

agenda

Ordinary Meeting of Council Addendum

NOTICE IS HEREBY GIVEN THAT THE NEXT ORDINARY MEETING OF THE COUNCIL OF THE CITY OF JOONDALUP WILL BE HELD IN THE COUNCIL CHAMBER, JOONDALUP CIVIC CENTRE, BOAS AVENUE, JOONDALUP

ON TUESDAY 23 JULY 2024

COMMENCING AT 6.30pm

JAMES PEARSON
Chief Executive Officer
19 July 2024

Acknowledgement of Traditional Custodians

The City of Joondalup acknowledges the traditional custodians of the land, the Whadjuk people of the Noongar nation, and recognises the culture of the Noongar people and the unique contribution they make to the Joondalup region and Australia. The City of Joondalup pays its respects to their Elders past and present and extends that respect to all Aboriginal and Torres Strait Islander peoples.

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16 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

16.1 NOTICE OF MOTION NO. 1 – CR JOHN RAFTIS – POWER PURCHASE AGREEMENT

In accordance with Clause 4.6 of the *City of Joondalup Meeting Procedures Local Law 2013*, Cr John Raftis has given notice of his intention to move the following Motion at the Council meeting to be held on 23 July 2024:

That Council REQUESTS the Chief Executive Officer provide a copy of the complete Power Purchase Agreement with Synergy to the Council.

REASON FOR MOTION

This is a large contract that was negotiated via Western Australian Local Government Association (WALGA) and was not brought to Council for approval but was signed by the CEO under his claimed powers of delegation. Subsequent requests for access to this contract have been refused for a variety of changing reasons which I regard as inconsistent - Council was initially advised that the contract could not be shared as it was "commercial in confidence" but when this was argued as not being applicable since Council members are within the organisation that is a party to the agreement, the rationale changed to it not being within the role of an individual Elected Member to access such information.

Given the responsibility upon Elected Members and the Council overall under the LGA, particularly around governing the local government's affairs, being responsible for the performance of the local government's functions and overseeing the allocation of its finances and resources, it is my view that it is not the role of the CEO to restrict access to Council contracts. The CEO has a function under s5.41 to ensure that advice and information is available to the Council so that informed decisions can be made. Council is dealing with a number of items regarding climate change, so I believe a detailed understanding of this contract is required for Council to make an informed decision on those items.

With the experience to date in gaining access to this contract, it is requested that Council support this request so that the CEO is required to provide it.

OFFICER'S COMMENT

The following is provided with regard the Notice of Motion and Reason for the Motion:

Request to access Contract Document

The issue of access in this Officer's comment relates to a Memorandum of Understanding (MOU) and a Power Purchase Agreement (Agreement) entered into between the City and WALGA in November 2021.

Per WALGA's advice, Elected Members were initially advised that the content of the Agreement is confidential/commercial in confidence and cannot be provided to Elected Members.

Subsequently, Elected Members were advised that the access related provisions in the *Local Government Act 1995 (WA)* (the Act), do not provide Council and committee members the right to unlimited or automatic access to information (including contracts) held by a local government. In particular, Section 5.92 of the Act qualifies such access that the relevant information and/or contracts sought will have to be relevant for a particular and specific decision in order for the Elected Members to perform the required statutory functions they are subject to under the Act.

The Department of Local Government, Sport and Cultural Industries (DLGSC) has also provided detailed guidance on the matter of access expanding on the conditions of access that are set out in Section 5.92 of the Act.

WALGA's advice for non-disclosure relates to the confidentiality clause in the Agreement and as WALGA is a party to the Agreement, any request for disclosure made to WALGA will be subject to the prior consent of WALGA contractually. The content (all clauses) of the Agreement is considered confidential information under the Agreement so the confidentiality obligation extends to all clauses of the Agreement. This confidentiality requirement under the Agreement is consistent with the City's initial advice relaying WALGA's advice of non-disclosure to Elected Members.

The Motion infers the access to all clauses of the Agreement on the basis that decisions by Council are to be made regarding Climate Change. Consideration may be given by Elected Members as to whether or not a specific decision of Council cannot be made without having access to the content of the Agreement by Council. It is noted that the draft Climate Change Plan provides direction for the City's approach to mitigating and adapting to the impacts of climate change. The draft plan proposed targets to reduce the City's greenhouse gas emissions and high-level projects are included to achieve the targets. The purchase of renewable energy through the Agreement is included as a project within the draft plan to demonstrate action that the City will take to achieve the greenhouse gas reduction targets.

"Continue to procure renewable energy through a Power Purchase Agreement increasing to 100% purchase of renewable energy for the City's contestable electricity supply in 2025/26."

It is important to note that the inclusion of an agreement within the draft Climate Change Plan relates to the City increasing the purchase of renewable energy under a new contract to 100%, it does not relate to the current Agreement.

If Council does not support the City purchasing renewable energy as an action, this is something they can advise, however the provision of the Agreement is not required for Council to make this determination. For example, following feedback from Elected Members throughout the development of the draft plan the purchase of offsets for fleet vehicle emissions was removed as a project without any additional information being provided.

Should the Council endorse the above Motion, further consultation with WALGA regarding its consent for disclosure as the contracting entity and the discloser of the Agreement, and consideration of the application of Section 5.92 of the Act, would be required.

For the reasons above, the Notice of Motion is not supported.

CEO Authority to Approve the Agreement

It is considered important to address the statement in the reason for motion, that the Agreement was signed by the CEO under claimed powers of delegation.

At the 11 June 2024 Briefing Session clarity was sought on the specific delegated authority that allowed the CEO to approve the Agreement. In response, the following advice was provided to all Elected Members:

- *“The purchase of renewable energy under the [Agreement] aligns with the current Council endorsed Climate Change Strategy which includes an objective: To reduce the City’s greenhouse gas emissions through the increased use of renewable energy and alternative fuels.*
- *On 26 August 2021, the Australian Competition & Consumer Commission (ACCC) authorised WALGA to enable local governments who are current and future members of a proposed joint renewable energy purchasing group, to pool their demand and collectively tender for and negotiate an electricity supply arrangement.*

Further, in particular in respect of the City entering the Agreement with WALGA the following is provided:

- *Section 11(2) of the Local Government (Functions and General) Regulations 1996 (WA) provides an exemption that is tenders do not have to be publicly invited according to the requirements of this Division if the supply of the goods or services is to be obtained through the WALGA Preferred Supplier Program.*
- *Given the Contestable Electricity Supply for WA Member Local Governments was tendered and assessed by WALGA (of which the City was a participant on the evaluation panel) the City may accept the offer as it satisfies the City’s legislative procurement requirements.*
- *City of Joondalup delegation “1.1.15 – Payments from the Municipal Fund – Incurring liabilities and making payments” allows the CEO to make purchases. The CEO’s delegation under delegation 1.1.15 is only limited by the existence of funds within the budget, there is no upper limit.”*

The CEO’s powers of delegation in this instance are not claimed, they exist because of the decision by Council to delegate them to the CEO.

It is open to Council to change this delegation, by changing the relevant part of the Delegations of Authority to the CEO, which are reviewed by the Council annually.

In this regard, the Council confirmed these delegations at its meeting held on 28 May 2024.

