



AMENDMENT NO. 38

TO THE

EAST WANNEROO CELL 4

AGREED STRUCTURE PLAN NO. 6

**RECORD OF AMENDMENTS MADE TO THE
EAST WANNEROO CELL 4
AGREED STRUCTURE PLAN NO. 6**

Amendment No.	Summary of the Amendment	Date approved by WAPC
38	<ol style="list-style-type: none"> 1. Modify the Zoning Plan map for Lot 594 (30) Ranworth Road, Hocking to include, 'Private Clubs/Recreation' and 'Business' zones; 2. Modify the Structure Plan map for Lot 594 (30) Ranworth Road, Hocking to include 'Private School', 'Residential R25-R60' and 'Business' zone; 3. Amend Part 1.0 (Implementation) of the Approved Structure Plan Cell 4 to introduce Clause 4.6 BUSINESS ZONE; 4. Amend Part 1.0 (Implementation) of the Approved Structure Plan Cell 4 to introduce Clause 4.7 PRIVATE CLUBS/ RECREATION ZONE; and 5. Amend Part 1.0 (Implementation) of the Approved Structure Plan Cell 4, to include Clause 8.0 specific development provisions for Lot 594 (30) Ranworth Road, Hocking. 	

AMENDMENT NO. 38 TO THE EAST WANNEROO CELL 4 AGREED STRUCTURE PLAN NO. 6

The City of Wanneroo, pursuant to its District Planning Scheme No. 2, hereby recommends to the Western Australian Planning Commission to approve the abovementioned amendment by:

1. Modifying the Zoning Plan map for Lot 594 (30) Ranworth Road, Hocking to include, 'Private Clubs/Recreation' and 'Business' zones;
2. Modifying the Structure Plan map for Lot 594 (30) Ranworth Road, Hocking to include 'Private School', 'Residential R25-R60' and 'Business' zone;
3. Amending Part 1.0 (Implementation) of the Agreed Structure Plan Cell 4 to introduce Clause 4.6 to read as follows:

4.6 BUSINESS ZONE:

- 4.6.2 The permissibility of uses are to be in accordance with the Business Zone as specified under the Scheme.
 - 4.6.3 The Business Zone is intended to accommodate warehouses, showrooms, trade and professional services and small scale complementary and incidental retailing uses, as well as providing for retail and commercial businesses which require large areas such as bulky goods and category/theme-based retail outlets that provide for the needs of the community but which due to their nature are generally not appropriate to or cannot be accommodated in a commercial area.
4. Amending Part 1.0 (Implementation) of the Agreed Structure Plan Cell 4 to introduce Clause 4.7 to read as follows:

4.7 PRIVATE CLUBS/RECREATION:

- 4.7.2 The permissibility of uses are to be in accordance with the Private Clubs/Recreation Zone as specified under the Scheme.
 - 4.7.3 The Private Clubs/Recreation Zone is intended to accommodate uses such as private golf clubs, private educational, institutional, recreational and tourist accommodation activities.
5. Amending Part 1.0 (Implementation) of the Agreed Structure Plan Cell 4, to include Clause 8.0 to read as follows:

8. Lot 594 (30) Ranworth Road, Hocking

These provisions apply to Lot 594 (30) Ranworth Road, Hocking.

Land use permissibility shall be in accordance with the corresponding zone or reserve under District Planning Scheme No. 2.

8.1 Residential Density Code Plan:

- a. Lot specific residential densities, within the defined residential density ranges, are to be subsequently assigned in accordance with a Residential Density Code Plan approved by the WAPC.
- b. A Residential Density Code Plan is to be submitted at the time of subdivision.
- c. Approval of a Residential Density Code Plan shall then form part of the Structure Plan and shall be used for a determination of future development applications.

8.2 Locational Criteria:

a. R25-R60 Range

A base density code of R25 for all residential lots except under the circumstances described below:

- i. The higher R60 density code will apply where the lot is created abutting, interfacing or with an outlook toward Public Open Space;
- ii. The medium density code of R40 will apply as a transition from R60 density code in proximity to St Elizabeth's Catholic Primary School, Public Open Space and land zoned 'Business';
- iii. The medium density code of R40 will apply as a transition from R60 density code in proximity to St Elizabeth's Catholic Primary and Secondary School, Public Open Space and land zoned 'Business';
- iv. The low density R25 code will apply to lots interfacing with existing residential areas along the northern boundary and fronting Kirkstall Drive, and balance of the site.

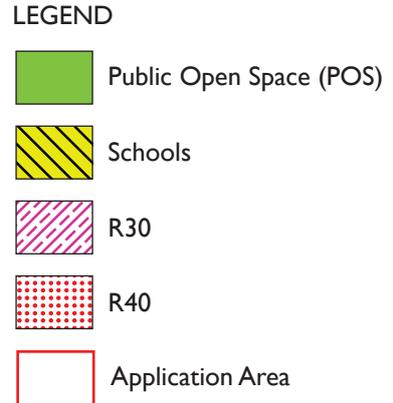
8.3 Local Development Plans

- a. Local Development Plan (LDPs) shall be required as a condition of subdivision approval and shall be prepared in accordance with Part 6 of the *Planning and Development (Local Planning Scheme) Regulations 2015*. LDPs will generally be required in the following circumstances:
 - i. Lots abutting, interfacing or with an outlook toward Public Open Space;
 - ii. Lots that are designed to accommodate a grouped or multiple dwelling development;
 - iii. Lots that obtain vehicle access from a laneway or right-of-way;
 - iv. Lots that are zoned 'Business';
 - v. Lots with an area of 260m² or less; and
 - vi. Lots abutting a Pedestrian Access Way (PAW);
 - vii. Lots where specific control is required for vehicle access to avoid conflict with an existing street tree.
- b. LDPs will generally be prepared to address one or more of the following:
 - i. Building orientation;
 - ii. Building design and setbacks;
 - iii. Overlooking and/or privacy;
 - iv. Vehicle access;
 - v. Car parking;
 - vi. Private open space;
 - vii. Bushfire protection provisions (if any); and
 - viii. Any such information considered relevant by the proponent and/or determining authority to achieve the intended design outcome of the Concept Plan.

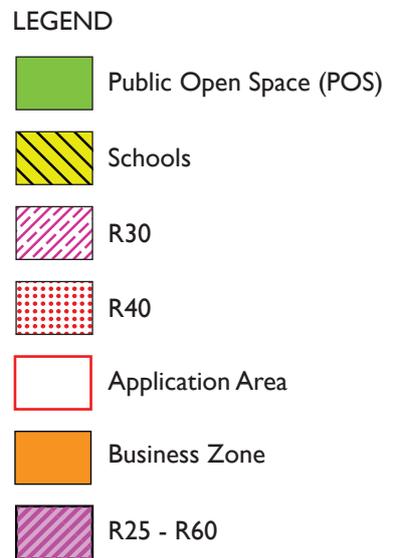
AGREED STRUCTURE PLAN MAP AMENDMENT NO. 38



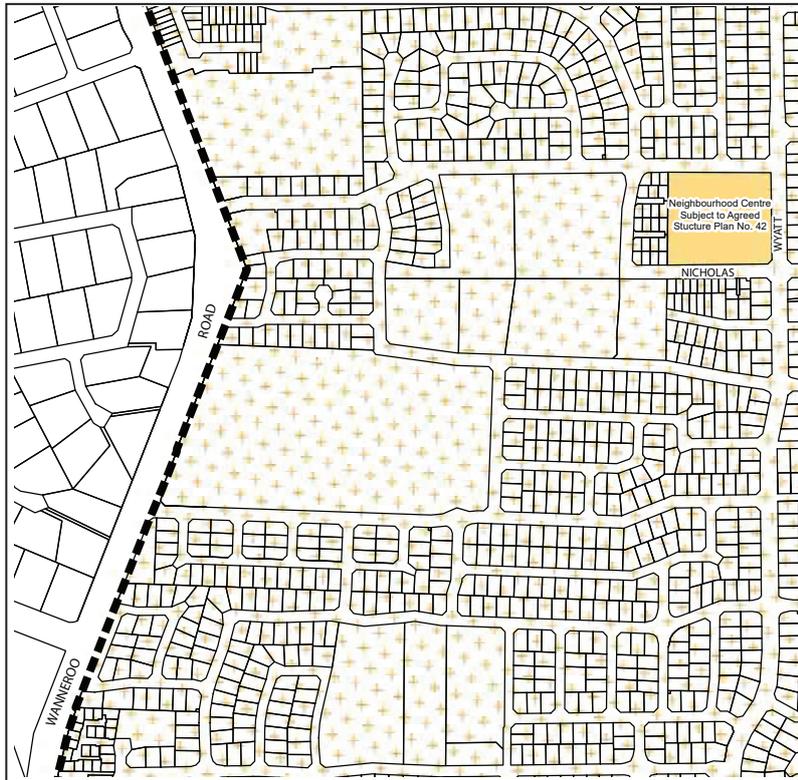
EXISTING STRUCTURE PLAN



PROPOSED STRUCTURE PLAN



AGREED STRUCTURE ZONING MAP AMENDMENT NO. 38



EXISTING ZONING MAP

LEGEND

- Neighbourhood Community Centre
- Resident Precinct



PROPOSED ZONING MAP

LEGEND

- Neighbourhood Community Centre
- Resident Precinct
- Private Clubs / Recreation Zone
- Business Zone
- Application Area

