



**AMENDMENT NO. 26**

**TO THE**

**EAST WANNEROO CELL 1  
(TAPPING AND ASHBY)**

**AGREED STRUCTURE PLAN NO. 3**

RECORD OF AMENDMENTS MADE TO THE EAST WANNEROO CELL 1  
(TAPPING AND ASHBY)  
AGREED STRUCTURE PLAN NO. 3

Amendment No.	Summary of the Amendment	Date approved by WAPC
1	To recode certain lots located at the southern part of the Agreed Structure Plan area from R20 to R40	1 April 2005
2	Modifies the road layout and the distribution of the Public Open Space areas over Lot 2706 Pinjar Road, Tapping.	1 April 2005
3	Modifies the road layout, density codes and the distribution of Public Open Space over Crown Reserve 27294, Lots 1, 20, 21 and 22 Wanneroo Road and Lots 14, 15, 17, 18 and Pt Lot 101 Clarkson Avenue, Tapping.	1 April 2005
4	Recodes minor portions of Lot 13 Wanneroo Road, Ashby from R20 to R40	1 April 2005
5	Recodes Lots 235-259 Taplow Parade, portion of Lot 25 Pinjar Road and portion of Lot 9006 Pinjar Road, Ashby from R20 to R40.	1 April 2005
6	Recodes minor portions of Lots 25 and 26 Pinjar Road, Ashby from R20 to R40	15 June 2005
7	Recodes the residential portion of Lots 23 & 24 Ashley Road, Tapping from R20 to R30 & R40	27 June 2005
8	Recodes Lot 135 Paxton Way, Ashby from R20 to R40	22 June 2006
9	Modifies the road layout of Lot 501 Conti Road & Lot 502 & Lot 9601 Pinjar Road, Ashby and recodes a portion of that land from R20 to R40.	29 Aug 2006
10	Recodes Lots 118 and 120 Gosford Meander and Lots 121 and 134 Paxton Way, Ashby from R20 to R40	5 Dec 2006
13	Recodes the following lots in Ashby from R20 to R40:  Lots 101, 104, 106-116, 123-126, 273-274, 277-278, 283, 285-287, 289, 291-293 Gosford Meander Lots 129-132, 136-137, 246-250, 280-282 Sistina Road Lots 138-144 Hennessy Drive Lots 251-263 Shipton Loop Lots 264-267 Cranley Link Lot 9013 Pinjar Road, Sinagra	30.6.08
11	Rezones Lot 9602 Pinjar Road, Ashby from Residential to Centre Zone, with a maximum net lettable area of 4600m <sup>2</sup> , & Community Purpose Site; and  Rezones Lot 25 Ashley Road, Tapping from Centre Zone to Residential Zone with a density coding of R20	SAT Matter No. DR 171/2008 10.9.08
14	Recodes Lot 208 Grallina Way, Tapping from R20 to R30	10.3.09

16	<ul style="list-style-type: none"> <li>Deletes the Community Purpose site from Lot 9603 Pinjar Road, Ashby and relocates it on a portion of Lot 9031 Waldburg Drive, Tapping</li> <li>Recodes a portion of Lot 9031 Ashley Road, Tapping from Residential R20 to R40.</li> </ul>	23.3.10
12	<ul style="list-style-type: none"> <li>Rezones Lot 19 Clarkson Avenue, Tapping from Residential Precinct to Commercial Zone and Residential Precinct (R40);</li> <li>Modifies Schedule 1 to include the NLA as 1100m<sup>2</sup>; and</li> <li>Includes an additional provision relating to the Commercial Zone</li> </ul>	9.5.11
18	<ul style="list-style-type: none"> <li>Recodes Lot 9603 Pinjar Road, Ashby from Residential R20 to Residential R30, R40 and R60 excepting for the future R20 lots abutting Conti Road; and</li> <li>Recodes a portion of Lot 501 Conti Road, Ashby to the east of Fomiatti Street from Residential R40 to Residential R60 and from Residential R20 to Residential R30, R40 and R60 excepting for the future R20 lots abutting Conti Road.</li> </ul>	23.1.12
20	Amends 'Schedule 1 – Retail Floorspace Provision' to permit a maximum retail floorspace limit of 7,000m NLA (rounded to the nearest 50m).	1.3.13
21	Modifies Schedule 1 to include the NLA for Lot 19 Clarkson Avenue, Tapping as 1900m <sup>2</sup> .	2.9.13
17	Modifies the road layout on Lots 21 and 24 Carosa Road, Ashby and recodes portion of Lots 21 and 24 Carosa Road, Ashby in the Residential zone from R20 to R25, R40 and R60.	20.11.12
19	Recodes Lot 9017 Lautrec Loop, Ashby from R20 to R30	22.7.13
22	<ul style="list-style-type: none"> <li>Recodes portions of Lots 9623 and 9624 Pinjar Road, Ashby from Residential R60 to Residential R80</li> <li>Identifies areas to be designated as 'Height Limit A' and 'Height Limit B'</li> <li>Inserts Provision 7 – Residential Design Code Variations</li> </ul>	16.2.15
24	Recodes portion of Lot 1 (96) Clarkson Avenue, Tapping from Residential R20 to Residential R40	30.3.15
23	Recodes the eastern portion of Lot 19 (20) Clarkson Avenue, Tapping from Residential R40 to Residential R60 and inserts a new Clause 4.1.1 – Subdivision and Development Requirements for Residential zoned land.	13.10.16
25	Amends the development requirements for the Commercial zone and modifies Schedule 1 to include the NLA for Lot 19 Clarkson Avenue, Tapping as 4300m <sup>2</sup>	13.10.16
26	Rezones Lot 9630 (14) Blackberry Drive, Ashby from Residential to Mixed Use Zone. Amends Part 1 - Statutory Planning Section to insert provisions relating to the Mixed Use zone.	

AMENDMENT NO. 26 TO THE  
EAST WANNEROO CELL 1 (TAPPING AND ASHBY)  
AGREED STRUCTURE PLAN NO. 3

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

1. Amending the Agreed Structure Plan map to rezone Lot 9630 (14) Blackberry Drive, Ashby from Residential to Mixed Use Zone.
2. Amending the Part 1 - Statutory Planning Section to insert provision 4.6 as outlined below:

4.6 MIXED USE ZONE

The permissibility of uses is to be in accordance with the Mixed Use Zone as specified under the scheme.

Objectives

General objectives for the Mixed Use Zone are:

- a) encourage a diversity of land uses and a diversity of housing types;
- b) act as a transition between the Residential and Commercial zones and provide flexibility in design of developments to encourage a variety of mixed use, residential and non-residential uses; and
- c) promote developments that continue support Blackberry Drive as an active focus for the community by means of appropriate commercial uses.

Criteria

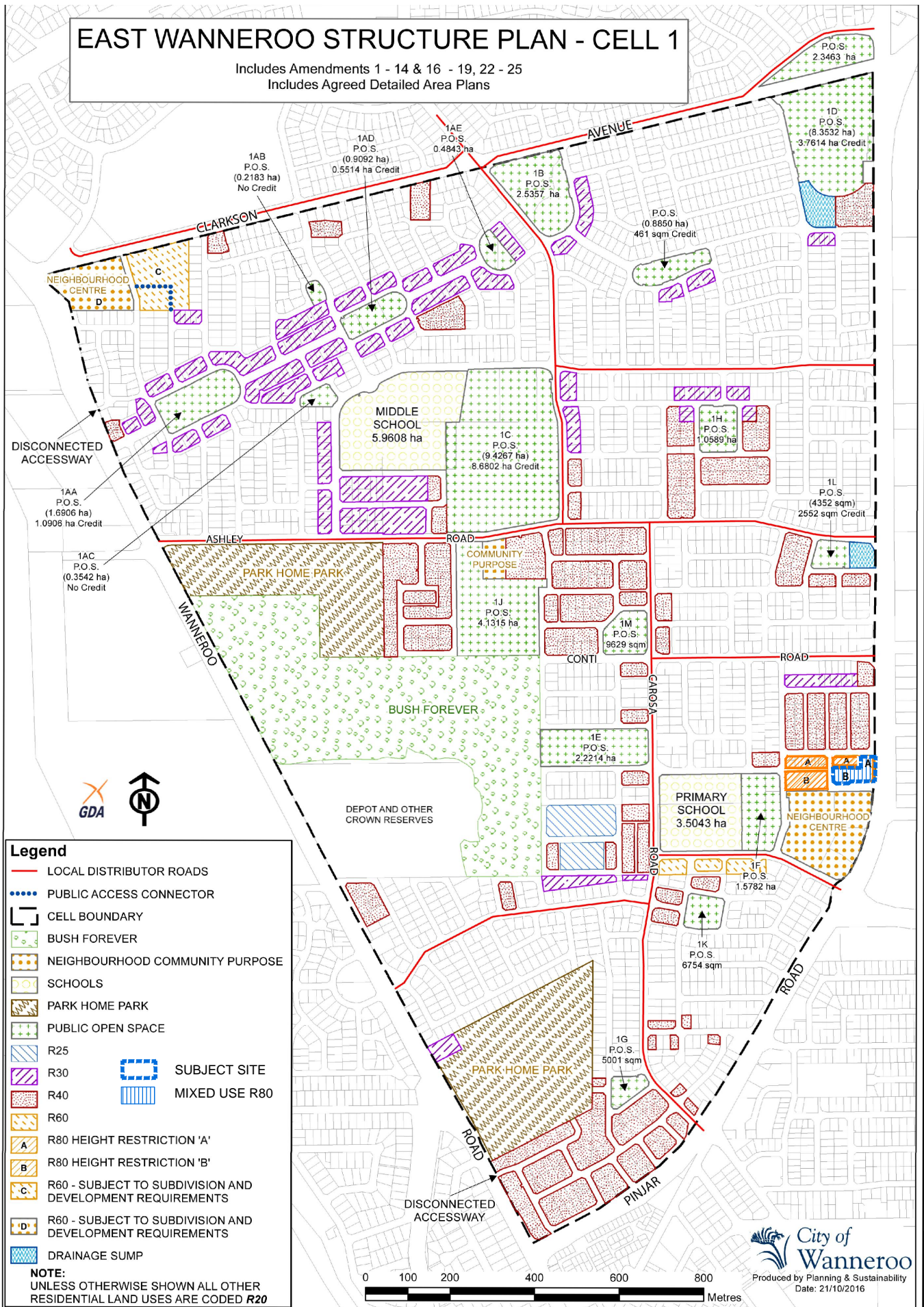
Criteria to be satisfied in this zone are:

