
Structure Plan

Lots 14 & 15 Hammond Road, Success

(Amendment - Lot 100 Joindre Way, Success)


MAY 2016

Prepared by:



IT IS CERTIFIED THAT AMENDMENT NO. 1 TO LOT 14 & 15
HAMMOND ROAD (LOT 100 JOINDRE WAY) SUCCESS WAS
APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN
PLANNING COMMISSION ON: **27 JUNE 2016**

Signed for and on behalf of the Western Australian Planning Commission



an officer of the Commission duly authorised by the Commission pursuant
to Section 16 of *the Planning and Development Act 2005* for that purpose.



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EXECUTIVE SUMMARY

The proposed amendment to the current approved Structure Plan specifically relates to Lot 100 Joindre Way, Success (**the subject land**) and a change to its designated residential density code from R20 to R40.

This proposed structure plan amendment has been prepared to guide the subdivision and development of the subject land which forms part of the overall Structure Plan for Lots 14 & 15 Hammond Road, Success.

The land is zoned 'Development' pursuant to the City of Cockburn Town Planning Scheme No. 3 and land use is subject to the provisions of 'Development Area 13' contained in Schedule 11 of the Scheme text.

The Structure Plan Area is located within the Success locality, approximately 1.2km south west of the Cockburn Central Activity Centre. It is bound by Hammond Road and Carmel Way and incorporates established residential housing, a child care centre and an area of public open space.

The subject land comprises an area of 2781m² with an existing residential dwelling located in the centre of the property. Primary street frontage is orientated towards Joindre Way with a 1.8m high boundary fence and rear access driveway backing onto Carnegie Parade.

The subject land is located in a residential growth area with numerous urban infill development projects being carried out nearby, including an R40 density development on the opposite side of Hammond Road. Existing local and regional centres including Cockburn Central and associated public transport facilities are nearby and it is also close to a number of educational facilities, including Jandakot Primary School directly to the north, the abovementioned childcare centre and a children's aquatic centre on the opposite side of Hammond Road. Various other primary schools are also located in close proximity plus a number of state and private secondary schools.

Access to the Structure Plan Area is currently obtained from the north via Carmel Way and a future connection to the south is provided through Lot 14, as indicated on the current and proposed amended Structure Plan.

An indicative subdivision concept plan has been prepared as part of this proposal to present a potential residential development outcome over the subject land. The concept is supported by a preliminary traffic assessment which concludes estimated additional traffic volumes are well below the indicative daily traffic flows associated with roads of its category (i.e. 'access road' as determined by *Liveable Neighbourhoods*). The traffic assessment also concludes that the proposal will not have any significant traffic impact on the adjacent road network.



Planning considerations to support the proposal include:

- Large site with single residential dwelling;
- Site configuration facilitates future R40 lots with appropriate dimensions and appropriate access;
- Opportunity for future housing to address the streetscape on both frontages;
- Proximity to the Cockburn Central Activity Centre, Schools, transport networks and public open space;
- Other medium density development occurring nearby (e.g. Windermere Circuit directly opposite); and
- Both the relevant state and local strategic planning framework objectives generally support infill development and higher density in locations such as this.

The proposal is aligned with the current City of Cockburn planning objectives, associated with the ongoing development of Cockburn Central and its surrounding frame area, including an increasing need to focus on infill development to meet future housing needs.



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Part One

IMPLEMENTATION



1 STRUCTURE PLAN AREA

This Structure Plan Area applies to the portion of land contained within the inner edge of the broken black line shown on the modified Structure Plan Map (**Plan 1**).

The existing approved Structure Plan Area incorporates Lots 100 – 110, 112 – 121 and 14. It also includes a portion of reserved land (Lot 837) identified as public open space.

The proposed amendment to the former approved Structure Plan applicable to the site specifically relates to Lot 100 (**the subject land**) and a change to its designated residential density code of R20 to R40.

2 STRUCTURE PLAN CONTENT

This Structure Plan report comprises three parts being:

- **Part One (Implementation)** – This section contains the modified Structure Plan Map.
- **Part Two (Explanatory Section)** – This section provides an explanation of the Structure Plan including planning background and the proposed amendment. Part Two is to be used as a reference guide to interpret and justify the implementation of Part One.
- **Part Three (Appendices)** – Incorporates a Traffic Impact Assessment to inform and support the proposed amendment to the Structure Plan.

3 OPERATION

This Structure Plan commences operation on the date it is approved by the Western Australian Planning Commission and is valid for a period of ten years from such time. Due regard to its intent shall be given when considering future subdivision and development of the land.

STRUCTURE PLAN PROVISIONS

Prior to any subdivision or development taking place, a Local Development Plan is required to be prepared by the applicant and submitted to the Local Government for approval in accordance with the requirements of the Deemed Provisions of City of Cockburn Town Planning Scheme No. 3.

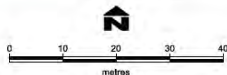
In addition to any other elements required by the City, as a minimum, the Local Development Plan must specify:

- (a) an appropriate minimum front setback to both roads as part of all development;
- (b) car parking being internalised on the site as part of all development;
- (c) single residential dwellings or grouped dwellings only interfacing along Carnegie Parade;
- (d) grouped or multiple dwellings only interfacing along Joindre Way.