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. 38 TO THE EAST WANNEROO CELL 4
AGREED STRUCTURE PLAN NO. 6

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

DOCUMENT CONTROL	
Title:	Amendment to Agreed Local Structure Plan East Wanneroo Cell 4 (Hocking and Pearsall) Structure Plan No. 6
Project:	Lot 594 (30) Ranworth Road, Hocking
Prepared for:	Roman Catholic Archbishop of Perth
Prepared by:	 RobertsDay <i>planning.design.place</i> Level 2, 442 Murray Street, Perth WA 6000
Project Team:	Project Manager 
	Traffic Impact Assessment 
	Engineering Services Report 
	Environmental Assessment 
	Local Water Management Strategy 
	Bushfire Management Plan 
Reference:	BAR HOC

VERSION	COMMENT	AUTHOR	APPROVED BY	DATE ISSUED
A	Final for Lodgement	EVDL	LI	30.08.2019
B	Changes to Part 1	EVDL	LI	12.09.2019

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CITATION

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1.0 INTRODUCTION AND PURPOSE

RobertsDay acts on behalf of the Roman Catholic Archbishop of Perth, the landowner of Lot 594 (30) Ranworth Road, Hocking in making an application to amend the East Wanneroo Cell 4 (Hocking and Pearsall) Agreed Local Structure Plan No. 6, hereafter referred to as 'Agreed Structure Plan'.

Under the Agreed Structure Plan the subject site is identified as 'Private School' under the Structure Plan map and 'Residential Precinct' under the Zoning map.

The application area is largely divided into two parts, the eastern portion is occupied by St Elizabeth's Catholic Primary and Secondary School, and the western portion is vacant land. This Structure Plan Amendment seeks to formalise the boundary and zoning of the school site to 'Private Clubs/Recreation', providing an opportunity for the western portion to be zoned 'Business' fronting Wanneroo Road and 'Residential' with a range of densities between R25 to R60.

As the Agreed Structure Plan was originally endorsed by the WAPC in 2002 it does not reflect the requirements for Local Structure Plans under the *Planning and Development (Local Planning Schemes) Regulations 2015 and the Structure Plan Framework*. Part 1 of this report has therefore been prepared to provide the statutory mechanisms to be inserted into the Agreed Structure Plan to facilitate redevelopment of the application area.

1.1 Background

Lot 594 (30) Ranworth Road, Hocking ('application area') was historically retained by the Catholic Church to safeguard the future expansion of the St Elizabeth's Catholic Primary and Secondary School. Expansion of the school never eventuated, which resulted in the western portion of the site remaining vacant.

Whilst the site is identified as a 'Private School' in the Agreed Structure Plan land use map, this did not alter the underlying zoning of 'Residential Precinct' with a density code of R20, in accordance with Clause 4.1 of the Agreed Structure Plan. This amendment seeks to formalise the boundary of the school and amend the zoning to facilitate the on-going use of the school. In doing this, the amendment seeks to utilise vacant for commercial and residential land uses.

2.0 SITE DETAILS

2.1 Ownership and Description

The application area is legal described as Lot 594 (30) Ranworth Road, Hocking on Deposited Plan 23204 contained within Certificate of Title Volume 2157 Folio 298.

Ownership details are provided in Table 1. A copy of the Certificate of Title is included in Appendix 1.

Table 1: Land Details

LOT	DEPOSITED PLAN	VOLUME	FOLIO	AREA	REGISTERED PROPRIETOR
594	23204	2157	298	9.9969ha	Roman Catholic Archbishop of Perth

2.2 Location

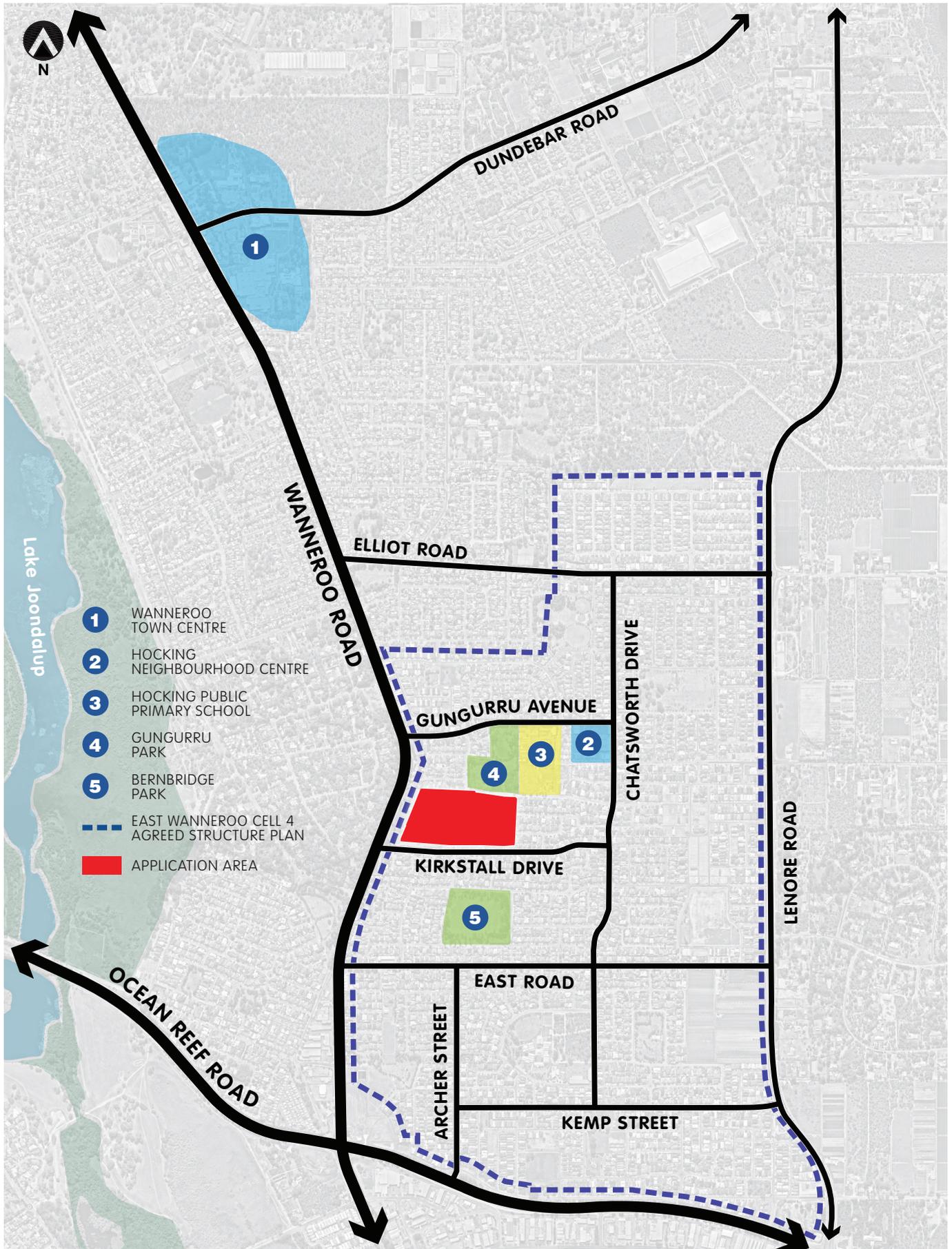
The application area is located approximately 2km south of the Wanneroo Town Centre and approximately 350m south-west of the Hocking Neighbourhood Centre (refer Figure 1). The site is well connected with frontage to Wanneroo Road providing access to Ocean Reef Road to the south which links the site to Joondalup Town Centre and the Mitchell Freeway connecting to the site to the wider metropolitan region.