- a) the provisions of the Mixed Use zone in the Scheme and of the relevant Residential Planning Code provisions as indicated on Plan 2 'The Local Structure Plan' shall apply to this zone;
- b) building heights are to be consistent with clause 7;
- c) vehicle access from Blackberry Drive is permitted for non-residential developments.



# EAST WANNEROO STRUCTURE PLAN - CELL 1

Includes Amendments 1 - 14 & 16 - 19, 22 - 25  
Includes Agreed Detailed Area Plans



**Legend**

- LOCAL DISTRIBUTOR ROADS
- PUBLIC ACCESS CONNECTOR
- CELL BOUNDARY
- BUSH FOREVER
- NEIGHBOURHOOD COMMUNITY PURPOSE
- SCHOOLS
- PARK HOME PARK
- PUBLIC OPEN SPACE
- R25
- R30
- R40
- R60
- R80 HEIGHT RESTRICTION 'A'
- R80 HEIGHT RESTRICTION 'B'
- R60 - SUBJECT TO SUBDIVISION AND DEVELOPMENT REQUIREMENTS
- R60 - SUBJECT TO SUBDIVISION AND DEVELOPMENT REQUIREMENTS
- DRAINAGE SUMP
- SUBJECT SITE
- MIXED USE R80

**NOTE:**  
UNLESS OTHERWISE SHOWN ALL OTHER RESIDENTIAL LAND USES ARE CODED R20

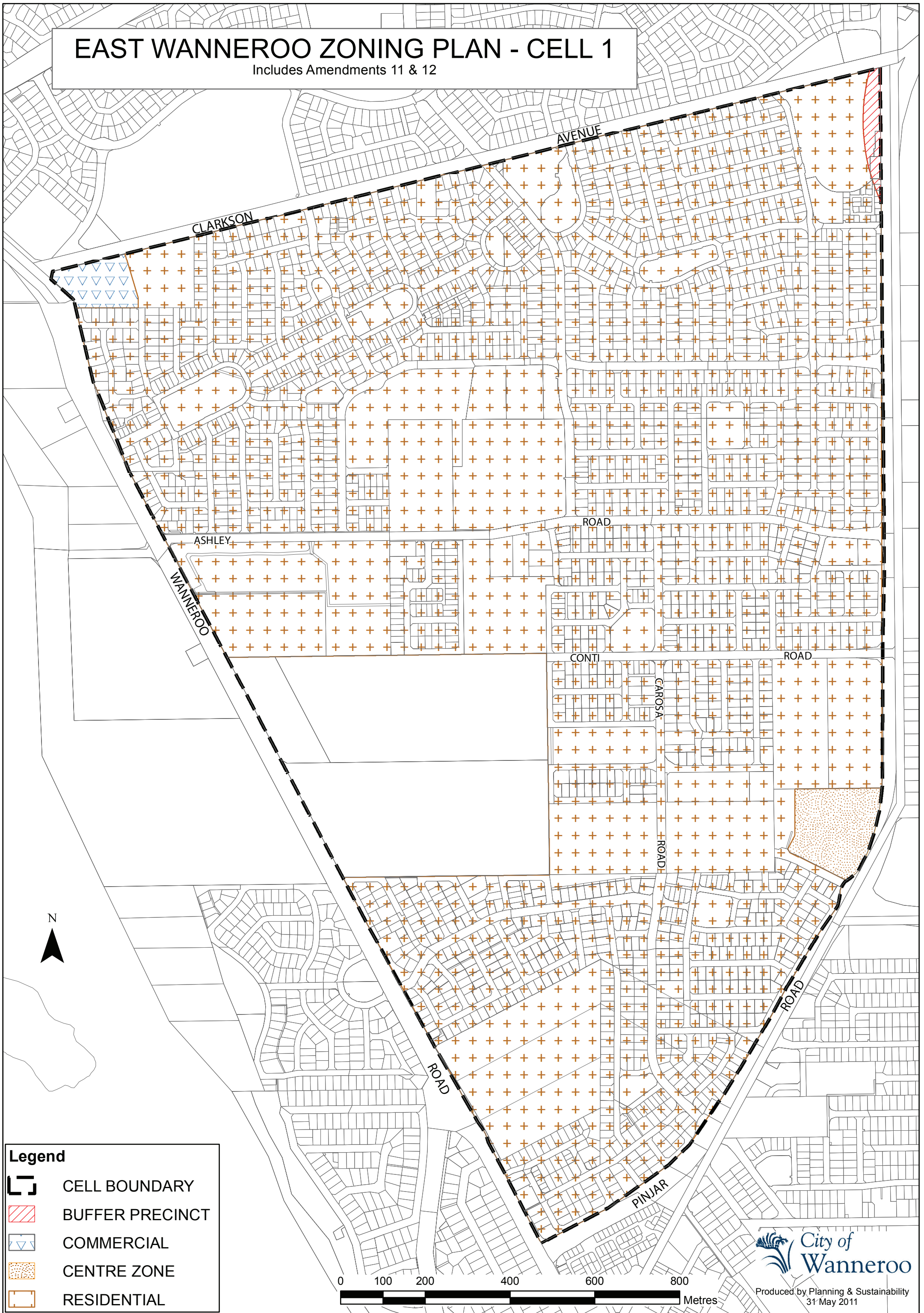
**City of Wanneroo**  
Produced by Planning & Sustainability  
Date: 21/10/2016





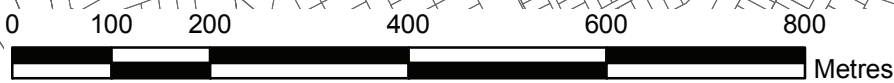
# EAST WANNEROO ZONING PLAN - CELL 1

Includes Amendments 11 & 12



**Legend**

- CELL BOUNDARY
- BUFFER PRECINCT
- COMMERCIAL
- CENTRE ZONE
- RESIDENTIAL



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

IT IS CERTIFIED THAT THIS STRUCTURE PLAN AMENDMENT NO.26 TO THE EAST WANNEROO CELL 1 (TAPPING AND ASHBY) AGREED STRUCTURE PLAN NO. 3

WAS APPROVED BY

RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON

.....

Signed for and on behalf of the Western Australian Planning Commission

.....

