



AMENDMENT NO. 33

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.	Description of Amendment	Finally Endorsed by Council	Finally Endorsed by WAPC
33	Recodes Lot 78 (121) Nicholas Road, Hocking from Residential R20 to R30.		

**AMENDMENT NO.33 TO THE
EAST WANNEROO CELL 4 AGREED STRUCTURE PLAN NO. 6**

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

1. Recoding Lot 78 (121) Nicholas Road, Hocking from Residential R20 to R30.

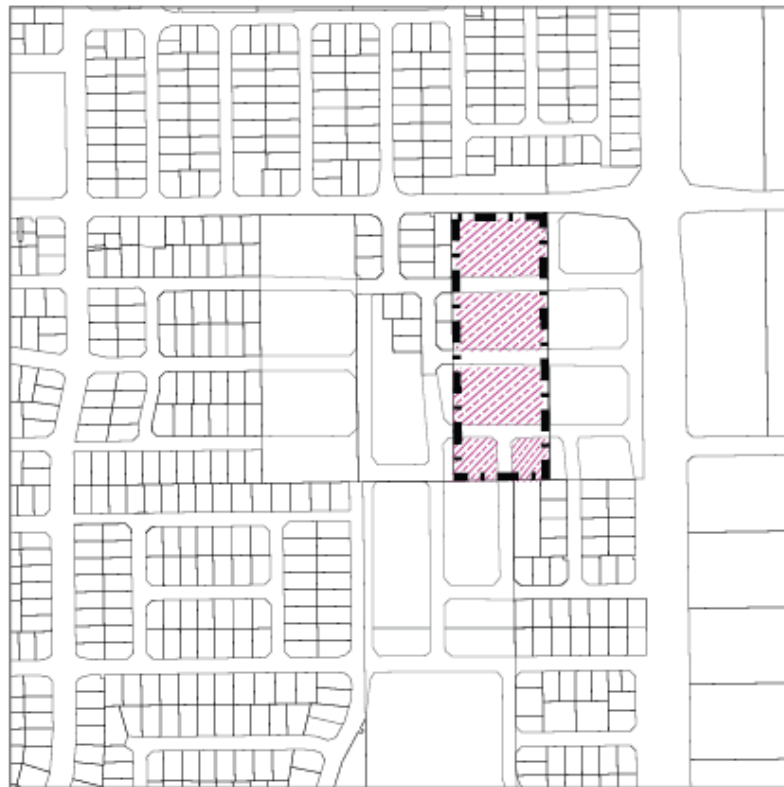
CITY OF WANNEROO
EAST WANNEROO STRUCTURE PLAN - CELL 4
AMENDMENT NO. 33



LEGEND

- Subject Area
- Public Open Space (POS)
- R30
- R40

EXISTING STRUCTURE PLAN



PROPOSED STRUCTURE PLAN

CERTIFIED THAT AMENDMENT NO. 33 TO THE EAST WANNEROO CELL 4 AGREED
STRUCTURE PLAN NO. 6

WAS ADOPTED BY

RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON

.....

Signed for and on behalf of the Western Australian Planning Commission

.....

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

..... Witness

..... Date

AND BY

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

ON

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

.....

Director, Planning and Sustainability, City of Wanneroo

..... Date

PART 2 - EXPLANATORY REPORT

**AMENDMENT NO.33 TO THE
EAST WANNEROO CELL 4 AGREED STRUCTURE PLAN NO. 6**



PROPOSED MINOR LOCAL STRUCTURE PLAN AMENDMENT

AGREED STRUCTURE PLAN NO.6 – EAST WANNEROO CELL 4
LOT 78 (121) NICHOLAS ROAD, HOCKING

DECEMBER 2014

urbis

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Report Number	FINAL

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1 Introduction

The current Agreed Structure Plan No.6 (ASP 6), East Wanneroo Cell 4 was adopted by the WAPC on 24 June 2002 and seeks to facilitate the orderly release of residential lots, representing the expansion of the suburbs of Hocking and Pearsall.

The current structure plan area covers a total of approximately 394 hectares and is generally bound by Sheffield Park to the north, Lenore Street to the east, Ocean Reef Road to the south and Wanneroo Road to the west. The Structure Plan area is located less than 3 kilometres south of the Wanneroo town centre.

This report and the accompanying Subdivision Concept demonstrate that the subject land and the proposal to amend the density coding under the structure plan from Residential R20 to R30 is consistent with the strategic and statutory planning requirements of both the City of Wanneroo and the Western Australian Planning Commission. The Subdivision Concept is based on contemporary planning principles and will help to facilitate the creation of some additional residential lots in a location that is adequately suited to cater for the density increase.

2 Subject Site

2.1 SITE DETAILS

There is one (1) lot subject of this application. The whole of Lot 78 on Plan 6962 on Nicholas Road, Hocking is included in the amendment proposal. The legal description of this lot is detailed below:

TABLE 1 – LEGAL PARTICULARS

LOT	NO.	DIAGRAM/PLAN	VOL/FOL	AREA	LOCAL ZONING	MRS ZONING	REGISTERED PROPRIETOR
78	121	P6962	1367/279	2.848 Ha	Urban Development	Urban	Hocking Hill Pty Ltd

A copy of the relevant Certificate of Title is included in **Appendix A**.

2.2 REGIONAL CONTEXT

The subject site is located within Perth's northern corridor in the suburb of Hocking and within the local government boundaries of the City of Wanneroo. The subject site is located approximately 20 kilometres north of the Perth Central Business District and less than 7 kilometres from the Joondalup Regional Centre.

The site has direct frontage to Nicholas Road, with a number of surrounding lots currently being developed, ultimately providing new local road linkages to the boundary of the subject site. The site is within close proximity to major regional connectors including Wanneroo Road to the west and Ocean Reef Road to the south, which are 'Primary Regional Roads' and 'Other Regional Roads' respectively under the provisions of the Metropolitan Region Scheme (MRS).

The site is also well connected to public transport, with several high frequency bus routes within close proximity to the site along East Road, Wanneroo Road and Chatsworth Drive.

From a regional context the land is suited to accommodate increased density due to its locational advantages and proximity to existing services and amenities.

2.3 LOCAL CONTEXT

The subject site is situated within the broader East Wanneroo Area where land ownership has historically been fragmented. A number of Agreed Structure Plans have been adopted over the area to guide and coordinate the future subdivision and development of the land.

The subject site is located 500 metres from the Hocking Primary School, less than 100 metres to land reserved for future Public Open Space and is within walking distance to public bus stops, catering to high frequency bus routes.

The proposed change in density will be more consistent with the immediately surrounding pattern of subdivision and densities to the east and south of the site.

In addition, the locational advantages of the site to public open spaces, schools and the neighbourhood shopping centre provides further ground for increasing the density.

The general locality comprises of a mix of small scale agricultural related businesses including hobby farms and market gardens, particularly to the east of the site and new residential or developing land to the north, south and west of the site.

Refer, Figure 3, Context Plan

2.4 LAND USE

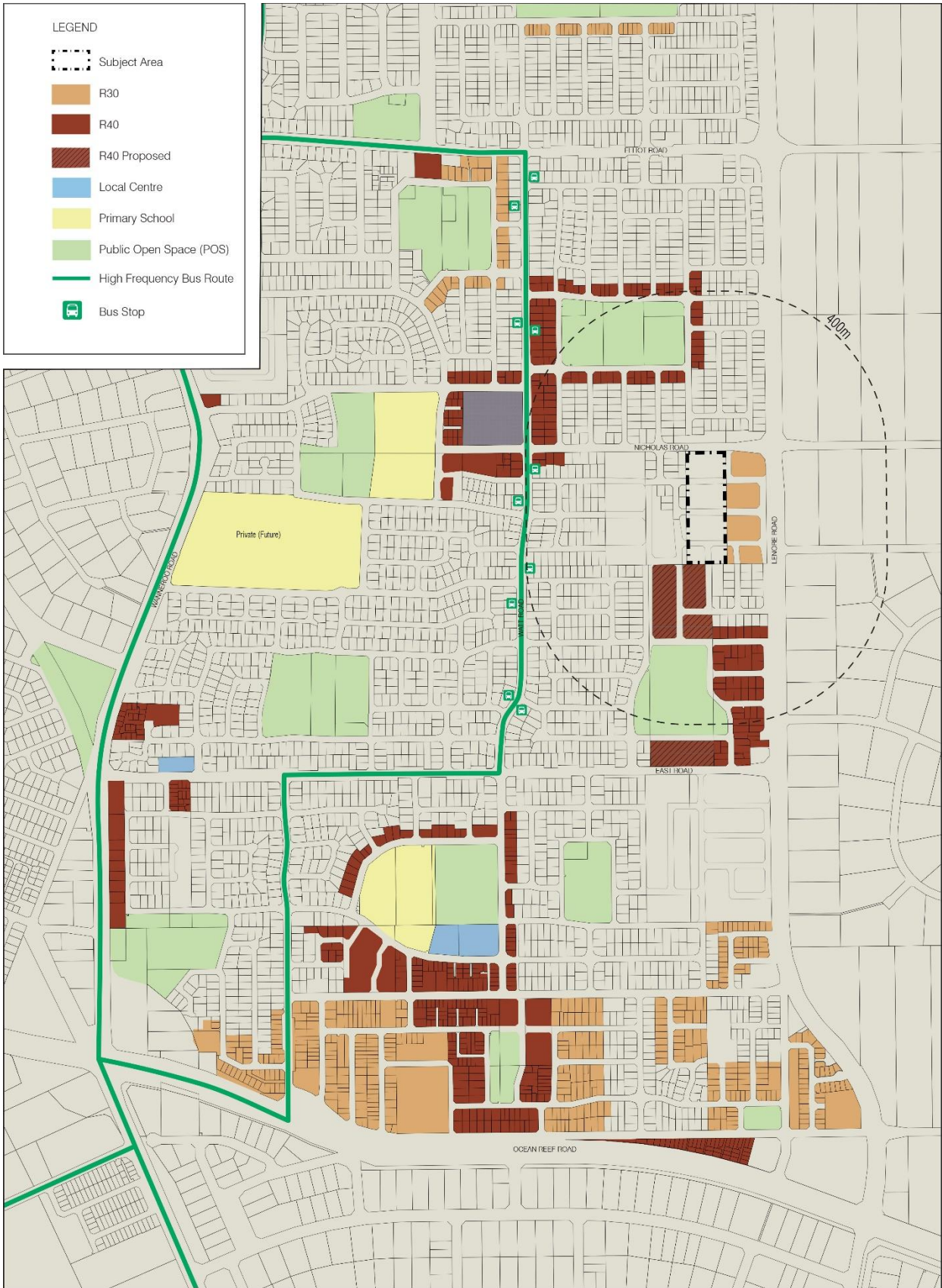
The subject land currently contains a single house and outbuildings on an un-subdivided semi-rural land parcel.

FIGURE 1 – SITE OVERVIEW



Source: Nearmaps

FIGURE 1 – LOCALITY PLAN



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Context Plan
 121 NICHOLAS ROAD, HOCKING

PROJECT NO: P/1077
 DATE: 14-10-2014
 DRAWING NO: SKJ-01
 REV: 0
 SCALE: N1S

3 Planning Considerations

The property is zoned 'Urban' under the Metropolitan Region Scheme and 'Urban Development' under the City of Wanneroo District Planning Scheme No.2.

