of Wanneroo. This Access Assessment was issued in Draft in December 2009 and was submitted to Main Roads Western Australia (MRWA) for review and discussion. Donald Veal Consultants (DVC) was subsequently requested to take over the traffic and transport aspects of the project and update the Draft Access Assessment.

In August 2012, Watson Property Group Northern Aspects Limited further commissioned DVC to prepare a Transport Impact Statement (TIS) for the fourth stage of the Woodvale Meadows subdivision named Chianti Stage 4. This was requested to assess the proposed amendment to an approved Agreed Structure Plan to increase the residential density of the subject Stage 4 to ‘R60’. The subsequent report continued on from the previous Access Assessment report for Woodvale Meadows subdivision.

Unfortunately, as a consequence of non-planning issues, the structure plan amendment did not progress at that time. However, subsequent to addressing those issues, it is now intended that the structure plan amendment be resubmitted.

As some time has elapsed since the original TIS report was submitted, DVC has now been commissioned to update the report, ensuring the content is still relevant, and providing revised traffic figures where appropriate.

Adjustments to the report have also been made to allow for the one minor change from the original proposal, namely the introduction of a R80 cell abutting the POS. The proposed Structure Plan Amendment Map and a Concept Subdivision Plan are attached in Appendix A of this revised report.

1.2 Outline of the Development Proposal

The Chianti Stage 4 precinct will consist of a total of 65 residential housing lots at R60, plus one R80 multiple dwelling lot, which will yield approximately 33 apartments.

Access to these residences will be provided via the existing signalised intersection to the north of the subject site at Rosso Meander/Wanneroo Road/Prindiville Drive. The revisions to this signalised intersection have been supported by both MRWA and the City of Wanneroo.

Figure 1.1: shows the location of the subject site within the Woodvale Meadows subdivision.
1.3 References

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments (2006).

In preparing this traffic impact and access assessment, the following publications have been referenced:

- Austroads Guide to Traffic Engineering Practice – Part 5: Intersections at Grade (2005);
- RTA’s “Guide to Trip Generating Developments, Road Traffic Authority (NSW) (2002)”; and
2. EXISTING SCENARIO

2.1 Development Site and Surrounds

The Chianti Stage 4 site is located within Woodvale, adjacent to the Yellagonga Regional Park. The proposed subdivision lies to the west of Wanneroo Road, just to the south of its intersection with Prindiville Drive. Ocean Reef Road and Whitfords Avenue via Wanneroo Road provide the most effective links to access the Mitchell Freeway.

The proposed subdivision area is located opposite an industrial area on the eastern side of Wanneroo Road. This area consists of various commercial and industrial land uses, including a high proportion of car yards. For this reason, assessment of traffic operations in the vicinity of the site has focused upon Wednesday peak periods, which represent the maximum demand for car yard trips. Figure 2.1 outlines the location of the structure planning area with respect to the major road network.

Figure 2.1: Locality Plan

2.2 Existing Road Infrastructure

The MRWA Metropolitan Functional Road Hierarchy defines road classifications in the Perth Metropolitan Area. The road classifications have been defined in this document as follows:

**Primary Distributors**: These roads provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic. Some are strategic freight routes and all are National or State roads. They are managed by MRWA.
**District Distributors Type B**: Perform a similar function to District Distributor A roads but with reduced capacity due to flow restrictions caused by access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart. They are managed by Local Government.

**Access Roads**: Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local Government.

The existing local road network in the vicinity of the site consists primarily of the following:

- **Wanneroo Road** is a four-lane divided carriageway with a 10 metre fixed central median and has been classified as a *Primary Distributor* road with a posted speed of 70 km/h in the vicinity of the subject site. According to traffic data sourced from MRWA and used in the Access Assessment report for the Woodvale Meadows subdivision, this road was carrying approximately 35,000 vehicles per day. It is operated and maintained under the jurisdiction of MRWA. A dual use path is currently in place on the west side of Wanneroo Road, north of Woodvale Drive.

- **Prindiville Drive** is a two-lane *Access Road* with a posted speed limit of 60 km/h. A dual use path is currently in place on the north side of Woodvale Drive, west of Wanneroo Road.

The intersection of Wanneroo Road/Prindiville Drive operates under traffic signal control. Wanneroo Road has a separate right turning lane into Prindiville Drive on the southern approach, and an unsignalised left turn lane from the north. The Prindiville Drive approach has two right-turn lanes, and a single, unsignalised left-turn slip lane. The signals have pedestrian phases, with zebra crossings provided for the unsignalised turn lanes.