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

..... Witness

..... Date

..... Date of Expiry

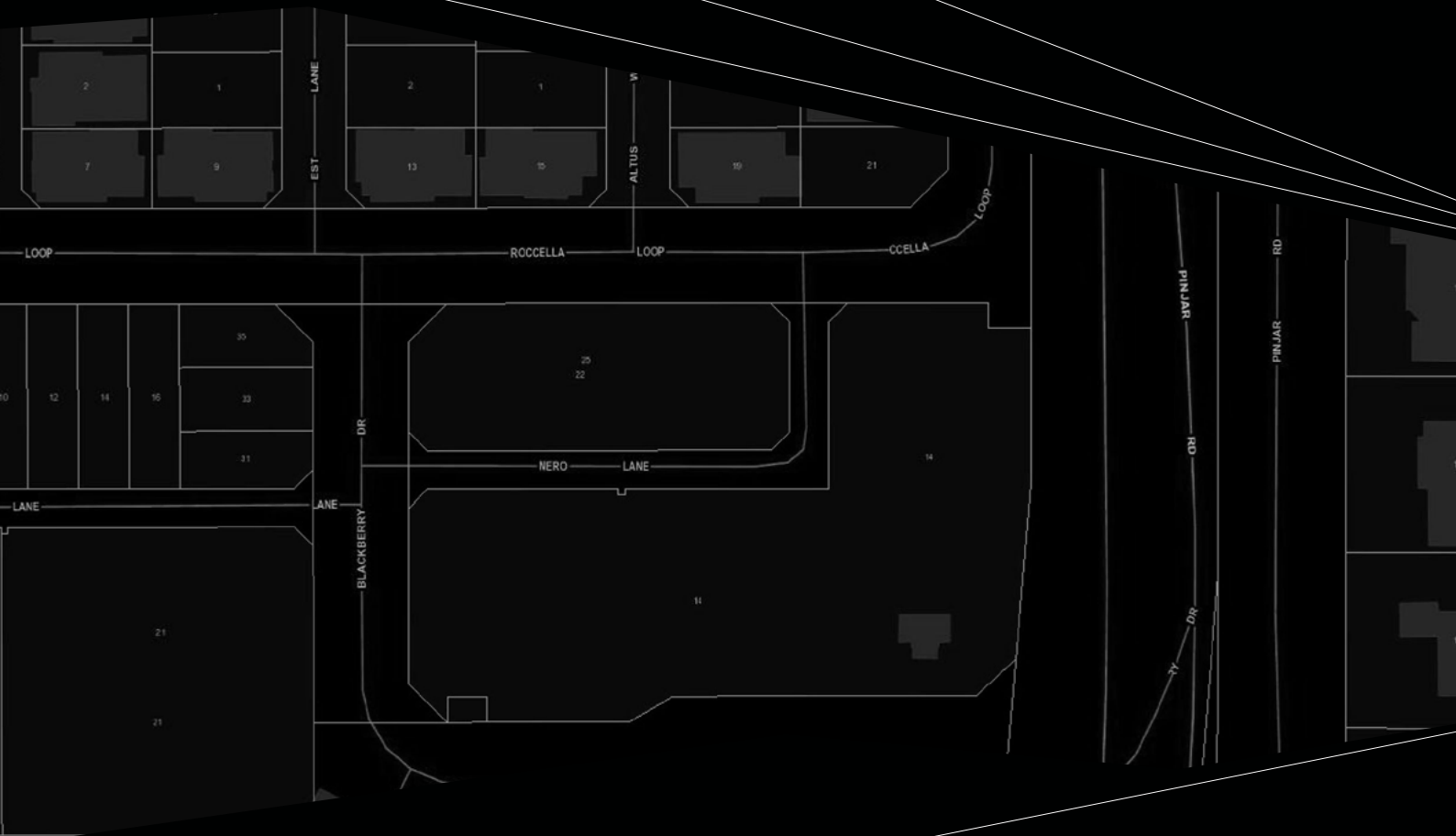
**PART 2 - EXPLANATORY REPORT**

AMENDMENT NO. 26 TO THE

EAST WANNEROO CELL 1 (TAPPING AND ASHBY)  
AGREED STRUCTURE PLAN NO. 3

# Proposed Structure Plan Amendment East Wanneroo Cell 1 (Tapping and Ashby) ASP 3

LOT 9631 (14) Blackberry Drive  
Ashby, Western Australia



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## Project details

<b>Job number</b>	4929	
<b>Client</b>	Endeavour Properties Pty Ltd	
<b>Prepared by</b>	Planning Solutions	
<b>Consultant Team</b>	Architect Traffic Engineering	Oldfield Knott Architects Pty Ltd Transcore

## Document Control

<b>Revision number</b>	<b>File name</b>	<b>Document date</b>
<b>Rev 0</b>	150403 4929 Structure Plan Amendment - Mixed Use Zone	3 April 2017

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# 1 Background

## 1.1. Introduction and purpose

The following report has been prepared on behalf of Endeavour Properties Pty Ltd in support of a proposed amendment to Agreed Structure Plan No. 3 East Wanneroo Cell 1 (Tapping and Ashby) (ASP3).

The ASP amendment area comprises Lot 9631 (14) Blackberry Drive, Ashby (**subject site**).

The report considers the justification for amending ASP3, to reclassify the subject site from 'Residential' to 'Mixed Use'.

The proposed amendment is sought to facilitate the development of a medical centre and a range of complementary non-retail land uses. The proposed amendment will also provide a transition between the Ashby Neighbourhood Centre to the south and the emerging residential area to the north and west.

## 1.2. Land description

### 1.2.1. Legal description and ownership

**Table 1** below provides a summary of the portions of land forming the subject site.

**Table 1: Lot details**

Lot	Plan/Diagram	Volume	Folio	Area (m <sup>2</sup> )
9631	406445	2903	695	4116

Refer **Appendix 1** for a copy of the Certificate of Title.

### 1.2.2. Context

The subject site is located within the municipality of the City of Wanneroo (**City**), in the suburb of Ashby, in a transitional area, between the Ashby Neighbourhood Centre to the south and an emerging residential area to the north.

The subject site is bounded by Pinjar Road to the east, Blackberry Drive to the south and west, and Nero Lane/Roccella Loop to the north.

The northern side of Roccella Loop is developed for single houses with an applicable density coding of R40. The remainder of land to the west of the subject site is cleared with an applicable density coding of R80. The Ashby Neighbourhood Centre on the southern side of Blackberry Drive contains a recently constructed tavern and will provide a number of future retail and commercial uses.

### 1.2.3. Land use and topography

The subject site generally falls gently from northeast to southwest, is cleared and contains no improvements or significant environmental features.

Refer to **Figure 1**, Aerial Photograph.





**LEGEND**  
 - - - - - Subject Site





## 2 Planning framework

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### 2.1 Metropolitan Region Scheme

The subject site is zoned 'Urban' under the provisions of the Metropolitan Region Scheme (**MRS**). The subject site also fronts Pinjar Road which is reserved 'Other Regional Roads' under the MRS.

The proposed amendment is consistent with the provisions of the MRS and may be approved accordingly.

### 2.2 City of Wanneroo District Planning Scheme No. 2

The subject site is zoned 'Urban Development' under the City of Wanneroo District Planning Scheme No.2 (**DPS2**).

In accordance with Part IX of DPS2, Council may require a Structure Plan to cover land zoned 'Urban Development'. In this instance, a Structure Plan (ASP3) has been adopted by the City and WAPC.

### 1.3. Planning and Development (Local Planning Schemes) Regulations 2015

Part 4 clause 29 of Schedule 2 (**Deemed Provisions**) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (**Regulations**) specify:

*A structure plan may be amended by the Commission at the request of the local government or a person who owns land in the area covered by the plan.*

The proposed amendment has been requested by the landowner of the subject site and is therefore consistent with the Regulations.

### 1.4. Agreed Structure Plan East Wanneroo Cell 1 (Tapping and Ashby)

Under the provisions of ASP3, the subject site is classified 'Residential', with an assigned residential density coding of R80.

The proposed Structure Plan amendment seeks to reclassify the subject site under ASP3 from 'Residential' to 'Mixed Use'.

### 1.5. Strategic Context

#### 1.5.1. State Planning Policy

##### Directions 2031 and Beyond and Sub-Regional Strategy

Directions 2031 is a high-level spatial framework and strategic plan that establishes the vision for future growth of the metropolitan Perth and Peel region.

Directions 2031 seeks an increase in the current average residential density in order to make more efficient use of land and infrastructure. Directions 2031 advocates higher density housing near to activity centres.

The draft outer metropolitan Perth and Peel - sub-regional strategy (**sub-regional strategy**), as set out in Directions 2031, focuses on achieving an employment self-sufficiency target of 75 jobs in an area for every 100 residents, who work or are actively seeking employment.

The proposed amendment to ASP3 results the potential for the provision of healthcare and other essential services, within close proximity to an emerging residential area. This more efficient use of land is entirely consistent with the aspirations for providing employment opportunities articulated through Directions 2031.

### Liveable Neighbourhoods

Liveable Neighbourhoods is the WAPC's operational policy prepared to implement the objectives of the State Planning Strategy, which aims to guide the sustainable development of Western Australia in to the future.

Liveable Neighbourhoods addresses design aspects, covering:

- Community Design
- Movement Network
- Lot Layout
- Public Parkland
- Urban Water Management
- Utilities
- Activity Centres and Employment, and
- Schools

The proposed amendment is consistent with the overarching aims and goals of Liveable Neighbourhoods. The current R80 density is proposed to remain and will maintain opportunities for infill development. The proposed Mixed Use zoning category will provide a transition buffer to the lower density residential area.