3.1 DIRECTIONS 2031 AND BEYOND – METROPOLITAN PLANNING BEYOND THE HORIZON

Directions 2031 and Beyond was released by the Western Australian Planning Commission (WAPC) in August 2010. This is the highest level strategic spatial plan establishing a vision for the future expansion of the Perth and Peel area, which is expected to grow from 1.65 million people to 2.2 million people by 2031.

The proposed amendment is considered to meet the overall objectives of Directions 2031 and Beyond, as outlined below:

- The increased residential density will assist in providing greater housing diversity, flexibility and affordable living opportunities within a locational context that provides a high level of amenity;
- Delivering a logical urban expansion within an area identified to accommodate residential growth;
- Promoting responsible and sustainable development of land;
- Ensuring the economic development and accessibility to employment given the high level of local employment within the sub-region; and
- The increase in residential dwellings within close proximity to high frequency bus routes is more closely aligned to sustainable development practices in that it capitalises on the existing public transport infrastructure rather than proposing higher density within an area that is not already serviced.

In light of the above, the proposed amendment is considered to be consistent with the over strategic aspirations of the State as outlined under Directions 2031 and Beyond.

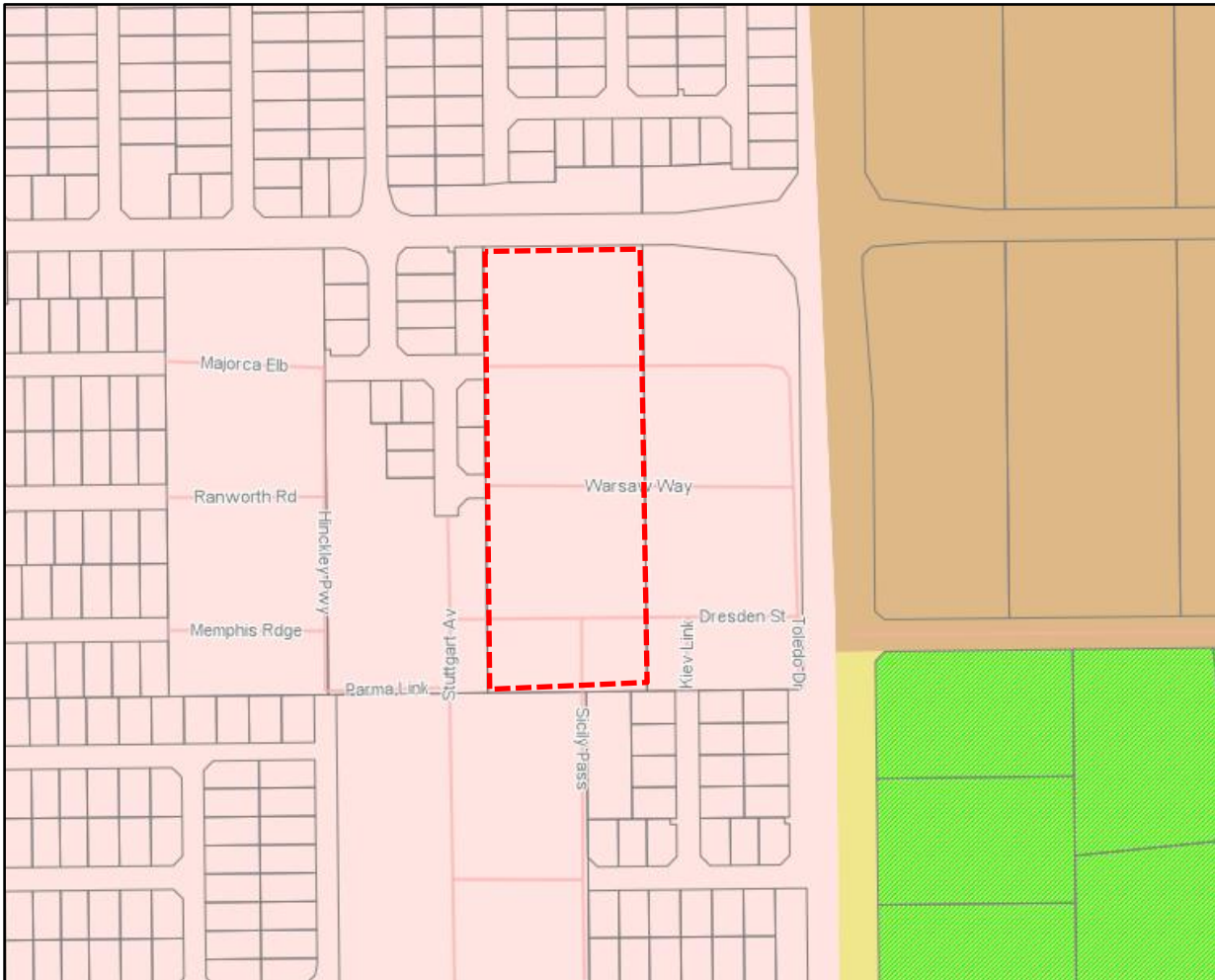
3.2 DISTRICT PLANNING SCHEME NO.2

Part 9 of the City's District Planning Scheme No.2 (DPS 2) deals with the preparation and adoption of Agreed Structure Plans. Clause 9.7 of DPS 2 sets out the requirements in respect to amending a structure plan. The Council may amend an approved Agreed Structure Plan, subject to the approval of the WAPC. Public notice of the amendment is not required if the Council deem the amendment to be minor in nature as such that it does not materially alter the intent of the Agreed Structure Plan or cause significant detriment to land within or abutting the structure plan area.

The subject amendment is not considered to materially alter the intent of the Agreed Structure Plan or cause any detriment to nearby landowners, however in this instance it is recognised that as the amendment is proposing to increase the density, outside of an area specifically identified under the City's Local Housing Strategy, that it may be advertised for public comment in accordance with Clause 9.5 of the City's DPS 2.

The subject amendment has been prepared in accordance with the provisions of Part 9 of DPS 2.

FIGURE 3 – DPS NO.2 ZONING



Source: City of Wanneroo

3.2.1 URBAN DEVELOPMENT ZONE

The purpose of the 'Urban Development Zone' is provide for the orderly and proper planning of larger areas of land in an integrated manner within the context of the wider region. The overall objectives of the 'Urban Development Zone' are as follows:

- a) *Designate land for future urban development*
- b) *Provide for the orderly planning of large areas of land for residential and associated purposes through a comprehensive structure planning process*
- c) *Enable planning to be flexible and responsive to changing circumstances throughout the development stages of the area.*

The subject amendment is not considered to jeopardise or compromise any of the above objectives. The land will remain for urban purposes and will continue to be guided by the subdivisional and development requirements of the Agreed Structure Plan. Consideration of the amendment to increase the density from R20 to R30 is consistent with flexible and responsive planning to cater to changing circumstances.

3.3 EAST WANNEROO CELL 4

Subdivision and planning for the subject site and immediate surrounds is governed by the East Wanneroo Cell 4 Agreed Structure Plan No.6. The subject site is currently designated as R20 under the structure plan. No detailed area plans exists for the site.

The East Wanneroo Cell 4 Agreed Local Structure Plan No.6 (ASP 6) primarily seeks to control residential subdivision and development within the portion of land bound by Sheffield Park to the north, Lenore Street to the east, Ocean Reef Road to the south and Wanneroo Road to the west.

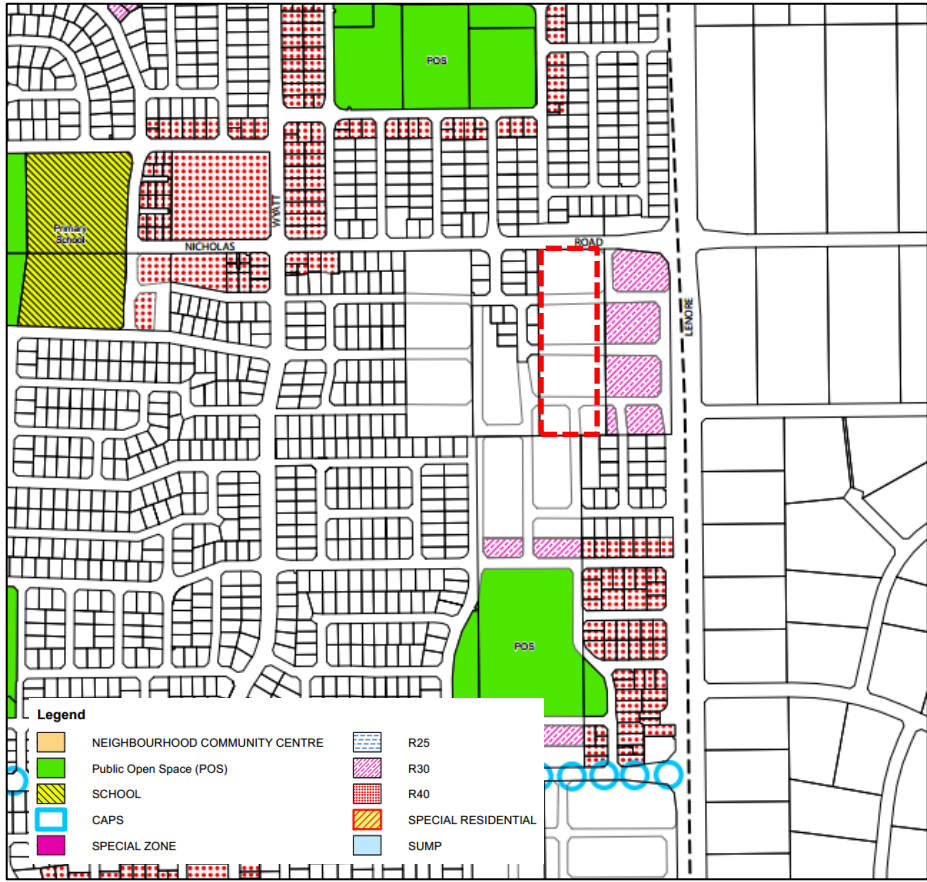
Under the provisions of ASP 6, the subject site is designated for 'Residential' development. The objectives of this zone under the provisions of the DPS 2 are considered relative when considering the subject amendment. The overall objectives of the 'Residential' zone are:

- a) *maintain the predominantly single residential character and amenity of the established residential areas;*
- b) *provide the opportunity for grouped and multiple dwellings in selected locations so that there is a choice in the type of housing available within the City;*
- c) *provide the opportunity for aged persons housing in most residential areas in recognition of an increasing percentage of aged residents within the City; and*
- d) *provide for compatible urban support services.*

The proposed amendment to the ASP 6 is to retain the residential zoning, facilitating the development of residential lots consistent with the above objective and consistent with the surrounding development. The increase to the density will contribute to the variety and range of lot typologies and housing offered within the immediate locality, improving the housing choice to future residents.

The structure plan amendment is proposed in accordance with Clause 9.7 of DSP 2. A copy of the proposed amendment is included in **Appendix C**.

FIGURE 4 – EXCERPT FROM CURRENT AGREED LOCAL STRUCTURE PLAN NO.6



Source: City of Wanneroo

3.4 RATIONALE

The proposed amendment to the ASP 6 has been considered within the context of the surrounding development and the relative planning framework applicable to the amendment.

3.4.1 LOCAL PLANNING POLICY 3.1 - LOCAL HOUSING STRATEGY

The City's Local Planning Policy 3.1 (LPP 3.1) provides a framework for implementing the Local Housing Strategy, 2005 (LHS) and provides recommendations for land identified for increased residential density within the City of Wanneroo.

The LHS places an emphasis on increasing the residential density and housing choice in existing and planned residential areas that have existing access to services and amenities, are close to retail and employment nodes, public transport services, major arterial routes, education institutions, community facilities and areas which offer a level of amenity to residents.