16.2 NOTICE OF MOTION NO. 2 - CR DANIEL KINGSTON – WOODVALE REZONING

In accordance with Clause 4.6 of the *City of Joondalup Meeting Procedures Local Law 2013*, Cr Daniel Kingston has given notice of his intention to move the following Motion at the Council meeting to be held on 23 July 2024:

That Council:

- 1 REQUESTS the City of Wanneroo to create a structure plan for Lot 900 Wanneroo Road, Lot 26 Woodvale Drive, and Lot 803 Ancestor Retreat;**
- 2 SUPPORTS the City of Wanneroo in creating a structure plan for Lot 900 Wanneroo Road, Lot 26 Woodvale Drive, and Lot 803 Ancestor Retreat.**

REASON FOR MOTION

At the City of Wanneroo ordinary council meeting to be held on 16th July, the Wanneroo Council will consider initiating a scheme amendment for the rezoning of various lots in the Woodvale Locality from Rural to Urban Development.

A rezoning from Rural to Urban Development, is in itself uncontroversial. However, once the scheme amendment progresses it allows a developer to make an application for a structure plan.

A decision whether to approve or refuse a structure plan is made by the Western Australian Planning Commission. When an application for a structure plan is made the City of Wanneroo is not the decision maker but provides a report and a recommendation on the application.

The proponent for development of the site has provided an indicative concept structure plan and according to the Wanneroo Agenda he intends make an application to be considered after the scheme amendment progresses (Attachment 1 refers).

The concept structure plan is inconsistent with surrounding context in the City of Joondalup Local Planning Scheme and City of Wanneroo Local Structure Plan No. 64 (Attachments 1.7 and 2 refer).

The content of the concept structure plan has caused significant concern for residents in both the City of Joondalup and Wanneroo, in relation to traffic, environment, heritage, and intensity of uses.

As above, the Planning Commission can only consider the applications made not something else. If the developer does as what is suggested in the Agenda and lodges an application, the City of Wanneroo and residents become respondents to the developer's structure plan.

As a result, the City of Wanneroo will have no or limited control over the development of the site, as once the developer has made an application and started the application assessment process it is not possible to stop.

If the City of Wanneroo wants to have a different outcome on the site compared to what the developer has suggested in their concept structure plan, then the City must create its own structure plan.

The only way to influence development on the site, and to have an alternate outcome is for the local government to create a structure plan, and lodge it as an alternate to the structure plan made by the proponent for development.

Given the risks to residents that reside in the City of Joondalup, it is suggested that the Joondalup Council request the City of Wanneroo to create their own structure plan to lead development for the site and City of Joondalup support the creation of a structure plan.

The uses intended by the developer

The Wanneroo Agenda states: *“Ahead of the structure plan, a concept structure plan map has already been prepared by the proponent and is provided in Attachment 5. This map shows the proponent’s intentions for development of the majority of the subject land area for commercial uses...”*

The documents attached in the Wanneroo Agenda indicate what is being considered is a structure plan containing Mixed Use at R160, Service Commercial, and Commercial.

Within the Wanneroo District Planning Scheme Text these zones have objectives as contained in Table 1.

Table 1: Excerpt from City of Wanneroo, District Planning Scheme No. 2

Zone Name	Objectives
Mixed Use	<ul style="list-style-type: none">• To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.• To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.
Commercial	<ul style="list-style-type: none">• To provide for a range of shops, offices, restaurants and other commercial outlets in defined townsites or activity centres.• To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street boundary and design of facades.• To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality
Service Commercial	<p>To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites.</p> <ul style="list-style-type: none">• To provide for a range of wholesale sales, bulky goods showrooms, trade and services which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in, the commercial or industrial zones

R160 is a high density residential code with a building height of 5-storeys, minimum internal floor areas for dwelling types within the building envelope range from 36m² for a studio, 47m² for 1 bed 67m² for 2 bed and 1 bath, and 90m² for 3 bed and 1 bath.

The concept structure plan does not contain a description of the uses intended for the Commercial and Service Commercial zones. However, the Traffic Impact Assessment (Attachment 1.6 refers) contains traffic scenarios of traffic generation from possible uses in these areas as a gym, childcare centre, fast food outlet, small supermarket, and petrol station.

It should also be noted that the Wanneroo Scheme Text for a Service Commercial zone has a petrol station as a discretionary use.

Traffic Impacts

The Wanneroo Agenda states that *'The TIA includes traffic modelling for a range of different development scenarios. High traffic generating commercial land uses could generate up to 6,500 vehicle trips per day. Woodvale Drive is currently developed as a neighbourhood connector road, designed to a capacity for up to 7,000 vehicles per day. However, based upon the modelling undertaken, Woodvale Drive is already accommodating 7,500 vehicles per day, exceeding its intended capacity.'*

To increase the traffic capacity of Woodvale Drive, the TIA recommends that it be upgraded to an Integrator Arterial B road [District Distributor B]. This will require additional land to be ceded from Lots 26 and 900 to support the road upgrades.'

As of May 2024 traffic movements on Woodvale Drive were recorded at 8,163 vehicles per day. If high traffic generating commercial land uses are developed it is possible that movements could be as high as 14,663 vehicles per day.

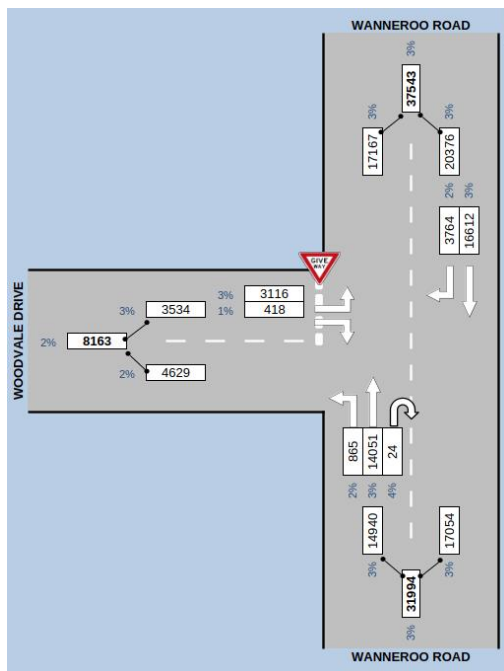


Figure 1: Main Road Traffic Data at May 2024

If the high traffic generating land uses cause vehicles movements along the extent of Woodvale Drive it is unlikely that only the 250 meter distance between Ancestor Retreat and Wanneroo Road would need to be upgraded and widened.

If road upgrades and widening are required from the district boundary to as far back as Trappers Drive the City of Joondalup will incur a significant financial cost. It is likely that in places the road reserve will need to be widened by additional 2 meters on either side of the road to increase the total road reserve from 20 meters to 24 meters.

The widening would require the upgrade of two roundabouts, and the relocation of stormwater drains, street-lighting, driveways, and school embayments. Additional infrastructure would be required and a duplication of the footpath on both sides of road.

By comparison the traffic management improvements to Northshore Drive, Kallaroo (CJ102-06/23 refers), a District Distributor B Road with a similar length of 1.5km, and 9,500vpd had a cost estimate of road improvements as per the concept between \$6.6 to \$6.8 million.

The increased traffic would cause significant disruption, noise, and congestion to residents that live on Woodvale Drive and require the entry of cars onto the carriageway in the same direction of traffic. Increased traffic will also present safety concerns for Woodvale Secondary school attended by nearly 1,400 students.

Additionally, current traffic volumes are interfering with ecological linkages within Yellagonga Regional Park. Over a four-month period 28 kangaroos have been killed by vehicle strike on Woodale Drive and Duffy Terrace.