### Local planning policies

The City's *Local Planning Policy 4.2: Structure Planning (LPP4.2)* deals with the form and content of Structure Plans. The Policy Table of LPP4.2 provides a summary of various clauses under Part 9 of DPS2 relating to structure plans and the corresponding LPP4.2 clauses that articulate the City's position on the interpretation and application of the Scheme provisions.

**Table 2** below outlines the DPS2 Clause and LPP4.2 policy provisions relevant to structure plan amendments.

Clause 9.7 of DPS2 stipulates the requirement for Amendment or Revocation of an Agreed Structure Plan and Clause 6.0 of LPP4.2 stipulates the corresponding policy provision.

**Table 2: Policy Table**

	Summary of DPS2 Clause		LPP4.2 Policy Provision	Compliance
9.7	Amendment or Revocation of Agreed Structure Plan	6.0		
9.7.2	Public notification of an amendment may be waived when the amendment is considered by Council to be of a minor nature such as not to materially alter the intent of the Agreed Structure Plan or cause any significant detriment to land within or abutting the Structure Plan area.	6.1	<p>Council, in deciding whether to waive public notification of an amendment, shall have regard to the degree to which the amendment:</p> <p>a) Proposes a more appropriate development outcome than that identified in the Agreed Structure Plan;</p> <p>b) Is in accordance with the stated principles, aims and/or objectives of the Agreed Structure Plan;</p> <p>c) Would achieve a development outcome which is the same or similar in principle to that of the Agreed Structure Plan; and</p> <p>d) detrimentally affects the following:</p> <ul style="list-style-type: none"> <li>• adjoining property;</li> <li>• shape, size, function or location of public open space;</li> <li>• boundary and/or location of land use classifications and/or</li> <li>• residential densities;</li> <li>• location or reorientation of proposed roads; and</li> <li>• a development contribution arrangement.</li> </ul>	<p>The amendment will facilitate a more appropriate development outcome than that currently identified in ASP3. It will allow for a mixture of residential development with small scale businesses in a primarily residential scale environment.</p> <p>The amendment provides the opportunity to provide an intermediate stage between the predominantly commercial Ashby Neighbourhood Centre and surrounding residential area.</p> <p>The proposed amendment to ASP3 would achieve a development outcome that is in principle similar to the agreed structure plan by:</p> <ul style="list-style-type: none"> <li>• providing a diversity of land use and housing types;</li> <li>• allowing appropriate businesses to locate and develop in close proximity to residential areas;</li> <li>• allowing for services to be provided locally; and</li> <li>• providing high level of amenity.</li> </ul> <p>The proposed amendment will not detrimentally affect any aspect listed under Clause 6.1 (d).</p>
		6.2	<p>The following information is required at the time of lodgement of a structure plan amendment:</p> <ul style="list-style-type: none"> <li>• The amendment, including the proposed amendments to the Part 1 text and map, Part 2, and Part 3;</li> <li>• An amendment report, including justification for the amendment; and</li> <li>• Supporting documentation in line with the requirements of a structure plan or detailed area plan.</li> </ul>	<p>All relevant information is submitted with this amendment request, including details of the proposed amendments to Part 1 text, an amendment report including justification for the amendment and supporting documentation including indicative site plan.</p>

The proposed amendment is entirely consistent with the relevant clauses of LPP4.2.

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## 1.6. Ashby Village Local Development Plan

There is no intention to amend the endorsed Ashby Village Detailed Area Plan. An indicative site plan demonstrating a potential development outcome for the subject site is provided in Part 3 of this report.

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## 1.7. Amendment Proposal

The amendment proposes to modify the zoning of the subject site, currently shown as 'Residential' to 'Mixed Use' as depicted in **Figure 2**.

The amendment proposes to modify the text in Part 1 of ASP3 to introduce the following Objectives and Criteria pertaining to land classified as 'Mixed Use' under ASP3:

### Objectives

General objectives for the Mixed Use Zone are:

- a) encourage a diversity of land uses and a diversity of housing types;
- b) act as a transition between the Residential and Commercial zones and provide flexibility in design of developments to encourage a variety of mixed use, residential and non-residential uses; and
- c) promote developments that continue support Blackberry Drive as an active focus for the community by means of associated commercial uses;

### Criteria

Criteria to be satisfied in this zone are:

- a) the provisions of the Mixed Use zone in the Scheme and of the relevant Residential Planning Code provisions as indicated on Plan 2 'The Local Structure Plan' shall apply to this zone;
- b) building heights are to be consistent with clause 7;
- c) vehicle access from Blackberry Drive is permitted for non-residential developments.

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## 1.8. Rationale for Amendment

The subject site is located opposite the existing tavern, at the northern portion of the Ashby Village Neighbourhood Centre. This amendment proposes to modify the zoning classification of the subject site to provide an appropriate transition between the existing residential area and retail land uses within the Centre.

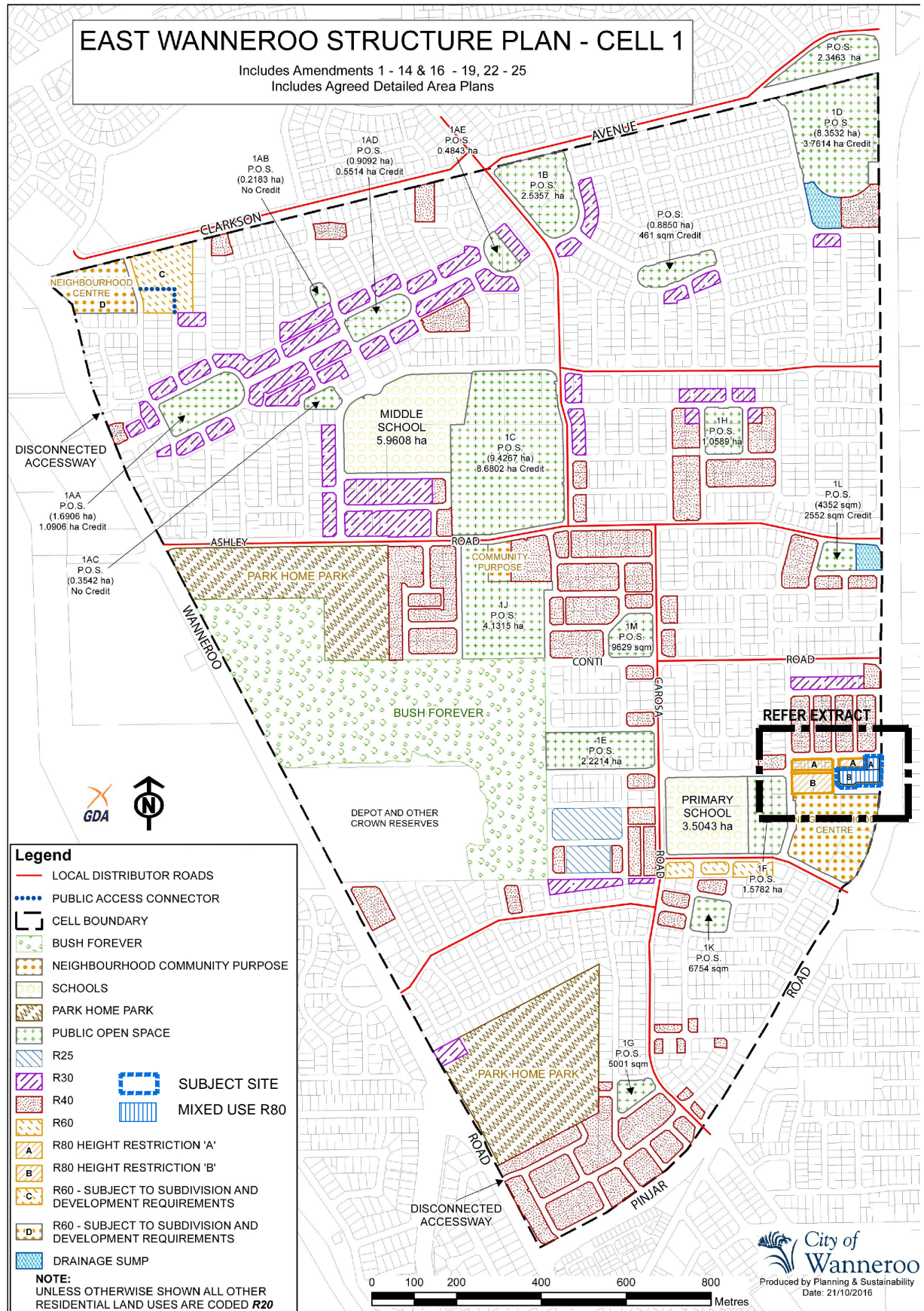
The 'Mixed Use' zoning classification over the subject site is proposed to ensure appropriate sized business and other employment generating activities will be situated locally. This zoning classification will also provide the flexibility to develop both residential and low intensity commercial land uses on the subject site.