LEGEND

-  STRUCTURE PLAN BOUNDARY
-  RESIDENTIAL R20
-  RESIDENTIAL R40
-  PUBLIC OPEN SPACE
-  OTHER REGIONAL ROADS

PLAN - 1



NOTES

Base data supplied by WaterCorp / NeatMaps
 Areas and dimensions shown are subject to final survey calculations.
 All cartageways are shown for illustrative purposes only and are subject to detailed engineering design.
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CLIENT : EA & GA Martynovch
 SCALE : 1:1,000 @ A3
 DATE : 29 February 2016
 PLAN No : P1 RSP
 REVISION : B
 PLANNER : SLB
 DRAWN : BL

STRUCTURE PLAN
LOTS 14 & 15 HAMMOND ROAD, SUCCESS
(Amendment - Lot 100 Joindre Way, Success)





Part Two

EXPLANATORY SECTION



1 PLANNING BACKGROUND

The site is zoned 'Development' pursuant to the City of Cockburn Town Planning Scheme No. 3 (**the Scheme**) and the provisions of 'Development Area 13' contained in Schedule 11 of the Scheme text.

At its Council Meeting of 17 August 2004, the City of Cockburn adopted a Structure Plan for the site which at the time comprised two separate land parcels, being Lots 14 & 15. The adopted Structure Plan was later endorsed by the Western Australian Planning Commission (**WAPC**) on 8 February 2008 (**refer Plan 2**).

The endorsed Structure Plan was initially prepared in response to Subdivision Approval No.108336, issued by the WAPC on 26 July 1999. The approval enabled subdivision of Lot 15 into 21 residential lots. Given no specific zoning or residential density coding applying to the land at the time of subdivision, a Structure Plan was prepared and adopted in accordance with the Scheme requirements (**refer Plan 2**).

The construction works for Lot 15 were completed in 2002 and during this time, land was ceded to City of Cockburn for the future widening of Hammond Road. In addition the contribution amount required by the Development Contribution Area (DCA), applying to the Lot 15 and pursuant to Scheme requirements, was also satisfied by the subdivider. Accordingly no further contribution is required in respect of DCA 1. However, a developer contribution is also required for DCA 13, introduced into the Scheme on 30 August 2011 via gazettal of Amendment No. 81.

The adopted Structure Plan identifies the subject land (i.e. Lot 100) as "Residential R20" and the landowner now seeks to apply the higher density "Residential 40" to the land. The proposal is aligned with current City planning objectives, associated with the ongoing development of Cockburn Central and its surrounding suburban frame area, including an increasing need to focus on infill development to meet future housing needs.

This report and has generally been prepared in accordance with the "Draft Structure Plan Framework" pursuant to *The Planning and Development (Local Planning Scheme) Regulations 2015*.

JANDAKOT PRIMARY SCHOOL

CARMEL

WAY

HAMMOND

CHILD CARE CENTRE

CARNEGIE

MIRIM

WAY

JOINDRE

PARADE

LANE

ROAD

CARNEGIE

PARADE

ENDORSED STRUCTURE PLAN

This Structure Plan was adopted by Council on 17 / 08 / 2004

Signed *J. Ineway*

for DIRECTOR OF PLANNING & DEVELOPMENT

File No: 9656A

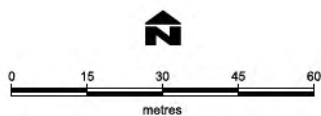
This Structure Plan was endorsed by the Western Australian Planning Commission on 8 / 2 / 2008

PLANNING & DEVELOPMENT

PLAN 2: ENDORSED STRUCTURE PLAN

Lot 100 Joindre Road, Success

CLIENT : EA & GA Martinovich
 SCALE : 1:1,500 @ A4
 DATE : 26 November 2015
 PLAN No : P2 ASP
 REVISION : A
 PLANNER : SLB
 DRAWN : BL



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2 LAND DESCRIPTION

2.1 Site Details

The Structure Plan Area is located within the Success locality and is approximately 1.2km south west of the Cockburn Central Activity Centre (**refer Plan 3**).

It is bound by Hammond Road and Carmel Way and incorporates established residential housing, a child care centre and an area of public open space (**refer Plan 4**).

The residential component has frontage to either Joindre Way or Carnegie Parade and apart from Lot 100 and Lot 14, the Structure Plan Area is fully developed.

The subject land comprises an area of 2781m² with an existing residential dwelling located in the centre of the property. Primary street frontage is orientated towards Joindre Way with a 1.8m high boundary fence and rear access driveway backing onto Carnegie Parade. An existing tennis court swimming pool, and garden area form the balance area of the property (**refer Plan 4**). The existing dwelling was constructed in the 1970s and was the original residence on former Lot 15, prior to its subdivision in 2002.

