

AMENDMENT NO. 34

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
34	Recodes Lot 80 (133) Nicholas Road, Hocking from Residential R20 to R30.		

AMENDMENT NO. 34 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 80 (133) Nicholas Road, Hocking from Residential R20 to R30.

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



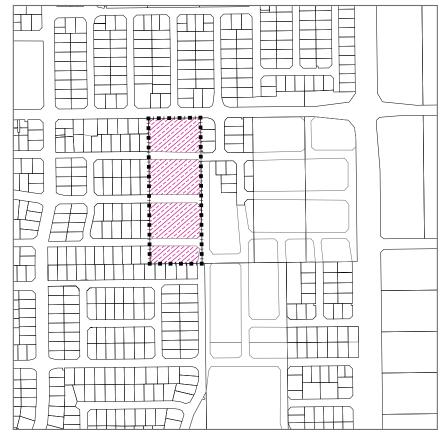
Subject Area Public Open Space (POS)

R30

LEGEND

R40

EXISTING STRUCTURE PLAN



PROPOSED STRUCTURE PLAN



CERTIFIED THAT AMENDMENT NO. 34 TO THE EAST WANNEROO CELL 4 AGREED STRUCTURE PLAN NO. 6

WAS ADOPTED BY

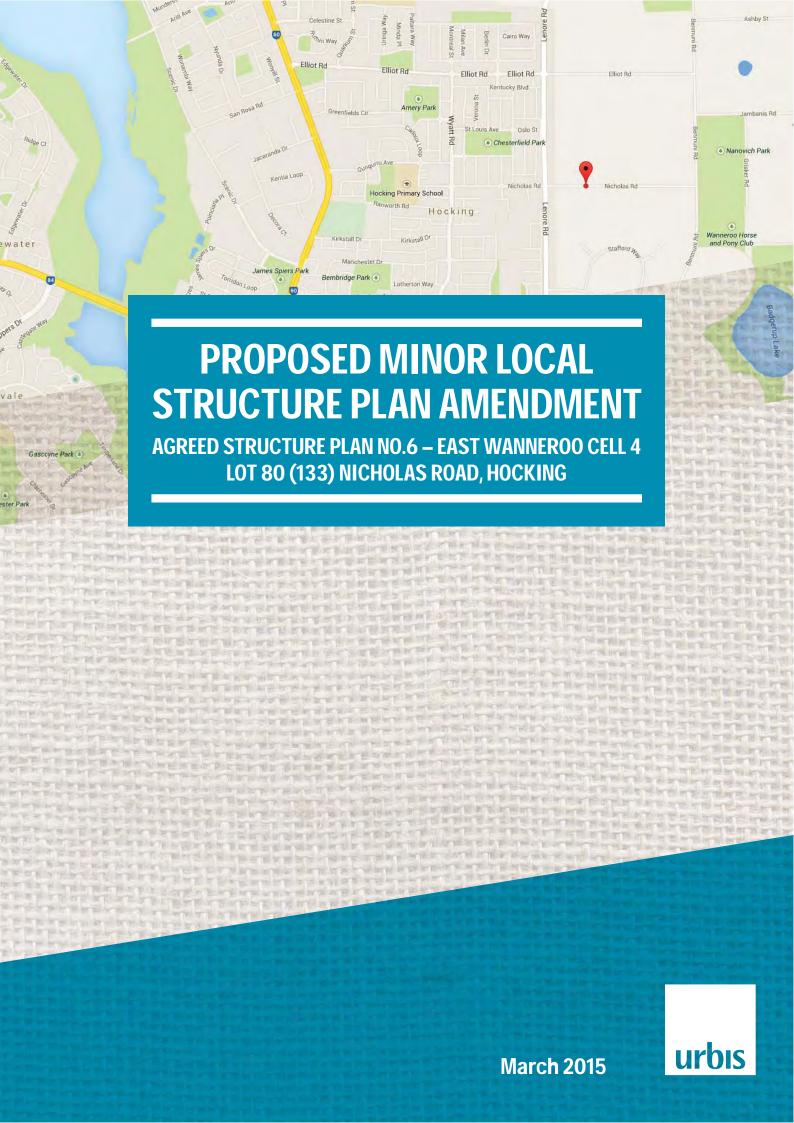
RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON
O'mand for and an habelf of the Western Australian Dispuis a Commission
Signed for and on behalf of the Western Australian Planning Commission
an officer of the Commission duly authorised by the Commission pursuant to section 24 of the Planning 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. 34 TO THE

EAST WANNEROO CELL 4 AGREED STRUCTURE PLAN NO. 6



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Job Code PA1112 Report Number FINAL

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Introd	luction.		1
1	Site D	etails	2
2	Plann	ing Context	5
2.1	Propos	sed Amendment	5
2.2	Planni	ng Background	6
2.3	Envisa	ged Land Use	6
3	Appro	priateness of Proposed Amendment	7
3.1	Directi	ons 2031 & Beyond – Metropolitan Planning Beyond the Horizon	7
3.2	Distric	t Planning Scheme No.2	7
3.3	Urban	Development Zone	8
3.4	East V	Vanneroo Cell 4 Agreed Structure Plan No.6	8
3.5	Local	Planning Policy 4.2 – Structure Planning	9
3.6	Local	Planning Policy 3.1 – Local housing Strategy	9
3.7	Smart	Growth Strategy 2005	13
3.8	Develo	opment Control Policy 2.3 – Public Open Space in Residential Areas	13
3.9	Traffic	and Access	13
3.10	Urban	Water Management	14
3.11	Acid S	ulphate Soils and Contaminated Sites	14
3.12	Streets	scape and Amenity	14
3.13	Servic	es	14
4	Concl	usion	16
Discla	aimer		17
Appe	ndix A	Certificate of Title	
Appe	ndix B	Concept Plan	
Appe	ndix C	Proposed ASP6 Amendment	
Appe	ndix D	Traffic Report	
Appe	ndix E	Servicing Report	
FIGUI			
Figure	e 1 – Site	e Context Plan	2
TABL	ES:		
Table	1 – Lot	Particulars	3

Introduction

The East Wanneroo Cell 4 Agreed Structure Plan No.6 (ASP 6) was originally approved by the Western Australian Planning Commission on 24 June 2002. This report has been prepared by Urbis on behalf of Hocking Hill Pty Ltd to support the proposed amendment to the existing ASP 6 as it relates to Lot 80 (133) Nicholas Road, Hocking.