ATTACHMENTS

1. City of Wanneroo Ordinday Council Meeting Agenda [**16.2.1** - 36 pages]
2. Scheme Map Woodvale [**16.2.2** - 1 page]

OFFICER'S COMMENT

Structure plans are a key planning instrument that guides the future zoning, subdivision and development of an area. Depending on the nature and scale of the structure plan, it may identify a pattern for street blocks, roads and public open space, as well as identifying proposed zones, public reserves and land uses. A structure plan may also include requirements that need to be satisfied prior to any subdivision or development of an area taking place, such as the preparation of environmental management plans or the upgrading of infrastructure.

The process for preparing, assessing and determining a local structure plan is set out in the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations).

In relation to who is able to prepare a structure plan, Part 4 of the 'deemed provisions' of the Regulations states that a person who is the owner of any or all of the land to which the plan relates, or an agent of an owner is able to prepare a structure plan. Additionally, the Regulations state that the local government may also prepare a structure plan.

Local governments do have a role to play in the preparation of structure plans, and the Regulations provide for it, however it would be unusual for a local government to prepare a structure plan for a site of the size and held in private ownership by only a limited number of owners as the subject site. A more typical example of when a local government would lead a structure planning process is the Joondalup Activity Centre, where the area involves a large number of individual landowners and the local government itself has a number of landholdings. In relation to when a structure plan may be prepared, Part 4 of the 'deemed provisions' of the Regulations states that a structure plan may be prepared if:

All or part of a zone in a scheme area is identified as an area suitable for urban or industrial development and is identified as an area requiring a structure plan to be prepared before any future subdivision or development is undertaken. Alternatively, a structure plan may also be prepared if a State planning policy requires a structure plan to be prepared for an area; or the Western Australian Planning Commission (WAPC) considers that a structure plan is required for an area for the purposes of proper and orderly planning.

Based on information currently available for the subject site, it does not appear that there is a State planning policy that specifically requires a structure plan be prepared for the site, nor does it appear that the WAPC has formally determined that a structure plan is required for the site.

Typically, for an area to be identified as being suitable for urban (in this case) development and identified as an area requiring a structure plan to be prepared as a precursor to subdivision or development, a local planning scheme would zone the land 'centre', 'urban' or 'urban development'. In doing so the local planning scheme establishes an intention of future land use and a basis for more detail planning via a structure plan (albeit at a high level).

At its meeting held on 16 July 2024, the City of Wanneroo Council considered an item (PS02-07/24 refers) which sought to initiate the rezoning of the subject site from 'Rural' to 'Urban Development'. In initiating this rezoning proposal, a process would have commenced to signal the future intent of the site to be developed for urban purposes (which could include a range of land uses including residential, recreation, commercial or service commercial) and, if approved by the Minister for Planning, establish the basis for the preparation of a structure plan to provide a more detailed level of planning for the site.

It is understood that the City of Wanneroo elected not to initiate the scheme amendment. As such the process to change the zoning has not yet commenced and therefore the site currently remains zoned 'Rural' under the City of Wanneroo's local planning scheme (*District Planning Scheme No. 2*).

Given this outcome and the current zoning of the site, it would appear the criteria set out in the Regulations under which a structure plan can be prepared is not yet satisfied (that is, the area is not identified as an area suitable for urban or industrial development and is identified as an area requiring a structure plan to be prepared). As a result, whilst preliminary or informal work on a structure plan could be advanced, it is questionable whether at this stage a structure plan could be formally progressed.

For the reasons above, the Notice of Motion is not supported.

The subject site is located on the corner of Wanneroo Road and Woodvale Drive, Woodvale. The subject site is located in the City of Wanneroo approximately 300m east of the City of Joondalup border. Whilst the detail of future development of the site is not yet fully known, the information that is currently publicly available demonstrates that future development has the potential to impact on City of Joondalup residents and assets. It is expected that the extent of these potential impacts will become more clear as part of future planning processes. Irrespective of who progresses these future planning processes – be it the proponent or the City of Wanneroo – it is important that the City of Joondalup remains informed and engaged on these planning proposals and participates where appropriate to communicate its view of potential impacts as they relate to the City of Joondalup.

**23 JULY 2024 - ORDINARY MEETING OF COUNCIL -
ADDENDUM AGENDA ATTACHMENTS**

16.2 NOTICE OF MOTION NO. 2 - CR DANIEL KINGSTON - WOODVALE

REZONING.....2

16.2.1 CITY OF WANNEROO ORDINDAY COUNCIL MEETING AGENDA.....2

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PS03-07/24 Consideration of Amendment No. 215 to District Planning Scheme No. 2 - Rezoning of Various Lots in the Woodvale Locality from Rural to Urban Development

File Ref: 49218 – 24/77757
Responsible Officer: Director Planning & Sustainability
Attachments: 7

Issue

To consider initiating Amendment No. 215 to District Planning Scheme No. 2 (DPS 2), to rezone three lots in Woodvale locality as detailed below from Rural to Urban Development.

Applicant	Urbanista Town Planning
Owners	SPG Capital Fund 10 Pty Ltd Venthal Pty Ltd Mrs Hilda May Pratt
Locations	Lot 900 (567) Wanneroo Road, Woodvale Lot 26 (26) Woodvale Drive, Woodvale Lot 803 (20) Ancestor Retreat, Woodvale
Total Area	2.4333 ha
MRS Zoning	Rural
DPS 2 Zoning	Rural

Background

On 23 January 2024, Urbanista Town Planning on behalf of the SPG Capital Fund 10 Pty Ltd lodged Amendment No. 215 to DPS 2 (Amendment No. 215) for consideration. The proposal is seeking the rezoning of the three lots detailed above (subject land) from Rural to Urban Development under DPS 2.

The subject land is bound by the Ocean Reef Road and Wanneroo Road interchange to the north, Wanneroo Road to the east, Woodvale Drive to the south and the Yellagonga Regional Park to the west with frontage to Ancestor Retreat. A plan showing the location of the subject land is included as **Attachment 1**.

MRS Amendment

Separate to Amendment No. 215, the proponents have also lodged a separate amendment to the Metropolitan Region Scheme (**MRS**) with the Western Australian Planning Commission (**WAPC**). The supporting map for the MRS amendment (WAPC reference 1419) is provided in **Attachment 2**.

Administration provided its response to the WAPC on the proposed MRS amendment on 2 May 2024; a copy of which is provided in **Attachment 3**. In its response to the proposed MRS amendment, Administration raised the need for the WAPC to consider traffic, bushfire and environmental issues. The concerns identified as part of Administration's MRS comments are discussed further in the comment section below.

Following the WAPC's consideration, the MRS amendment will be determined by the Minister for Planning (Minister). To date, this is yet to occur.

Detail

The proposal seeks to amend DPS 2 by rezoning Lot 900 (567) Wanneroo Road, Lot 26 (26) Woodvale Drive and Lot 803 (20) Ancestor Retreat, Woodvale from Rural to Urban Development. Scheme Amendment mapping is provided in **Attachment 4**. The application to amend DPS 2 is being considered in parallel to the MRS amendment, discussed in the Background section above.

The Urban Development zone proposed through Amendment No. 215 will prompt the need for a structure plan to be prepared and submitted over the subject land. Administration is expecting a structure plan to be lodged in due course, once the amendments to the MRS and then DPS 2 advance or are approved in that order. Structure planning will address the planning specific issues that have been noted, particularly on the local environment, bushfire, traffic and land use.

Ahead of the structure plan, a concept structure plan map has already been prepared by the proponent and is provided in **Attachment 5**. This map shows the proponent's intentions for development of the majority of the subject land area for commercial uses. The structure plan map is provided for information only and is not the subject of deliberations at this stage.

Administration considers that Amendment No. 215 meets the following criteria for a 'complex' amendment in accordance with Part 5 – Division 1 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations):

- “An amendment that is not addressed by any local planning strategy; and
- An amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality.”