### 2.3 Existing Traffic Flows

During previous stages of the development, SCATS traffic data was sourced from MRWA for the signalised intersections of Wanneroo Road with Ocean Reef Road, Prindiville Drive and Whitfords Avenue. In addition to this information, Cardno Eppell Olsen undertook detailed traffic surveys including both turning movement counts and gap assessment in the vicinity of the proposed southern access. This traffic data was used to establish the existing traffic operation patterns in the vicinity for typical peak period traffic movements.

In order to check the continuing validity of the earlier traffic analysis, DVC has now sourced fresh SCATS data for the period Monday 2nd February 2015 to Sunday 8th February 2015. This shows that the average weekday through traffic flows on Wanneroo Road adjacent the Prindiville Drive intersection are currently around 11,800 vpd northbound and just under 13,000 southbound. A comparison of this new data against the traffic flows used in the previous analysis is shown in Table 2.1.
Table 2.1: Traffic Flow Comparison

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<th>Northbound on Wanneroo Road</th>
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<td>Flows used in</td>
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<td>Previous Analysis</td>
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<td>2015 SCATS data</td>
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<td>11,765</td>
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<tr>
<td>Difference</td>
<td>-7%</td>
<td>-10%</td>
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This shows that daily traffic flows on Wanneroo Road have fallen since the previous assessment.

2.4 SIDRA Intersection Assessment

Traffic operations at the existing signalised and unsignalised intersections were analysed in previous reports to determine any potential impact upon operations at the proposed southern and northern development access points. In particular, queuing from the intersection of Wanneroo Road and Prindiville Drive was assessed to determine whether or not this would interfere with the operations of the proposed access intersections.

Table 2.2 shows the results of the SIDRA intersection analysis carried out on the existing layout of the Wanneroo Road/Prindiville Drive intersection, during the AM and PM peak hours.

Table 2.2: Wanneroo Road / Prindiville Drive SIDRA Results - Existing Layout

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<th>95th Percentile Queue (m)</th>
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<td>LOS C</td>
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The SIDRA results for the Wanneroo Road / Prindiville Drive signalised intersection indicated acceptable operation during the peak periods, with traffic volumes approaching capacity during the AM road way peak period, for some turning movements. However, the maximum northbound queue length during either AM or PM roadway peaks was deemed insufficient to impact traffic operations at the southern access intersection. The location of this intersection upstream of the proposed temporary left-in/left-out northern access precludes any impact from the Wanneroo Road/Prindiville Drive intersection.
3. DEVELOPMENT PROPOSALS

3.1 Proposed Development

The Chianti Stage 4 precinct will consist of a total of 65 residential housing lots at R60, plus one R80 multiple dwelling lot, which could yield approximately 33 apartments.

Access to these residences will be provided via the existing signalised intersection to the north of the subject site at Rosso Meander/Wanneroo Road/Prindiville Drive. The revisions to this signalised intersection have been supported by both MRWA and the City of Wanneroo.

The proposed layout plan for the Chianti Stage 4 development is attached in Appendix A.

3.2 Trip Generation

In order to determine the traffic generation for the proposed development, trip generation rates were sourced from the RTA’s “Guide to Trip Generating Developments, Road Traffic Authority (NSW) (2002)”. Section 3.3.2 of this guide, ‘Medium density residential flat building’, suggests that the larger units and town houses will generate 5.0-6.5 daily vehicle trips per dwelling with 0.5-0.65 weekday peak hour trips. However, as the proposed development is not located within the city centre it is expected to have slightly higher trip rates. Thus, to be more conservative, we have assumed 8.0 daily vehicle trips per dwelling for the R60 lots, with 0.8 weekday peak hour trips.

Section 3.3.3, ‘High density residential flat building’, suggests that the higher density (R80) apartments might generate around 0.24 peak hour trips, if located in the CBD, or 0.29 peak hour trips per unit, in Metropolitan sub-regional centres. Daily trip rates are not given, but based on peak hour rates being 10% of daily, it could be estimated at around 3.0 trips per day per apartment.

<table>
<thead>
<tr>
<th>Area</th>
<th>Land Use</th>
<th>Units</th>
<th>AM Rate</th>
<th>AM Vol</th>
<th>PM Rate</th>
<th>PM Vol</th>
<th>Daily Rate</th>
<th>Daily Vol</th>
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</thead>
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<td>Residential R60</td>
<td>65 dwellings</td>
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<td>52</td>
<td>0.8</td>
<td>52</td>
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<td>0.29</td>
<td>10</td>
<td>3.0</td>
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<tr>
<td>TOTAL</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>62</td>
<td>619</td>
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</tbody>
</table>

As seen in Table 3.1, the proposed development will generate around 619 trips per day.