The current structure plan area covers a total of 34 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.

Since the approval of the original structure plan a number of amendments have been progressed to the structure plan to modify the density of particular landholdings. This amendment proposes to rezone Lot 80 (133) Nicholas Road, Hocking from Residential R20 to Residential R30. The amendment is being undertaken as the proprietor of the site is seeking to undertake a residential development that is consistent and compatible with the surrounding land.

This report and the accompanying subdivision concept plan demonstrates that the subject land and the proposal to amend the density under the structure plan 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 with the delivery of residential lots in a location that is strategically positioned within the metropolitan regional context and adequately suited to cater for a density increase.

Site Details

The subject site is located on Nicholas Road, Hocking, and approximately 20 kilometres north of Perth's Central Business District. The site has an area of 2.85 hectares.

The site is situated within the broader East Wanneroo Area where land has historically been in fragmented ownership. Surrounding land uses generally include single houses located within relatively new subdivisions. The land to the east is developed with new single houses along Nicholas Road frontage with the rear portion of the land remaining in a semi-rural state, historically occupied by market gardens and the like.

The subject site until recently, was utilised for market garden purposes. In terms of improvements, the site contains an existing homestead accessed via Nicholas Road with two (2) sheds associated with the market garden activity further to the south.

FIGURE 1 - SITE CONTEXT PLAN



Source: Nearmaps

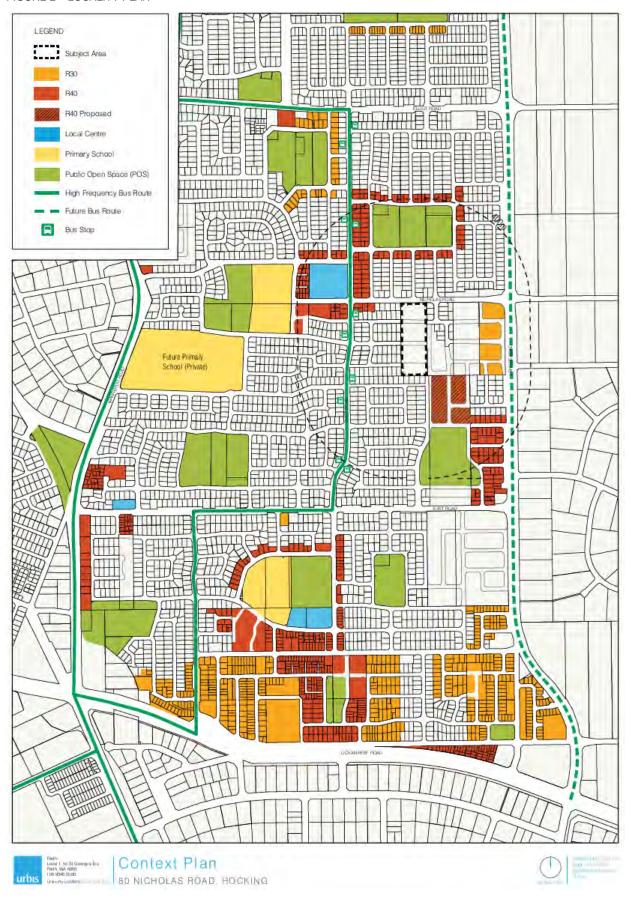
There is only one (1) lot subject of this amendment, being whole of Lot 80 on Plan 6962 on Nicholas Road, Hocking. The legal description of the land is detailed in the below table.

TABLE 1 – LOT PARTICULARS

LOT	NO.	DIAGRAM/ PLAN	VOL/FOL	AREA (HA)	LOCAL ZONING	MRS ZONING	REGISTERED PROPRIETOR
80	133	6962	1231/299	2.850	Urban Development	Urban	Ines Loo Chin

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

FIGURE 2 - LOCALITY PLAN

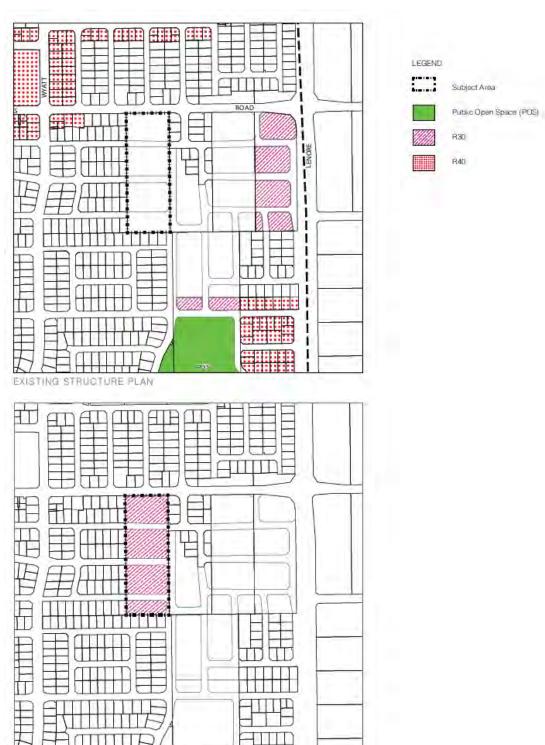


2 Planning Context

2.1 PROPOSED AMENDMENT

This report provides the justification supporting a request to amend ASP 6 to rezone the subject land from Residential R20 to R30.

FIGURE 3 - PROPOSED AMENDMENT



PROPOSED STRUCTURE PLAN.