The subject site is not located within any of the 6 Housing Precincts identified within the LHS document.

Part 9 of the LHS however deals with the consideration of proposals which are outside of the 'Housing Precincts'. Part 9 of this policy states that where the subject land is within a Structure Plan approved under DPS 2, the application for amendment of that Structure Plan must include an assessment of how the proposal meets the following:

- i. is appropriate within the broader planning framework provided by the Structure Plan;
- ii. satisfies the criteria of this Policy relating to Housing Precinct designation and densities;
- iii. more generally supports the objectives and recommendations of the Local Housing Strategy and the Smart Growth Strategy.

The proposed amendment is considered within the Part 9 of the LHS, as detailed below.

i. Is appropriate within the broader planning framework provided by the structure plan

The proposed amendment to rezone Lot 78 from Residential R20 to Residential R30 is considered to be consistent with the broader planning framework for the immediate locality and surrounds. The increase in density is responsive to the sites close proximity to existing infrastructure, public transport and public open space areas.

There are a number of other areas within the structure plan area that have been 'up coded' over recent years, post the approval of the City's Local Housing Strategy. Lot 22 (No.141) East Road, Hocking, located directly to the south of the subject site has recently been approved for the rezoning of land from R20 and R30 to R40 (Refer to OCM 9 December 2014).

Across the ASP No.6 area, R40 coded sites are generally located within close proximity to local schools, neighbourhood centres, public open space or major roads. The Local Housing Strategy provides specific criteria to assess proposed residential density increases. To achieve an R40 density code, the Policy requires (amongst other things) that sites are to be located within 250m of a main bus routes and within 250m of Neighbourhood POS. It is acknowledged that the subject site satisfies these criteria for R40 residential density coding.

Having regard to the Local Housing Strategy and the densities designated under the ASP 6, it is also however considered relevant to review the proposed density increase in the context of the surrounding area and adjoining lots. The western and northern portion of the subject site interfaces with properties coded R20. Therefore, although the subject site generally meets the criteria to be rezoned to R40, the proposed R30 density coding is considered to be more consistent with the immediately surrounding development and appropriate within the context of the broader planning framework of ASP 6.

ii. Satisfies the criteria of this policy relating to Housing Precinct designation and densities

The housing precinct boundaries and densities has been based on the application of criteria included in the Local Housing Strategy. Details of the criteria and how they have applied are

detailed in Table 1 of LPP 3.1. Consideration of this criteria and the proposed amendments consistency with its application is provided in the following table.

TABLE 2 – DESIGNATION OF HOUSING PRECINCT BOUNDARIES

NO.	CRITERIION DETAIL	POLICY APPLICATION	COMMENT
1	Easy access/close proximity to retail and employment centres	R40 for locations between 400m – 800m of neighbourhood and town centres.	The southern portion of the subject site is approximately 1.2 kilometres north-east of the Pearsall Neighbourhood Centre which consists of an IGA, liquor store, medical and physiotherapy centre, pharmacy and a number of restaurants. Despite the fact that the subject site is not located 800 metres or less from a neighbourhood centre, the site is considered to have easy access and is still considered within close proximity. In addition, the site is located within 500 metres of the Hocking Primary School. This level of proximity to nearby retail and employment centres is considered akin to a R30 density.
2	Easy access/close proximity to public transport with priority towards rail nodes and bus interchanges	R40 areas to be within 250 metres of a main bus routes which are not high speed through traffic routes or designated primary freight routes.	<p>The subject site is located within 200 metres of a future bus stop on Lenore Road. At a sub-regional level, the Structure Plan envisages a public transport network feeding into the Lenore-Franklin Road activity corridor with priority links to the Joondalup strategic metropolitan centre, Wanneroo secondary centre and the northern suburbs rail line.</p> <p>The subject site is approximately 450 metres east from the 467 bus stop which is a high frequency bus route connecting residents to Whitfords Train Station and the wider public transport network.</p>
3	Easy access/close proximity to areas of high amenity including public open space (POS) and recreational facilities	<p>a) R40 areas to be within 250 metres of a Neighbourhood POS that includes at least one of the following:</p> <ul style="list-style-type: none"> ▪ Active playing field with sufficient 'around the ground' space to 	<p>Under the Agreed Structure Plan a total of 3.911 hectares of public open space is to be provided at the time of subdivision of the Lots 21-23 East Road.</p> <p>This POS area is recognised as a Neighbourhood (Active) POS area</p>

NO.	CRITERIION DETAIL	POLICY APPLICATION	COMMENT
		<p>permit simultaneous use.</p> <ul style="list-style-type: none"> ▪ A community centre or other community facility that supports community activity. ▪ Landscaped passive recreation areas with informal recreation infrastructure: <ul style="list-style-type: none"> – BBQ"s / Shade structures; – Playgrounds; – exercise equipment; – multipurpose courts <p>b) R40 within 250m of District POS applied on a case-by-case basis, depending on the intensity of uses that may not always be compatible with higher densities.</p>	<p>under the City's Local Planning Policy 4.3, based on its size and scale. The design of this POS is to be in accordance with Schedule 5 of LPP 4.3, containing a number of principle components such as sports pitches, club and change-rooms, play area, BBQ, pathways and car parking, consistent with this criterion.</p> <p>The southern edge of the subject site is located approximately 20 metres north of this future POS area and will be easily accessible by foot as the adjoining lot is redeveloped.</p>
4	Easy access/ close proximity to major arterial routes, education institutions (including primary, secondary and tertiary institutions), community facilities (including libraries and medical centres).	Areas to generally be asses in regard to adequacy of the arterial routes, educational institutions and community facilities serving the area to cope with the proposed increase in population and traffic resulting from a higher density.	<p>The subject site enjoys the benefits from the following:</p> <ul style="list-style-type: none"> ▪ Easy access and within close proximity to regional arterial routes including Wanneroo Road and Ocean Reef Road. ▪ Within 500 metres to Hocking Primary School, 1.0 kilometre to Pearsall Primary School and 3.5 kilometres to Woodvale Secondary College and Wanneroo Senior High School (3.0 kilometres). ▪ Within 1 kilometre of the future Hocking Community Centre, existing medical facilities and the nearby Neighbourhood Centre.

The above table demonstrates that the proposed amendment is appropriate within the planning framework and is considered to satisfy the criteria of LPP 3.1 (Table 1) in that:

- The amendment proposes a minor increase in density to R30 and is located within 1.2 kilometres of a neighbourhood centre, consistent with the principles of LPP 3.1;
- The amendment area is located within 200 metres of a (future) bus stop on Lenore Road and within 450 metres of a high frequency bus route;
- All lots within the amendment area are within 250 metres of public open space; and

- The amendment area is located within 500 metres of a primary school, within 1 kilometre of a community centre, existing medical facilities and has easy access to key regional roads.
- iii. *More generally supports the objectives and recommendations of the Local Housing Strategy and the Smart Growth Strategy.*

The subject amendment is considered to be consistent with the overall strategic aspirations and objectives of the Local Housing Strategy. The rezoning from R20 to R30 is located within an area that is well serviced and located within walking distance to public transport, education institutions and community facilities. Furthermore, the subject site benefits from easy access to major arterial routes which connect to retail and employment nodes and the wider locality.

The amendment is considered to contribute towards a more sustainable community by making the most efficient use of land within an existing urban area already adequately serviced. The proposed 'up-coding' is minor within the context of lot sizes corresponding to R20 and R30 densities and will be consistent with the general pattern of residential development within the immediate locality, resulting in no undue impact on the neighbourhood character or streetscape values of the locality. Furthermore, the proposed increase in density will not trigger the need for any increased services or infrastructure.

Further consideration within the context of the Smart Growth Strategy is detailed below.

3.4.2 SMART GROWTH STRATEGY 2005

The City's Smart Growth Strategy accepts that population within the City of Wanneroo will continue to grow as a result of natural population growth, immigration and regional population shifts. The strategy aims to implement a more sustainable approach to development through the integration of environmental, social and economic values and considerations.

A range of principles are detailed under the Strategy which is of relevance to the proposed amendment (inter alia):

Lifestyle and housing choice – encourage the provision of a variety of housing types and enhancement of lifestyle options;

Effective use of land and infrastructure – supports the effective use and development of land and buildings for the benefit of the local area; and

Long term health of the environment – promotes development that has minimum environmental impact, together with practices that conserve and enhance natural areas.

The subject amendment is consistent with the above principles and the overall strategic direction of the Smart Growth Strategy by providing a greater range of housing typologies and choice within a locality that is largely low density (R20) single houses, making the most efficient use of land and infrastructure that is reasonably available to service additional residential development and by appropriately locating density increases within an area that will not impact on any significant environmental qualities of the locality.

3.4.3 PUBLIC OPEN SPACE

The Western Australian Planning Commission's Development Control Policy 2.3 – Public Open Space in Residential Areas ensures that all residential developments across the State are complemented by adequate, well-located areas of public open space that will enhance the amenity of the locality and address the recreational needs of its residents.

The WAPC's normal requirement for POS contributions for subdivisions creating more than 3 residential lots is 10 per cent of the gross subdivisible area to be given up free of cost by the developer and vested in the Crown as a Reserve for Recreation. In this instance, the contribution towards POS is incorporated into the overall development contribution plan for the East Wanneroo Cell 4 Agreed Structure Plan.

3.4.4 TRAFFIC AND ACCESS

All road works undertaken will be designed and constructed in accordance with the requirements and standards of the City of Wanneroo. Internal subdivisional roads will generally consist of 15 metre road reserves; however this detail will be confirmed at the subdivision stage. The road layout will generally be consistent with that under the existing ASP6.

A Traffic Impact Statement has been prepared to accompany this application and is attached in **Appendix D**. The Traffic Impact Statement has considered the impact the proposed recoding of Lot 78 from R20 to R30 will have on the local road network. The report concludes the following:

- The rezoning could increase local traffic flows by 72 vehicle movements per day.
- Under the Western Australian Planning Commission's guidelines, the proposed structure plan amendment will result in an increase of less than 2% of the affected roads daily capacity and therefore have no material impact on the operation and function of the local road network.
- The increase in traffic as a result of the amendment will result in uninterrupted flow conditions, will have no traffic impact to access to Nicholas Road and will have no significant peak hour traffic impact.

Based on the outcomes of the Traffic Impact Statement it is therefore considered that the subject amendment will not have any detrimental impact on the function and efficiency of the local road network.

3.4.5 STREETScape & AMENITY

The proposed recoding of the subject site will increase the potential dwelling yield from 51 dwellings to 60 dwellings under an R30 scenario. The total dwelling yield will therefore only be increased by 9 dwellings. This minor increase in dwelling yield will not have any material impact on the streetscape outcomes being sought under ASP6.

The interface with the streetscape will be generally consistent with that of the immediately adjoining land in terms of setback distances, frontage widths and orientation and presentation of housing within the streetscape. The consistencies between these different elements provides for a comfortable and secure relationship and transition between the public realm and the private space of a dwelling that is similar to that of adjoining areas zoned R20 and R40.

Through the appropriate development of the site, there is the opportunity for the amenity of the locality to be improved from that currently being offered by the site, through the establishment of street trees, increased pedestrian and cycle connectivity throughout the area, increased vehicle permeability and improved streetscape surveillance.

3.4.6 SERVICES

3.4.6.1 EARTHWORKS

The site generally slopes from the centre west of the site to the south-east. Site grading and earthworks will generally be determined by the servicing requirements. Due to site characteristics the fill required to provide clearance from groundwater and flooding is not anticipated to be an issue.