The intersection of Rosso Meander/Wanneroo Road/Prindiville Drive will be used as the main access to the proposed development. The detailed assessment of this intersection, which included the traffic generated by the Chianti Stage 4 precinct, was conducted during the assessment of previous stages of the Woodvale Meadows subdivision, and accepted by both the City and MRWA.

The above results show an increment of around 27 daily trips (4.5%) over the previous analysis. This reflects the increased density in one area of the site from R60 to R80, and will have minimal effect on the operational efficiency of the site access or the local road network.
3.3 Trip Assignment

The daily traffic volumes generated within the proposed development are shown in Figure 3.1. It is expected that all traffic generated by the development will initially use the signalised intersection at Rosso Meander/Wanneroo Road/Prindiville Drive for access. In the future, when Stages 1, 2 and 3 are complete, vehicles will also be able to use the internal road network to access Wanneroo Road via Solaia Loop and Medici Way.

Figure 3.1: Daily Traffic Generation Volumes

The assignment of the generated traffic onto the local road network has been carried out based upon the 2015 SCATS data. Peak hour trip numbers will account for around 10% of the daily volumes. The SCATS data indicates the general peak directions of flow to be southbound in the AM peak, and northbound in the PM peak.
4. INTERNAL ROAD NETWORK

4.1 Layout

The proposed road network is shown in Figure 4.1. The majority of the proposed roads are named; the identifying names for Lane 1 and 2 as per Figure 4.1 have been adopted for use in this assessment.

Figure 4.1: Internal road network and identifying names

4.2 Road reservation widths

The road reserve widths of the new proposed internal road network are in the range from 15m for the access street to 6m for the access laneways. These widths are consistent with the range suggested in Liveable Neighbourhoods (WAPC 2009) as indicative reserve widths for access streets that accommodate shared pedestrian and vehicle movements. The lower reserve width is generally for short streets with low volumes and low parking demand. The higher reserve width allows for additional road features to be incorporated such as a median and/or footpaths. Figure 4.1 shows the indicative road reserve widths of roads within the subject site.
4.3 Road cross sections and speed limits

At this stage, the cross sections for the internal road network have not been confirmed. **Figures 4.2, 4.3 and 4.4** show sample cross sections, for the various categories of access roads outlined in *Liveable Neighbourhoods* (WAPC 2009).

**Figure 4.2: Sample Road Cross Section, Access Street C - Yield Access Street, 40km/h, <3000vpd**

![Figure 4.2: Sample Road Cross Section, Access Street C](source)

**Source: Liveable Neighbourhoods WAPC (2009)**

**Figure 4.3: Sample Road Cross Section, Access Street D - Narrow Yield Access Street, 40km/h, <1000vpd**

![Figure 4.3: Sample Road Cross Section, Access Street D](source)

**Source: Liveable Neighbourhoods WAPC (2009)**

**Figure 4.4: Sample Road Cross Section, Laneway – For Rear Vehicle Access, 15km/h**

![Figure 4.4: Sample Road Cross Section, Laneway](source)

**Source: Liveable Neighbourhoods WAPC (2009)**
All internal roads within the structure plan are likely to carry fewer than 1,000 vehicles per day, hence it would be considered appropriate to adopt designs similar to those for Access Street D as shown in Figure 4.3. Note that the width of the verge can be reduced for sections fronting public space.

The proposed speed limit is 50km/h, as per the requirement for built up areas. It should be noted however that the target speed as defined by Liveable Neighbourhoods with respect to the cross sections is 40km/h for Access Streets and 15km/h for Laneways.

4.4 Internal intersection controls

All of the intersections within the proposed internal road network are indicated as being T-intersections. To maintain the target speed limit it is recommended to install a raised plateau at the intersection of Claret Loop and Rosso Meander, as marked in Figure 4.1. The length of straight section of Rosso Meander north of Claret Loop is some 180m. In the ultimate design with Rosso Meander extended to Medici Way (via Corvina Way) the overall length of the straight section of road will be approximately 360m. Liveable Neighbourhoods advises traffic calming measures be introduced at intervals of 70-80m. The recommended plateau treatment at Claret Loop (adjacent to Prosecco Lane) would effectively break the 180m section midblock.

The staggered intersections of Rosso Meander/Cosimo Drive and Rosso Meander/Corvina Way are spaced some 20m from each other which is in line with the recommendation in Table 5 of Liveable Neighbourhoods.