Regarding the above, although the amendment has consistencies with a draft Local Planning Strategy (as prepared by the City), the Strategy is yet to receive its final approval. Further discussions on how the amendment aligns with the draft Strategy is discussed later in the report.

Consultation

Should Council resolve to prepare Amendment No. 215, the amendment will need to be referred to the Environmental Protection Authority (**EPA**) pursuant to Section 81 and 82 of the *Planning and Development Act 2005*. Administration is not satisfied that the legislation exempts the need for Amendment No. 215 to be referred to the EPA (being Section 81(2) of the *Planning and Development Act 2005*, Section 48AAA(2) of the *Environmental Protection Act 1986* and Regulation 33C of the *Environmental Protection Regulations 1987*).

Further to the EPA referral process, Amendment No. 215 will also need to be referred to the WAPC for approval to advertise. This referral will be made pursuant to Section 83A of the *Planning and Development Act 2005* and Regulation 37 of the Regulations. As Amendment No. 215 is a 'complex' amendment, the WAPC must firstly consider the amendment before making a recommendation to the Minister to either:

- Approve a proposed scheme amendment; or
- Require the local government to modify the scheme amendment, and resubmit it for further consideration; or
- Refuse approval for the proposed amendment to be advertised. Should such a decision be made, the local government cannot proceed with the proposed amendment.

Subject to the EPA and the Minister being satisfied with the amendment (with or without modifications), Amendment No. 215 will then be advertised for public comment for a period of

60 days. Advertising is to occur in the following manner, pursuant to Regulation 38 and 76A of the Regulations:

- Publish a notice of the amendment on the City's website – and upload the amendment documentation;
- Make a copy of the amendment available for public inspection at a place within the district during normal business hours (City's Civic Centre);
- Were appropriate, publish a notice in a newspaper circulating in the relevant locality;
- Notify public authorities likely to be affected by the amendment; and
- Advertise the amendment as directed by the WAPC and in any other way the local government considers appropriate.

In addition to the above, Administration will write to landowners and occupiers of land that are most affected by Amendment No. 215. Administration will also write to the City of Joondalup, as the amendment may impact the operation of Woodvale Drive, and affect residents located outside the City of Wanneroo boundaries.

Comment

Planning Context

North-West Sub-Regional Planning Framework

The North-West Sub-Regional Framework (**Framework**) was prepared in March 2018 and aims to establish a long-term planning framework for land use, infrastructure and provides guidance pertaining the future growth across the sub-region. As part of this framework the subject site is identified as land that is capable of accommodating urban uses. Rezoning of the subject land from Rural to support urban development (whether that be commercial or otherwise) is consistent with that Framework.

Draft Local Planning Strategy

Although in draft form, the Local Planning Strategy identifies the zoning of the subject land as an 'anomaly', and that an alternative zone to Rural should be considered. The draft Strategy also identifies that the subject land is not viable to be used as rural land in the long term given its constraints and location in respect to residential uses (to the south) and industrial land uses (to the east). What is proposed in Amendment No. 215 is consistent with the draft Local Planning Strategy as it will address this anomaly.

Traffic and Congestion

Amendment No. 215 is supported by a Transport Impact Assessment (**TIA**) (**Attachment 6**).

The TIA includes traffic modelling for a range of different development scenarios. High traffic generating commercial land uses could generate up to 6,500 vehicle trips per day. Woodvale Drive is currently developed as a neighbourhood connector road, designed to a capacity for up to 7,000 vehicles per day. However, based upon the modelling undertaken, Woodvale Drive is already accommodating 7,500 vehicles per day, exceeding its intended capacity.

To increase the traffic capacity of Woodvale Drive, the TIA recommends that it be upgraded to an Integrator Arterial B road. This will require additional land to be ceded from Lots 26 and 900 to support the road upgrades.

The TIA highlights the possibility that upgrades to Woodvale Drive could result in an upgraded and signalised Woodvale Drive/Wanneroo Road intersection that removes the right-turn movement out of Woodvale Drive. Administration is not supportive of a modification to the

intersection that results in the loss of right turn movements. This would significantly affect Woodvale residents in the City of Wanneroo and City of Joondalup.

It is recognised that the Woodvale Local Structure Plan No. 64 (LSP 64) sets out a framework for an additional four-way signalised intersection at Wanneroo Road and Prindiville Drive (refer **Attachment 7**). This signalised intersection is already in place; however, it does not yet provide outward movements onto Wanneroo Road from the residential development in Woodvale. Upgrades to this intersection to allow outward movement (including right-turns onto Wanneroo Road), for residents cannot occur until the owner of the land within LSP 64 further subdivide and develop. In the absence of outward movements from that intersection, restricting right turn movement out of Woodvale Drive onto Wanneroo Road would be highly problematic.

Further development of the subject land relies on access via Ancestor Retreat. This road was built to provide access to existing developments (including Cockman House), which was lost when the grade separated intersection at Ocean Reef Road and Wanneroo Road was built. Ancestor Retreat is located within the Yellagonga Regional Park and is not a gazetted road reserve. The gazettal of a road reserve for Ancestor Retreat will need to be considered as part of future land planning as otherwise all access must be via Woodvale Drive.

Environmental Considerations

To support Amendment No.215 the proponent has also provided the following information:

- A District Water Management Strategy (**DWMS**), providing guidance regarding the management of hydrology in the area. The DWMS identifies that the subject site is partially subject to acid sulphate soils – and that further urbanisation of the subject land will raise groundwater levels.
- An Environmental Report, which provides an assessment of the key environmental attributes of the subject land in the context of the amendment of the proposal. In particular, identifies and discusses soil condition, existing vegetation and the wetlands located in proximity to the west.
- A Bushfire Management Plan, detailing how most of the subject land achieves a Bushfire Attack Level (**BAL**) rating of BAL 12.5. The key hazards identified are located within land which does not form part of the amendment to the north and Yellagonga Regional Park to the west.

All supporting technical information will be considered by Administration in more detail should Amendment No. 215 be initiated. Considerations will be made in light of responses from external agencies, which will be consulted during the advertising process. It is also anticipated that more detailed studies will be provided to support a structure plan that may be prepared for the subject land in the future.

Concept Local Structure Plan

The proponent has provided a preliminary concept of a structure plan to assist the City in its consideration of the subject Amendment. This is provided in **Attachment 5**.

The concept consists of predominately Commercial zoned land to an extent which may be identified as a Local or Neighbourhood Centre. Consideration of a new commercial centre will require a net benefit test to be undertaken in accordance with *State Planning Policy 4.2: Activity Centres* (SPP 4.2). It is anticipated that additional justification and technical reports will be provided to the City to consider at the structure planning stage. Should Amendment No.215 be adopted by Council and approved by the WAPC, Administration will determine in consultation with the Applicant whether a standard structure plan or precinct structure plan is required to be submitted.

Council's Consideration of Scheme Amendment

The City's consideration of Amendment No. 215 coincides with the WAPC's assessment of MRS Amendment 1419. The MRS Amendment is ahead in its process compared to Amendment No. 215, and must be determined first.

Should the Minister approve the MRS amendment, the subject land will be zoned to Urban. The Rural zone currently under DPS 2 will then be inconsistent with the MRS.

Should the MRS amendment be approved, then a process to align DPS 2 with the MRS would need to occur in one of two ways as outlined below:

- Proposed Amendment No. 215 to DPS 2, which is the subject of this report and as recommended; or
- Pursuant to section 126(3) of the *Planning and Development Act 2005*, where land is being transferred to the Urban zone under the MRS, the WAPC can resolve to concurrently amend the respective local planning scheme to transfer this land to a zone or reservation which is consistent with the objective of the Urban zone.