2.2 PLANNING BACKGROUND

The subject site is zoned Urban under the Metropolitan Region Scheme. This zone provides for areas in which a range of land use activities are undertaken, including residential, commercial, recreational and light industry. Under the City of Wanneroo's District Planning Scheme No.2, the site is zoned 'Urban Development', which generally defers the planning control to an Agreed Structure Plan – in this case the East Wanneroo Cell 4 Agreed Structure Plan No.6.

2.3 ENVISAGED LAND USE

The subject site is intended to be development for residential purposes. A Subdivision Concept Plan has been prepared to guide the planning of the site and is contained in **Appendix B**.

The draft concept has been prepared to respond to the existing character and land uses of the adjoining land and surrounding locality, in the context of the following principles:

- The establishment of consolidated residential development consistent with the strategic planning framework
- A subdivision layout which is consistent with the original ASP 6 in terms of street layout
- Appropriate interface treatment with the adjoining residential land
- Maintaining residential development over the site consistent with the original intentions of ASP 6.

The detailed design considerations such as built and architectural form, dwelling typology and interfaces with surrounding development will be further addressed through any future Detailed Area Plan and/or Development Application. The City of Wanneroo will be responsible for the assessment and determination of any such application on the site.

Appropriateness of Proposed Amendment 3

Structure Plan amendments are to be undertaken in accordance with Clause 9.7 of the City's District Planning Scheme No.2 (DPS 2). Further guidance on the areas requiring the preparation of structure plans and the format and context of structure plans is outlined in Local Planning Policy 4.2 - Structure Planning. This policy elaborates on the provisions of Part 9 of DSP 2.

This section demonstrates how the proposed amendment is appropriate within the context of the applicable planning framework.

DIRECTIONS 2031 & BEYOND - METROPOLITAN PLANNING 3.1 BEYOND THE HORIZON

Directions 2031 and Beyond is the overarching spatial framework and strategic plan that establishes a vision for the future growth of Perth and Peel region. It provides the framework to guide detailed planning and delivery of housing, infrastructure and services for a variety of growth scenarios.

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 an area that provides a high level of accessibility and amenity.
- Promoting the responsible and sustainable use and development of land.
- Delivering a logical urban expansion within an area identified to accommodate residential growth
- Encouraging local economic development and accessibility to local employment opportunities
- The increase in residential density within an area which has accessibility to public transport is 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 rezoning is considered to be appropriate within the context of the key strategic imperatives proposed under Directions 2031 and the desired densities as originally contemplated under ASP 6.

32 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.



Source: City of Wanneroo

3.3 URBAN DEVELOPMENT ZONE

The purposes of the 'Urban Development' zone is to provide for the orderly and proper planning of larger areas through the provision of comprehensive structure planning to ensure that development is undertaken in an integrated manner.

The overall objectives of the 'Urban Development' zone are as follows:

- a) Designate land for future urban development
- b) Provide for the orderly and propose 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 rezoning of the subject site to a higher density is not considered to jeopardise or compromise the above objectives. The land will remain as originally contemplated under the structure plan and will continue to be used for urban purposes. The up-coding from R20 to R30 will simply allow for a level of flexibility in the development of the land, as highlighted in objective c).

3.4 EAST WANNEROO CELL 4 AGREED STRUCTURE PLAN NO.6

Subdivision and planning for the subject site and the immediate surrounds is governed by the East Wanneroo Cell 4 Agreed Structure Plan No.6. The subject site is currently designated as being within the Residential Precinct of the structure plan with a density of R20.

The primary purposes of ASP 6 is to control residential subdivision and development within the portion of the 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.

The objective of the Residential Precinct is:

To promote residential development whilst allowing for rural uses and development if it is considered that such uses will not compromise the intention to develop the precinct for residential purposes in the medium and longer term.

The proposed amendment to ASP 6 is considered to be consistent with the above objective in that it supports the development of the precinct for residential purposes in both the short to long term. The amendment will retain the residential zoning, facilitating the development of residential lots consistent with the objective of the ASP 6. 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.

LOCAL PLANNING POLICY 4.2 – STRUCTURE PLANNING 3.5

The City's LPP 4.2 (currently under review), to the largest extent has been prepared to explain and elaborate on the provisions of Part 9 of DPS 2. For the most part the provisions of the policy relate to the content and supporting information required as part of any structure plan.

Generally the provisions of the policy relate to the preparation of a structure plan, rather than a structure plan amendment. However, it is noted that the proposed structure amendment has been prepared and submitted in accordance with the relative provisions of LPP 4.2 with supporting documentation submitted accordingly.

3.6 LOCAL PLANNING POLICY 3.1 – LOCAL HOUSING STRATEGY

This policy provides a framework for the implementation of the City of Wanneroo's Local Housing Strategy, 2005 (LHS) and provides recommendations for land identified for increased residential density within the City of Wanneroo.

Consistent with the State strategic direction, the LHS places emphasis on increasing residential density and housing choice in existing and planned residential areas through the identification of suitable precincts which have access to and are within close proximity to retail and employment centres, public transport services, areas of high amenity, major arterial routes, educational institutions and community facilities.