The application area is bound by Wanneroo Road to the west, Kirkstall Drive south, Anfield Parade east and Ranworth Road north.

The site is situated opposite Gungurra Park which is co-located with Hocking Primary School, providing significant areas of open space both for passive and active recreation with two formalised sports ovals.

More broadly, the site is surrounded by existing low-density residential housing.

Figure 1: Location Plan



2.3 Land Use

The application area is largely divided into two parts, defined by an area of vegetation. The eastern portion of the site contains St Elizabeth’s Catholic College which has vehicle access to Ranworth Road to the north. The western portion of the site fronting Wanneroo Road is vacant and predominantly cleared.

The application area is located within the East Wanneroo Cell 4 Structure Plan which comprises an area of approximately 394ha bound by Wanneroo Road, Ocean Reef Road, Lenore Road and existing residential north. The Agreed Structure Plan generally comprises low density Residential R20 with pockets of medium density (R30 to R40).

The site has direct frontage to Wanneroo Road which is identified as a Primary Regional Road under the control of Main Roads. Residential R20 lots direct back onto the northern boundary of the application area.

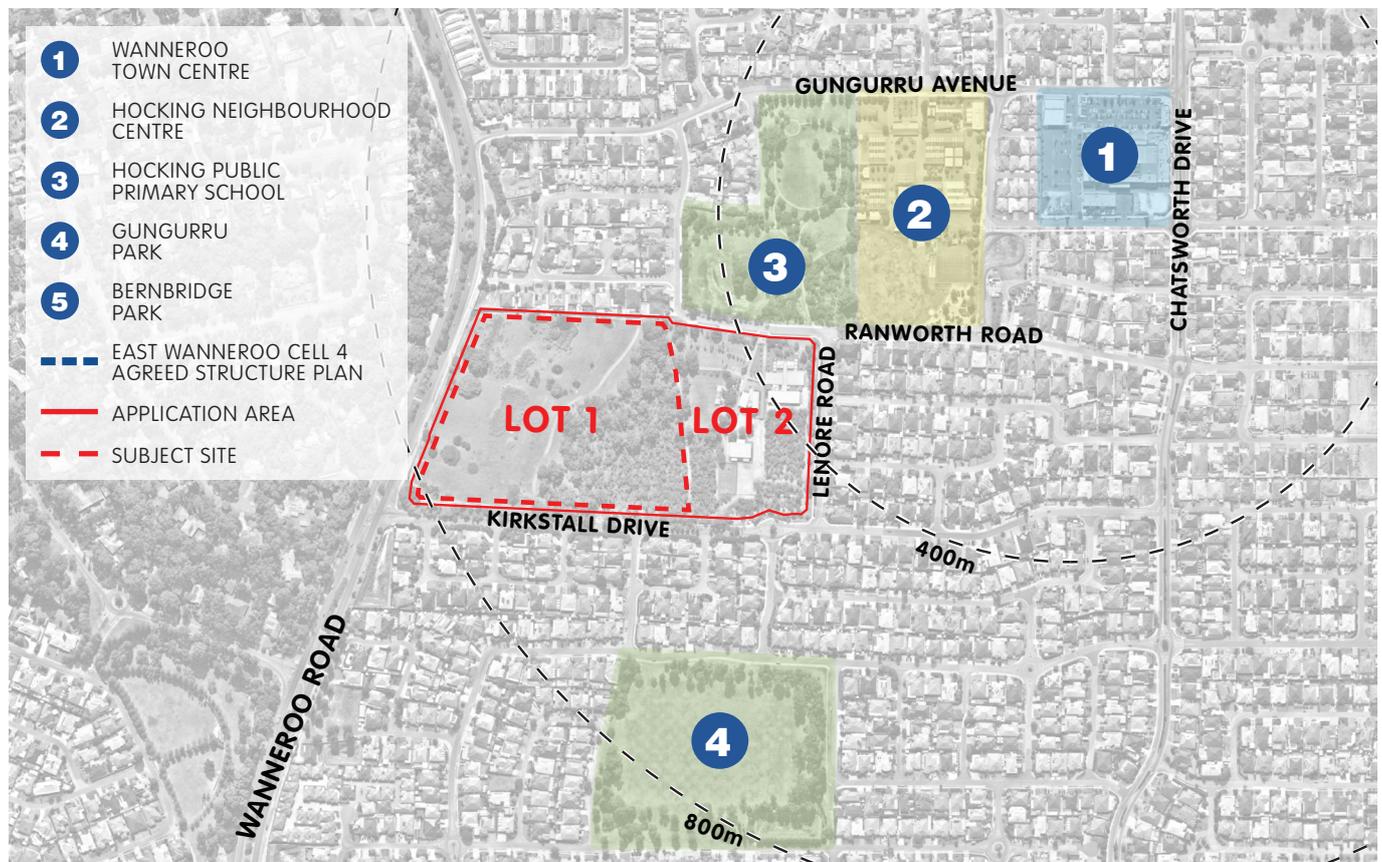
In order to differentiate between the two parts of the site, the western portion of the site hereafter referred to as proposed Lot 1 (‘subject site’), and the eastern portion of the site (containing St Elizabeth’s Catholic Primary and Secondary School) will hereafter be referred to as proposed Lot 2 (refer Figure 2).

No further development is proposed on Lot 2, with the site to remain for the operation of the school.

2.4 Site Conditions

Proposed Lot 1 (‘subject site’) is generally cleared grassland with small pockets of trees and areas of low-lying vegetation. The highest point of the subject site is in the north-east near the intersection of Ranworth Road, with the site falling to the north-west and south-east. The lowest point of the site is in the north-west corner which falls by 2.4m. The eastern part of the subject site has gentle fall of 2.0m. Neighbouring residential lots to the north are retained with an existing limestone wall of approximately 1.5m in height.

Figure 2: Site Plan



3.0 PLANNING CONTEXT

3.1 Perth and Peel @ 3.5 million (WAPC)

Perth and Peel @ 3.5 million is the highest level strategic spatial plan establishing a vision for the future expansion for Perth Metropolitan Region, which is expected experience a population growth to 3.5 million, with a total 477,730 new dwellings to be provided by 2050.

The subject site is located within the North West Sub Regional Framework, which is one of three outer sub-regions aiming to achieve a more consolidated urban form through urban infill targets. The City of Wanneroo's infill housing target is 27,920 dwellings to contribute towards the infill target of 48,590 new dwellings within the north-west corridor by 2050.

The subject site is identified in the framework as land which is zoned 'Urban' and 'undeveloped'. These underutilised areas area priority for infill development which can be serviced with existing infrastructure.

The subject site is located adjacent to Wanneroo Road which is identified as a high-frequency transit corridor linking the Wanneroo Town Centre and Woodvale Centre to the south. Increased density along Wanneroo is supported with the aim to create an 'Urban Corridor'. Development within Urban Corridors is supported as attractive places to live due to their proximity to public transport whilst mitigating impacts on the surrounding urban fabric.

Implications:

The Sub Regional framework provides the strategic overview in which Structure Plans and Structure Plan amendments should be assessed.

The Sub Regional Framework supports the development of the subject site being underutilised land within an area identified as an 'Urban Corridor' which supports increased densities with accessibility to high frequency public transport which limits impact on surrounding existing areas.

The development of the subject site will assist in achieving the City of Wanneroo's infill housing target and will provide opportunities to deliver innovative housing typologies and affordable housing within an existing neighbourhood.

3.2 Metropolitan Region Scheme (WAPC)

The Metropolitan Region Scheme (MRS) is the planning scheme for the Perth Metropolitan area and is the principal statutory mechanism for the implementation of *Perth and Peel @ 3.5 million*.

The subject site is zoned 'Urban' under the Metropolitan Region Scheme, "meaning areas in which a range of activities are undertaken, including residential, commercial, recreational and light industry."

Local government planning schemes are required to be consistent with the broad land uses assigned under the MRS.

Implications:

The proposal is consistent with the 'Urban' zone under the MRS which allows for the development of land for residential and commercial land uses.