If in the event that the MRS amendment is refused by the Minister, then it will not be possible for the Minister to subsequently approve Amendment No. 215.

Administration recommends that Council initiate Amendment No. 215, which will commence the process of aligning DPS 2 in anticipation that the MRS amendment will be approved. This will allow the WAPC to deal with both amendments concurrently.

Council could however resolve to not adopt (initiate) the amendment. This would mean that the amendment will not be subject of further assessment or advertising at this stage. Council should be aware that the following could occur if such a resolution were to be made:

- Although there are no standard rights for review (e.g. through the State Administrative Tribunal), a proponent can request take action pursuant to Section 76 of the *Planning and Development 2005*. Under Section 76, if the Minister is satisfied that the City failed to adopt (initiate) a local planning scheme amendment when it should have, the Minister can order for that local planning scheme amendment to be adopted (initiated).
- Even if the proponent does not seek Minister intervention as outlined above, the MRS amendment could proceed to approval with an accompanying decision made under the *Planning and Development 2005* for rezoning of the subject land through DPS 2. This can occur without a decision of Council.

Amendment No. 215 can be initiated, as it is consistent with the City's draft Local Planning Strategy and the current MRS amendment being considered for the subject land. The relevant planning issues related to land use and built form will be considered in detail through the advertising of Amendment No. 215 and the structure planning process.

Statutory Compliance

The scheme amendment will follow the statutory process outlined in the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

5 ~ A well planned, safe and resilient City that is easy to travel around and provides a connection between people and places

5.2 - Plan for and manage land use

Risk Appetite Statement

In pursuit of strategic objective goal 5, we will accept a Medium level of risk, extended to High in the areas of Community / Reputation & Financial / Commercial impacts. Shifting transport modes and usage in the City may require short term pain for longer term gain as the City supports the development, maintenance and connection of alternatives to car use (e.g. cycle ways) and the supporting infrastructure.

Risk Management Considerations

Risk Title	Risk Rating
ST-S12 – Economic Growth	Medium
Accountability	Action Planning Option
Chief Executive Officer	Manage

Risk Title	Risk Rating
CO-O22 Environmental Management	Medium
Accountability	Action Planning Option
Director Planning & Sustainability	Manage

Risk Title	Risk Rating
ST-S27 Rising Ground Water	Medium
Accountability	Action Planning Option
Director Planning & Sustainability and Director Assets	Manage

The above risks relating to the issue contained within this report have been identified and considered within the City's Strategic and Corporate risk register. Action plans are in place to manage these risks.

Policy Implications

Nil

Financial Implications

Nil

Voting Requirements

Simple Majority

Recommendation

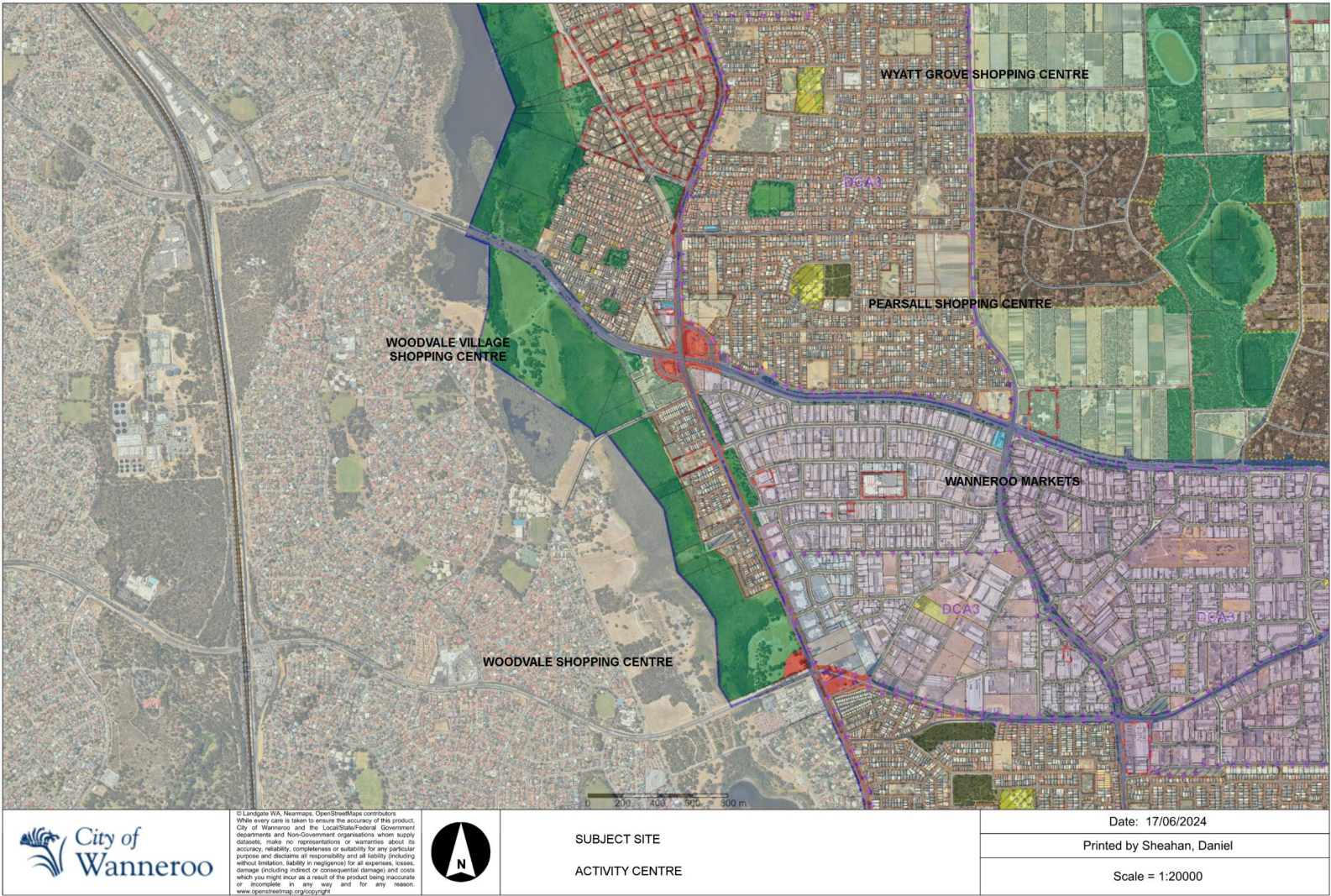
That Council:-

1. Pursuant to Section 75 of the *Planning and Development Act 2005* ADOPTS Amendment No. 215 to City of Wanneroo District Planning Scheme No. 2, to rezone Lot 900 (567) Wanneroo Road, Woodvale, Lot 26 (26) Woodvale Drive, Woodvale and Lot (803) 20 Ancestor Retreat, Woodvale from Rural to Urban Development as shown in Attachment 4;
2. Pursuant to Regulation 34 and Regulation 35(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* RESOLVES that Amendment No. 215 to District Planning Scheme No. 2 is a complex amendment for the following reasons:

- a) An amendment that is not addressed by any local planning strategy; and
 - b) An amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality.
3. Pursuant to Section 81 and Section 82 of the *Planning and Development Act 2005*, REFERS Amendment No. 215 to District Planning Scheme No. 2 to the Environmental Protection Authority;
4. Subject to Section 83A of the *Planning and Development Act 2005* and Regulation 37(1) of the *Planning and Development Act (Local Planning Schemes) Regulations 2015*, SUBMITS Amendment No. 215 to District Planning Scheme No. 2 to the Minister for Planning for approval to advertise;
5. Subject to the satisfaction of the Environmental Protection Authority and the Minister for Planning, ADVERTISES Amendment No. 215 to District Planning Scheme No. 2 pursuant to Regulation 38 and Regulation 76A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, incorporating any amendments that may be recommended or required; and
6. NOTES that a further report will be presented to a future Council Meeting, following advertising of Amendment No. 215 to District Planning Scheme No. 2, seeking resolution in respect to the following:
 - a) Whether to support Amendment 215 to District Planning Scheme No.2 (with or without modification) – or not to support the amendment; and
 - b) To provide the advertised Amendment No. 215 to District Planning Scheme No. 2 to the Western Australian Planning Commission.