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' 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 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 80 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 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	This criterion has been applied spatially as follows: a) R60 within 400m of neighbourhood and town centres; b) R40 between 400m and 800m of neighbourhood and town centres.	The Hocking Neighbourhood Centre is located on a site bounded by Nicholas Road, Wyatt Road and Gungurru Avenue. Lot 80 is located within 500m of this neighbourhood centre measured from the middle of the neighbourhood centre to the furthest corner of lot 80 This level of proximity to nearby retail and employment centres is consistent with the density up-coding requirements and akin to a R40 density. The proposed R30 density is therefore considered to be more than suitable for the site.
2	Easy access/close proximity to public transport with priority towards rail nodes and bus interchanges	This criterion is applied spatially with an R40 coding being recommended for sites that are within 250m of a major bus route which are not high speed through traffic routes or designated primary freight routes.	A 'main bus route' is one having a peak and non-peak frequency typica of most bus routes in Perth, as distinct from those which provide a clearly less frequent service. A main bus route; Route 467, currently operates along Wyatt Road which is located approximately 230m to the west of lot 80. The frequency of this service is typically every 15

NO.	CRITERIION DETAIL	POLICY APPLICATION	COMMENT
			minutes (approx.) during the morning and evening peaks and every 30 minutes (approx.) during off peak hours from 6.15 am to 7.00pm on weekdays and from 7.45 am to 6.45 pm on weekends. The bus route connects residents to Whitfords Train Station and the wider public transport network. 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. At the time that this network is established, the subject site will be within 400 metres of a bus stop on Lenore Road.
3	Easy access/close proximity to areas of high amenity including public open space (POS) and recreational facilities	 a) R40 areas to be within 250 metres of a Neighbourhood POS that includes at least one of the following: Active playing field with sufficient 'around the ground' space to permit simultaneous use. A community centre or other community facility that supports community activity. Landscaped passive recreation areas with informal recreation infrastructure: BBQ"s / Shade structures; Playgrounds; exercise equipment; multipurpose courts b) R40 within 250m of District POS applied on a case-by-case basis, depending on the intensity of uses that may not always be compatible with higher densities. 	The southern edge of the subject site is located approximately 180 metres north of a future POS area and will be easily accessible by foot as the adjoining lot is redeveloped. 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. This POS area is recognised as a Neighbourhood (Active) POS area 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.

NO.	CRITERIION DETAIL	POLICY APPLICATION	COMMENT
4	Easy access/ close proximity to major arterial routes, education institutions (including primary, secondary and tertiary institutions), community facilities (including libraries and medical centres).	The area concerned is assessed in general terms regarding adequacy of the arterial routes, educational institutions and community facilities serving the area to cope with increased population and traffic arising from increased densities.	Lot 80 is considered to satisfy this criterion on the following basis: The western end of Nicholas Road enters the car parking area of the Hocking Primary School with the site being located less than 400m from the boundary of the school site. Two of the internal Local Roads to be created by the subdivision of lot 80 that run parallel to Nicholas Road area will also provide direct access to the periphery of this primary school. The site has easy access and is within close proximity to regional arterial routes including Wanneroo Road and Ocean Reef Road. The site is within 1 kilometre of the future Hocking Community Centre, existing medical facilities and the nearby Neighbourhood Centre.

More generally supports the objectives and recommendations of the Local Housing Strategy and iii. 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 7 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.

DEVELOPMENT CONTROL POLICY 2.3 - PUBLIC OPEN SPACE IN 3.8 RESIDENTIAL AREAS

The primary objective of this policy is:

To ensure that all residential development in the State is complemented by adequate, welllocated areas of public open space that will enhance the amenity of the development and provide for the recreational needs of local residents.

The Commission's normal requirement for POS contributions for subdivisions creating 3 or more residential lots is that 10% of the gross subdivisible area be given up free of cost by the subdivider and vested in the Crown as a Reserve for Recreation. The cash in lieu contribution for POS is incorporated into the overall development contributions for East Wanneroo Cell 4.

A developer contribution scheme applies to the subject structure plan area, with the contribution rate for East Wanneroo Cell 4 being \$23,327.55 per lot. This contribution includes the 10 per cent POS contribution required by WAPC DC Policy 3.2. A contribution will be required as a condition of any subdivision on a per lot basis.

TRAFFIC AND ACCESS 3.9

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 80 from R20 to R30 will have on the local road network. The report concludes the following:

The calculated increase in traffic is 80 vehicle movements per day. Distributed over the local road network, the increase in traffic is concluded 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.

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

3.10 URBAN WATER MANAGEMENT

Better Urban Water Management has been developed to aid the integrated of the land use and water planning systems, consistent with State Planning Policy 2.9 Water Resources.

In accordance with this policy, it is likely that an Urban Water Management Plan will be required as a condition of subdivision approval.

ACID SULPHATE SOILS AND CONTAMINATED SITES 3.11

A search of the Department of Environmental regulation's Acid Sulphate Soils risk mapping categorises the site as having a low risk.

Due to the existing use of the site for market garden activities there is a risk of potential contaminants. On this basis, consideration will be given at the subdivision and detailed design stage as to the impact any potential acid sulphate soils or contamination may have on the future development of the site.

STREETSCAPE AND AMENITY 3.12

The proposed recoding of the subject site will increase the potential dwelling yield to 57 dwellings under an R30 scenario. The total dwelling yield will therefore increase by less than 10 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.

3.13 **SERVICES**

3.13.1.1 EARTHWORKS

The grading of the subject site will largely be determined by the servicing requirements and environmental constraints in respect to ensuring that geotechnical and soil parameters achieve the appropriate site classification, fill levels are provided with the required clearance from groundwater and building pad levels maintain the minimum 0.5m to the 1:100 year flood level.

It is anticipated that the bulk of the earthworks will be completed using material available to the area.

3.13.1.2 STORMWATER DRAINAGE

The stormwater drainage system will generally consist of concrete pipe drainage in a system of drainage pits at the edge of the road reserve to serve as a connection point between the subdivision drainage system and the arterial road drainage system. Any surface runoff will be contained onsite and discharged via soakwells or a dedicated drainage site. The final details of the drainage system will be determined at the subdivision and detailed design stage.

3.13.1.3 SEWERAGE

The subject site is serviced by Water Corporation sewer system as is the case with the surrounding development area. It is therefore anticipated that lots within the proposed development area will be connected to sewer on all common boundaries adjacent to land holdings.

3.13.1.4 WATER SUPPLY

Potable water supply will be provided by a reticulated network that connects to the existing water distribution main located on Nicholas Road. All internal water reticulation work will be designed and constructed to the standards and requirements of the Water Corporation of WA and determined at the detailed planning stages.

3.13.1.5 POWER

All lots within the development area will be serviced with underground power. Due to the lot sizes proposed, any allowance for a pad site to service the area is not envisaged to result in any major changes to the subdivision pattern and number of lots proposed.