3.3 Local Housing Strategy (City of Wanneroo)

The City of Wanneroo Local Housing Strategy acts as the interface between State and local frameworks and sets out the long-term strategic direction for development. The Strategy sets out the long-term development pattern to achieve the population and dwelling targets of *Perth and Peel @ 3.5 million* which is to provide 27,920 new dwellings by 2050.

The Local Housing Strategy also outlines the types of housing that the City want to facilitate in order to meet the needs of a changing community based on analysis of demographic trends.

The City will refer to the Strategy to guide decision making for the next 10-15 years.

Table 2 outlines compliance with the Local Housing Strategy objectives.

Table 2: Objectives of Local Housing Strategy

OBJECTIVES OF THE LOCAL HOUSING STRATEGY	
a. Ensure that a wide range and choice of housing is provided to meet the changing social and economic needs of the community, and to understand the community's attitude to housing choice.	<ul style="list-style-type: none"> The Local Housing Strategy recognises higher density codes should be promoted to stimulate development of smaller housing product in order to reflect trends in smaller household sizes. The Agreed Structure Plan predominantly zones the Structure Plan area Residential R20. The proposed density range of R25-R60 will therefore facilitate a variety of smaller lot product that is otherwise not accommodated in the locality.
b. Ensure that an adequate supply of affordable housing is provided particularly for first home-buyers.	<ul style="list-style-type: none"> The proposal to provide increased residential densities supports development of compact lot product, in an area that is predominantly built out. Increasing smaller housing stock within an established residential area provides alternative housing choices. This supports a range of demographics (e.g. downsizers and single people) that would otherwise not be provided.
c. Promote innovative, cost-effective and well-designed forms of housing which incorporate environmentally beneficial features.	<ul style="list-style-type: none"> The proposed design is based on a modified grid layout that responds to natural site conditions. The design ensures all lots are correctly orientated to maximise passive solar access and natural low areas are retained for drainage to minimise the need for extensive cut and fill.
d. Promote appropriate forms of housing close to existing and proposed community facilities and services (e.g. Employment centres, transport hubs) to enable more efficient and effective use of those facilities and services.	<ul style="list-style-type: none"> The proposal provides opportunities to develop compact housing which may include terrace and townhouses, in proximity to the following existing services: <ul style="list-style-type: none"> Hocking neighbourhood centre; Hocking Primary School; St Elizabeth's Catholic Primary and Secondary School; Gungurru Park. The proposal also provides future employment opportunities within proposed the 'Business' zone which will front Wanneroo Road.

OBJECTIVES OF THE LOCAL HOUSING STRATEGY	
e. Ensure an overall density, which will improve the viability and range of transport alternatives.	<ul style="list-style-type: none"> A key focus of the Strategy is to reduce car dependency by promoting higher density development around existing transport infrastructure. The subject site is located within the Wanneroo Road 'Urban Corridor' serviced by high-frequency bus services connecting Joondalup to Perth Busport. The proposal to provide additional housing within walking distances of bus stops supports the continued demand for these services.
f. Ensure that residential areas are designed for all people of all ages and abilities and that these areas are protected from inappropriate development.	<ul style="list-style-type: none"> The proposed density range encourages more compact housing product that is more conducive to downsizing and single person households. The density ranges enables housing product that responds appropriately to market demands. Locational criteria is proposed to be implemented through Part 1 Implementation to ensure interface with existing residential areas is suitable. The proposed 'Business' zone facilitates land uses that are appropriate given the function and amenity of Wanneroo Road. The 'Business' zone provides a buffer between Wanneroo Road and future residential areas. This supports Wanneroo Road being retained as a high order transport corridor and mitigates impacts such as noise and light emission from residential areas.
g. Provide a greater degree of certainty to developers and the community in the development of new housing areas and the redevelopment of existing housing areas.	<ul style="list-style-type: none"> A Concept Plan has been prepared to provide greater degree to certainty on the future pattern of subdivision and development.
h. Provide the City for an improved basis for decision making in relation to development applications and rezoning proposals; and	<ul style="list-style-type: none"> The Concept Plan provides a greater degree of certainty to guide the future pattern of subdivision and development.
i. Provide a component of a future Local Planning Strategy to support a future review of the City's district town planning scheme.	<ul style="list-style-type: none"> This proposal is to be read in conjunction with the City's District Planning Scheme No. 2 with future land uses in accordance with Scheme.
j. Promote universal design principles to ensure that all housing has a core of accessible features to the main living areas of the house.	<ul style="list-style-type: none"> All housing to be design in accordance with RMD Codes and Building Code of Australia.

Implications:

The Local Housing Strategy provides the framework to inform the City of Wanneroo's decision making in relation to development proposals.

The subject site presents a unique opportunity to provide alternative housing options in an established area that has accessibility to public transport, high amenity public open space and can be serviced with existing infrastructure.

The Strategy recognises the need to promote higher density development to encourage compact housing which caters for smaller household sizes to accommodate an aging population downsizing and single households.

3.4 District Planning Scheme No. 2 (City of Wanneroo)

The application area is zoned 'Urban Development' under the City of Wanneroo's District Planning Scheme No. 2 (DPS2) subject to the controls of the Agreed Structure Plan, in this case the East Wanneroo Cell 4 Agreed Structure Plan No.6.

Under the Cell 4 Structure Plan the application area is identified as 'Private School' under the Structure Plan map and 'Residential R20' under the Zoning Plan. Land use permissibility is in accordance with the Residential Zone as specified within DPS2.

As the application area is zoned Residential R20, 'Educational Establishment' land use is an 'X' use, not permitted within the Residential Zone. The existing St Elizabeth's Catholic Primary and Secondary School therefore is a non-conforming land use which requires an amendment to the Structure Plan.

It is proposed to rezone the eastern portion of the site (Lot 2) to 'Private clubs/Recreation' zone to facilitate the continued operations of St Elizabeth's Catholic Primary and Secondary School. The use of the land as a private school is consistent with the objectives of this zone which *"is to accommodate uses such as private golf clubs, private educational, institutional, recreational and tourist accommodation activities"*. This zone is consistent with the 'Private clubs, institutions and places of worship' zone under the Planning and Development (Local Planning Schemes) Regulations

2015.

The western portion of the site (Lot 1) is proposed to be rezoned to 'Business' fronting Wanneroo, with the remainder of the site to be rezoned to 'Residential R25-R60'.

The proposed increase in density from R20 to a R25-R60 is consistent with the objectives of the residential zone which includes providing *"a range of densities with a variety of housing to meet the needs of different household types"*. The higher R-Code range improves the diversity of housing options through development of smaller lots which are not represented within the wider Hocking area. The density range provides flexibility for housing product to be delivered responding appropriately to market demands.

Land fronting Wanneroo Road is proposed to be rezoned 'Business' zone maximising on exposure to passing trade, whilst not providing retail floor space that will detract from the Hocking Neighbourhood Activity Centre. This is consistent with the Business Zone objectives which *"is intended to accommodate warehouses, showrooms, trade and professional services and small scale complementary and incidental retailing uses, as well as providing for retail and commercial businesses which require large areas such as bulky goods and category/theme-based retail outlets that provide for the needs of the community but which due to their nature are generally not appropriate to or cannot be accommodated in a commercial area"*.

The detailed design considerations such as built form, vehicle circulation and interface with surrounding development will be further address through any future Local Development Plan and/or Development Application. Table 3 outlines the land use permissibility within the Business Zone and indication of future land uses.

Table 3: Permissible Land uses within 'Business' zone

"P" PERMITTED LAND USES	"D" DISCRETIONARY LAND USES		"A" SUBJECT TO ADVERTISING LAND USES
Art Gallery Bank Beauty Parlour Car Park Consulting Room Convenience Store Corner Store Costume Hire Hairdresser Home Business (Categories 1, 2 & 3) Laundromat Lunch Bar Medical Centre Office Restaurant Showroom Theatre Veterinary Consulting Rooms	Aged or Dependent Persons' Dwelling Amusement Facility/ Parlour Auction Room Bakery Bed & Breakfast Car Wash Caretaker's Dwelling Child Care Centre Cinema Civic Building Club (Non-Residential) Display Home Centre Drive-Through Food Outlet Dry Cleaning Premises Educational Establishment Funeral Parlour Grouped Dwelling Hall Hardware Store Holiday Accommodation Holiday House Hospital Hotel Kindergarten Laundry Mast or Antenna	Motel Multiple Dwelling Night Club Nursing Home Park Pharmacy Place of Assembly Place of Worship Private Recreation Public Exhibition Facility Reception Centre Recreation Centre Residential Building Retirement Village Road House Service Station Single House Stall -General Take-Away Food Outlet Telecommunications Infrastructure Vehicle Sales/Hire Premises Veterinary Hospital Video Hire Warehouse	Ancillary Accommodation Liquor Store Plant Nursery Tavern

4.0 PROPOSAL

4.1 Design Considerations

A Concept Plan has been prepared to guide the planning of the site (refer Figure 3 and Appendix 2) to inform the Structure Plan amendment. This Concept Plan is subject to detailed refinement at subdivision stage.