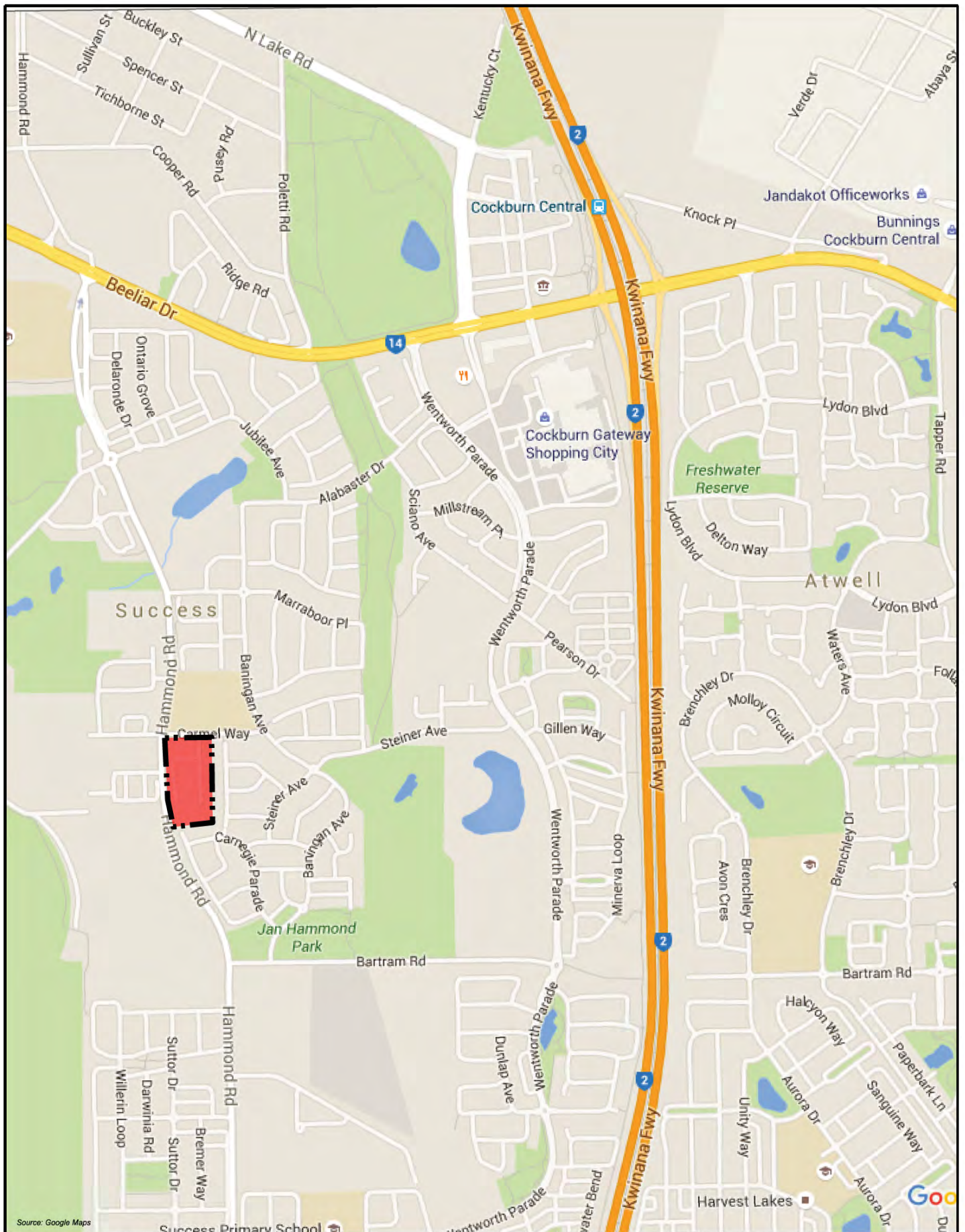
The subject site is located in a residential growth area with numerous land and infill development projects being carried out nearby, including an R40 density development on the opposite side of Hammond Road along Windermere Circuit. It is also close to existing local and regional centres including Cockburn Central and associated public transport facilities (**refer Plan 5**).

Access is currently obtained from the north via Carmel Way with future connection to the south being provided through Lot 15, as indicated on the adopted and proposed amended Structure Plan.

The Beelihar Regional Park is situated to the west and numerous areas of public open space reserves are strategically located throughout the surrounding residential area, including Twin Bartram Swamp to the east and Success Reserve to the south (which includes the Success Regional Sport & Community Facility).

The subject land is also close to a number of educational facilities, including Jandakot Primary School directly to the north, the abovementioned childcare centre and a children's aquatic centre on the opposite side of Hammond Road. Various other primary schools are also located in close proximity plus a number of state and private secondary schools.

The development of Success and the surrounding area generally occurred from the mid 1990's and continues today. Due to the expanse of time, densities in the more established areas are generally lower whereas the newer residential areas, developed under the Liveable Neighbourhoods framework, produce slight increases in density and more permeable street networks. Of this, the City's '*Cockburn Central Activity Centre Plan*' recognises a number of residential zoned areas still remain undeveloped and that several of these are strategically placed in close proximity to the core area, particularly in the suburb of Success. The subject land could be regarded as one of these sites and it is well suited to accommodate medium density development (i.e. R40).



Source: Google Maps

PLAN 3: LOCATION PLAN

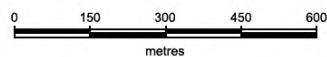
Lot 100 Joindre Road, Success

CLIENT : EA & GA Martinovich
 SCALE : 1:15,000 @ A4
 DATE : 26 November 2015
 PLAN No : P3 LOCN
 REVISION : A
 PLANNER : SLB
 DRAWN : BL

LEGEND



STRUCTURE PLAN AREA



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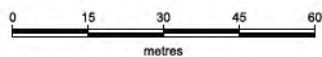