3.13.1.6 TELECOMMUNICATIONS

It is anticipated that all lots within the proposed development will be served with Telstra telecommunication services. Wherever possible Western Power trenches will be used in lieu of the developer providing additional trenching.

3.13.1.7 GAS SERVICES

ATCo Gas has advised that reticulated gas services are available within the locality.

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.

Conclusion 4

The proposed amendment to the Agreed Structure Plan No.6 - East Wanneroo Cell 4 (ASP 6) has been submitted to the City of Wanneroo to facilitate the rezoning of Lot 80 (133) 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, we believe the proposed amendment is supportable on the following basis:

- Responds to the social needs of the community in the sense that the proposed amendment will enable additional affordable housing product being supplied within the City of Wanneroo.
- The up-coding to R30 is complementary to the surrounding locality and lot sizes will reflect a similar housing pattern and typology to that of the existing lot and dwelling stock within the immediate locality.
- The rezoning is consistent with the State and local planning framework and in particular the strategic vision being sought under Directions 2031 and Beyond.
- 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 Precinct under ASP 6.
- The increase in density promotes a more sustainable and liveable neighbourhood form through accessibility to public transport, convenient access to employment and services, consistent with the City of Wanneroo's Local Housing Strategy criteria.
- The allowance of a range of densities and lot sizes will provide a greater level of variety and choice in housing typologies. This provides residential with a greater opportunity for affordable and adaptable living, consistent with the overall diversity target of Directions 2031.
- Better use of existing serviceable land that tis within close proximity to local amenities (including schools, community facilities and retail) 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 Structure Plan No.6 - East Wanneroo Cell 4.

Disclaimer

This report is dated March 2015 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 (**Urbis**) opinion in this report. Urbis is under no obligation in any circumstance to update this report for events occurring after the date of 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 Amendment to Local Structure Plan (**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).

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Urbis has recorded any data sources used for this report within this report. These data have not been independently verified unless so noted within the report.

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.

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Appendix A Certificate of Title

WESTERN



AUSTRALIA

REGISTER NUMBER 80/P6962

1

DATE DUPLICATE ISSUED 4/11/2005

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

1231

299

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 80 ON PLAN 6962

REGISTERED PROPRIETOR:

(FIRST SCHEDULE)

INES LOO CHIN OF 24 LENTARA CRESCENT, CITY BEACH

(T E497025) REGISTERED 27 NOVEMBER 1990

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:

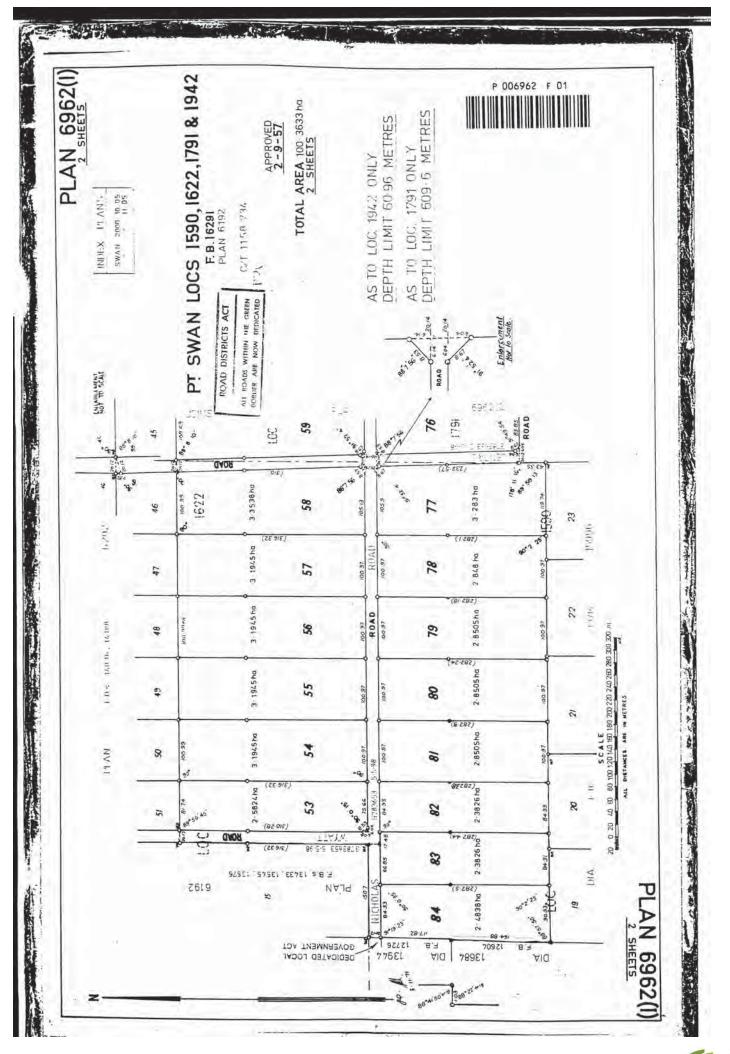
The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