Figure 3: Concept Plan



The Concept Plan design is the product of the convergence of locational, landform and landscape features of the site with the project objectives of sustainability, walkability and an affordable range of lot/housing product. The design reflects a modified grid layout which provides an efficient design, maximising walkability, access to Public Open Space (POS) and natural low points for drainage. The grid layout also supports safe low speed vehicle movement and integrated pedestrian/cyclist network.

The design will facilitate the provision of a diverse range of lot sizes, which will subsequently facilitate a mix of housing types to cater for existing and emerging markets. Higher densities are located around areas of high amenity including POS, with lower densities to provide appropriate interface to existing surrounding residential areas.

This proposal is generally in keeping with the Urban Design Principles identified in the Local Housing Strategy Part 5.7, as addressed in Table 4.

Table 4: Local Housing Strategy Urban Design Principles

OBJECTIVE	PROPOSAL
An urban structure of walkable neighbourhoods with access to public transport, services and local jobs	<ul style="list-style-type: none"> • The subject site provides a unique opportunity to provide medium density infill in an urban area of underutilised land. The site can utilise existing services being well connected to public transport with bus services along Wanneroo Road providing high frequency services during peak periods connecting the site to Perth Busport, Joondalup Train Station and Whitfords Train Station. • The application area is within easy walking distance to Hocking Shopping Centre, which will as a neighbourhood centre caters for future resident daily needs. Access to Gungurru Park to the north and Bembridge Park south provides access to active recreation areas. The site is also well serviced by Hocking Primary School and St Elizabeth’s Catholic Primary and Secondary School.
The creation of a network of pedestrian and cycling routes that connect various land use destinations and integrate with public transport.	<ul style="list-style-type: none"> • The North/South and East/West movement framework ensures connectivity to POS and links to the surrounding existing residential neighbourhood. • A pedestrian connection is proposed to link residents through the Business zone to Wanneroo Road to provide direct access to bus stop located on Wanneroo. This access aligns with an existing Pedestrian Access Way (PAW) on the western side of Wanneroo Road, this provides a broader pedestrian connecting to Joondalup Lake. • The grid layout provides logical connection between the POS and Gungurru Park to the north, James Spiers Park and Bembridge Park to the south. Road interface with the proposed POS allows for on-street car parking and access through the site, providing benefit to the wider community.
Diverse residential development in and around activity centres, infill and major transport centres	<ul style="list-style-type: none"> • The proposed density range of R25-R60 will facilitate a variety of smaller lot product that is currently not catered for in the wider Agreed Structure Plan. The higher density will assist the City in delivering diverse infill development within walking distance to the Hocking Neighbourhood Centre and Wanneroo Road as an ‘Urban Corridor’ supported by high frequency bus services.
Neighbourhood character and a sense of community and local identity	<ul style="list-style-type: none"> • The POS has been designed as a focal point for community interaction. The road interface allows the POS to be accessible to future residents and wider community. • Higher densities are proposed to frame the POS as a focal point. It is intended dwellings in this location will be in the form of Terraces and Townhouses. • Lower densities are proposed to interface with existing residential to reflect the low density character of the area.
The promotion of water efficient and energy efficient design and subdivision layout	<ul style="list-style-type: none"> • The proposed grid layout is designed to ensure all lots are correctly aligned for passive solar orientation. • Stormwater retention basins are co-located with natural low areas.
Linkages, movability and accessibility for easy access to services facilities and transport stops and for safe vehicle movements (more efficient subdivision layout)	<ul style="list-style-type: none"> • The proposed grid layout provides a logical movement network for accessibility and way-finding through the site. • The design includes smaller incidental space for greening in PAW/Road Reserves to provide visual relief and ensure pedestrian links to POS and existing services (i.e. Wanneroo Road and Gungurru Park). • The design provides for safe vehicle movement with through traffic restricted. • Laneway configurations are LN compliant.

OBJECTIVE	PROPOSAL
Providing more diverse housing options for the different sections of the community	<ul style="list-style-type: none"> The Agreed Structure Plan predominantly zones the Structure Plan area Residential R20. The proposed density range of R25-R60 will therefore facilitate a variety of smaller lot product that is otherwise not accommodated. The density code range will allow for a market responsive approach to subdivision design. Terrace lots fronting POS provide a compact product that is not widely represented in Hocking. The higher density codes allow for grouped and multiple dwellings which provide alternative housing options.
Maximise land efficiency and promote accessible and affordable housing	<ul style="list-style-type: none"> The design seeks to have 'Business' zone fronting Wanneroo Road to capitalise on exposure to passing trade. The 'Business' zone provides a logical interface with Wanneroo Road due to the high volumes of traffic which is more conducive to bulky commercial/service commercial land uses due to impacts of noise, light emissions and general amenity. Residential densities can therefore be maximised protected from the impacts of Wanneroo Road. This design ensures more efficient use of land, with higher densities providing greater supply of housing in an existing built out residential area.
Enhance the surveillance of the public realm to improve personal safety	<ul style="list-style-type: none"> Rear loaded Terrace style lots are proposed to orientate towards POS and School interface to provide passive surveillance. A road interface with POS will incorporate future on-street parking. Higher densities encourage building design that is more conducive to street interaction with double storey buildings and reduced front setbacks.
Promote local employment, including home based business, especially in and around activity centres.	<ul style="list-style-type: none"> The 'Business' zone caters for land uses which are more bulky commercial/service commercial. These land uses are not represented in the wider attracting area. These uses provide alternative offering that is not in competition with Hocking Neighbourhood Centre. This zone provides alternative employment base for residents. Alternative housing options encourages wider demographic which may attract home based businesses.

4.2 Land Uses and Reserves

The amendment seeks to include 'Business' zone fronting Wanneroo Road, which will benefit from exposure from passing trade and act as a buffer physical to future residential. The remainder of the site will be developed for Residential with density code range of R25-R60. Table 5 identifies and indicative breakdown of land allocation.

Table 5: Indicative Land Allocation

LAND USE	AREA
Residential	2.65ha
Business/Commercial	1.13ha
Public Open Space*	1.194ha
Drainage	0.17ha
Roads	1.66ha
Total	6.76ha

*Includes 0.8151ha of Banksia Woodland

4.3 Public Open Space

The proposed POS is constituted by areas of retained Banksia Woodland, spaces for passive recreation and drainage areas co-located with naturally low areas.

The POS is co-located with remnant vegetation on the adjoining St Elizabeth’s Catholic Primary and Secondary School (Lot 2), providing a greater contiguous area for conservation.

Consistent with the requirements of Liveable Neighbourhoods and City of Wanneroo Local Planning Policy 4.3: Public Open Space, a variety of POS is provided within the Agreed Structure Plan area that ensures a balance of sizes, types, functions and locations. Gungurra Park directly north of the site and Bembridge Park to the south, currently provides active recreation opportunities with formalised kick-about areas playgrounds.

The proposed POS provides an alternative passive recreation offering to residents with pedestrian paths through the POS and incidental space for seating/picnic area (refer Figure 4).

The street network has also been designed to be read as an extension of the POS with street tree retention and incidental PAW/Road Reserve green spaces providing visual and pedestrian linkages.

Figure 4: Public Open Space landscaping concept



A minimum 10% of the Gross Subdivisible Area is required to be provided as POS in accordance with Liveable Neighbourhoods and Local Planning Policy 4.3. Table 6 demonstrates that the minimum 10% requirement can be achieved at subdivision stage.

Preliminary calculations indicate a POS provision of approximately 21%, with the target exceeded due the retention of vegetation.