PLAN 4: AERIAL PLAN

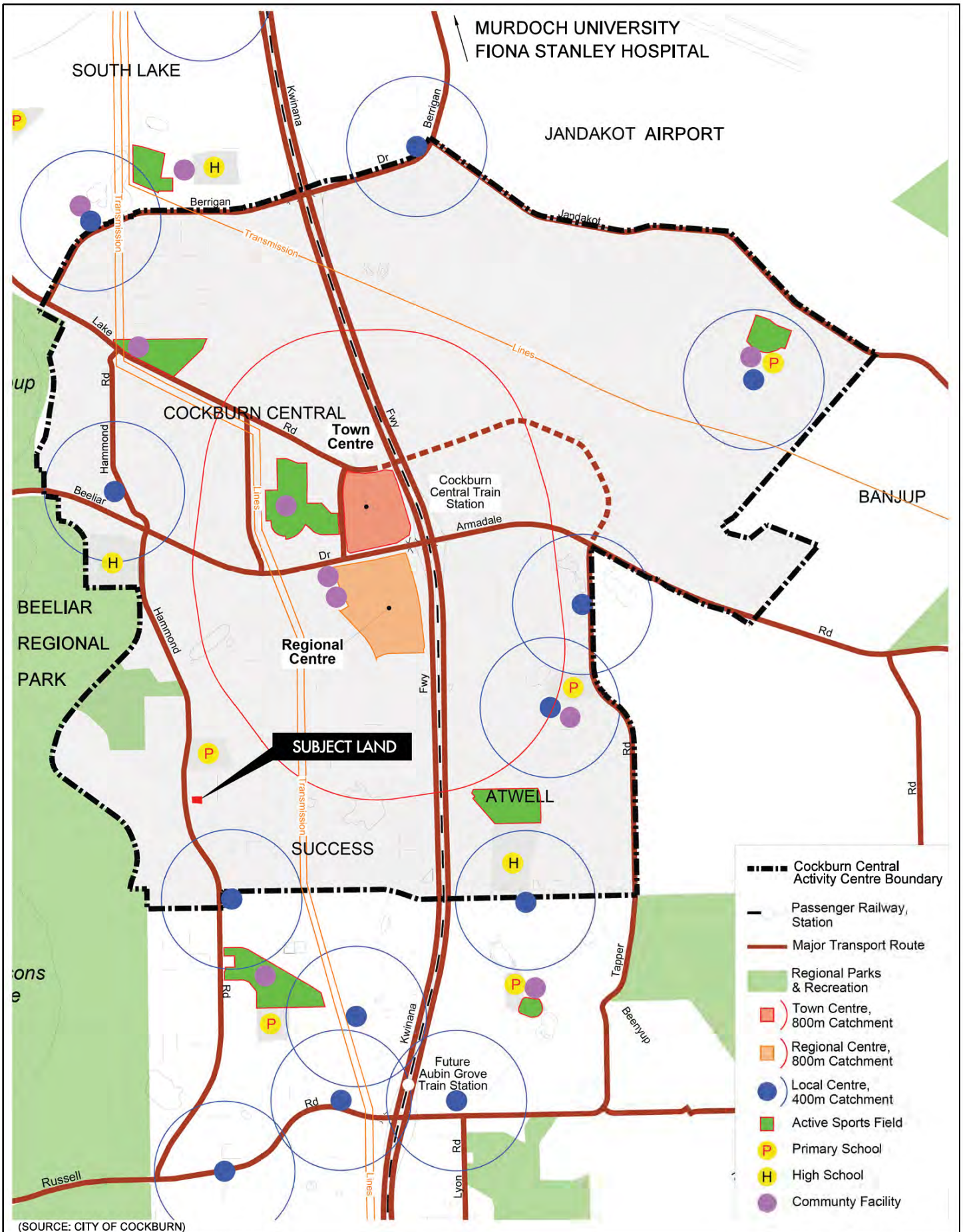
Lot 100 Joindre Road, Success

CLIENT : EA & GA Martinovich
 SCALE : 1:1,500 @ A4
 DATE : 1 December 2015
 PLAN No : P2 ASP
 REVISION : A
 PLANNER : SLB
 DRAWN : BL

LEGEND



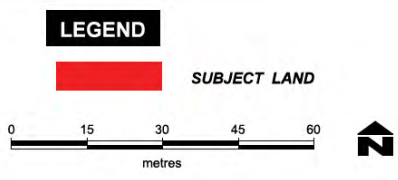
A 191A Naturaliste Terrace Dunstonsburgh WA 6281 E adm@lbplanning.com.au
 P (08) 9750 5925 ABN 55 115 374 128



PLAN 5: SITE CONTEXT PLAN

Lot 100 Joindre Road, Success

CLIENT : EA & GA Martinovich
 SCALE : NTS
 DATE : 26 November 2015
 PLAN No : P5 SCP
 REVISION : A
 PLANNER : SLB
 DRAWN : BL



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 P (08) 9750 5525 ABN 55 115 374 128



2.2 Legal Description and Ownership

The subject land is described as Lot 100 Joindre Way, Success on Deposited Plan 30840.

The registered proprietor is Edmund Alious Martinovich & Geraldine Anne Martinovich.



3 PLANNING FRAMEWORK

3.1 Metropolitan Region Scheme

The site is identified as “Urban” under the Metropolitan Region Scheme and is not subject to the requirements of Clause 32.

3.2 City of Cockburn Town Planning Scheme No.3

The subject land is zoned “Development” under the Scheme and is included in Development Area 13 – Hammond Road (DA 13).

Clause 4.2.1(i) of the Scheme sets out the objectives of the “Development” zone as stated below:

“To provide for future residential, industrial or commercial development in accordance with a comprehensive Structure Plan prepared under the Scheme”.

Part 6 of the Scheme outlines the purposes of “Development Areas” and refers to Schedule 11 in the Scheme text which sets out the specific provisions that apply to a particular Development Area.