No remnant vegetation exists on the site, with any existing trees being retained wherever possible.

Bulk earthwork operations will be completed using material available from the area and where required sourced locally from existing sand supply operations within the locality. Disturbed areas will be stabilised during earthworks by respreading stockpile topsoil or via hydro mulching stabilisation as appropriate and in accordance with any management plans are required as a condition of any subdivision approval.

3.4.6.2 STORMWATER DRAINAGE

All stormwater will be managed in accordance with the City of Wanneroo guidelines and connected to the existing system. Surface runoff will be contained on site and discharged via soakwells in storage basins or dedicated stormwater drainage sites.

3.4.6.3 SEWERAGE

Water Corporation WA has indicated that there is capacity for the site will be connected to sewer available on all common boundaries.

3.4.6.4 WATER SUPPLY

Potable water supply to the estate will be provided by a reticulated system that connects to the existing water distribution mains along Nicholas Road.

3.4.6.5 POWER

All lots within the proposed subdivision area will be served by underground power, at the cost of the developer. It is likely that a pad mount site will be required to service the area, however due to the range of lot sizes and concept subdivision pattern, there is considered to be sufficient land to provide a site that meets Western Power design requirements.

Street lighting throughout the development shall provide effective illumination for both pedestrians and vehicles.

3.4.6.6 TELECOMMUNICATIONS

All lots within the subdivision area are able to be serviced by Telstra Telecommunication services. Where possible the colocation of Western Power and Telstra cable routes will be achieved in lieu of the developer providing additional trenching.

3.4.6.7 GAS SERVICES

ATCo Gas has advised that reticulated gas services are available in the surrounding area. No developer contributions to provide for future reticulated gas supplies are anticipated.

Based on preliminary investigations, the site has been deemed capable of being serviced with all essential services and has no identifiable problematic site conditions. A Servicing Report has been provided in **Attachment E**.

Further Geotechnical and Servicing reports will be undertaken as conditions of any future subdivision.

4 Conclusion

The proposed amendment to the Agreed Local Structure Plan No.6 – East Wanneroo Cell 4 (ASP 6) has been submitted to the City of Wanneroo to facilitate the rezoning of Lot 78 (121) Nicholas Road, Hocking from a residential density coding of R20 to R30.

This report has provided an overview as to how the proposed amendment is consistent with the broader State and local planning framework and its consistency with the overall intent of ASP 6.

Specifically, the proposed amendment is supportable on the following basis:

- The rezoning is consistent with the State planning framework, in particular the Metropolitan Region Scheme and strategic vision of Directions 2031 and Beyond;
- The rezoning from R20 to R30 will not materially alter the intent of the ASP 6;
- The minor increase in density will be consistent with the density of land immediately adjoining the subject site and is consistent with the objectives of the Residential zone in that it allows for a range of densities and a variety of housing choice;
- Lot sizes will be consistent with the character of the neighbourhood and the streetscape along Nicholas Road and the immediate surrounds;
- The subject site is located within close proximity and with easy access to a number of services and amenities including education establishments, public transport, Public Open Space and community and retail facilities;
- The amendment is consistent with the City's Local Housing Strategy and Smart Growth Strategy given its proximity to the Neighbourhood Centre, public transport, public open space, community facilities and educational establishments;
- Development at a slightly higher density will allow a level of flexibility and diversity in housing stock, consistent with the objectives of Directions 2031 and Beyond; and
- A better use of existing serviceable land that is within close proximity to local amenities will achieve a more sustainable development outcome.

In light of the above, it is respectfully requested that the City of Wanneroo and the Western Australian Planning Commission approve the proposed amendment to Agreed Local Structure Plan No. 6 - East Wanneroo Cell 4.

Disclaimer

This report is dated October 2014 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Hocking Hill Pty Ltd (**Instructing Party**) for the purpose of Application for Structure Plan Amendment (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Appendix A

Certificate of Title

WESTERN



AUSTRALIA

REGISTER NUMBER 78/P6962	
DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 26/3/2008

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

VOLUME
1367

FOLIO
279

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 78 ON PLAN 6962

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

LENA TERESA DELL'ERA OF 121 NICHOLAS ROAD, WANNEROO
(ND K531170) REGISTERED 10 MARCH 2008

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

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: 1367-279 (78/P6962).
PREVIOUS TITLE: 1257-170.
PROPERTY STREET ADDRESS: 121 NICHOLAS RD, HOCKING.
LOCAL GOVERNMENT AREA: CITY OF WANNEROO.

PLAN 6962(I)
2 SHEETS

INDEX	PLANS
SWAN	2000 10.05 11.05

PT SWAN LOCS 1590, 1622, 1791 & 1942

F.B.16281
PLAN 6192

C/T 1158.734

ROAD DISTRICTS ACT
ALL ROADS WITHIN THE GREEN
BOUNDARY ARE NOW DEDICATED

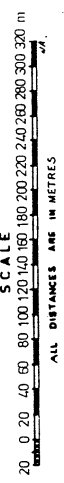
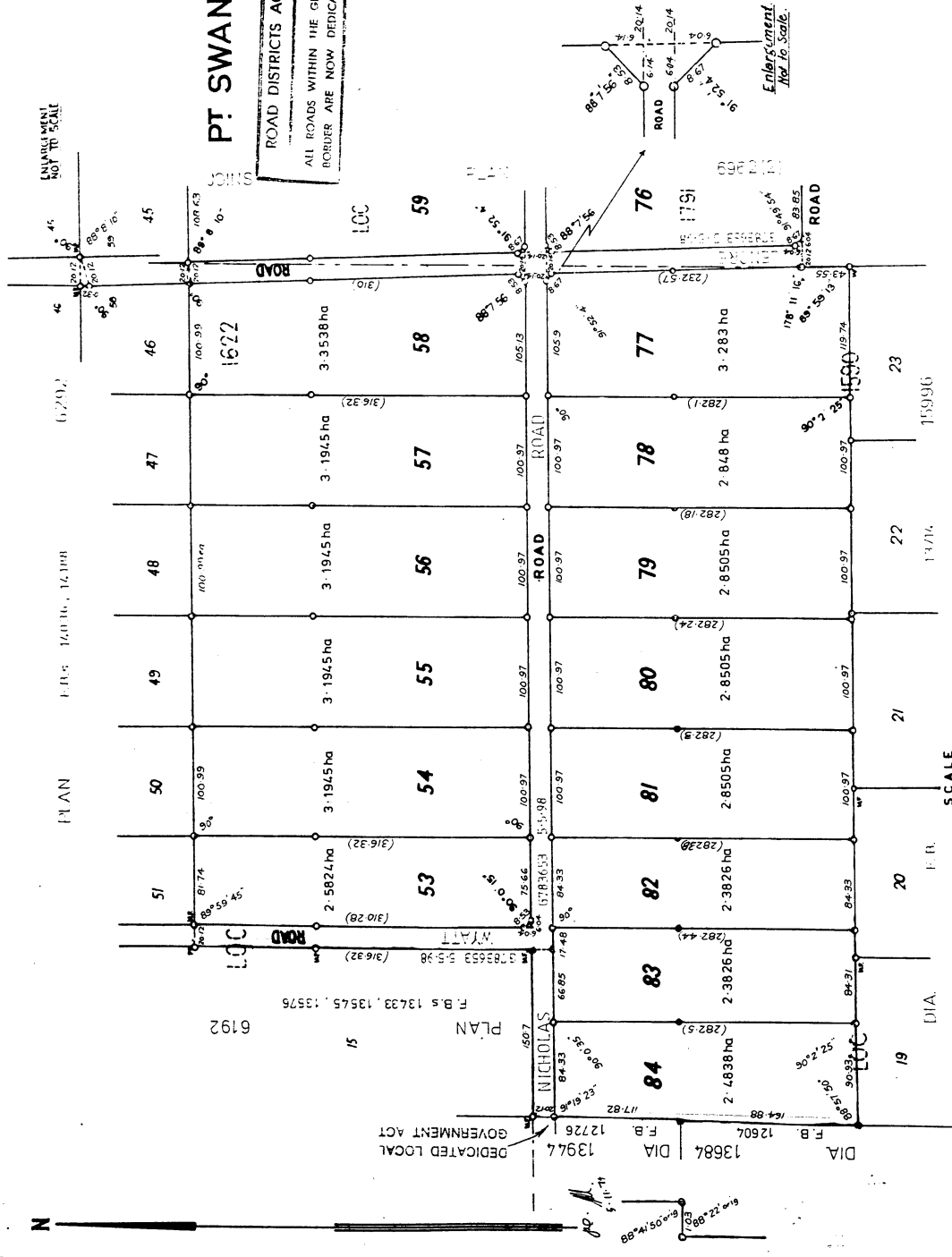
APPROVED
2-9-57

TOTAL AREA 100.3633 ha
2 SHEETS

AS TO LOC. 1942 ONLY
DEPTH LIMIT 60.96 METRES

AS TO LOC. 1791 ONLY
DEPTH LIMIT 60.96 METRES

P 006962 F 01



PLAN 6962(I)
2 SHEETS

PLAN 6962(2)
2 SHEETS

PT SWAN LOCS 1590,1622,1791 & 1942.
F.B. 16291
PLAN 6702

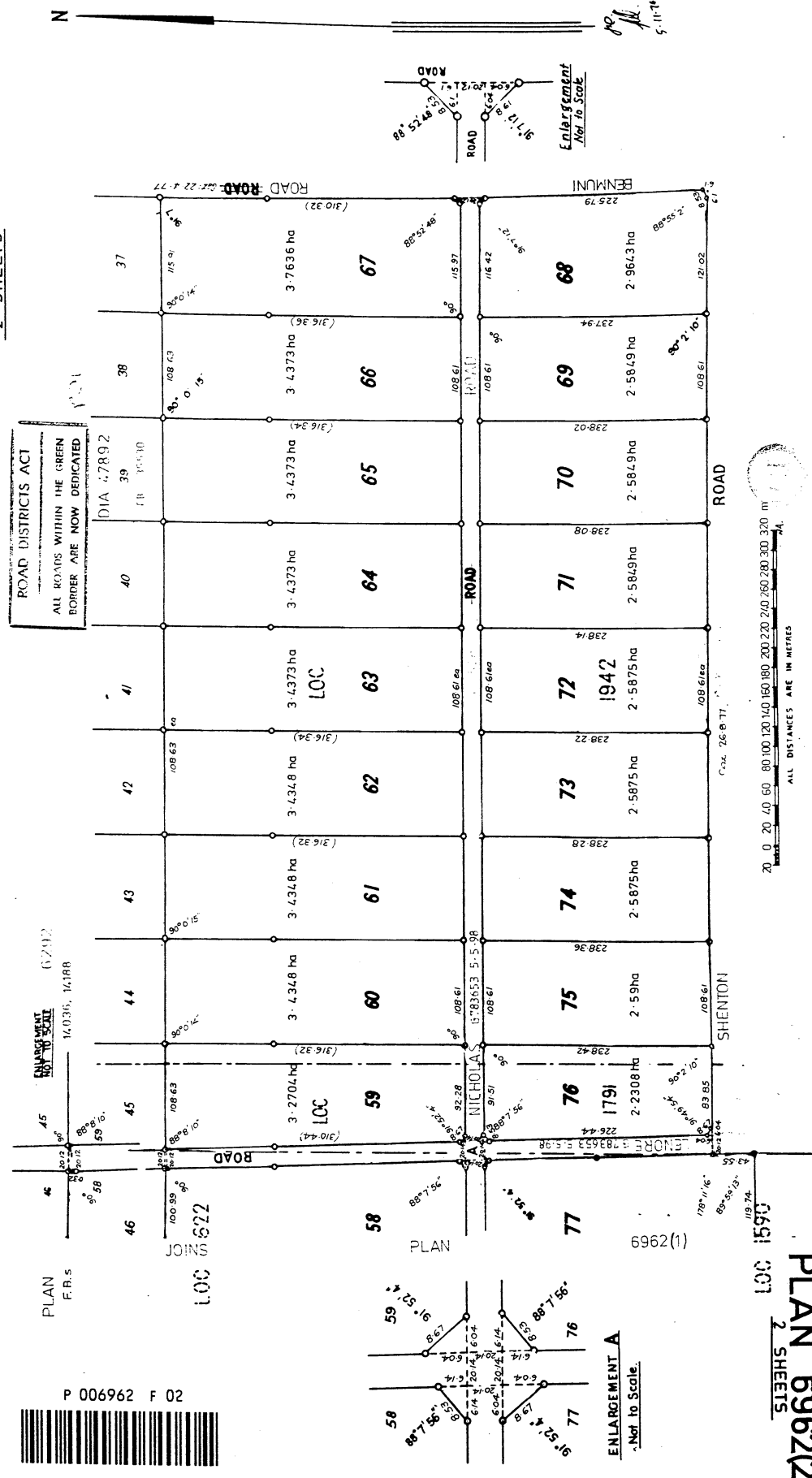
AS TO LOC. 1942 ONLY
DEPTH LIMIT 60.96 METRES