Table 6: Public Open Space calculations

Site area			6.76ha
Deductions			
Dedicated Drainage (POS1)	0.0837ha		
1 EY (1:1) Biofiltration Area (POS 2)	0.03ha		
Business/Commercial	1.1299ha		
Total		1.2436ha	
Gross Subdivisible Area			5.5164ha
Public Open Space 10%			0.55164ha
Public Open Space Contributions may comprise:			
Minimum 80% Unrestricted Public Open Space		0.110328ha	
Maximum 20% Restricted use Public Open Space		0.441312ha	0.55164ha
Unrestricted Public Open Space	POS 2	1.1410ha*	
Restricted Public Open Space (Drainage between 1 and 5 year rainfall event)		0.0230ha	
Total Public Open Space			1.164ha (21%)

*0.8151ha of unrestricted POS is provided as Banksia Woodland

The areas of POS proposed are consistent with the scale of the of development proposed.

4.4 Movement Networks

The Concept Plan provides the following points of access:

1. Left-in/Left-out access from Wanneroo Road to Business/Commercial zoned lots;
2. T-intersection from Kirkstall Drive to Business/Commercial zoned lots;
3. Four-way intersection at Kirkstall Drive and Tenement Loop; and
4. Minor access via 6.0m laneway for immediate residential lots.

The main residential entrance to the development will be via a four-way intersection with Kirkstall Drive and Tenement Loop, to the south of the subject site. This intersection will be controlled by a give-way signage and line treatment with priority to Kirkstall Drive. Given the low traffic volumes this intersection will not interrupt the flow of Kirkstall Drive. Residents with direct access to Tenement Loop to the south also have alternative access to Kirkstall Drive to the west and via Ashurst Way.

A second 10m wide emergency vehicle access to Ranworth Road is provided to the north and will be designed as a Pedestrian Access Way (PAW). This PAW provides pedestrian connection to Gungurru Park through the site to the proposed POS.

Left-in left-out access is provided from Wanneroo Road to service the future Business lots. A full movement T-intersection from the Business lots to Kirkstall Drive will provide separated access from residential lots. The two access points will provide improved circulation for service vehicles for waste collection and deliveries. Both points of access are located furthest away from the intersection of Wanneroo Road and Kirkstall Drive for maximum separation distance. The intersection from Wanneroo Road provides a separation distance of 50m to the existing left-turn slip lane. The southern intersection is approximately 80m east of the Kirkstall Drive/Wanneroo Road intersection. Access between Business lots and proposed residential network will be restricted to provide separated circulation reducing potential conflicts between the land uses.

Access to Wanneroo Road is currently restricted through a 'Spike Strip' easement. An agreement with the City of Wanneroo will be required as part of a future

subdivision proposal to secure the proposed left-in left-out access.

The internal road network is based on a modified grid format, this provides a legible road hierarchy, providing residents with defined directional ('way finding') routes around the site. All internal roads will be designed in accordance with Liveable Neighbourhoods.

Most internal roads will be designed to a 14.2m wide 'Access Street D' which caters for two-way traffic at low speeds and no through traffic. On-street parking will be provided on access streets surrounding POS. This road network adequately provides for low volume traffic (less than 1,000 vehicles per day) with target speed of 30km/hour design as narrow yield street. Due to the lack of through-vehicle movement, all traffic generated will be within the development which can be adequately catered within this road category.

Rear loaded lots will be services with 6.0m wide laneways which provide two-way traffic. Full movement laneways are proposed to provide ease of access for waste collection and ensure no 'dead ends' are created.

4.4.1 Traffic Generation

A Traffic Impact Assessment prepared by Transcore identifies projected traffic volumes, and distribution and the implications on the existing road network (refer Appendix 3).

The modelling undertaken by Transcore estimates the proposal would generate approximately 4,300 trips per day (both inbound and outbound) with approximately 285vph and 300vph trips during AM and PM peak hours.

As the land uses for the 'Business' zone are unknown, the modelling assumes the high trip generating land uses such as service station, fast food outlet and showroom. It should be noted the final development outcome may comprise of these land uses or a combination of lower traffic generating land uses. The modelling therefore represents a 'worst case scenario' for traffic generation.

As outlined by Transcore, the proposal will not significantly affect the surrounding road network, which has been designed to accommodate this scale of traffic. Most of the traffic generated by the Business land uses is expected to be from existing passing traffic along Wanneroo Road. The post-development scenarios therefore indicate marginal increase in delays and queues, and no significant changes to the level of service for the Wanneroo Road and Kirkstall Drive intersection.

Under the *WAPC Transport Impact Assessment Guidelines 2016* the development does not result in an increase of 10% of capacity of any section of road, and therefore does not require further detailed analysis. The impact of the proposal on the surrounding road network will not be significant.

4.5 Residential

This amendment provides for a range of residential densities between R25-R60 to facilitate the provisions of a diversity of lot sizes and housing types. The Concept Plan provides an indicative layout to accommodate 51 traditional lots and 38 laneways lots.

In accordance with *Perth and Peel @ 3.5 million* new areas are to use a minimum average residential density target of 15 dwellings per gross hectare of Urban zoned land. The gross developable area of the Concept Plan of 4.32ha (excluding areas for POS, drainage and Business zone). The Concept Plan estimates a total 89 lots, providing 20 dwellings per gross hectare proposed.

Liveable Neighbourhoods sets a target of 22 dwellings per site hectare. Assuming an estimated 2.65ha of residential land, this equates to a target of 58.3 dwellings. The Concept Plan estimates a total of 89 lots, providing 34 dwellings per site hectare.

The Concept Plan makes provisions for these targets to be met at the subdivision stage.

4.5.1 Residential Density Locational Criteria

The broad R25-R60 density range offers a flexible minimum and average lot product to maximise opportunities for diversity in lot product and housing typologies, enabling future subdivision design to evolve to suit market demand at the time of staging release.

The Concept Plan provided a transect approach with higher densities located in area of high amenity and accessibility of public transport, graded down to integrate with the existing urban form.

The following density criteria apply to the site and should be demonstrated as part of any future subdivision application:

- The higher R60 density code will apply where the lot is created abutting, interfacing or with an outlook to Public Open Space;
- The medium density code of R40 will apply as a transition from R60 density code in proximity to St Elizabeth's Catholic Primary and Secondary School, Public Open Space and land zoned Business;
- The medium density code of R30 will apply as a second transitional interface between existing residential areas and higher density coded areas; and
- The low density R25 code will apply to lots interfacing with existing residential areas along the northern boundary and fronting Kirkstall Drive and balance of the site.

Planning Bulletin 112/2016 Medium-density single house development standards identifies the mechanism for implementation of the R-MD Codes. The City of Wanneroo adopted Local Planning Policy 4.19: Medium Density Housing Standards (R-MD) that varies the deemed-to-comply. The R-MD Codes will apply to the subject site in accordance with Part 7.0 'Development Requirements' of the Agreed Structure Plan.

4.5.2 Local Development Plans

Local Development Plan (LDPs) shall be required as a condition of subdivision approval and shall be prepared in accordance with Part 6 of the *Planning and Development (Local Planning Scheme) Regulations 2015*. LDPs will generally be required in the following circumstances:

- i. Lots abutting, interfacing or with an outlook toward Public Open Space;
- ii. Lots that are designed to accommodate a grouped or multiple dwelling development;
- iii. Lots that obtain vehicle access from a laneway or right-of-way;
- iv. Lots that are zoned 'Business/Commercial';
- v. Lots with an area of 260m² or less; and
- vi. Lots abutting a Pedestrian Access Way (PAW);
- vii. Lots where specific control is required for vehicle access to avoid conflict with an existing street tree.

LDPs will generally be prepared to address one or more of the following:

- a. Building orientation;
- b. Building design and setbacks;
- c. Overlooking and/or privacy;
- d. Vehicle access;
- e. Car parking;
- f. Private open space;
- g. Bushfire protection provisions (if any); and
- h. Any such information considered relevant by the proponent and/or determining authority to achieve the intended design outcome of the Concept Plan.

4.6 Business

Land fronting Wanneroo Road is proposed to be rezoned 'Business' zone maximising on exposure to passing trade and provide a land use offer that is not represented in the wider Agreed Structure Plan area. Land uses permitted within the 'Business' are to be consistent with the City's District Planning Scheme No. 2 which is *"intended to accommodate warehouses, showrooms, trade and professional services and small scale complementary and incidental retailing uses, as well as providing for retail and commercial business which required large areas such as bulky foods and category/theme-based retail outlets that provide for the needs of the community but which due to their nature are generally not appropriate to or cannot be accommodated in a commercial area"*.