As previously mentioned, DA 13 relates to the subject land and Schedule 11 incorporates the following provisions:

- 1. Structure Plan adopted to guide subdivision, land use and development.***
- 2. To provide for Residential development.***
- 3. Land Uses classified on the structure plan apply in accordance with clause 6.2.6.3.***

Part 6 also incorporates provisions regarding the preparation, assessment and approval of Structure Plans including variation to an approved Structure Plan under clause 6.2.14 which reads as follows:

6.2.14 Variation to Structure Plan

6.2.14.1 The local government may vary a structure plan:

- (a) by resolution if, in the opinion of the local government, the variation does not materially alter the intent of the structure plan;***
- (b) otherwise, in accordance with the procedures set out in clause 6.2.6 onwards.***



- 6.2.14.2** *If the local government varies a structure plan by resolution, and the variation does not propose the subdivision of land, the local government is to forward a copy of the variation to the Commission within 10 days of making the resolution.*
- 6.2.14.3** *If the local government varies a structure plan by resolution, and the variation proposes the subdivision of land, the local government is to forward a copy of the variation to the Commission within 10 days of making the resolution for its endorsement.*
- 6.2.14.4** *As soon as practicable after receiving the copy of the variation referred to in clause 6.2.14.3, the Commission is to determine whether to endorse the proposed variation.*
- 6.2.14.5** *The Commission is to notify the local government of its determination under clause 6.2.14.4.*
- 6.2.14.6** *A variation to a structure plan by resolution comes into effect:*
- (a) where the variation proposes the subdivision of land, on the day on which it is endorsed by the Commission pursuant to clause 6.2.14.4; or*
 - (b) on the day on which the local government resolves to make the variation under clause 6.2.14.1 (a).*

In the context of this proposal, the proposed amended Structure Plan has been prepared to fulfil these requirements.

3.3 State Planning Policy 3.7 – Planning Bushfire in Prone Areas

The intent of above policy is to implement effective, risk-based land use planning and development, preserve life and reduce the impact of bushfire on property and infrastructure. It applies to all higher order strategic planning documents, strategic planning proposals, subdivision and development applications located in designated bushfire prone areas.

This policy contains objectives and policy measures, as well as reference to the bushfire protection criteria contained in the Guidelines. The objectives outline the general aims on which the policy measures and bushfire protection criteria are based. The objectives apply to all higher order strategic planning documents, strategic planning proposals, subdivision and development applications in designated bushfire prone areas.

In respect of this proposal, the western portion of the subject land is identified within a designated bushfire prone area. Accordingly, a Local Development Plan to address the relevant policy measures, as they relate to the subject land, will be required at the time of subdivision.

3.4 Residential Design Codes of Western Australia

State Planning Policy No. 3.1 Residential Design Codes (the Codes) provides the basis for control of residential development throughout Western Australia.



The Codes are adopted by the Scheme and therefore unless otherwise provided by the Scheme, all future residential development of the subject land shall be in accordance with the provisions of the Codes, as it relates to the density code applied to specific portions of the site.

3.5 City of Cockburn Local Planning Strategy

The Local Planning Strategy (LPS) sets out the long-term planning directions for the City and provides the rationale for the zones and other provisions of the Scheme.

The LPS identifies the subject land as ‘urban’ and acknowledges the area is subject to progressive planning, re-zoning, subdivision and development. It also promotes structure planning to guide these on-going processes and supports the notion that local government should adopt R-Code densities which do not preclude opportunities for subdividers and builders to provide alternative and innovative forms of housing.

The proposed amendment to the current structure plan will facilitate this opportunity.

3.6 Liveable Neighbourhoods

Liveable Neighbourhoods is WAPC operational policy to inform the design and assessment of structure plans and subdivision proposals, in metropolitan and country areas on green field or infill development sites.

It is intended that Structure Plans be prepared in line with the framework provided under *Liveable Neighbourhoods*. However where a structure plan is a requirement of a Local Planning Scheme (as in this case) it must be prepared in accordance with the provisions of Scheme.

In association with the above, *Liveable Neighbourhoods* provides sound principles and guidance to structure plan design.

Accordingly this proposal broadly considers *Liveable Neighbourhood* objectives, such as the creation of walkable neighbourhoods in close proximity to educational facilities, public transport corridors and public open space. Providing a variety of lots sizes and maximising land efficiency wherever possible.

3.7 Directions 2031 and Beyond

Directions 2031 is a high level spatial framework and strategic plan that establishes a vision for future growth of the metropolitan Perth and Peel regions (including the City of Cockburn). It provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate a range of growth scenarios.

The “connected city model” is identified as the preferred medium-density future growth scenario and in this regard Directions 2031 seeks to improve transport networks and infill residential development rates. It also recognises the importance of ‘activity centres’ and that



new should growth should occur in a more balanced way around a diverse activity centre network.

The Cockburn Central Activity Centre is identified by Directions 2031 as a 'secondary centre' under its activity centres hierarchy and while this tier of activity centres share similar characteristics to the strategic metropolitan city centres, they generally serve smaller catchments and offer a more limited range of services, facilities and employment opportunities. Secondary centres perform an important economic role and provide an essential service to their catchment populations.

This proposal is broadly supported by the objectives and intent of Directions 2031 in that it provides a suitable infill development site, which is located within a secondary centre catchment area and close to planned and existing public transport and movement corridors.

3.8 Local Commercial & Activity Centre Strategy

The City of Cockburn's Local Commercial and Activity Centres Strategy (LCACS) is aligned with the urban consolidation objectives contained in *Directions 2031* in relation to the planning of activity centres.

In particular, the LCACS recognises the benefits of a more consolidated city, which include;

- A reduced overall need for travel;
- Supports the use of public transport, cycling and walking for access to services, facilities and employment; and
- A more energy efficient urban form.