It should be noted that the 7,100m<sup>2</sup> maximum retail floorspace limit for the Ashby Village Neighbourhood Centre will not be compromised by the proposed amendment.

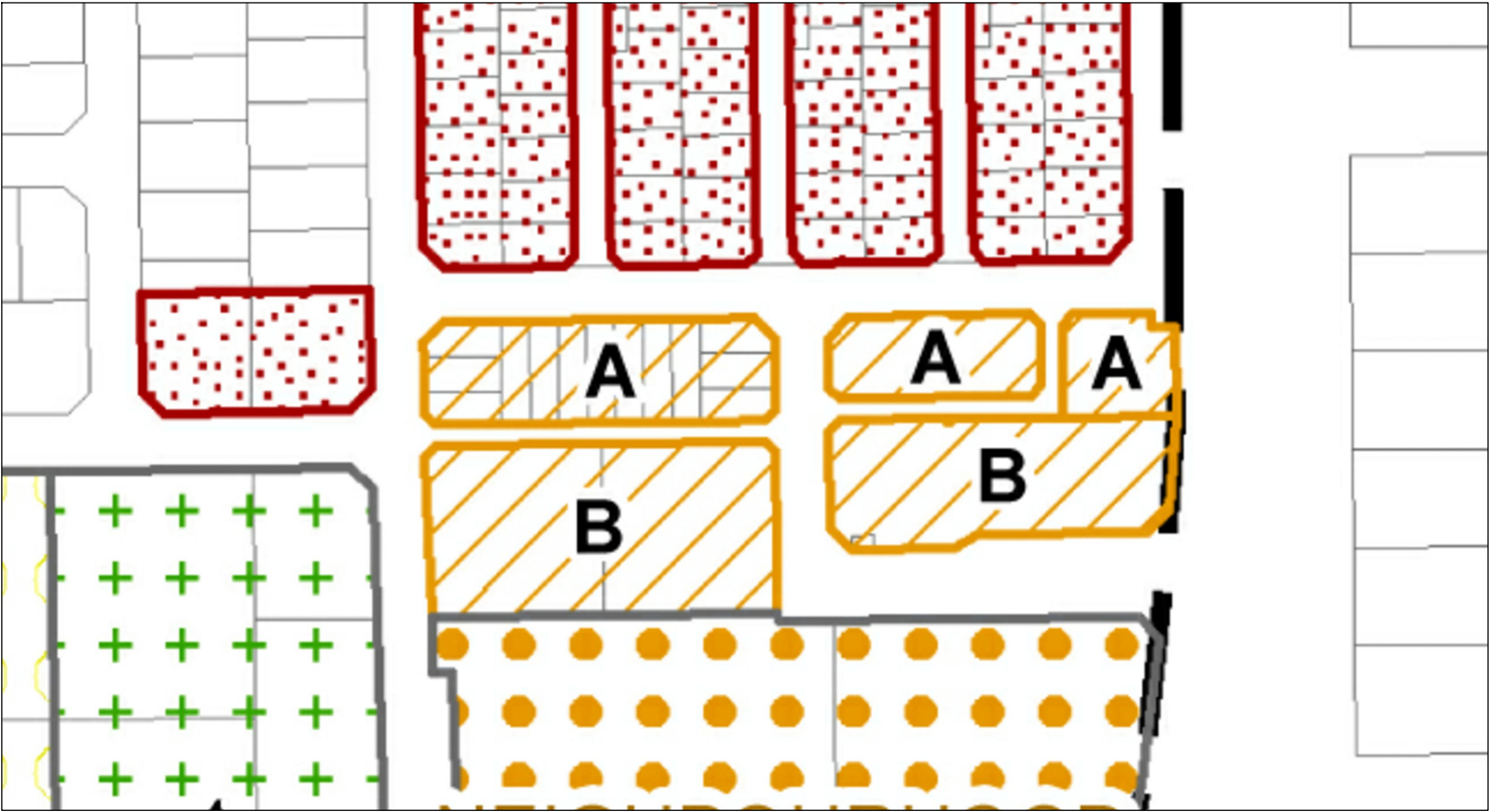


# EAST WANNEROO STRUCTURE PLAN - CELL 1

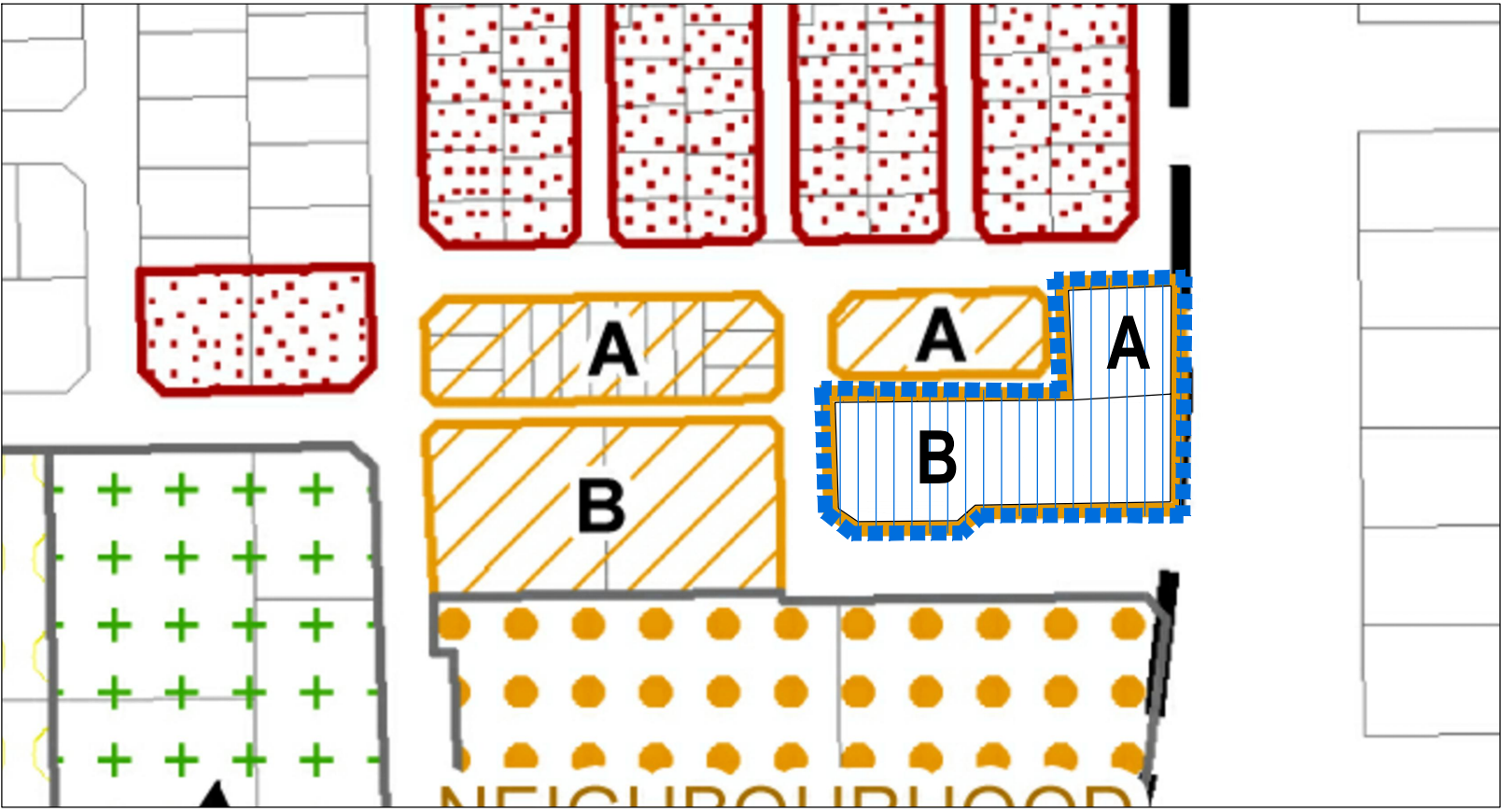
Includes Amendments 1 - 14 & 16 - 19, 22 - 25  
Includes Agreed Detailed Area Plans



PROPOSED STRUCTURE PLAN MAP



EXISTING STRUCTURE PLAN MAP - EXTRACT



PROPOSED STRUCTURE PLAN MAP - EXTRACT



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## 1.9. Concept Plan

The proposed Structure Plan Amendment will facilitate the future development of the subject site a variety of mixed use, residential and non-residential uses. A copy of a concept plan is appended to the Structure Plan Amendment for information purposes. The Concept Plan has been prepared to provide an indication of the potential form development may take within the amendment area and to demonstrate the appropriateness of vehicular access from Blackberry Drive, but does not form part of the formal Structure Plan Amendment.