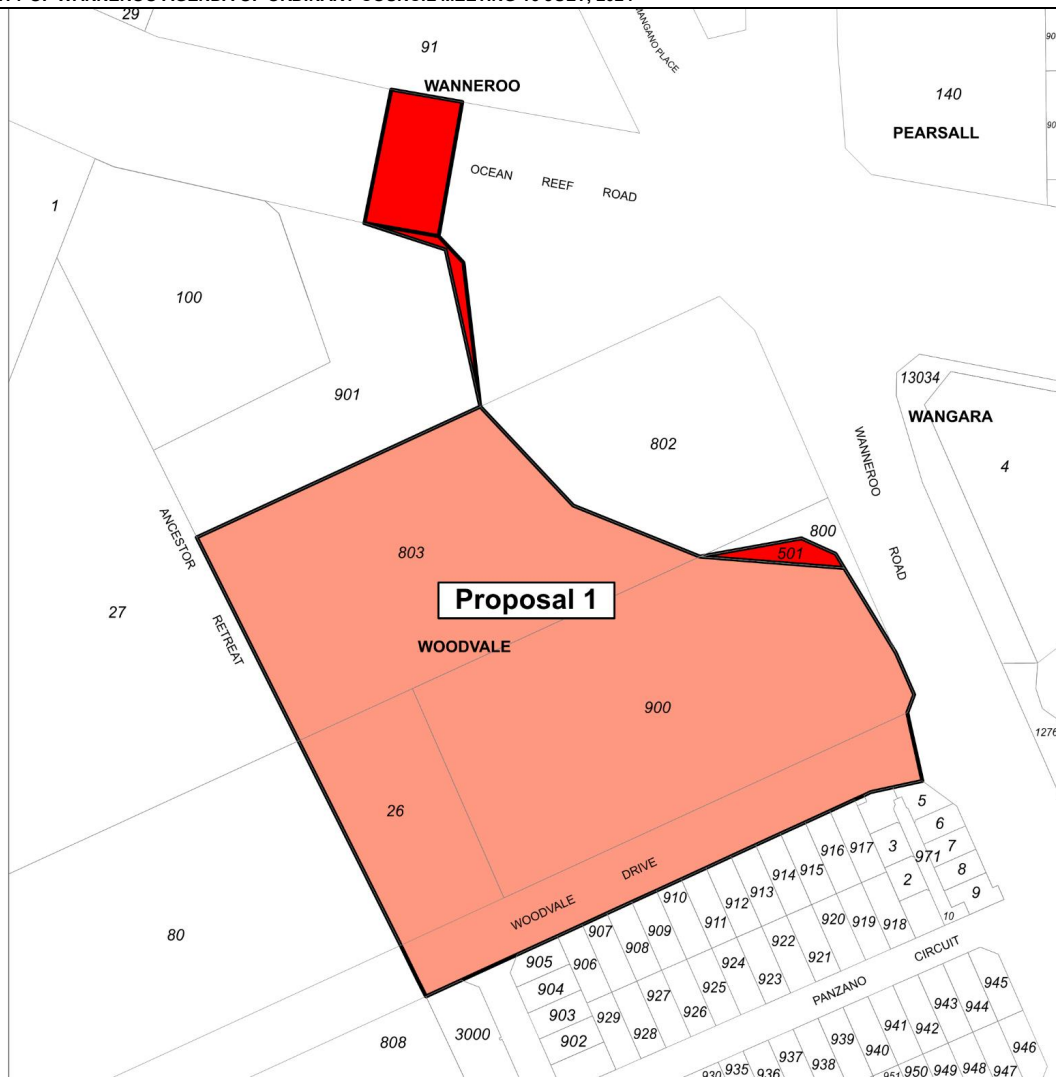
Attachments:

1.	Attachment 1 - Location Plan	24/208606
2.	Attachment 2 - MRS Amendment Map	24/216794
3.	Attachment 3 - City of Wanneroo Response to MRS Amendment dated 5 May 2024	24/148204
4.	Attachment 4 - Current and proposed amendment	24/208609
5.	Attachment 5 - Concept Local Structure Plan	24/208597
6.	Attachment 6 - Transport Impact Assessment	24/33129
7.	Attachment 7 - Local Structure Plan No. 64 Map	24/208603



CITY OF WANNEROO AGENDA OF ORDINARY COUNCIL MEETING 16 JULY, 2024

353



Woodvale Drive and Ancestor Retreat, Woodvale
Proposed standard MRS amendment
as advertised

13 December 2023

Proposal 1

Proposed Amendment:

- Rural zone to Urban zone
- Other Regional Roads reservation and Rural zone to Primary Regional Roads reservation

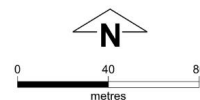
Reference no: 4621

File no: RLS/1103

Version number: 2



Date: 18/12/2023
Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA
Base information supplied by Western Australian Land Information Authority SLIP 1447-2023-1





File Ref: MRS2023/3
Your Ref: RLS/1103
Enquiries: Emille van Heyningen 9405 5468

2 May 2024

Mr Brett Pye
Department of Planning, Lands and Heritage
140 William Street
PERTH WA 6000

Dear Mr Pye,

PROPOSED METROPOLITAN REGION SCHEME AMENDMENT (URBAN) - LOT 900 WANNEROO ROAD, LOT 26 WOODVALE DRIVE & LOT 803 ANCESTOR RETREAT, WOODVALE

Thank you for the opportunity to update the City's formal comments on the proposal to amend the Metropolitan Region Scheme (MRS) zoning on Lot 900 Wanneroo Road, Lot 26 Woodvale Drive & Lot 803 Ancestor Retreat, Woodvale (site).

The City notes that the proposal includes:

- The rezoning of land within Lots 26 and 900 Woodvale Drive, Lot 803 Ancestor Retreat, and the road reserve for Woodvale Drive in Woodvale from the Rural zone to the Urban zone; and
- The rezoning of land within the road reserves for Wanneroo and Ocean Reef Roads in Woodvale from the Rural zone and the Other Regional Roads reservation to the Primary Regional Roads reservation

At a strategic level, I note that the site is identified in the City's draft Local Planning Strategy (Strategy) as one of the last remaining rural precincts within an area that is predominately urban in nature. The rezoning of the site to the MRS Urban zone is therefore supported in-principle as the Urban Zone is considered to better integrate with and support surrounding land uses. It is noted that although the Strategy was approved by Council and the Western Australian Planning Commission (WAPC) for advertising purposes, it is not yet considered a 'seriously entertained proposal' until the document is advertised.