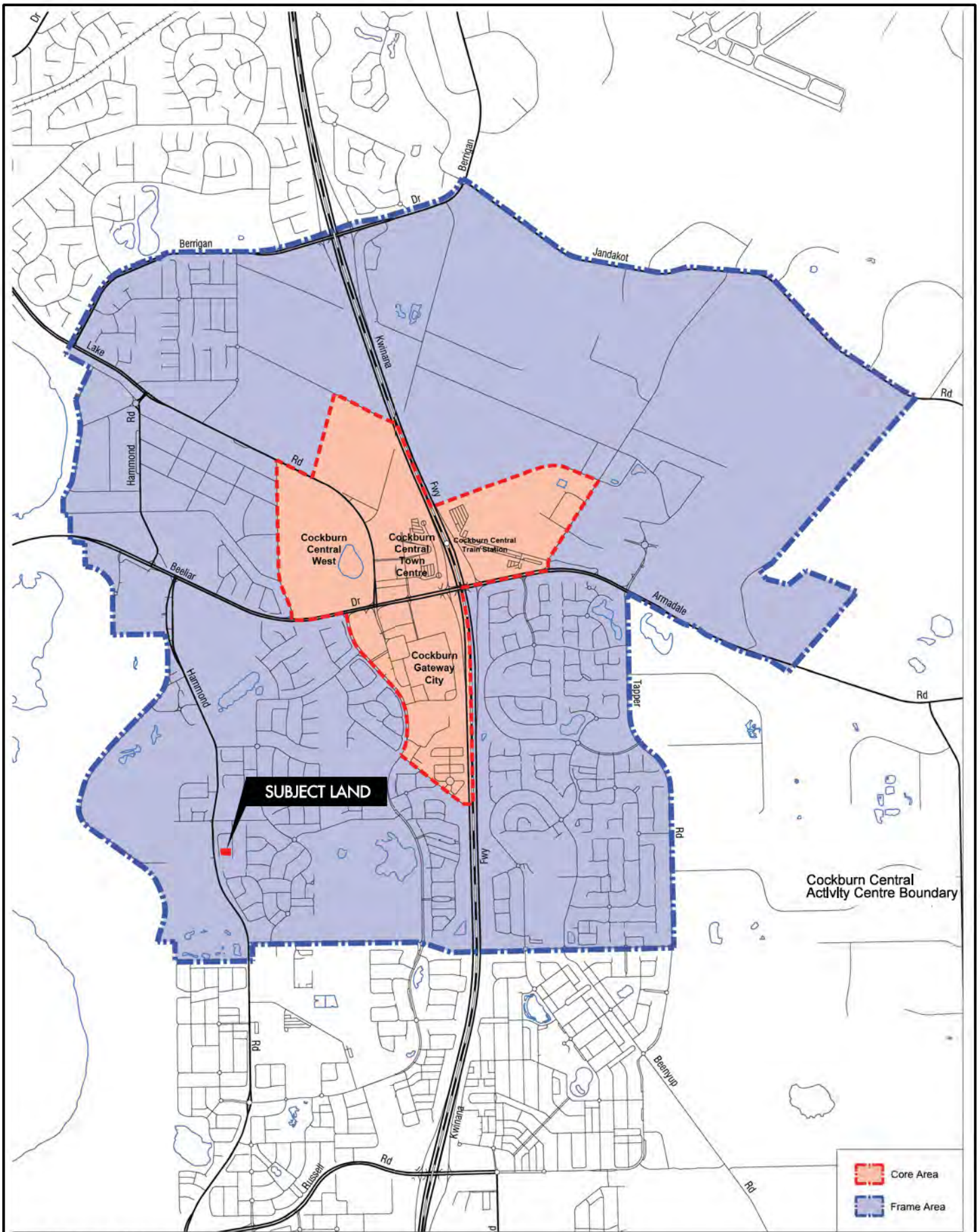
The proposal supports these objectives by providing opportunity to maximise efficient use of residential land in an appropriate location.

3.9 Cockburn Central Activity Centre Plan

The Cockburn Central Activity Centre Plan (CCACP) is a strategic plan designed to provide broad direction for the development of Cockburn Central Activity Centre through to 2031. The Plan builds on the objectives of Directions 2013 and the City's Local Commercial and Activity Centre Strategy.

The identified activity centre study area is divided into 'Core' and 'Frame' areas with the subject land located within the Frame area (**refer Plan 6**).

The Frame area is deemed to have direct influence on and reliance on the Cockburn Central Activity Centre for daily and weekly needs, as well as transport, entertainment and commerce. Accordingly, the land within the Frame Area is also considered as part of the implementation strategy which itemises investigation into both broad and targeted increases in residential density in Frame Area to support activity in the Core Area.



(SOURCE: CITY OF COCKBURN)

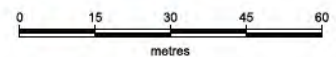
PLAN 6: COCKBURN CENTRAL ACTIVITY CENTRE AREA PLAN

Lot 100 Joindre Road, Success

CLIENT : EA & GA Martinovich
 SCALE : NTS
 DATE : 22 October 2015
 PLAN No : P6 CCACAP
 REVISION : A
 PLANNER : SLB
 DRAWN : BL

LEGEND

 **SUBJECT LAND**



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The identified short term action to this item states that:

“The City to investigate mechanisms to ensure that all remaining undeveloped residential land in Success, where feasible, be developed to a minimum of 30 dwellings a gross hectare.”

The Structure Plan Area currently supports R20 density development only, which is below the desired minimum density of 30 dwellings per gross hectare as stated above. Although the proposal will only facilitate a minor increase to the overall density of the Structure Plan Area, the proposed density increase to Lot 100 is aligned with the intended actions of the CCACP.

3.10 Draft Structure Plan Framework

Schedule 2, Part 4, clause 15(1) and Part 5 clause 30(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) requires a structure plan to be prepared in a manner and form approved by the WAPC.