Refer **Appendix 2** for a copy of the Concept Plan

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## 1.10. Technical Note

A Technical Note, prepared by traffic engineers Transcore, provides a traffic analysis of a proposed crossover to the subject site from Blackberry Drive. A summary of the report is provided below.

An investigation was undertaken to assess potential of full-movement vehicular access from Blackberry Drive. This investigation was based on the Concept Plans provided at Appendix 2. the assessment concludes that the operation of the proposed Blackberry Drive crossover is not expected to result in any adverse impact on the operation and safety of the adjacent road network.

To achieve adequate sightlines and improve safety it is recommended that the right turns out of a future Blackberry Drive crossover are not permitted. Further, it is recommended that any landscaping within the vicinity of the crossover, should be limited to low shrubs with maximum height not exceeding 0.5m.

Refer **Appendix 3** for a copy of the Technical Note



### 3 Conclusion

The amendment proposes to modify the zoning of the subject site from 'Residential' to 'Mixed Use'. The amendment recognises the suitability of the subject site to:

1. Encourage a diversity of land uses and a diversity of housing types;
2. Act as a transition between the Residential and Commercial zones and provide flexibility in design of developments to encourage a variety of mixed use, residential and non-residential uses; and
3. Promote developments that continue support Blackberry Drive as an active focus for the community by means of appropriate commercial uses.

Overall, the proposed amendment reflects the orderly and efficient use of land and infrastructure. A Technical Note has been prepared by Transcore to demonstrate the suitability of a crossover providing future access to the subject site from Blackberry Drive. A Concept Plan is also provided to illustrate the potential development of the subject site that could be facilitated by the proposed Structure Plan amendment.

In light of the above, we respectfully request the City's favourable assessment and adoption of the proposed amendment to the East Wanneroo Cell 1 (Tapping and Ashby) Agreed Structure Plan No. 3.

**Appendix 1**  
**Certificate of Title**



REGISTER NUMBER <b>9631/DP406445</b>	
DUPLICATE EDITION <b>N/A</b>	DATE DUPLICATE ISSUED <b>N/A</b>

**RECORD OF CERTIFICATE OF TITLE**  
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME **2903** FOLIO **695**

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 9631 ON DEPOSITED PLAN 406445

**REGISTERED PROPRIETOR:**  
(FIRST SCHEDULE)

ENDEAVOUR PROPERTIES PTY LTD OF PO BOX 110, LEEDERVILLE

(AF N359245 ) REGISTERED 21/6/2016

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

- 1. \*M488898 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 10/12/2013.

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: DP406445  
 PREVIOUS TITLE: 2892-449  
 PROPERTY STREET ADDRESS: 14 BLACKBERRY DR, ASHBY.  
 LOCAL GOVERNMENT AUTHORITY: CITY OF WANNEROO

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING L747911 AND L747912.

VER.	AMENDMENT	AUTHORISED BY	DATE

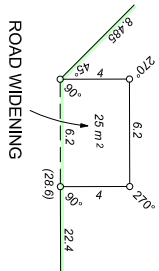
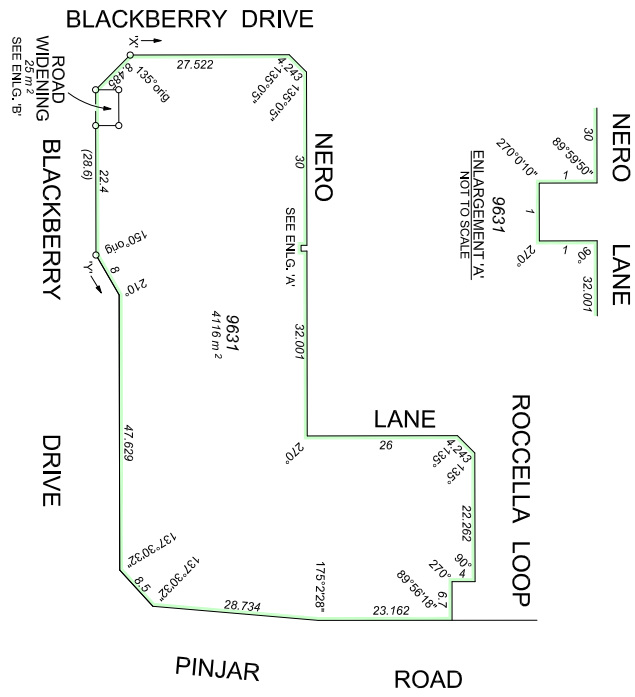
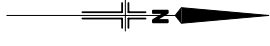
LIMITED IN DEPTH TO 60.96 METRES



**Brown McAlister Surveyors**  
 [Licensed Surveyors | Engineering Surveyors |  
 Land Development & Strata Consultants]  
 Email: admin@brownmcalistersist.com.au  
 43 Broadway, Nedlands WA 6009

Tel: (08) 9386 9688 Fax: (08) 9386 8977  
 Our Ref: 08175\_37DP(1) Date: 17/03/2016  
 STAGE BR\_PHASE 11

**SPECIAL SURVEY AREA SUBDIVISION**

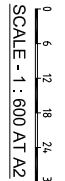


ENLARGEMENT 'B'  
NOT TO SCALE

ALL BOUNDARY / CORNER SURVEY MARKS SHOWN ON THIS SHEET ARE INDICATIVE ONLY. USE ONLY THE SURVEY SHEET WHEN DETERMINING THE TRUE POSITION AND TYPE OF ALL SURVEY MARKS PLACED PERTAINING TO THIS PLAN. SURVEY CARRIED OUT UNDER REGULATION 26A SPECIAL SURVEY AREA GUIDELINES. SEE SURVEY SHEET FOR SURVEY INFORMATION.  
 ALL DIMENSIONS CLOCKWISE BETWEEN 'X' & 'Y' ARE ORIGINAL.

INTERESTS AND NOTIFICATIONS						
SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS

HELD BY LANDGATE IN DIGITAL FORMAT ONLY



SCALE - 1 : 600 AT A2

TYPE	FREEHOLD	S.S.A. YES
PURPOSE	SUBDIVISION	
PLAN OF	LOTS 9631 AND ROAD WIDENING	
FORMER TENURE	LOT 9630 ON DP406453 C/T 28921449	
LOCAL AUTHORITY	CITY OF WANNEROO	
LOCALITY	ASHBY	
D.O.L. FILE		
FIELD RECORD	90974 & 101670	
SURVEYOR'S CERTIFICATE - REG 54	1 PETER HILLE	
	I hereby certify that this plan is accurate and is a correct representation of the -	
	(a) 'Survey' and/or	
	(b) 'Calculations' from measurements recorded in the field records	
	understand for the purposes of this plan and that it complies with the relevant when made in relation to which this Regs.	
LICENSED SURVEYOR	DATE	
LOGGED	DATE	
22-Apr-16	19006445	
DATE	FEE PAID	ASSESS NO.
LS.C.	EXAMINED	DATE
RF		
WESTERN AUSTRALIAN PLANNING COMMISSION		
9102-Key-FILE	145602	
Delegated under s.116 PEO Act 2005	DATE	
IN ORDER FOR DEALINGS		
SUBJECT TO	Section 168(3) P & D Act	
FOR INSPECTOR OF PLANS AND SURVEYS	DATE	
APPROVED	REG.284 (4)	
INSPECTOR OF PLANS AND SURVEYS	DATE	
(S. 18 Licensed Surveyors Act 1909)	21.6.2016	
GOVERNMENT OF WESTERN AUSTRALIA		
DEPOSITED PLAN		
406445		
SHEET 1 OF 1 SHEET (PLUS SURVEY SHEET)		
VERSION 1		