AS TO LOC. 1791 ONLY
DEPTH LIMIT 609.6 METRES

INDEX	PLANS
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"	11.02
"	11.05
"	12.05

APPROVED
2-9-57

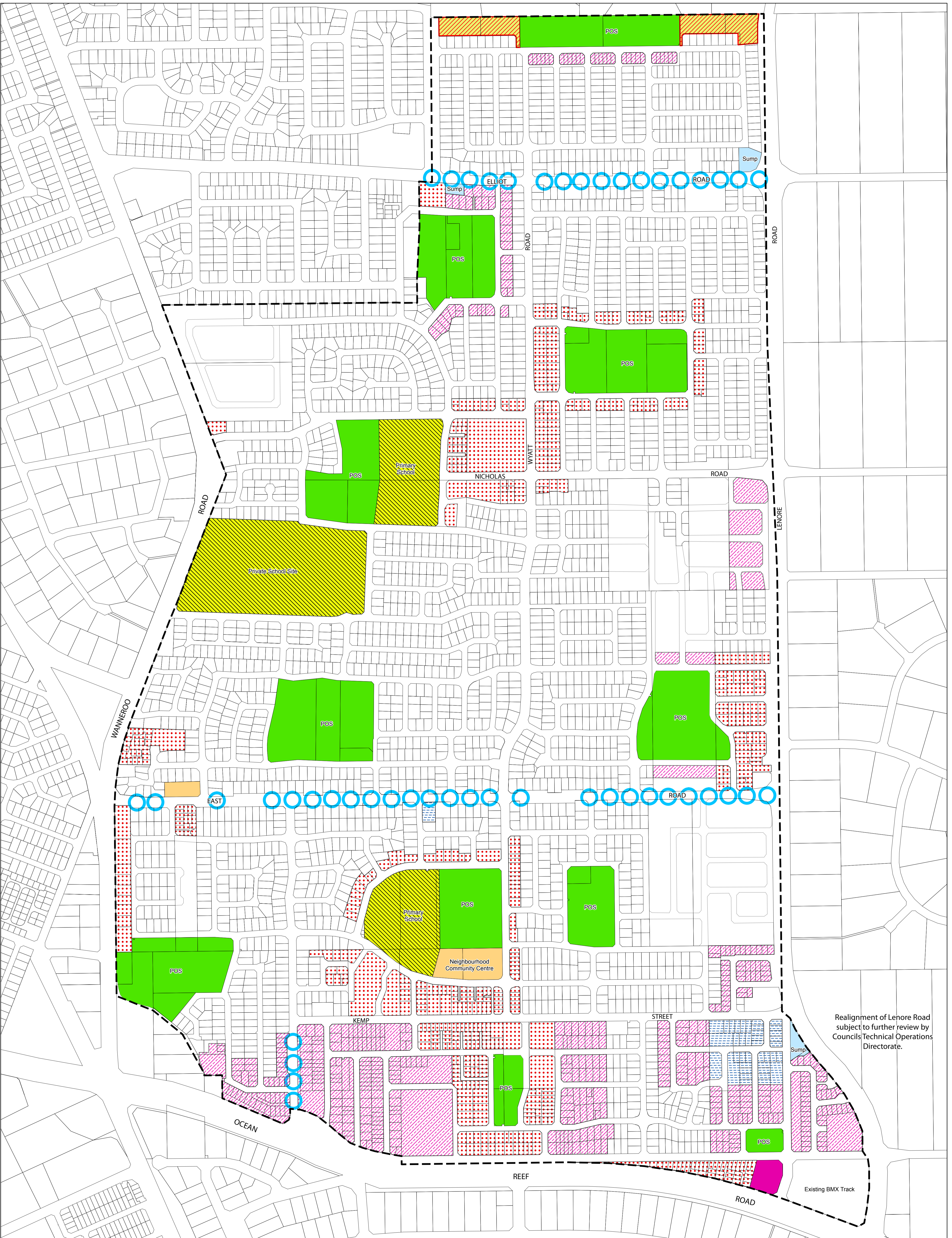
TOTAL AREA 100.3633 ha
2 SHEETS



PLAN 6962(2)
2 SHEETS

Appendix B

Current Agreed Local Structure Plan
No.6 – East Wanneroo Cell 4

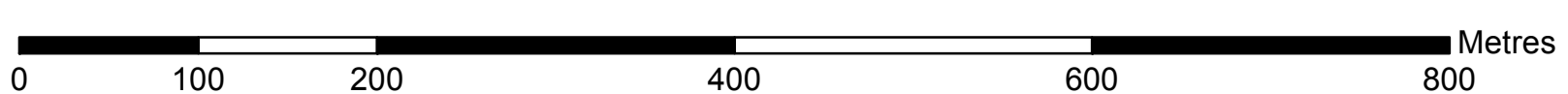


Realignment of Lenore Road subject to further review by Councils Technical Operations Directorate.

- Legend**
- NEIGHBOURHOOD COMMUNITY CENTRE
 - Public Open Space (POS)
 - SCHOOL
 - CAPS
 - SPECIAL ZONE
 - R25
 - R30
 - R40
 - SPECIAL RESIDENTIAL
 - SUMP