The above clauses apply to all planning schemes in Western Australia as deemed provisions and set out the information required to be included in a structure plan. The Draft Structure Plan Framework document (September 2015) constitutes the manner and form for the preparation of structure plans under Schedule 2, Part 4, clause 16(1)(a) and activity centre plans under Part 5, clause 32(1)(a), as well as outlining procedural issues associated with structure plans. The Structure Plan Preparation Guidelines (2012) are replaced by this framework.

Accordingly this Structure Plan has been prepared in line with Draft Structure Plan Framework.

At the time of writing this report it is understood that the Draft framework will be reviewed six months after coming into operation, to ensure it is functioning effectively.

3.11 City of Cockburn Local Planning Policy APD81 – Structure Plans and Structure Plan Variations

The Scheme sets out the process and required details to prepare and undertake variations to structure plans.

Policy APD81 provides further guidance to this process and in particular to determine if proposed variations to structure plans are considered to materially alter the intent of an existing structure plan.

Given the proposed structure plan amendment proposes a change to the residential coding from R20 to R40, it is deemed by the policy as material change to the original intent of the plan. The proposal must therefore be prepared and presented in accordance with the WAPC Guidelines and the City’s Report Template for Structure Plans.



The policy also suggests the proposal need only apply to the portion of land affected by the proposed variation, which in this case is Lot 100 Joindre Way.

This proposal responds to the requirements of Policy APD81 and specifically relates to the subject land.



4 PROPOSED STRUCTURE PLAN AMENDMENT

4.1 The Proposal

The proposed amendment to the Structure Plan provides an opportunity to maximise efficient use of the subject land for housing in a location which is well suited to support medium density residential development.

It is proposed to amend the current structure plan by changing the applicable density coding of Lot 100 from R20 to R40.

Planning considerations to support the proposal include:

- Large site with single residential dwelling;
- Site configuration facilitates future R40 lots with appropriate dimensions and appropriate access;
- Opportunity for future housing to address the streetscape on both frontages;
- Proximity to the Cockburn Central Activity Centre, Schools, transport networks and public open space;
- Other medium density development occurring nearby (e.g. Windermere Circuit directly opposite); and
- Both the relevant state and local strategic planning framework objectives generally support infill development and higher density in locations such as this.

As mentioned previously a contribution amount required by the Development Contribution Area (DCA 1), applying to former Lot 15 and pursuant to Scheme requirements, was satisfied by the subdivider at the time of subdivision. However, a development contribution is required for DCA 13.



4.2 Conceptual Design

An indicative subdivision concept plan has been prepared to inform this proposal and present a potential residential development outcome over the subject land (**refer Plan 7**).

The indicative layout illustrates a potential development outcome based on the proposed R40 density coding with up to 10 grouped dwelling allotments. Under the current R20 density code the subject land could only facilitate up to 6 grouped dwellings.

While a number of other subdivision/development scenarios (e.g. single residential or multiple dwellings) could be considered on the subject land, the concept merely intends to illustrate how future development of the site might occur based on the proposed R40 density code. In this regard the concept assumes a single storey grouped dwelling survey strata development allowing pedestrian movement through the site while restricting vehicle access throughout. This is achieved by including a pathway for pedestrian movement only within the central portion of common property thereby distributing traffic evenly to both respective street frontages.

The concept also provides slightly larger lots at the street interface to enable appropriate setbacks and associated residential built form to address the streetscape.

The concept plan is included at the request of Council staff and is for general information purposes only. It should not be construed as the actual subdivision layout intended for the site at this preliminary planning stage. In fact the ultimate subdivision design may apply a higher or lesser residential lot yield and the concept merely represents an indicative vision in order to understand a potential development outcome resulting from the proposed amendment to the Structure Plan.

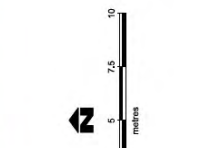


INDICATIVE SUBDIVISION CONCEPT PLAN
 Lot 100 (No. 11) Joindre Way, Success



CLIENT : EA & CA Martynovich
 SCALE : 1:250 @ A3
 DATE : 23 October 2015
 PLAN No : P7 Concept
 REVISION : A
 PLANNER : SLB
 DRAWN : BL

LEGEND
 ■■■ SUBJECT LAND
 — PROPOSED BOUNDARY
 ■ R40 LOTS
 ▨ COMMON PROPERTY



PLAN - 7

NOTES
 Base data supplied by WaterCorp / NearMaps
 Areas and dimensions shown are subject to final survey calculations.
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4.3 Traffic

A Traffic Impact Assessment based on the proposed amendment to the Structure Plan has been undertaken by a qualified Traffic Engineer (Shawmac). A full copy of the traffic statement report is contained within Part Three of this document.

In summary its findings conclude the following:

- Based on the current number of dwellings, the existing daily traffic flows along Joindre Way and Carnegie Parade is estimated to be <100 vehicles per day (vpd).
- According to the MRWA *Road Hierarchy Criteria* and WAPC *Liveable Neighbourhoods* guidelines, Joindre Way and Carnegie Parade are classified as Access Roads. The indicative daily traffic flows along roads of this category are <3,000 vpd.
- Based on the indicative subdivision concept plan (**Plan 7**) the proposal could result in an additional 9 dwellings on the subject land. Based on a traffic generation estimate of 10.7 daily vehicle trips per dwelling the potential additional yield could generate approximately 96 additional daily vehicle trips and an additional 9 vehicle trips during each of the morning and afternoon peak hours.
- The estimated increases in traffic flows will remain well below the indicative traffic volumes as recommended by WAPC and MRWA guidelines.
- The additional 9 vehicular trips generated during the peak hour is expected to have minimal impact on any nearby intersections and do not warrant detailed intersection capacity analysis in accordance with Austroads Guidelines.
- The eventual extension of Joindre Way to the south, as indicated by the Structure Plan, will result in some heading south to Carnegie Parade via the new link instead of north to Carmel Way and then south along Hammond Road. The volume of traffic taking this route is will be minimal as the most practical southbound route will still be via Carmel Way and Hammond Road.
- It is concluded that the proposal will not have any significant traffic impact on the adjacent road network.