To support order and proper planning, the City, at a more detailed level, considers that some aspects of the MRS rezoning proposal raise a number of issues particularly relating to traffic and environmental considerations which ought to be considered by the WAPC as follows:

- Traffic

The Transport Impact Assessment outlines that the Wanneroo Road - Woodvale Drive intersection is currently approaching capacity and is at risk of failing in the future unless it is modified. It is noted that as a Primary Regional Road, Wanneroo Road falls within the

City of Wanneroo
23 Dundobar Road
Wanneroo WA 6065

Postal Address
Locked Bag 1
Wanneroo WA 6946

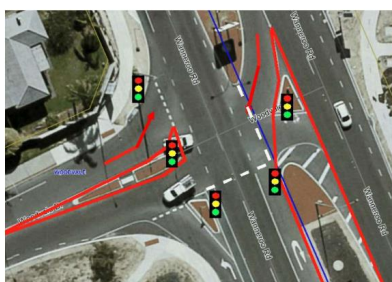
T (08) 9405 5000
E enquiries@wanneroo.wa.gov.au

wanneroo.wa.gov.au A series of small, light blue social media icons for Facebook, Twitter, YouTube, and LinkedIn.

jurisdiction of Main Roads WA, and the amendment report notes that this matter will need to be appropriately resolved prior to any rezoning to the Urban zone. The City notes that although the final decision in relation to the intersection design rests with Main Roads WA, the City is obliged to consider and comment on the impact of the design on local residents and their use of Woodvale Drive.

As the majority of Woodvale Drive is located within the City of Joondalup, it is also recommended that Joondalup is consulted for comment in relation to the proposal to modify the intersection as it may impact the overall function of the road under their control and management.

In relation to the MRS amendment proposal to facilitate the partial signalisation of the Wanneroo Road and Woodvale Drive intersection (see image below), I can advise that although the City supports the full signalisation of the intersection, as this would appropriately facilitate the redevelopment of the site, a partial signalisation as proposed is not supported.



This proposed modification will prohibit residents of the properties directly south of Woodvale Drive from turning right onto Wanneroo Road to head south. Rather they will be required to either travel north on Wanneroo Road and perform a U-turn north of the Ocean Reef Road or alternatively travel west along Woodvale Drive, Duffy Terrace, then Whitfords Avenue in order to turn right and eventually travel south along Wanneroo Road. This will detrimentally impact residents south of Woodvale Drive as well as all traffic flows northwards along Wanneroo Road from Prindville Drive to the U-turn just south of East Road. Due to this, the City recommends that a detailed investigation is undertaken to identify whether there are alternative access arrangements to the Wanneroo Road and Woodvale Drive intersection.

I note that in April 2023, the City was shown concept plans for a future Commercial Centre on Lot 900 Wanneroo Road, Woodvale and the preliminary plans for the intersection provided at the time differ to the plans which are now being proposed as part of the MRS amendment. The preliminary plans (dated March 2023) did not indicate signalisation of the Wanneroo Road and Woodvale Drive junction as is now being proposed.

- Environment

The Environment Assessment Report (EAR) states that the 15-25 metres of land east of Ancestor Retreat would not provide an environmental/ecological function as part of a buffer to the nearby wetland, and does not have to be retained as a wetland buffer.

It is noted that the EPA Guidance Statement 33 *Environmental Guidance for Planning and Development* (2008) states that all wetlands that are to be protected should be allocated a minimum 50 metre buffer to maintain wetland values and mitigate impacts from adjacent

land uses. In line with this, the City considers that there is a need for a greater buffer between any proposed development and the wetlands, particularly to deal with the impact of stormwater discharge on the wetlands. If such a buffer is reduced, the City recommends that sufficient, enforceable mitigation measures be put in place to effectively deal with stormwater discharge to the satisfaction of the Environmental Protection Authority (EPA). The City has already experienced significant consequences due to reduced buffer distances applied to developments to the south of the site, and these would likely be repeated if this is not appropriately being dealt with as part of the proposal.

The EAR identifies the presence of 1.593 hectares of native trees that provide foraging habitat for Black Cockatoos and indicates that if all habitat were cleared for development, there would not be a significant impact of foraging habitat. In this regard, the City recommends that the EPA gives strong consideration to the retention of portions of foraging habitat at this location (within reserves or Public Open Space).

- Other related issues

Stormwater - Due to the lack of sufficient detail contained in the District Water Management Strategy provided, the City is unable to provide comments. It is suggested that more detail be included particularly in relation to stormwater discharge from Woodvale Drive.

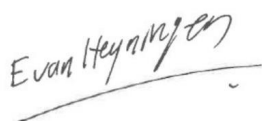
Ancestor Road - As Ancestor Road is an internal access road and not a gazetted road, further consideration should be given to the status of this road within the context of the proposal.

Bushfire - As the site is located within a Bushfire Prone Area, the proposal is required to comply with the provisions of *State Planning Policy 3.7 - Planning for Bushfire Prone Areas*. It is the City's expectation that all clearing required to establish an appropriate APZ be wholly located within the site and will not encroach into the nearby Bush Forever Site 299 *Yellagonga Regional Park* in any way. Any clearing within a Bush Forever area is required to demonstrate consistency with the *State Planning Policy 2.8 Bushland Policy for the Perth Metropolitan Region* to the satisfaction of the WAPC. In this regard, it is recommended that the Bushfire Management Plan considers any revegetation required to offset any reduced wetland buffer and the retention of vegetation for Black Cockatoo habitat.

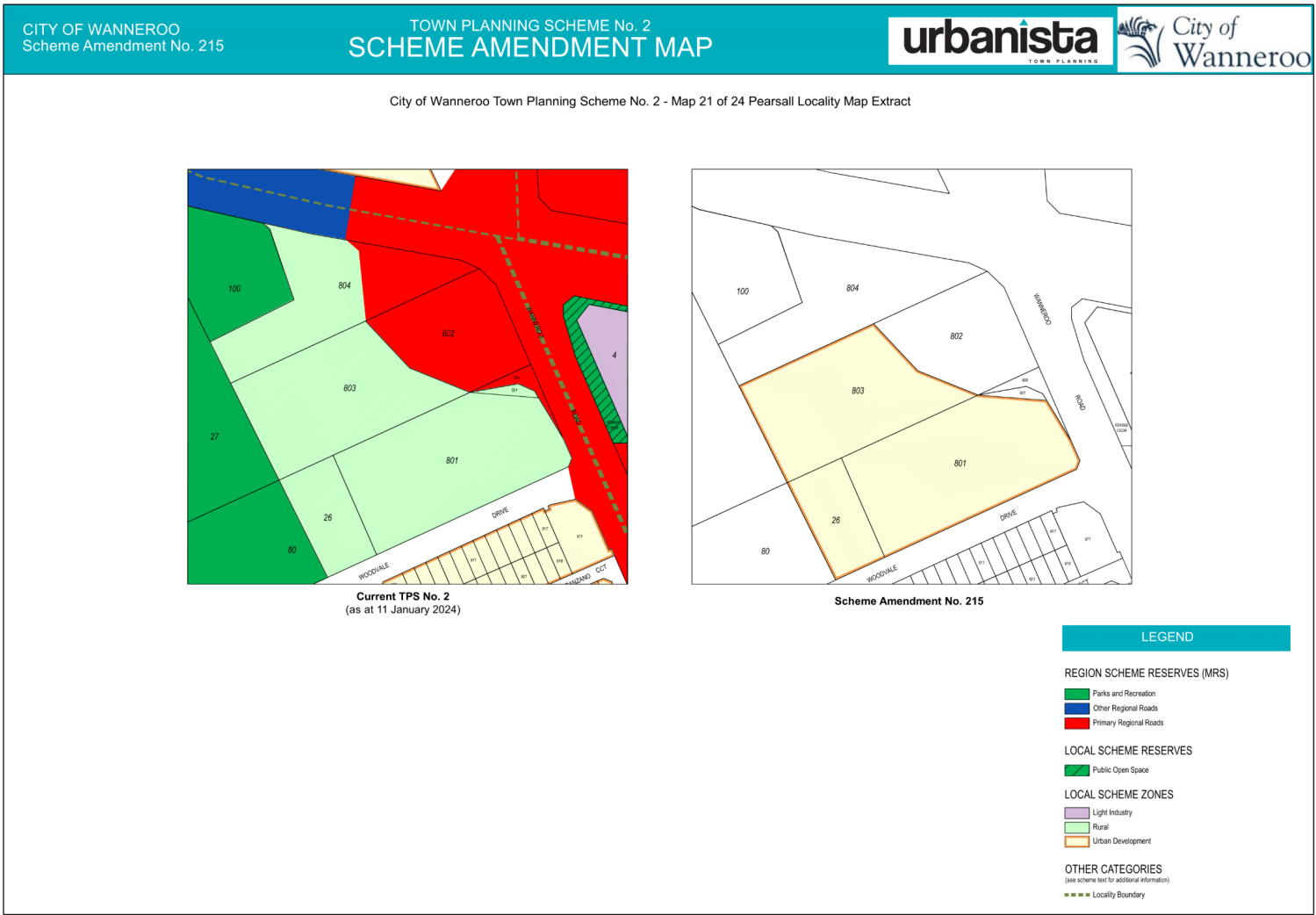
Please note that the above City response relates to the current MRS amendment only and not any of the related amendments to the City's DPS 2 currently being assessed by the City.