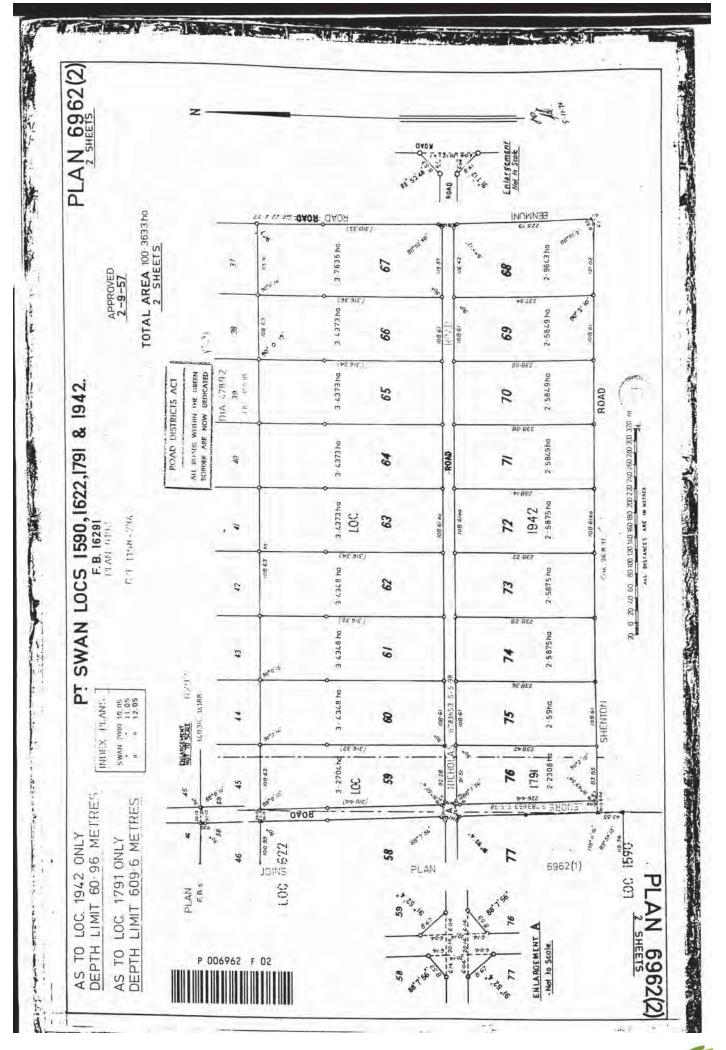
SKETCH OF LAND: 1231-299 (80/P6962).

PREVIOUS TITLE: 1158-734.

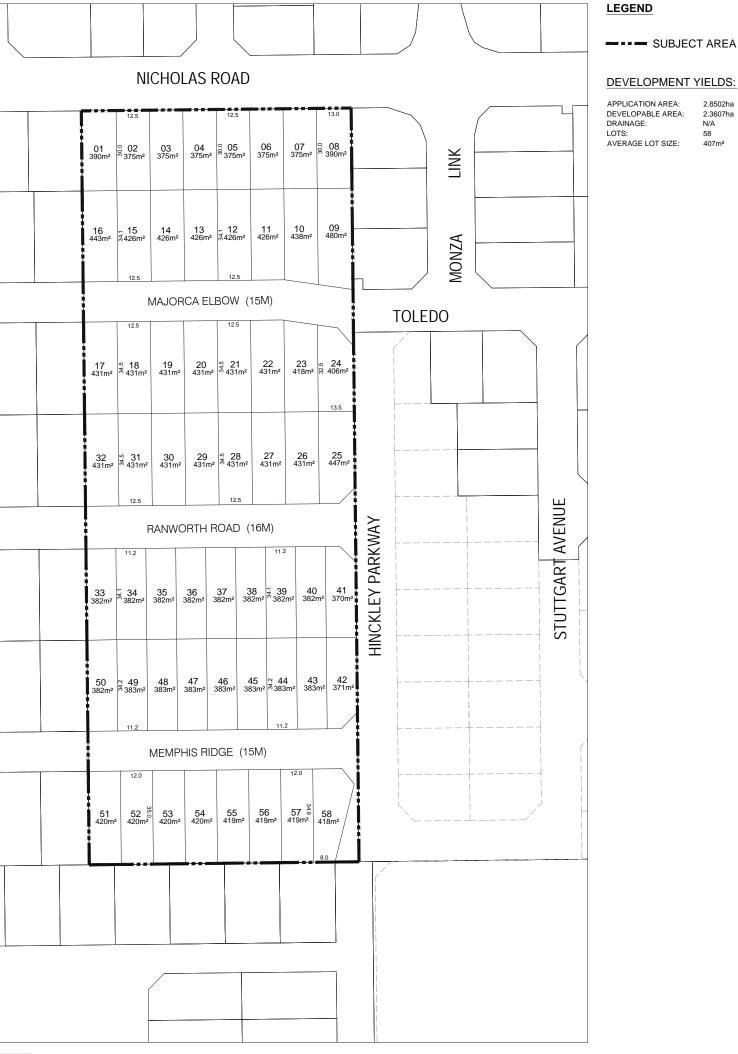
PROPERTY STREET ADDRESS: 133 NICHOLAS RD, HOCKING.

LOCAL GOVERNMENT AREA: CITY OF WANNEROO.





Appendix B Concept Plan





2.3607ha N/A

407m²

Appendix C Proposed ASP6 Amendment

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



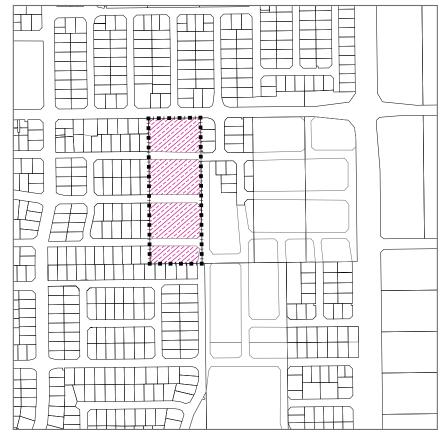
Subject Area Public Open Space (POS)

R30

LEGEND

R40

EXISTING STRUCTURE PLAN



PROPOSED STRUCTURE PLAN



Appendix D Traffic Report

80 NICOLAS ROAD, HOCKING PROPOSED STRUCTURE PLAN AMENDMENT TRAFFIC FLOW ASSESSEMNT



Traffic and Transportation Consultants

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 80 Nicholas Road, Hocking. The key findings of this assessment are:

- The proposed structure plan amendment covering Lot 80 Nicholas Road would see the current approved yield of 49 dwellings increased to 58 dwellings.
- The calculated increase to traffic is 80 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 80 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 3 shows the indicative lot layout.