5 INFRASTRUCTURE SERVICES

The subject land is currently provided with reticulated power, sewer, water and gas services.

Existing communications infrastructure also service the site and its surrounding residential area.



6 CONCLUSION

The proposed amendment to the current Structure Plan – “Lots 14 & 15 Hammond Road, Success” has been prepared in general accordance with 6.2.14 of the Scheme, Council’s Local Planning Policy APD81 and the “Draft Structure Plan Framework” pursuant to *The Planning and Development (Local Planning Scheme) Regulations 2015*.

The proposed amendment specifically relates to Lot 100 Joindre Way and provides an opportunity to maximise efficient use of the subject land for housing in a location which is well suited to support medium density residential development. It will provide appropriate guidance to future subdivision and development assessment.

The proposal to identify an increased density code to the subject land (i.e. R20 to R40) on the Structure Plan to facilitate infill urban development is generally supported and upheld by the relevant local and state planning framework including Direction 2031 & Beyond, Liveable Neighbourhoods, Cockburn Central Activity Centre Plan and the Local Commercial and Activity Centre Strategy.

The proposal is aligned with current City of Cockburn strategic planning objectives, associated with the ongoing development of Cockburn Central and its surrounding suburban frame area, including an increasing need to focus on infill development to meet future housing needs.



Part Three

APPENDICES



Appendix A

TRAFFIC IMPACT ASSESSMENT

**Prepared by: Shawmac Consulting Civil and
Traffic Engineers**



Shawmac Pty Ltd

TECHNICAL NOTE

Subject: Lot 100 (No. 11) Joindre Way, Success – Rezoning Proposal

Date: 19/11/15

Author: Paul Nguyen

Attention: Bill Carmody (Oak Street Project Management)

Purpose

This technical note assesses the traffic impacts associated with the proposed structure plan amendment for Lot 100 (No. 11) Joindre Way, Success, in the City of Cockburn. The subject site is shown on the approved structure plan for Lot 14 & 15 Hammond Road (adopted by the City in August 2004 and endorsed by WAPC in February 2008) and is currently zoned as Residential R20. The existing structure plan is attached as **Appendix A**. The proposal is to modify the residential zoning of the existing lot to R40. The proposed amended structure plan is attached in **Appendix B**.

Existing Situation

The subject site is located on Lot 100 (No. 11) Joindre Way, Success, in the City of Cockburn approximately 20km south of the Perth CBD. It has an area of 2,781 m² and currently has a single residence. The site is bound by Joindre Way to the west, Carnegie Parade to the east and residential properties to the north and south. The location of the site is shown in **Figure 1** below.



Figure 1 – Existing Site

There is no existing available traffic data for Joindre Way or Carnegie Parade. Based on the current number of dwellings, the existing daily traffic flows along each road is estimated to be <100 vehicles per day (vpd).

According to the MRWA *Road Hierarchy Criteria* and WAPC *Liveable Neighbourhoods* guidelines, Joindre Way and Carnegie Parade are classified as Access Roads. The indicative daily traffic flows along roads of this category are <3,000 vpd.

Amendment Proposal

The proposal is to modify the residential coding from R20 to R40 to facilitate a grouped housing or survey strata development. With the current R20 coding, the potential lot yield is 6 lots and with the proposed R40 coding the lot yield is 10 lots. The indicative lot yield and layout is shown below in **Figure 2**. The concept plan shows a central access road running in an east-west direction.



Figure 2 – Subdivision Concept Plan

Traffic Assessment

The proposed amendment will result in an additional 9 dwellings. Based on the NSW Government Transport Roads & Maritime Services (RMS) *Guide to Traffic Generating Developments*, a single residential dwelling will generate 10.7 daily vehicle trips with 0.95 and 0.99 trips during the average morning and afternoon peak hour respectively. The additional dwellings will therefore generate approximately 96 additional daily vehicle trips and an additional 9 vehicle trips during each of the morning and afternoon peak hours.

The estimated increase in daily vehicle trips on the adjacent road network is illustrated in **Figure 3** below.



Figure 3 – Estimated increased in Daily Vehicle Trips on Road Network

The estimated increases in traffic flows on the adjacent road network are considered to be minimal and the resultant traffic flows will remain well below their indicative traffic volumes as recommended by WAPC and MRWA guidelines. The additional 9 vehicular trips generated during the peak hour is expected to have minimal impact on any nearby intersections and do not warrant detailed intersection capacity analysis in accordance with Austroads Guidelines. It is understood that the with the development of Lot 114 (No. 275) Hammond Road to the south of the subject site, Joindre Way will be extended further south to connect with Carnegie Parade. This proposed link is indicated on the current structure plan as attached in **Appendix A**.



With the introduction of this link, a proportion of the southbound traffic along the existing Joindre Way may head south to Carnegie Parade via the new link instead of north to Carmel Way and then south along Hammond Road. The volume of traffic taking this route will be minimal as the most practical southbound route will still be via Carmel Way and Hammond Road.

It can therefore be concluded that the proposed amendment to the residential coding of Lot 100 (No. 11) Joindre Way, Success will not have any significant traffic impact on adjacent road network and that the proposed amendment is supported from a traffic perspective.

Appendix A – Existing Structure Plan



Appendix B – Proposed Structure Plan Amendment