The 'Business' zone provides for a bulky land use mix which is reflective of the function and amenity of Wanneroo Road as a major freight route.

Retail based land uses such as 'Supermarket' and 'Shop' have an 'X' land use permissibility and are therefore not permitted within the 'Business' zone. The zone therefore does not provide an offering that would be in direct competition with the Hocking Neighbourhood Centre and ensures there is no dilution of retail core from Kingsway and Wanneroo Shopping Centres.

4.7 Local Water Management

In the absence of a District Water Management Strategy in place for the Agreed Structure Plan, a Local Water Management Strategy (LWMS) has been prepared by Hyd2o consultants for the proposed amendment (refer Appendix 4). The LWMS has been developed in accordance with *Better Urban Water Management (WAPC 2008)*, *State Planning Policy 2.9 Water Resources (WAPC 2006)* and *Planning Bulletin 92 Urban Water Management (WAPC 2008)*. The LWMS also addresses the requirements for Structure Plans under the City's Local Planning Policy 4.4: Urban Water Management.

Based on the topography of the existing site there are two naturally low-lying areas in the north-west and south-east of the site. The Concept Plan design incorporates two designated drainage catchments one fronting Wanneroo Road and the second to coincide with the location of proposed POS.

The eastern portion of the site will drain to the POS fronting Kirkstall Drive. This POS is located to retain existing native vegetation as well as provide a designated drainage basin area. It is proposed to maximise the environmental qualities of this POS to retain large existing tree, where possible, within the drainage area.

The western portion of the site will drain to a consolidated drainage basin fronting Wanneroo Road. This basin provides greatest land use efficiency maximising the retention of existing native vegetation across the subject site.

The two designated drainage areas have been designed to retain the 1 in 1 year (1 EY), 1 in 5 year (0.2 EY) and 1 in 100 year (1% AEP) major event runoff on-site. No off-site discharge is proposed.

The key Urban Water Management Design objectives for the proposal include:

- Increase water use efficiency and reduce potable water demand;
- Reflect best practice in water conservation, harvesting, reuse and irrigation in POS areas;
- Where possible use locally indicative species and local building styles to preserve local heritage and landscape character;
- Retain and/or detain and treat (if required) stormwater runoff from construction impervious surfaces generated by the first 15mm of rainfall at-source as much as practical;
- Maintain the 1% annual exceedance probability (AEP) pre-development flood regime (flood level, peak flow rates and storage volumes);
- In addition to small events, commercial lots will be required to manage minor (0.2 EY) and major event (1% AEP) runoff on site;
- Minimum habitable floor levels shall be a minimum of 0.5 m above the 1% AEP storm event in stormwater storage areas;
- Minimum habitable floor levels shall be a minimum of 0.3 m above the 1% AEP storm event flood level in local drainage networks; and
- To reduce health risks from mosquitos, retention and detention treatments should be designed to ensure that immobile stormwater is fully infiltrated in a time period not exceeding 36 hours for the 0.2 EY Event and 84 for the 1% AEP Event (time measured from the end of the event).

Further refinement and provisions of landscape design plans will occur at UWMP stage prior to POS construction as engineering and landscape design is progressed.

4.8 Bushfire Protection

The application area has been identified as a Bush Fire Prone Area under the state-wide Map of Bush Fire Prone Areas as such a Bushfire Management Plan (BMP), has been prepared by Strategen JBS&G (refer Appendix 5). This BMP has been prepared in accordance with the *State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP3.7)*, the *Guidelines for Planning in Bushfire Prone Areas and Australian Standard 3959-2009 Construction of buildings in bushfire prone areas (AS 3959)*.

The need for management of bushfire to future residential lots is largely a result of native vegetation retained within the area of POS fronting Kirkstall Drive. A 3.8m wide perimeter low threat fuel zone area will be managed around the POS. The 14.2m road interface provides a total 18m separation to the proposed residential lot boundaries. This separation distance will be further increased through implementation of front setback requirements in Local Development Plans to ensure all lots fronting POS can achieve a rating of BAL-19.

The outcomes of the Bushfire Management Plan indicate that the bushfire protection performance criteria outlined within the Guidelines can be achieved with most lots likely to achieve a BAL rating of BAL-19, BAL-12.5 or BAL-Low.

4.9 Services/Infrastructure

A comprehensive Civil Engineering Services Report has been prepared by Wood & Grieve Engineers (refer Appendix 6). The report provides details on the on the following:

- The provision of a reticulated water supply and sewerage disposal;
- The provision of public utility services (i.e. underground reticulated electricity supply, telephone and natural gas supplies)
- Drainage study; and
- The required road network to service the development.

This report indicates that all the necessary services including power, water, sewage, drainage, gas and telecommunications can be extended to the service the proposal. The provision of service infrastructure will be further addressed during the preparation of a subdivision application.

4.10 Environmental

An Environmental Report has been prepared by PGV Environmental (refer Appendix 7).

Flora

The subject site contains approximately 2.79ha of existing native vegetation.

Three vegetation types were mapped, including:

1. Banksia Woodland, approximately 0.95ha, in the south-eastern corner of the site along Kirkstall Drive.
2. Marri/Jarra Woodland approximately 1.84ha in the central and north eastern part of the site.
3. Grassland area, dominated by exotic weed species, covering the majority of the western portion of the site.

The Grassland area, which comprises most of the western portion of the site has been rated as 'Completely Degraded'. The native vegetation on the eastern part of the site is rated as 'Very Good' to 'Excellent' and is currently in 'Good' and 'Very Good' condition, apart from south-western portion of the Marri/Jarra Woodland where the understorey has a large number of weeds.

It should be noted there are no threatened (declared rare) flora species on the site.

A large number of Priority 4 species, *Waldjumi*, was recorded in the south-east part of the site, existing into the adjoining school site (Lot 2). This species is a shrub that typically occurs under *Banksia* Woodland in the City of Wanneroo.

Fauna

Species identified as likely or possibly present on the site include:

- Carnaby's Black Cockatoo; and
- Forest Red-tailed Black Cockatoo.

The habitat in the cleared area is considered 'Highly Degraded' due to previous clearing. The native Woodland vegetation is considered to be 'Good Habitat'.

The native vegetation contains foraging habitat for these Black Cockatoo species. There are eight (8) large Jarrah and Marri trees that meet the definition of potential breeding habitat as significant trees by the Black Cockatoo Referral Guidelines (DoEE, 2016), with diameter of 500mm or greater. The site is not a known breeding or roosting site and no evidence of breeding or roosting has been recorded on the site.

Priority species identified as possibly present on the site include:

- Swan Coastal Plain shield-backed trapdoor spider;
- Black-striped Snake; and
- Southern Brown Bandicoot, Quenda.

4.10.1 Environmental considerations

The POS area has been designed to retain priority flora species as well as provide passive recreation and walking paths. This area of POS will result in the following outcomes:

- The proposal will result in the retention of approximately 1.02ha (40%) of native vegetation;
- Approximately 0.77ha (82%) of *Banksia* Woodland TEC will be retained within POS, with a small amount 0.185ha to be cleared;
- The retained native vegetation presented as Good Habitat for Black Cockatoos;
- The development would result in the retention of three (3) potential Cockatoo breeding habitat trees in the POS and road reserve and clearing of five (5) trees;
- The area required to be cleared is considered 'Highly Degraded Fauna Habitat' due to previous clearing on site; and
- All Priority 4 plant species will be retained within designated POS.

The Environmental Assessment concludes that the proposed development will not have a detrimental impact on the environment, with more than half of the site historically cleared. The retention of native vegetation in POS protects 40% of the native vegetation on the site including all Priority plants, the majority of *Banksia* Woodland TEC, and Black Cockatoo foraging and potential breeding habitat trees.

Whilst clearing required to achieve the Concept Plan is unlikely to result in a significant impact on the *Banksia* Woodland TEC or Black Cockatoo species, it is recommended to be referred under the EPBC Act.

A portion of the native vegetation in the south-east corner of the site is identified in the Clearing Permit for the school site in 2013 as requiring to be protected (Clearing Permit CPS 5304/1). This area will be retained within POS.