EAST WANNEROO STRUCTURE PLAN - CELL 4

COMMENT : Includes Amendments
1 - 8, 10, 11, 13, 15 - 18, 20, 22- 25, 27,30

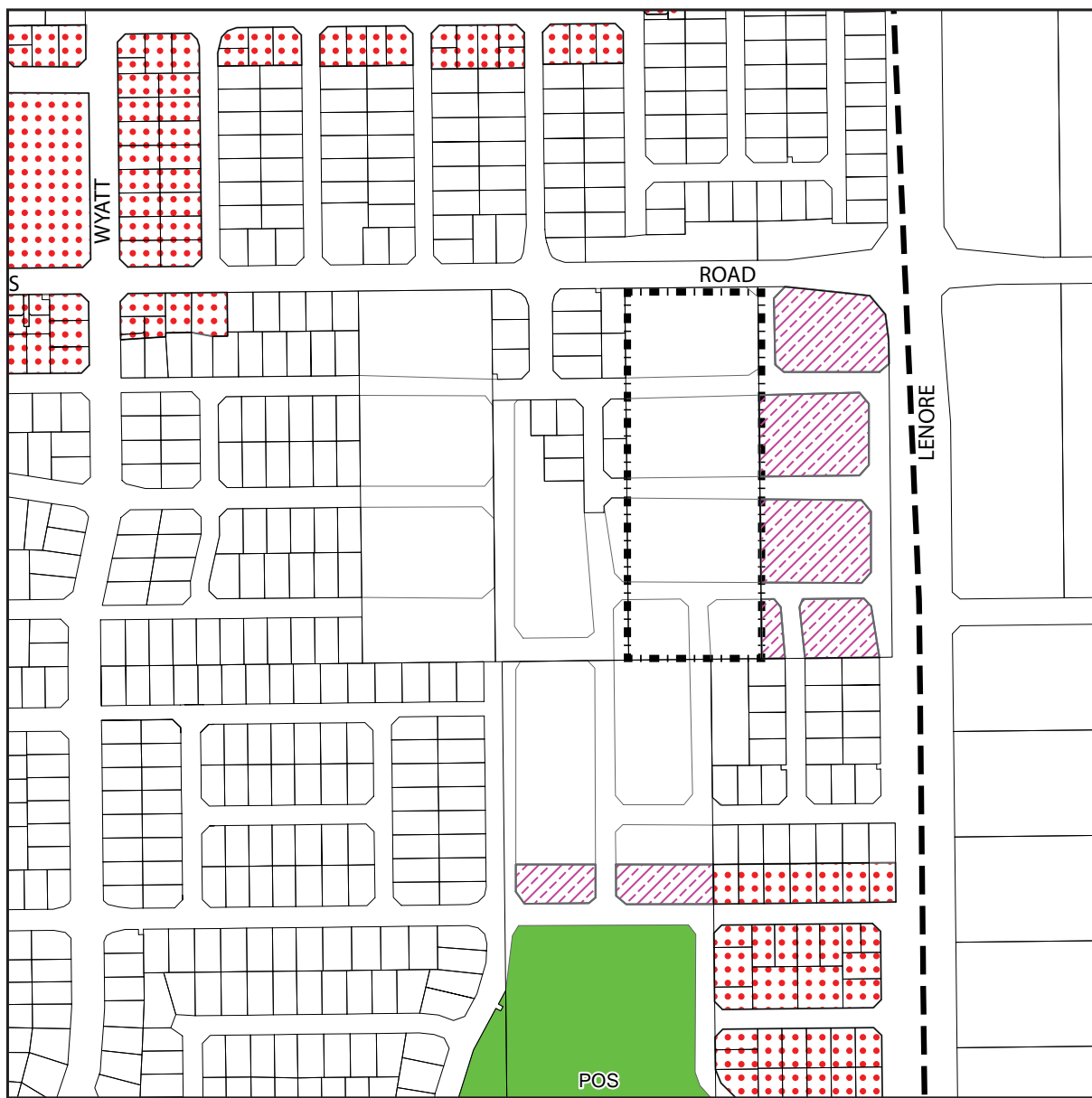


Prepared by Planning & Sustainability
05/08/2014





Appendix C

Proposed Amendment to Agreed
Local Structure Plan No.6 – East
Wanneroo Cell 4

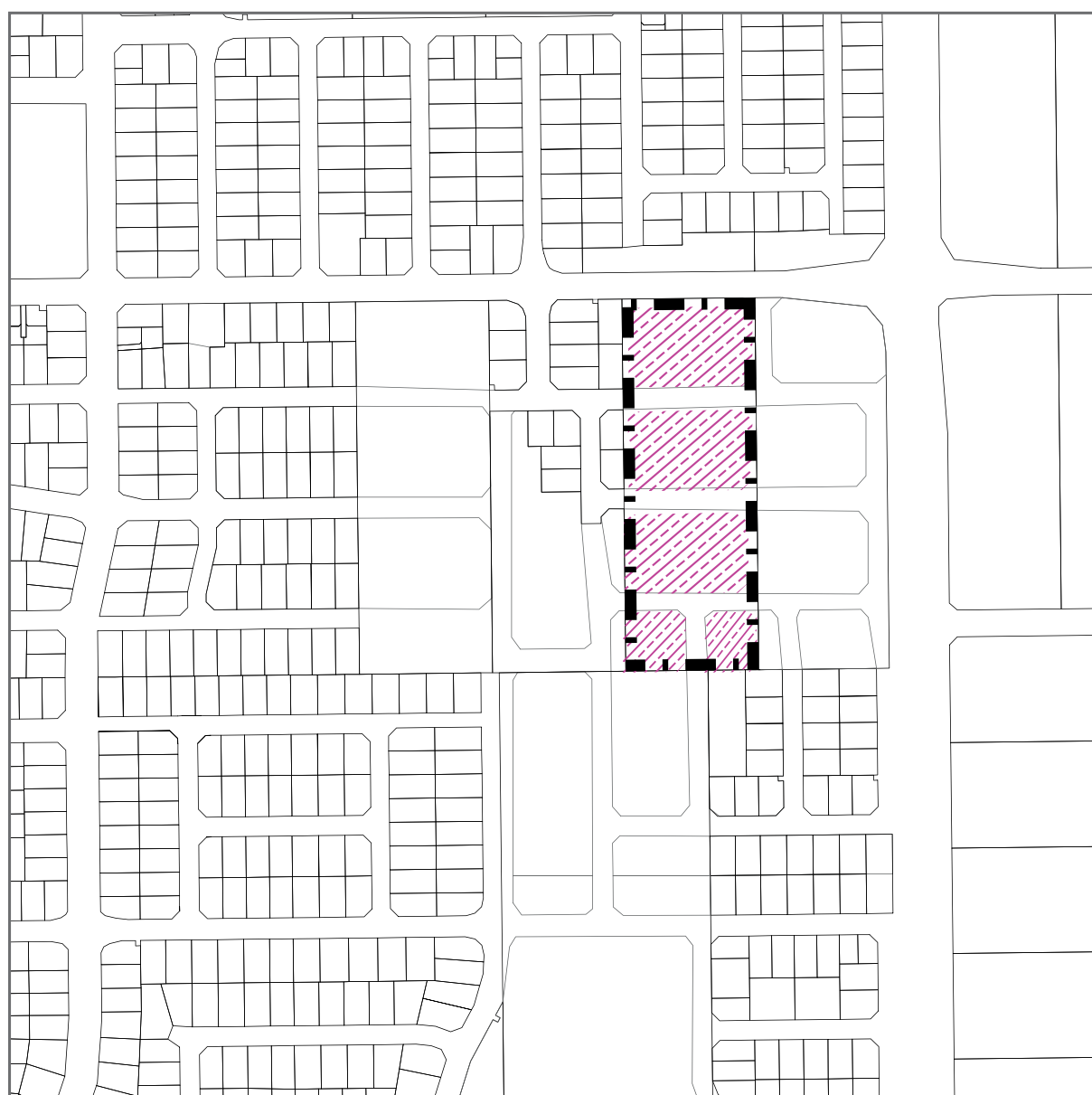
CITY OF WANNEROO
 EAST WANEROO STRUCTURE PLAN - CELL 4
 AMENDMENT NO. XXX



LEGEND

-  Subject Area
-  Public Open Space (POS)
-  R30
-  R40

EXISTING STRUCTURE PLAN



PROPOSED STRUCTURE PLAN

Appendix D

Traffic Impact Statement

EXECUTIVE SUMMARY

This technical note has been prepared to assess the traffic flow changes as a result of the proposed amendment to the East Wanneroo Structure Plan Cell 4. The proposed change affects lot 121 Nicholas Road, Hocking. The key findings of this assessment are:

- The proposed structure plan amendment covering Lot 121 Nicholas Road would see the current approved yield of 51 dwellings increased to 60 dwellings.
- The calculated increase to traffic is 72 vehicle movements per day. Distributed over the local road network, the increase in traffic is shown to have no material impact, based on the WAPC *Transport Assessment Guidelines for Developments*.
- Assessment of the peak hour traffic flow changes indicates no significant impact will occur. Local roads and intersections can be expected to operate in a manner similar to current and planned operation.

BACKGROUND

Lot 121 Nicholas Road, Hocking is within the Cell 4 structure plan area of east Wanneroo. The location of the subject site is shown in Figure 1. Figure 2 shows an aerial photograph of the subject site and the surrounding development (Locate).

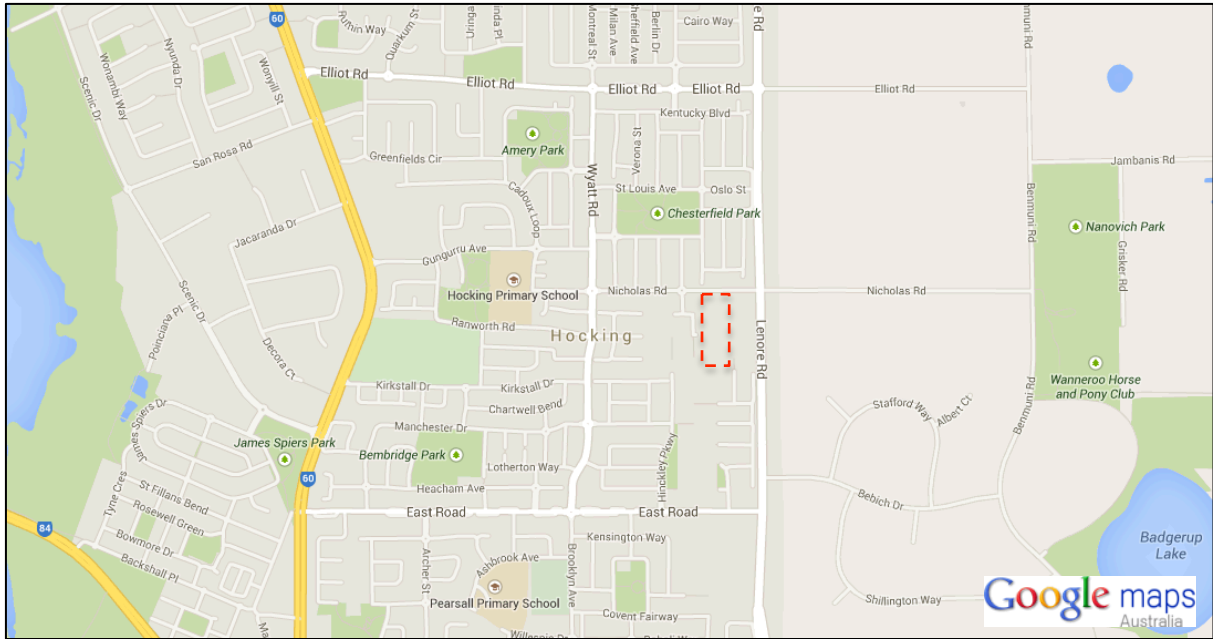


Figure 1 Site Location (Site area indicative)



Figure 2 Subject Site and Surrounding Development (Locate)

THE LOCAL ROAD NETWORK

The locality is a new residential precinct referred to as Cell 4 of the East Wanneroo structure plan. The locality is service by the following primary roads:

Lenore Road, a district road providing a north-south connection to the east of the precinct. Traffic forecasts for Cell 4 indicate 14,500 vehicles per day (vpd) to the north of Elliot Road and 29,500vpd to the north Ocean Reef Road. The historical structure plan traffic data is attached as Appendix A.

Wyatt Road / Chatsworth Drive is a neighbourhood connector providing a north-south connection through the precinct. Forecast volumes are in the order of 4,500vpd.

Nicholas Road is a local access street linking Lenore Road through to Hyatt Road and thence Wanneroo Road via Gungurru Avenue. Nicholas Road does not provide a direct east-west connection. Based on current road network planning and the indicated development of housing, a forecast flow of about 1,850vpd would be expected at Lenore Road. To the west, at Hyatt Road, a flow of about 1,250vpd would be expected.

TRAFFIC GENERATION

For the purpose of a rezoning application it would be normal to use a typical structure plan dwelling trip rate of 8 trips per dwelling per day. Advice from the planning consultant suggests that the proposed rezoning of the subject land will increase the existing expected lot yield from 51 lots to 60 lots. Based on the structure plan trip rate, the following changes would be expected:

- Existing yield 51 lots @ 8 trips per lot 408 movements per day
- Proposed yield 60 lots @ 8 per lot 480 movements per day

Therefore it can be seen that the proposed rezoning can be expected to increase local traffic movements by 72 movements per day, or about 7 movements during the peak hours.

The rezoning could increase local traffic flows by 72 vehicle movements per day.

The subject land area is within 600 metres of Hocking primary school and is an easy and safe walk. The trip generation of the proposed dwellings may be lower than stated if trips to school do not use a car.

Figure 3 shows the expected traffic increases to the local road network.

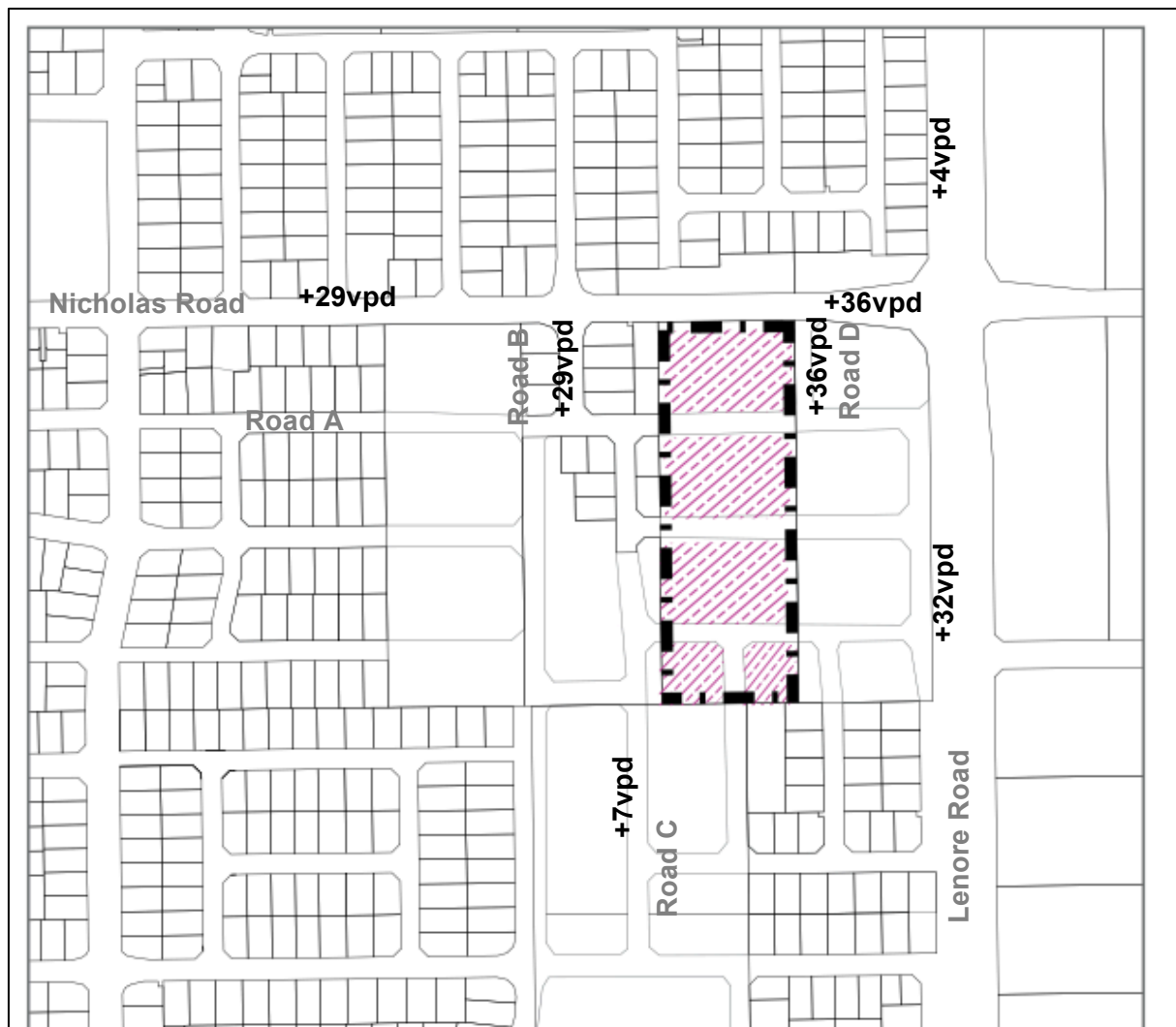


Figure 3 Expected Daily Traffic Flow Changes

TRAFFIC IMPACT

Discussions with the City of Wanneroo indicate that present day structure plan traffic reporting is not available and thus reference to historical traffic forecasts has been made. Appendix A reproduces the Cell 4 traffic forecasts used to assist the reporting for the Hocking primary school.