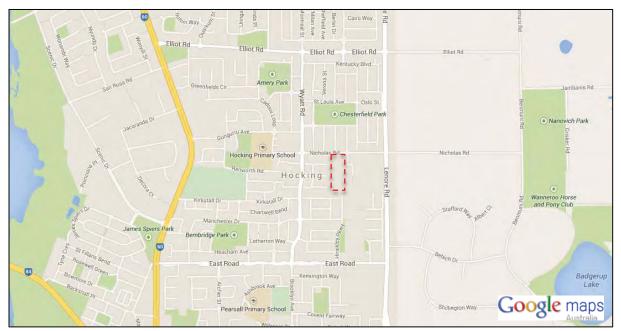


Figure 1 Site Location (Site area indicative)



Figure 2 Subject Site and Surrounding Development (Locate)





Figure 3 Indicative Lot Layout (refer to Planner)



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 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 eastwest connection. Based on the traffic forecasts shown in Appendix A, Nicolas Road is shown to carry 2,500vpd at Lenore Road. Based on the structure plan dwelling yield, a flow of about 1,250vpd would be expected to the west, at Hyatt Road.

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 49 lots to a maximum of 59 lots (note that 58 lots may be provided, but this traffic assessment uses the possible maximum). Based on the structure plan trip rate, the following changes would be expected:

Existing yield 49 lots @ 8 trips per lot
 Proposed yield 59 lots @ 8 per lot
 472 movements per day

Therefore it can be seen that the proposed rezoning can be expected to increase local traffic movements by 80 movements per day, or about 8 movements during the peak hours.

The rezoning could increase local traffic flows by 80 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 4 shows the expected daily traffic increases to the local road network.

Figure 4 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.

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



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 2.1 and the peak increase can be considered as 10% of the daily flow.

Table 2 Subject Land External Road Network Traffic Increases

Street	Capacity	Increase	%	Forecast ^D
Nicholas Road East	7,000°	+40	0.6%	2,576
Nicholas Road west	7,000°	+4	0.1%	2,533
Lenore road north	15,000 ^b	+28	0.2%	14,532
Lenore Road south	15,000 ^b	+12	0.1%	29,544
Majorca Elbow	3,000 ^c	+10	0.3%	287
Ranworth Road	3,000 ^c	+9	0.3%	278
Memphis Ridge	3,000°	+10	0.3%	273
Hinkley Parkway	3,000 ^c	+7	0.2%	943

a Neighbourhood connector

Table 2 shows that the traffic increases as a result of the proposed amendment to the structure plan will be less than 1% of the affected roads maximum desirable daily flow (notated as capacity in Table 2). 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 will not result in any local street operating in a manner contrary to its classification under Liveable Neighbourhoods.

The proposed amendment to the structure plan will not affect residential amenity.

b Integrator Arterial A – currently single carriageway, but can be expected to be duplicated when warrants are met.

c Access Street A-C

D Forecast shown in Appendix A plus rezoning of Lots 80 and 120



Peak Hour Impacts

It can be seen that the traffic increases during the day are less than 1% and this will also be true during the peak periods. The maximum increase is likely to be just 3 additional vehicles turning right from Monza Link to Nicholas Road during the morning peak hour. Monza Link would provide primary access to about 150 dwellings, generating up to 1,200vpd. During the peak period, the demand to access Nicolas Road would be in the order of (1,200 x 8%) 96 vehicles.

Table 4.1 — Intersection Capacity - Uninterrupted Flow Conditions

Major Road Type ¹	Major Road Flow (vph) ²	Minor Road Flow (vph) ³
	400	250
Two-lane	500	200
	650	100
	1000	100
Four-lane	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 2,576) 257 vehicles, a side road flow greater than 250 vehicles could be absorbed under uninterrupted flow conditions. Austroads states that in such circumstances no further analysis is warranted. It can be seen that the side road demand is less than 100 vehicles and uninterrupted flow conditions will exist.

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 (2,576vpd x 8%) 206 vehicles in the peak hour and an increase of 4 vehicles equates to just 2% of the current flow.

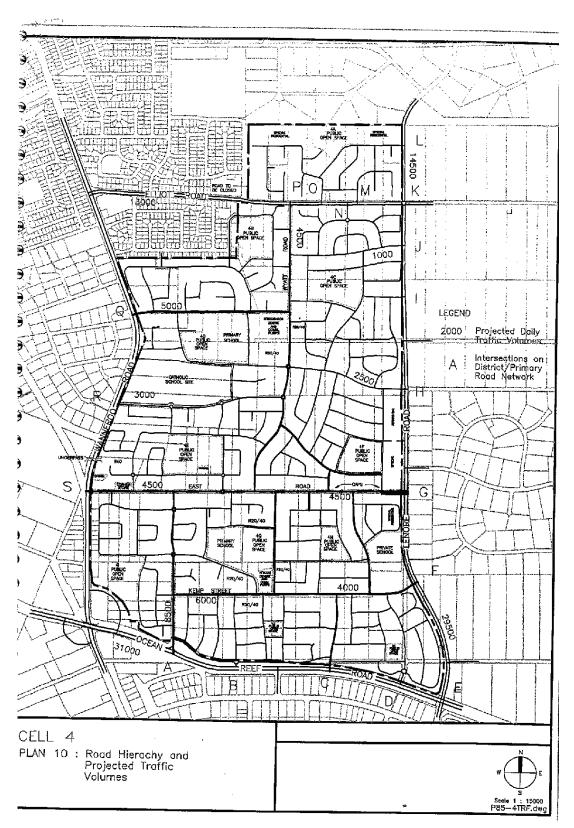
In traffic engineering it is considered that the traffic flows on any given road can be expected to vary by +/-5%. Where traffic increases fall within this variation, the increase is considered to have no significant impact. It is concluded therefore that the proposed amendment to the structure plan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

PC14052/Service Report Enquiries to: Enzo Biagioni-Froudist

18 February 2015

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

Terry Wong

Dear Sir,

Re:

LOT 80 (H133) NICHOLAS ROAD, HOCKING

ENGINEERING SERVICES REPORT- DEVELOPMENT FOR LAND DEVELOPMENT OPTION

(58 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.