5.0 JUSTIFICATION

5.1 Local Planning Policy 3.1: Local Housing Strategy Implementation

This policy provides a framework for the implementation of the City of Wanneroo's Local Housing Strategy and provides recommendations for land identified for increased residential density.

Part 9 of the Local Housing Strategy considers proposals which are outside of the 'Housing Precincts' recognising that in instances there will be additional suitable areas for increased density. Part 9 of this policy states that where the subject land is within an Approved Structure Plan, the amendment of that Structure Plan must include an assessment of how the proposal meets the following:

1. Is appropriate within the broader planning framework provided by the Structure Plan;
2. Satisfies the criteria of this Policy relating to Housing Precinct designation and densities; and
3. More generally supports the objectives and recommendations of the Local Housing Strategy and the Smart Growth Strategy.

The proposed amendment is considered within Part 9 of the Local Housing Strategy, as detailed below:

1. *Is appropriate within the broader planning framework provided by the Structure Plan;*

The proposal is appropriate within the broader planning framework, as outlined in Part 3 of this report. The subject site is zoned 'Urban' under the MRS and 'Urban Development' under DPS2. In a strategic context, the site is located within the North-West Sub Regional Framework which encourages development of 'Urban Corridors' along high transit routes, one of which being Wanneroo Road which is identified as a priority high transit route.

As outlined in the North West Sub Regional Framework, infill development within established urban areas has the potential to contribute to housing diversity and respond to ongoing changing demographics and community aspirations. Infill development will also contribute to efficient use of land through economies of scale for provision of transport and service infrastructure.

Under-developed urban zoned land in existing areas provides unique opportunity to deliver infill housing that utilises existing services. Development of the subject site will revitalise an existing neighbourhood through increased densities which encourage innovative housing product and land use mix with introduction of the Business Zone.

Having regard to the Local Housing Strategy, the proposed densities recognise the need for future housing stock to reflect trends in aging population and declining household size by accommodate anticipated smaller lots.

This proposed amendment ensures that the Structure Plan continues to reflect this planning framework by providing opportunity to support regional transport infrastructure and alternative housing options which responds to market demand.

2. Satisfies the criteria in Table 3 of this Policy relating to infill development and increased density;

The following Table 7 outlines how the proposal meeting Criteria 2, to satisfy the requirements of the Policy.

Table 7: Local Housing Strategy Implementation Table 3

NO.	CRITERION DETAIL	POLICY APPLICATION	THE CURRENT APPLICATION MEETS THESE CRITERIA AS FOLLOWS:
1	Easy access/ close proximity to Activity Centres	<p>This criterion has been applied based on walkable distances as follows:</p> <ul style="list-style-type: none"> a. R60 within 400m from an edge of an Activity Centre excluding Local Centres. a. R40 between 401m and 800m from an edge of Activity Centre excluding Local Centres. 	<ul style="list-style-type: none"> • The application area is located approximately 350m south-west of the Hocking Neighbourhood Centre measured from Ranworth Road. • The Subdivision Concept Plan indicates that higher residential densities of R40 and R60 are proposed to be applied in areas of high amenity fronting Public Open Space. • Future residents have direct access to Hocking Neighbourhood Centre via Gurgurru Park/ Hocking Primary School. • Hocking Shopping Centre is a Neighbourhood Centre being defined under SPP4.2 as <i>"important local community focal points that help to provide for the main daily to weekly household shopping and community needs. They are also a focus for medium density housing"</i>. • Hocking Neighbourhood Centre is identified in the East Wanneroo Cell 4 Approved Structure Plan for a maximum NLA of 5,500m². • An aerial view of Hocking Neighbourhood Centre indicates there is land available for future expansion of the centre to meet the future demands of the area. • The proposed 'Business' zone fronting Wanneroo Road provides alternative services that would not be accommodated at Hocking Neighbourhood Centre.

NO.	CRITERION DETAIL	POLICY APPLICATION	THE CURRENT APPLICATION MEETS THESE CRITERIA AS FOLLOWS:
2	Easy access/close proximity to public transport with priority towards rail nodes and bus interchanges.	<p>This criterion has been applied based on walkable distances as follows:</p> <ul style="list-style-type: none"> a. R80 within 250m from the entry of a rail station and R60 between 401m and 800m from the entry of a rail station; a. R60 within 250m of a high frequency bus route designated stops ('High Frequency Bus Routes' are defined as having a minimum of 2 services per hour during peak periods. 	<ul style="list-style-type: none"> • The application proposed density range R25-R60 within walking distance to Wanneroo Road, which is identified in the planning framework as a high priority transit route. • There are two existing bus routes that pass the site on Wanneroo Road. These are routes 389 to Perth Busport and 468 to Whitfords Station. The bus stops on either side of Wanneroo Road (Stop: 12314) are within 250m of the site. Each of these routes has a frequency at least every 15 minutes during the week day peak periods (7am to 9am and 5pm to 7pm).

3. Supports the objectives and recommendations of the Local Housing Strategy.

Part 5 of this report outlines how the proposal is consistent with the objectives of the Local Housing Strategy. In addition the following addresses compliance with the objectives of the Policy:

POLICY OBJECTIVES:	
To address State government policy to increase housing density within the existing urban footprint of the metropolitan region and meet State Government infill housing targets.	<ul style="list-style-type: none"> • <i>Perth and Peel @ 3.5 million</i> focuses on providing consolidated urban form and limiting continued sprawl. • The subject site provides a unique opportunity to support urban infill on land which is already zoned 'Urban' and access to existing services and infrastructure. • Increased densities within the application contributes towards the City infill housing target which is to provide is 27,920 dwellings by 2050.
To address housing affordability within the City by providing a variety of housing stock.	<ul style="list-style-type: none"> • The density ranges of R25-R60 allows for smaller lot product for potential housing options that are otherwise not well represented in the wider area which is predominantly zoned Residential R20. • Smaller lot product addresses the need to provide housing options for an aging population and reduced household size identified as a trend in the Local Housing Strategy.

POLICY OBJECTIVES:	
To better utilise existing infrastructure and amenities in existing suburbs by providing additional dwellings in close proximity.	<ul style="list-style-type: none"> The proposed represents a more efficient form of development by providing dwellings in a high amenity location, in proximity to: <ul style="list-style-type: none"> Hocking Neighbourhood Centre; St Elizabeth’s Catholic Primary and Secondary School; Hocking Primary School; High frequency bus routes on Wanneroo Road; Gungurru Park; Bembridge Park; and Future employment opportunity provided in the Business Zone.
To promote higher density development in appropriate locations.	The application area presents opportunity to provide densities within an Urban Corridor given the proximity to Wanneroo Road, which is a high priority transit route.

In addition to the above, the application must also satisfy:

- i. A servicing report has been prepared by Wood & Grieve Engineers which has confirmed the suitability of the land for residential development from a servicing perspective;
- ii. The Transport Assessment prepared by Transcore demonstrates suitability from a traffic and access perspective, post-development scenarios indicate marginal increase in delays and queues with no significant changes to the level of service for the Wanneroo Road and Kirkstall Drive intersection; and
- iii. Including extensive suits of plans and supporting technical reporting including a detailed Concept Plan design for the land, Environmental Assessment, Local Water Management Strategy and Bushfire Management Plan.

6.0 CONCLUSION

The proposed amendment to East Wanneroo Cell 4 (Hocking and Pearsall) Agreed Structure Plan No. 6, should be supported for the following reasons:

- The subject site presents a unique opportunity of undeveloped urban land to contribute towards developing a variety of housing options in an area identified as an ‘Urban Corridor’ under *Perth and Peel @ 3.5million*;
- The proposed amendment is consistent with the overall strategic aspirations and objectives of the City’s Local Housing Strategy;
- Rezoning the land from Residential 20 to facilitate densities between R25-R60 is located within an area that is well services and located within walking distance to high frequency public transport, education institutions, community facilities and neighbourhood activity centre;
- Rezoning land fronting Wanneroo Road to ‘Business’ zone provides employment opportunities and land uses which are not represented in the wider Agreed Structure Plan; and
- Rezoning the eastern portion of the site to ‘Private Clubs/Recreation’ enables the continued operation of St Elizabeth’s Catholic Primary and Secondary School; and
- The amendment is considered to contribute towards a more sustainable development outcome making use of existing services.

In light of the above, we request the City of Wanneroo and the Western Australian Planning Commission approve the proposed amendment.