Reference to the WAPC *Transport Assessment Guideline for Developments* states:

As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road, but an increase over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis.

Although the WAPC guidelines state 10% of capacity¹, for the purpose of a residential cell, 10% of the desirable road hierarchy volume stated in *Liveable Neighbourhoods* is taken so that residential amenity is maintained. The WAPC guidelines state that where an increase of less than 11 vehicles is expected in any peak hour, no formal assessment is warranted.

The daily traffic increases to the external road network are considered in Table 2.

Table 2 Subject Land External Road Network Traffic Increases

Street	Capacity	Increase	%	Forecast	%
Nicholas Road East	7,000 ^a	+36	<1%	1,850	1.9%
Nicholas Road west	7,000 ^a	+29	<1%	1,250	2.3%
Lenore road north	15,000 ^b	+4	<1%	14,500	<1%
Lenore Road south	15,000 ^b	+32	<1%	29,500	<1%
Road A	3,000 ^c	+29	<2%	<1,000	2.9%
Road B	3,000 ^c	+29	<1%	<1,000	2.9%
Road C	3,000 ^c	+7	<1%	<1,000	<1%
Road D	3,000 ^c	+36	<2%	<1,000	3.6%

a Neighbourhood connector

b Integrator Arterial A

c Access Street A-C

Table 2 demonstrate that the increases as a result of the proposed amendment to the structure plan will less than 2% of the affected road maximum desirable daily flow (capacity). It can be considered therefore that the proposed amendment to the structure plan will have no material impact to the operation of the local road network.

Under WAPC guidelines, the proposed structure plan amendment will have no material impact

Table 2 also considers the impact of the expected increases to local traffic movements based on the forecast traffic movements to local streets. It can be seen that the expected increase in traffic flows is less than 5% and it can be concluded that the proposed rezoning would have no material impact.

The proposed amendment to the structure plan will have no material traffic impact.

¹ Road capacity is significantly higher than amenity levels set out by *Liveable Neighbourhoods*.

Peak Hour Impacts

It can be seen that the traffic increases during the day are less than 5% and this will also be true during the peak periods. The maximum increase would be 4 additional vehicles turning right from Road D to Nicholas Road during the morning peak hour. Road D would provide primary access to about 150 dwellings, generating up to 1,200vpd of which 50% could access Road D. During the morning peak period, the demand to Road D would be about 60 vehicles, of which a maximum of 48 would turn right to Nicholas Road. This right turn could increase to 52 vehicles with the proposed amendment to the structure plan.

Table 4.1 — Intersection Capacity - Uninterrupted Flow Conditions

Major Road Type ¹	Major Road Flow (vph) ²	Minor Road Flow (vph) ³
Two-lane	400	250
	500	200
	650	100
Four-lane	1000	100
	1500	50
	2000	25

Notes:

1. Major road is through road (i.e. has priority).
2. Major road design volumes include through and turning movements.
3. Minor road design volumes include through and turning volumes.

Reference to Austroads Table 4.1 (reproduced below) indicates that with a peak hour flow on Nicholas Road of (10% of 1,850) 185 vehicles, a side road flow of 52 vehicles would result in uninterrupted flow conditions. Austroads states that in such circumstances no further analysis is warranted.

The proposed amendment to the structure plan will have no traffic impact to access to Nicholas Road.

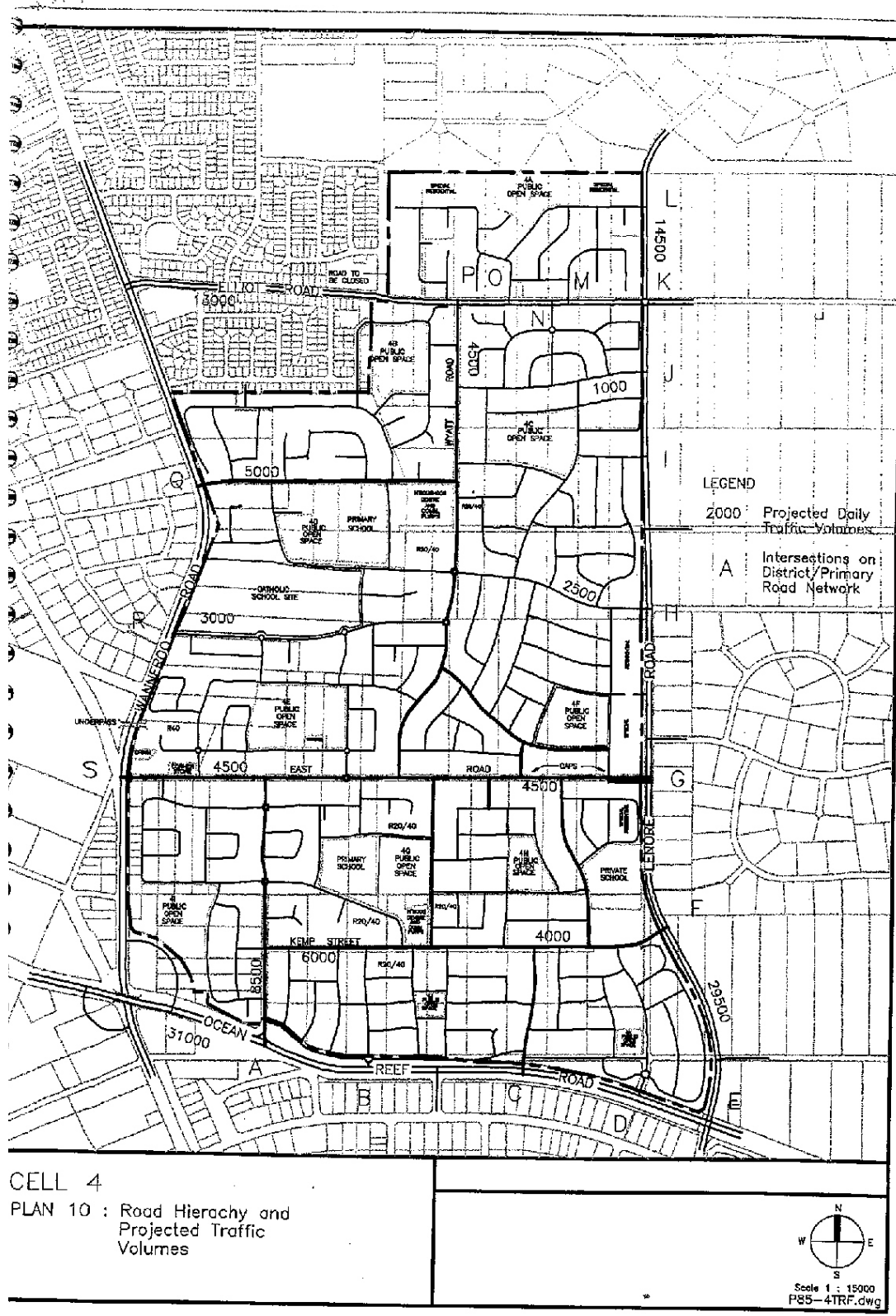
Access to Lenore Road could be impacted by a possible increase of 4 additional vehicles turning from Nicholas Road during the morning peak. Nicholas Road would be expected to carry (1,850vpd x 8%) 148 vehicles in the peak hour and an increase of 4 vehicles equates to just 2% of the current flow.

In traffic engineering it is considered that the daily traffic flow on any given road can be expected to vary by +/-5%. Where traffic increases fall within this variation, the increase is considered to have no significant impact. It is concluded therefore that the proposed amendment to the structure plan would have no significant traffic impact during the peak periods of road network operation.

The proposed amendment to the structure plan will have no significant peak hour traffic impact.

APPENDIX A

CELL 4 TRAFFIC FORECASTS



Appendix E

Servicing Report

28 November 2014

Fernhill Land Pty Ltd
Suite 36, Albany Highway
VICTORIA PARK WA 6100

Attention: Terry Wong

Dear Sir,

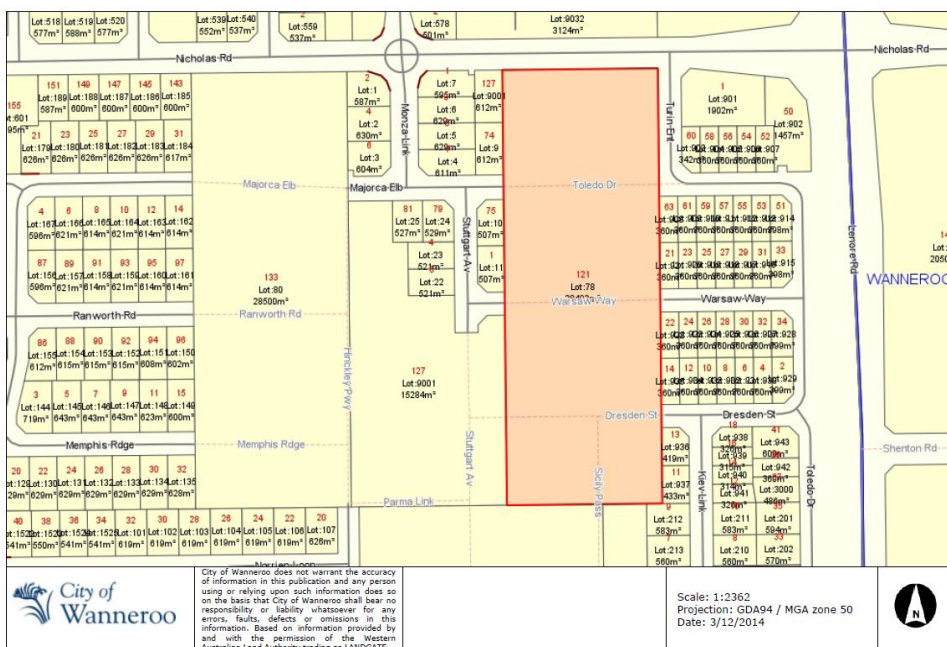
Re: **LOT 78 (H121) NICHOLAS ROAD, HOCKING
ENGINEERING SERVICES REPORT- DEVELOPMENT FOR LAND DEVELOPMENT OPTION
(60 LOTS)**

Further to our recent discussions we are pleased to provide our services report in support of the application for recording of the above subdivision.