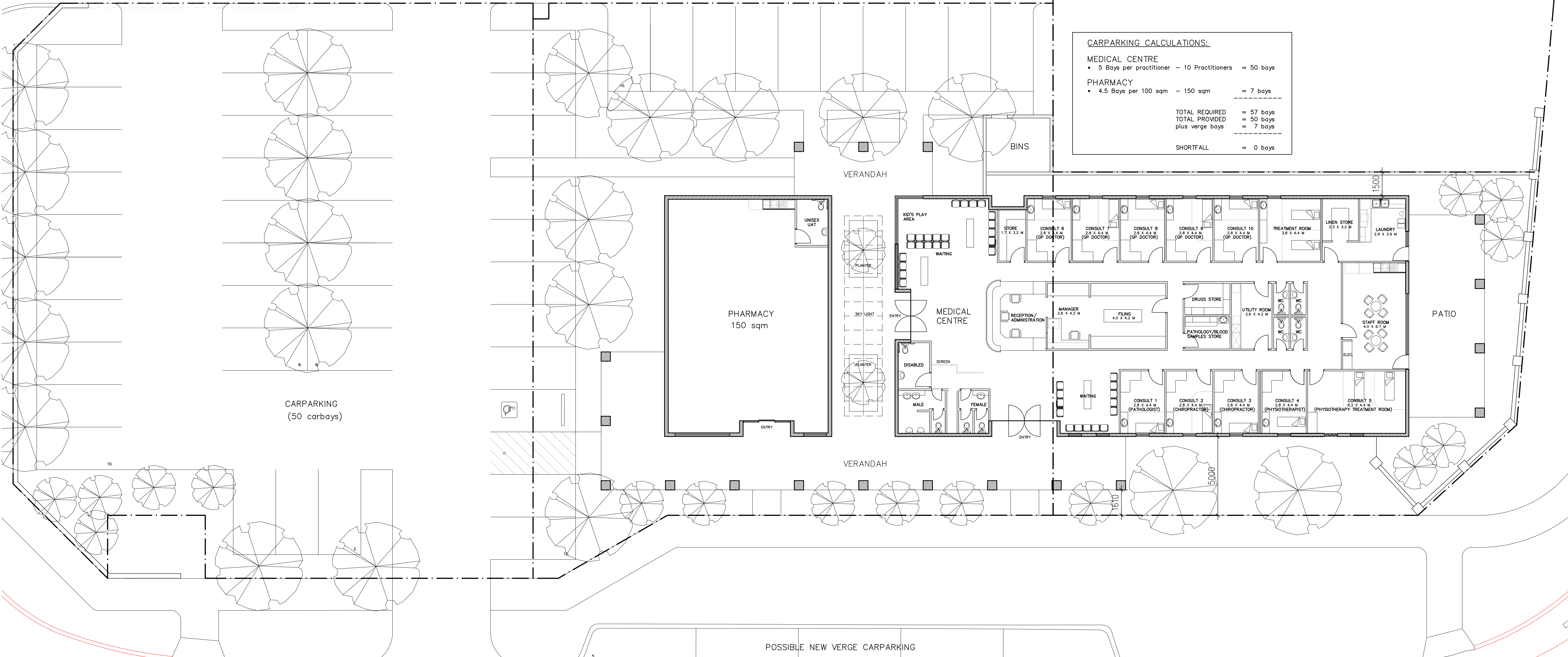
**Appendix 2**  
**Concept Plan**



N E R O L A N E

**CARPARKING CALCULATIONS:**

<b>MEDICAL CENTRE</b>		
• 5 Bays per practitioner	- 10 Practitioners	= 50 bays
<b>PHARMACY</b>		
• 4.5 Bays per 100 sqm	- 150 sqm	= 7 bays
	TOTAL REQUIRED	= 57 bays
	TOTAL PROVIDED	= 50 bays
	plus verge bays	= 7 bays
	SHORTFALL	= 0 bays



CARPARKING  
(50 carbays)

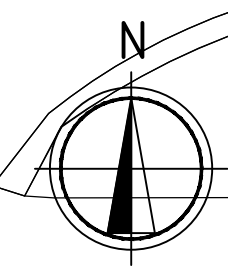
PHARMACY  
150 sqm

MEDICAL CENTRE

POSSIBLE NEW VERGE CARPARKING

B L A C K B E R R Y D R I V E

NEW BREAK IN MEDIAN FOR RIGHT IN / RIGHT OUT TURNING TRAFFIC



**SITE / FLOOR PLAN**  
SCALE 1:100 @ B1 / 1:250 @ A3

**Appendix 3  
Traffic Statement**



Technical Note: No. 1

Date: 24/11/2016

Project No: t16.283

Project: **Proposed Medical Centre – corner Pinjar Road & Blackberry Drive, Ashby**

Subject: Blackberry Drive crossover – capacity and safety investigations

## INTRODUCTION

The Ashby Medical Centre is proposed to be located at the north side of Blackberry Drive west of Pinjar Road and immediately across the Ashby Village Neighbourhood Centre in Ashby, City of Wanneroo (refer **Figure 1**).



**Figure 1: Location of the subject site**

As part of the proposed access system the proponent is seeking to investigate full-movement vehicular access from Blackberry Drive. The proposed Blackberry

Drive crossover is to be located approximately 75m west of Pinjar Road intersection and approximately 20m east of existing Ashby Village crossover on the southern side of the road (measured centreline to centreline).

This is contrary to existing structure plan for the area and associated subdivision approvals and conditions which restrict future accesses from Blackberry Drive into the subject site.

Accordingly, this Technical Note investigates the feasibility of the proposed full movement crossover on Blackberry Drive and the safety and capacity implications should such access/egress system is adopted.

## PROPOSED DEVELOPMENT

The proposed development comprises a medical centre (10 consulting rooms) and a pharmacy (150m<sup>2</sup> GFA) at the site located at the northwest corner of Pinjar Road.

As part of the subject site's access system it is proposed that the development's car parking area takes access from Nero Lane (two crossovers) and Blackberry Drive (single crossover). The proposed Blackberry Drive crossover would require opening in the existing 2m wide median which is currently in place along the east-west section of the road (refer **Figure 2**).



**Figure 2: Subject site access system proposal**

Refer **APPENDIX A** for detailed of development site plan.



## EXISTING ROAD NETWORK

**Blackberry Drive** is an L-shaped road skirting the subject site along the southern and western boundaries. It is a single-carriageway road with the section immediately west of Pinjar Road constructed as a boulevard-style road with a 2m wide solid median. Pedestrian paths are in place along both sides for the section immediately west of Pinjar Road with a row of embayed on-street parking bays along the southern side of the road.

Pedestrian crossing facilities are in place at the intersection with Pinjar Road and immediately west of the proposed crossover.

Blackberry Drive is classified as an *Access Road (MRWA, Metropolitan Functional Road Hierarchy)*. No traffic counts are presently available for this road; however, based on Transcore's September 2016 manual counts it is estimated that this road presently carries up to 1,000vpd. Blackberry Drive operates under a default built-up area speed limit of 50km/h. Refer **Figure 3** and **Figure 4** for more details.



**Figure 3. Eastbound view along Blackberry Drive in the vicinity of subject site**



**Figure 4. Westbound view along Blackberry Drive in the vicinity of subject site**

Blackberry Drive forms a priority-controlled left-in/left-out/right-in T-intersection with Pinjar Road at the southwest corner of subject site. There are presently no crash records for this intersection.

## **TRAFFIC ASSESMENT**

The traffic volumes that will be generated by the proposed development has been estimated using trip generation rates derived from the *Institute of Transportation Engineers Trip Generation, 9<sup>th</sup> Edition* document.

Accordingly, it is estimated that the proposed development would generate approximately 440 total weekday trips (both inbound and outbound) with approximately 44 trips (both inbound and outbound) during the afternoon peak hour period.

The distribution of traffic to and from the proposed development has been evaluated by considering the catchment area served by the proposed development as well as the available access and egress routes to and from the site. Consequently, the directional split of traffic to and from the site is assumed as follows:

- ✚ 50% of all traffic to/from the north/northwest (Pinjar Road);
- ✚ 30% of all traffic to/from the east (Caporn Street/Pinjar Road/Blackberry Drive);
- ✚ 15% of all traffic to/from the west (Blackberry Drive west); and,
- ✚ 5% of all traffic to/from the south (Pinjar Road/Blackberry Drive).



The traffic movements generated by the proposed development have been manually assigned on the adjacent road network and the resulting traffic movements generated by the proposed Medical Centre during typical weekday and weekday afternoon peak hour are shown in **Figure 5**.



**Figure 5: Estimated development-generated traffic flows – weekday afternoon peak hour/weekday total daily traffic**

The capacity assessment of the proposed Blackberry Drive full movement crossover during the peak weekday afternoon hour was undertaken using the SIDRA intersection assessment software. The post-development assessment includes the scenario which combines existing Blackberry Drive traffic flows with the estimated traffic from the latest proposal for Ashby Village Neighbourhood Centre (refer Transcore’s Transport Impact Assessment report prepared in October 2016) and the proposed Medical Centre.

Capacity analysis was undertaken using the SIDRA computer software package. SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- +** **Degree of Saturation:** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.

- ✚ **Level of Service:** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of services, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- ✚ **Average Delay:** is the average of all travel time delays for vehicles through the intersection.
- ✚ **95% Queue:** is the queue length below which 95% of all observed queue lengths fall.

The results of the SIDRA analysis for the Blackberry crossover for post development scenario is shown in **Table 1** and discussed in the following paragraphs.