The intersection of Rosso Meander and Lane 2 as shown on Figure 4.1 has been reduced to left out only, and is primarily designed for use by service vehicles. Situated in close proximity to the signalised intersection, it is considered a potential safety issue to allow other movements.

4.5 Refuse Collection and Emergency Vehicle Access

It is important that refuse collection and emergency vehicle access is planned for within the development. The standard refuse collection truck used in Western Australia is 2.5 m wide, 7.6 m long, weighs approximately 24 tonnes when fully loaded and has a turning radius of 9 m.

Given the layout and widths of the internal roads, it is likely that the refuse truck would only travel in one direction down some roads. Where this is the case, it is recommended that the residents are instructed to locate their bins just on one side of the street for collection - on the left side in the direction of travel. Figure 4.5 shows a suggested refuse truck route and the side of the street on which bin pads would need to be provided. Other options can be devised depending upon where the bins will be located. Only in the case of Lots 1 to 7 is it imperative that the bins are located on the opposite side of Lane 2.
Figure 4.5: Indicative Refuse Collection Route and Bin Pad Locations

KEY:
- Red: Refuse Collection Route Option
- Yellow: Bin Location Options

Lots 1 to 7
5.  SUSTAINABLE TRANSPORT OPTIONS

5.1  Local Cycling Infrastructure

Figure 5.1 shows the local bicycle infrastructure as provided by the Department of Planning’s Perth Bicycle Network. This map shows a significant level of on- and off-street cycling infrastructure in the vicinity of the site, including on-road bicycle lanes along Ocean Reef Road and Whitfords Avenue and a shared path along Woodvale Drive. These roads form primary connections to the Principal Shared Path (PSP) which runs along the Mitchell Freeway, providing connection into the Perth CBD. The suburban road riding environment to the south of Joondalup also has an extensive network of cycle lanes and shared paths that are easily accessed from the site.

Figure 5.1: Local Perth Bicycle Network Infrastructure

5.2  Local Public Transport

Existing public transport services to the area consist of Transperth bus services 389, 468 and 469.

Bus stops are currently in place on Wanneroo Road, in the vicinity of both Buckingham Drive and Prindiville Drive, and on Woodvale Drive, west of Wanneroo Road.

Figure 5.2 shows the existing bus routes in the vicinity of the proposed development site.
Figure 5.2: Existing Bus Routes
6. CONCLUSIONS AND RECOMMENDATIONS

6.1 Conclusions

Chianti Stage 4 is located within Woodvale, adjacent to the Yellagonga Regional Park. The plan for the precinct proposes a higher density residential living zoning, primarily of R60, with one small cell at R80. Within the plan area there will be a total of 65 single residential lots, and approximately 33 apartments. This report has been updated to reflect the additional trips generated by the slight increase in development density since the previous Traffic Impact Assessment, and includes the latest 2015 SCATS data.

The proposed subdivision is bounded by Wanneroo Road to the east. There are no existing roads within the site. Major arterial roads within close proximity include Wanneroo Road. Access to the development will be provided via the existing signalised intersection to the north of the subject site at Rosso Meander/Wanneroo Road/ Prindiville Drive. The proposed revisions to this signalised intersection have been supported by both MRWA and the City of Wanneroo.

The internal road network of the proposed plan is consistent with the recommendations of Liveable Neighbourhoods with regard to road reservation widths. The volume of traffic expected to be generated by this development is some 619 vehicles per day with 62 peak hour trips distributed onto the surrounding road network via the intersection of Rosso Meander/Wanneroo Road/ Prindiville Drive. These volumes are within the capacity of the roads and intersection. A detailed assessment of the main access intersection was conducted during planning for previous stages of the Woodvale Meadows subdivision, and included the traffic generated by the Chianti Stage 4 precinct. Whilst the anticipated traffic has increased by 27 trips per day, due to increased density, this will have no significant impact on the operational efficiency of the intersection or the local road network.

All of the intersections within the proposed internal road network are indicated as being T-intersections. To maintain the target speed limit it is recommended to install a raised plateau at the intersection of Claret Loop and Rosso Meander. The intersection of Rosso Meander and Lane 2 is constructed as a left out only, to cater for service vehicle movements whilst avoiding potentially unsafe manoeuvres.

The proposed development is supported by the findings of this Transport Statement and there are no identified traffic related issues to be addressed other than those stated above. We therefore recommend approval of the proposed amendment to the approved Agreed Structure Plan from a traffic perspective.
APPENDIX A: PROPOSED DEVELOPMENT