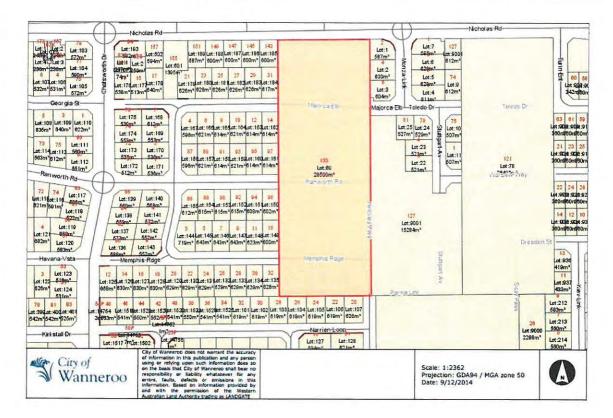
GENERAL SITE DESCRIPTION & CHARACTERISTICS AND SOILS

The subject of this services requirement report t is Lot 80 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 west of Hinckley Parkway. 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 Hinckley Parkway. 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: Aeolian calcerenite, variable lithified, leached quartz sand.

Based on information outlined in the online Perth Groundwater Atlas, groundwater levels at the site are anticipated to be in the order of about 38m below ground level therefore not likely to influence the proposed development.

A detailed site investigation and Geotechnical report will be carried out on Lot 80 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 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 west and east 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.

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

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.

Yours sincerely,

Beata Kotecha

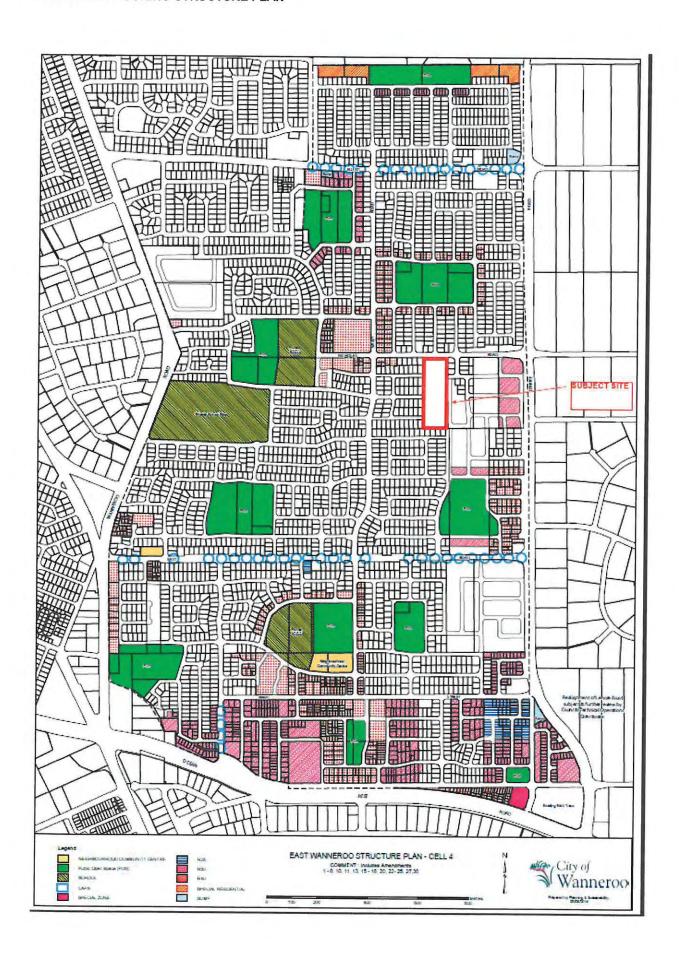
Senior Civil Engineer

B. Lecla

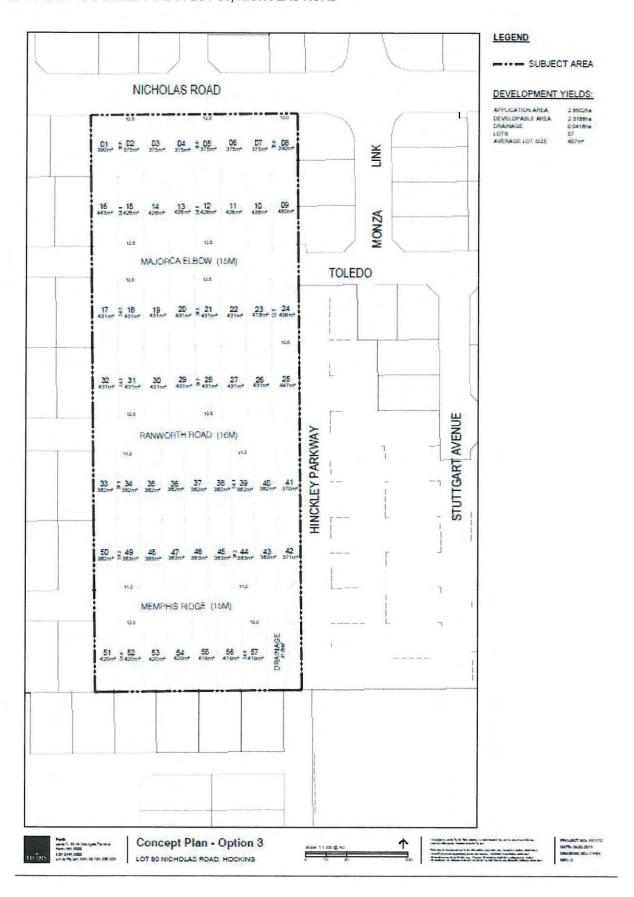
Peritas Group

APPENDIX A. LOCATION PLAN





APPENDIX C. CONCEPT PLAN LOT 80, NICHOLAS ROAD



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Melbourne

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Brisbane

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Perth

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