The result of the SIDRA analysis indicates very good overall level of service A with no delay or queuing issues. Importantly, there is minimal impact on the operation of Blackberry Drive traffic flows with no anticipated upstream impacts on Pinjar Road/Blackberry Drive intersection.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV %	v/c	sec		Vehicles	Distance		per veh	km/h
East: Blackberry Drive											
11	T1	110	2.0	0.069	0.0	LOSA	0.1	0.8	0.04	0.08	49.4
12	R2	19	2.0	0.069	4.7	LOSA	0.1	0.8	0.04	0.08	47.6
Approach		129	2.0	0.069	0.7	NA	0.1	0.8	0.04	0.08	49.3
North: Crossover											
1	L2	11	2.0	0.009	4.0	LOSA	0.0	0.2	0.12	0.92	41.9
3	R2	1	2.0	0.009	4.7	LOSA	0.0	0.2	0.12	0.92	41.2
Approach		12	2.0	0.009	4.1	LOSA	0.0	0.2	0.12	0.92	41.8
West: Blackberry Drive											
4	L2	1	2.0	0.024	4.6	LOSA	0.0	0.0	0.00	0.01	25.2
5	T1	45	2.0	0.024	0.0	LOSA	0.0	0.0	0.00	0.01	49.9
Approach		46	2.0	0.024	0.1	NA	0.0	0.0	0.00	0.01	49.4
All Vehicles		187	2.0	0.069	0.8	NA	0.1	0.8	0.04	0.12	49.0

**Table 1. SIDRA results for the Blackberry Drive crossover – Weekday PM peak hour (post-development)**

Capacity assessment of the Pinjar Road/Blackberry Drive intersection for the post-development stage was undertaken to ascertain the potential downstream impacts from this intersection on the operation of proposed Blackberry Drive crossover. The result of the SIDRA assessment for the weekday PM peak hour scenario is shown in **Table 2**.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pinjar Road											
4	L2	49	2.0	0.027	5.6	LOS A	0.0	0.0	0.00	0.58	53.5
5	T1	1429	6.0	0.604	0.1	LOS A	0.0	0.0	0.00	0.00	59.8
Approach		1478	5.9	0.604	0.3	NA	0.0	0.0	0.00	0.02	59.5
North: Pinjar Road											
11	T1	377	6.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
12	R2	80	2.0	0.352	26.6	LOS D	1.3	9.4	0.91	1.01	40.8
Approach		457	5.3	0.352	4.7	NA	1.3	9.4	0.16	0.18	55.4
West: Blackberry Drive											
1	L2	56	2.0	0.058	6.9	LOS A	0.2	1.4	0.37	0.62	52.4
Approach		56	2.0	0.058	6.9	LOS A	0.2	1.4	0.37	0.62	52.4
All Vehicles		1991	5.6	0.604	1.5	NA	1.3	9.4	0.05	0.07	58.3

**Table 2. SIDRA results for the Pinjar Road/Blackberry Drive intersection – Weekday PM peak hour (post-development)**

As can be seen from **Table 2** the anticipated queue backs from the Pinjar Road/Blackberry Drive intersection do not show any impact on the operation of Blackberry Drive crossover which is proposed to be located 75m west of the intersection.

The proposed location of the Blackberry Drive crossover and separation from existing Ashby Village Neighbourhood Centre crossover on the southern side of the road (20m centreline to centreline) is consistent with the *WAPC Liveable Neighbourhoods (Draft 2015)* junction spacing requirements for Access Streets.

The location of the crossover enables clear sightlines all the way to the Pinjar Road intersection located about 75m east of the crossover. There is an existing 90-degree bend on Blackberry Drive 20m west of the crossover. Traffic traversing this bend will do so at lower speeds of 20 to 30 km/h. Also, an existing transformer is in place at the south western corner of the proposed medical centre car park.

In order to achieve adequate sightlines and improve safety it is recommended that the proposed Blackberry Drive crossover be constructed in such a way so that right turns out of the car park into Blackberry Drive are not permitted. This can be achieved by angling the proposed median opening and by placing an angled splitter island within the crossover.

To improve sightlines and safety further it is recommended any landscaping within the south western corner of the medical centre car park and along the western boundary of the car park should be low shrubs only and not higher than about 0.5m.

## **CONCLUSION**

Based on the results of the traffic analysis undertaken for the proposed Blackberry Drive crossover and the intersection of Blackberry Drive/Pinjar Road the operation of the proposed Blackberry Drive crossover is not expected to result in any adverse impact on the operation and safety of the adjacent road network.

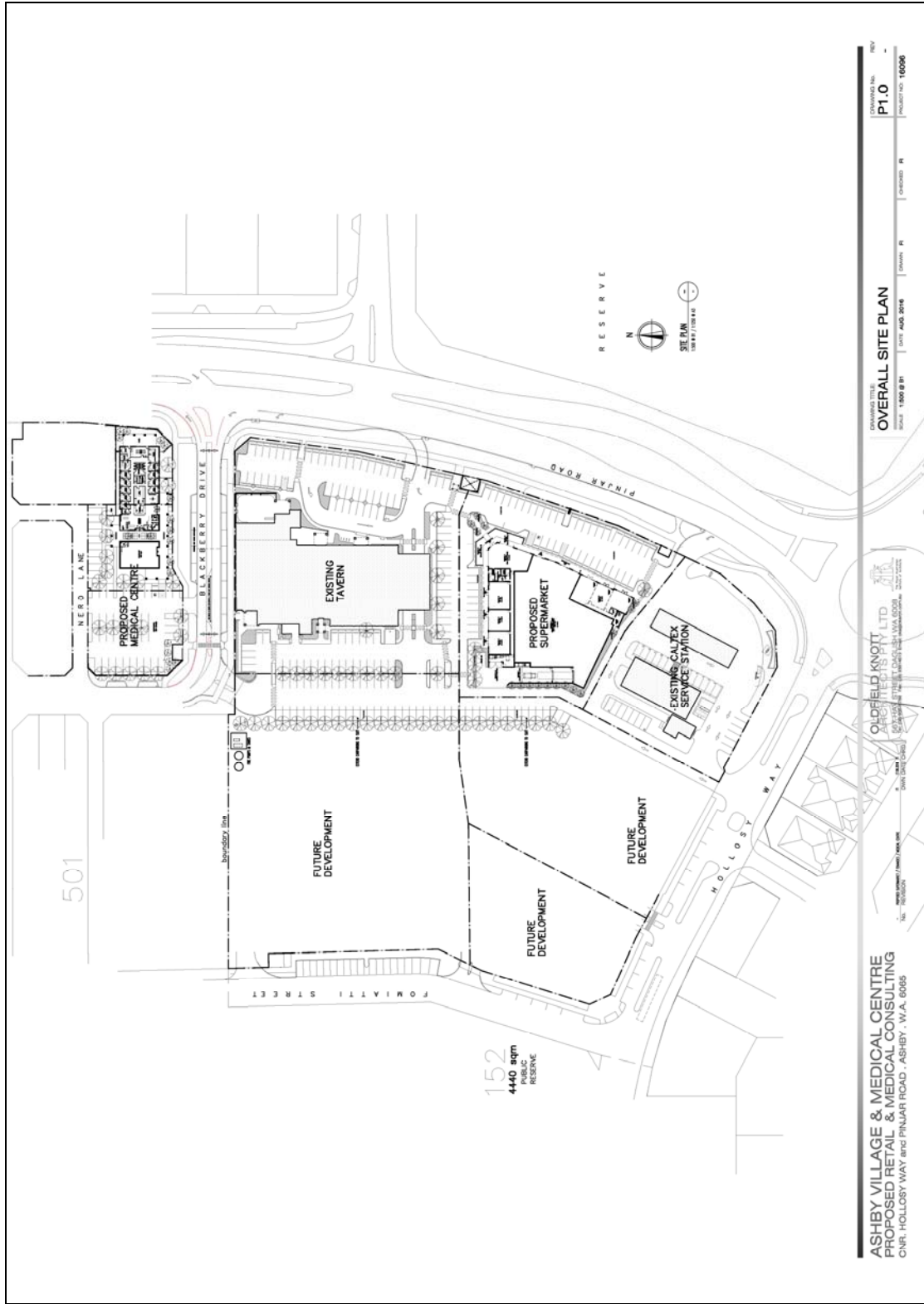
However, in order to achieve adequate sightlines and improve safety it is recommended that the proposed Blackberry Drive crossover be constructed in such a way so that right turns out of the car park into Blackberry Drive are not permitted. Further, it is recommended that any landscaping within the south western corner of the medical centre car park and along the western boundary of the car park should be limited to low shrubs with maximum height not exceeding 0.5m.



# **APPENDIX A**

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## **DEVELOPMENT PLANS**



DRAWING TITLE: **OVERALL SITE PLAN**  
 SCALE: 1:1000 @ B1  
 DATE: 17 AUG 2016  
 CHECKED: PA  
 DRAWN: PA  
 PROJECT NO: 16096

OLD FIELDS KNotty LTD  
 10 WILSON STREET, DACKLEVA 6008, W.A.  
 (08) 9477 1234  
 WWW.OLDFIELDSKNotty.COM

**ASHBY VILLAGE & MEDICAL CENTRE**  
 PROPOSED RETAIL & MEDICAL CONSULTING  
 CNR, HOLLOSTY WAY and PINNAR ROAD, ASHBY, W.A. 6005