GENERAL SITE DESCRIPTION & CHARACTERISTICS AND SOILS

The subject of this services requirement report is Lot 78 Nicholas Road, Hocking. The following report considers the development of the subject land for lot subdivision.

The subject land is approximately 2.85ha in size and is located on the south side of Nicholas Road and east of Stuttgart Avenue. Refer to appendix A for location plan and Appendix B for Hocking Structure Plan.



The land is located in Cell 4 under the East Wanneroo Structure Plan. Access to the site is via Nicholas Road or via Toledo Drive. The site is located approximately 20 km from Perth City.

The Perth sheet of the 1:50,000 scale Environmental Geology series map indicates that the area is underlain by sand derived from Tamala Limestone. The sand is described as "SAND – pale and olive yellow, medium to coarse grained, sub angular to sub-rounded quartz".

Based on information outlined in the online Perth Groundwater Atlas, groundwater levels at the site are anticipated to be in the order of about 35m below ground level therefore not likely to influence the proposed development.

A detailed field investigation was carried out on the adjacent land located on the common eastern boundary. The report summarised the sub-surface soil profile as TOPSOIL –SAND present from surface to approximately 0.4m depth, SAND (SP) present to a depth of about 11.9m and INFERRED LIMESTONE. Groundwater was not encountered during this geotechnical investigation works.

It is expected to find similar conditions across the subject land as those founded on the adjacent lot as described above. However, a detailed site investigation and Geotechnical report will be carried out on Lot 78 to confirm the profile and the soils in the proposed residential area.

SITE CLEARING AND EARTHWORKS

Site grading will generally be determined by the servicing requirements and Environmental constraints of the site, in order to ensure a sustainable as well as economic development of the infrastructure.

The land has been previously cleared for agriculture and there is no remnant vegetation, however every effort should be made to maintain any existing trees and vegetation that has some value or is located in the area outside earthworks.

Preparatory works should be limited to the following:-

- Removal of fencing and other improvements as necessary, however, retaining as many trees and vegetation as possible.
- Stripping and grubbing of areas to be earth worked with due regards to vegetation preservation in selected areas.
- Strip and stockpiling topsoil.
- Cut to fill operations as required.
- Replace topsoil to batters and verges and POS areas.
- Stabilise any areas where topsoil has not been respread.

Site levels will be set in accordance with the following parameters:-

- Geotechnical and soil parameters to ensure that the site achieves appropriate site classification for its purpose.
- Fill levels to provide clearance to groundwater (not an issue on this site).
- Building pad levels to be designed to ensure that floor levels maintain a clearance of a minimum of 0.5m to the regional 1 in 100 year flood levels (not an issue on this site).

Peritas Group anticipate that the bulk earthwork operations will be completed using material available from the area and that if required, importation of material will be locally sourced from existing sand supply operations within the locality.

Upon completion of bulk earthworks, any disturbed areas will be stabilised either by respreading the stockpiled topsoil from the bulk earthwork operations or via hydro mulching stabilisation as appropriate or in accordance with the requirements of the Local Authority.

SITE SERVICES

Site servicing in the main will be available by extension of the local servicing network.

ROADWORKS

All internal roadworks will be designed and constructed in accordance with the requirements and standards of the City of Wanneroo as appropriate to the regulatory control requirement of the individual roads and hierarchy requirements. Roadworks will generally consist of roads with reserve widths of 15m with appropriate regulatory signage and line marking. A minimum real width of 6m asphalt wearing course will be used.

The road reserve networks layout will be generally be in accordance with the council standards plan layout.

STORMWATER DRAINAGE

The proposed stormwater disposal system will generally consist of reinforced concrete pipe drainage in a system of drainage pits at the edge of road reserve to serve as a connection points between sub-division drainage system and the arterial road drainage system in accordance with Local Authority guidelines.

Surface runoff will be contained on site and be discharged via soakage in below ground storage basins located in verges or a dedicated stormwater drainage site.

SEWERAGE

Preliminary information from Water Corporation of WA indicates that there is service network in the area, and construction planning has been underway for a number of developments to the north and west of the proposed development. Therefore, it is anticipated that all lots within the proposed development area will be connected to the existing sewerage system available on all common boundaries with adjacent land holdings.

All internal sewer reticulation pipework will be designed and constructed to the standards and requirements of the Water Corporation of Western Australia. Standard Water Corporation water headwork charges will apply.

WATER SUPPLY

Potable water supply to the estate will be provided by a reticulation network that connects to the existing water distribution mains along Nicholas Road.

The proposed development will be serviced internally by a ring main system for potable water by extending 150mm diameter pipes from distribution mains in Nicholas Road. Internal reticulation will then proceed from this ring main into the various local roads within the subject land.

All internal water reticulation pipework will be designed and constructed to the standards and requirements of the Water Corporation of Western Australia. Standard Water Corporation water headwork charges will apply.

POWER

It is anticipated that all lots within the proposed development will be served with underground power. The cost of this work will need to be met in full by the developer.

It is likely that a pad mount site will be required in a selected location on the development, however, due to the range of sizes of lots proposed within the development, it is not envisaged that there will be a problem in providing the sites strategically located to meet both Western Power design requirements and the requirements of the developer. Western Power requirements will apply.

The street lighting throughout the development shall provide effective illumination for both pedestrian and vehicles.

TELECOMMUNICATIONS

Information from Telstra indicates there is a service network within the area. It is anticipated that all lots within the proposed development will be served with Telstra Telecommunication services.

Telstra will design (developer to pay) and provide details for the installation of a pit and pipe network at the cost of the developer the new telecommunication network facilities to the proposed lots. Alternatively, where cable routes match Western Power underground power supply routes, Telstra will wherever possible use the Western Power trenches in lieu of the developer providing additional trenching.

Telstra or other communications providers will cable the development once housing has commenced in the area and applications are made by individual owners for communications services to their lots. Headwork charges for Telstra services extensions are anticipated.

GAS SERVICES

ATCo Gas has advised that reticulated gas services are available in the surrounding area. ATCo Gas may provide road crossing conduits for future use; however, this is subject to cost allocations and budgets being approved by the gas authorities.

No developer contributions to provide for future reticulated gas supplies are anticipated.

CONCLUSION & RECOMMENDATIONS

In conclusion, we do not envisage any major servicing constraints for the proposed development.

The site is capable of being serviced with all essential services, has no identifiable problematic soil conditions based on detailed geotechnical studies of the vicinity site and with careful considered design would result in a high quality development.

The precinct has all the attributes necessary to serve a vibrant rural residential Community with proposed access upgrades capable of delivering all the necessary requirements of a modern development serviced with all essential services and facilities.

We trust that this information is adequate for your present purposes, and would be pleased to provide any additional information if required.

Yours sincerely,



Enzo Biagioni-Froudist

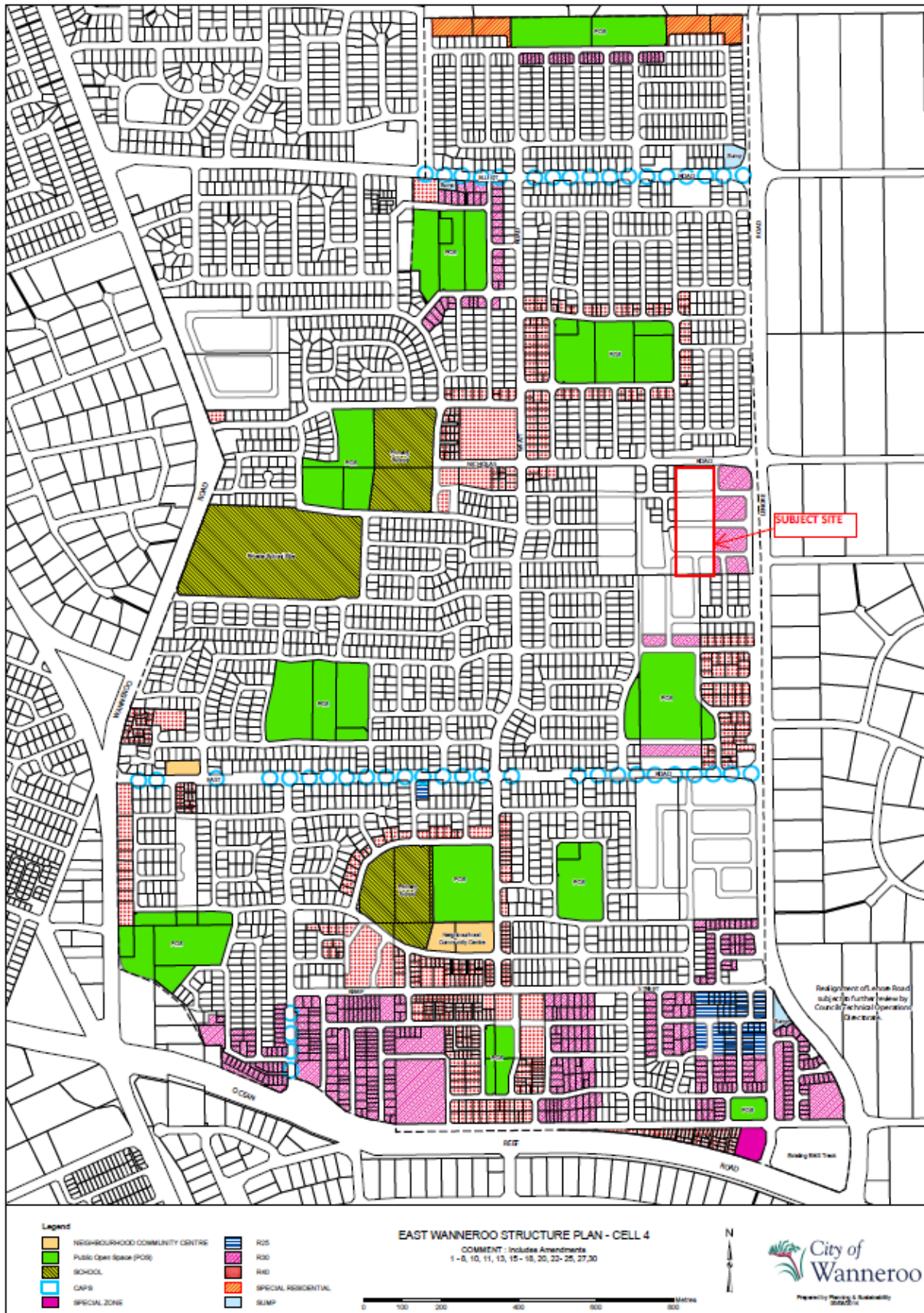
Principal, Civil

Peritas Group

APPENDIX A. LOCATION PLAN



APPENDIX B. HOCKING STRUCTURE PLAN



APPENDIX C. CONCEPT PLAN



Plan
Level 1 - 33 St Georges Terrace
Plan No. 0202
4/20/2010 2:00
Unit: Proj. Unit: Meters (m) 1:100 200 200

OPTION 1 - R30 Concept Plan
LOT 78 NICHOLAS ROAD, HOCKING



This drawing is intended to be used as a guide only and does not constitute a contract. It is subject to the terms and conditions of the contract. The client is responsible for ensuring that the information provided is accurate and complete. The designer is not responsible for any errors or omissions in this drawing.

PROJECT NO: 101277
DATE: 10/01/14
DRAWING NO: CP-01
REV: 1

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