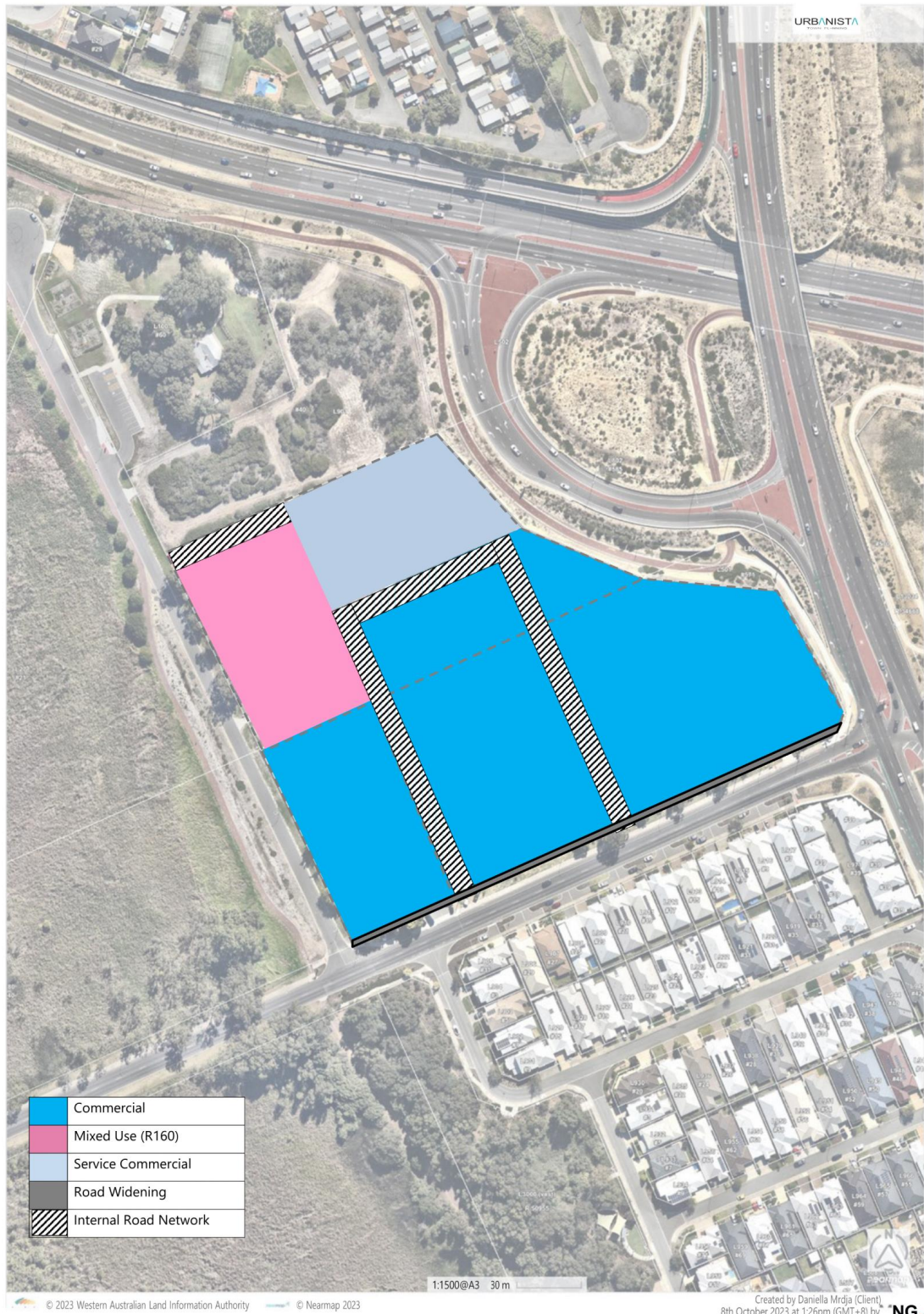
The City is happy to engage further with DPLH officers and the proponent if any further clarification is required.

Yours sincerely,



Emille van Heyningen
MANAGER - STRATEGIC LAND USE PLANNING AND ENVIRONMENT





Proposed MRS Amendment Lots 26, 803 and 900 Cnr Woodvale Drive - Ancestor Retreat, Woodvale

TRANSPORT IMPACT STATEMENT



28 June 2023

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1. INTRODUCTION AND BACKGROUND

Strategic Property Group is seeking to improve the development potential of approximately 4 hectares of land at the south-west corner of the Wanneroo Road - Ocean Reef Road interchange, in Woodvale, initially through an MRS Amendment from Rural to Urban (and then a re-zoning under the City of Wanneroo District Planning Scheme), with the possibility of commercial development at the north-west corner of the Wanneroo Road - Woodvale Drive junction. The Subject Site comprises Lots 26, 803 and 900, which extends from Wanneroo Road to Ancestor Retreat, on the northern side of Woodvale Drive, as shown in the Locality Plan in Figure 1 and the corresponding aerial photograph of the existing road network in Figure 2.

Intersection operational analysis previously carried out by Uloth and Associates shows that the existing unsignalised junction at Wanneroo Road - Woodvale Drive is currently operating close to capacity during both the AM and PM peak hours, with drivers already taking increased risks at the intersection by accepting smaller gaps in oncoming traffic when crossing. Due to ongoing traffic growth on Wanneroo Road (based on ROM traffic forecasts obtained from Main Roads WA), the analysis also shows that even with these increased risks the unsignalised junction is expected to fail within the next 2 to 3 years. In order to maintain an acceptable level of safety, it will therefore be necessary to modify the intersection by either banning the right-turn movements in and out of Woodvale Drive, or by upgrading the intersection with the installation of (at least partial) traffic signals.

For the proposed MRS amendment, it is therefore necessary to confirm that future development on the subject land can be suitably accessed under either of these 2 possible future scenarios.

1.1 STUDY OBJECTIVES

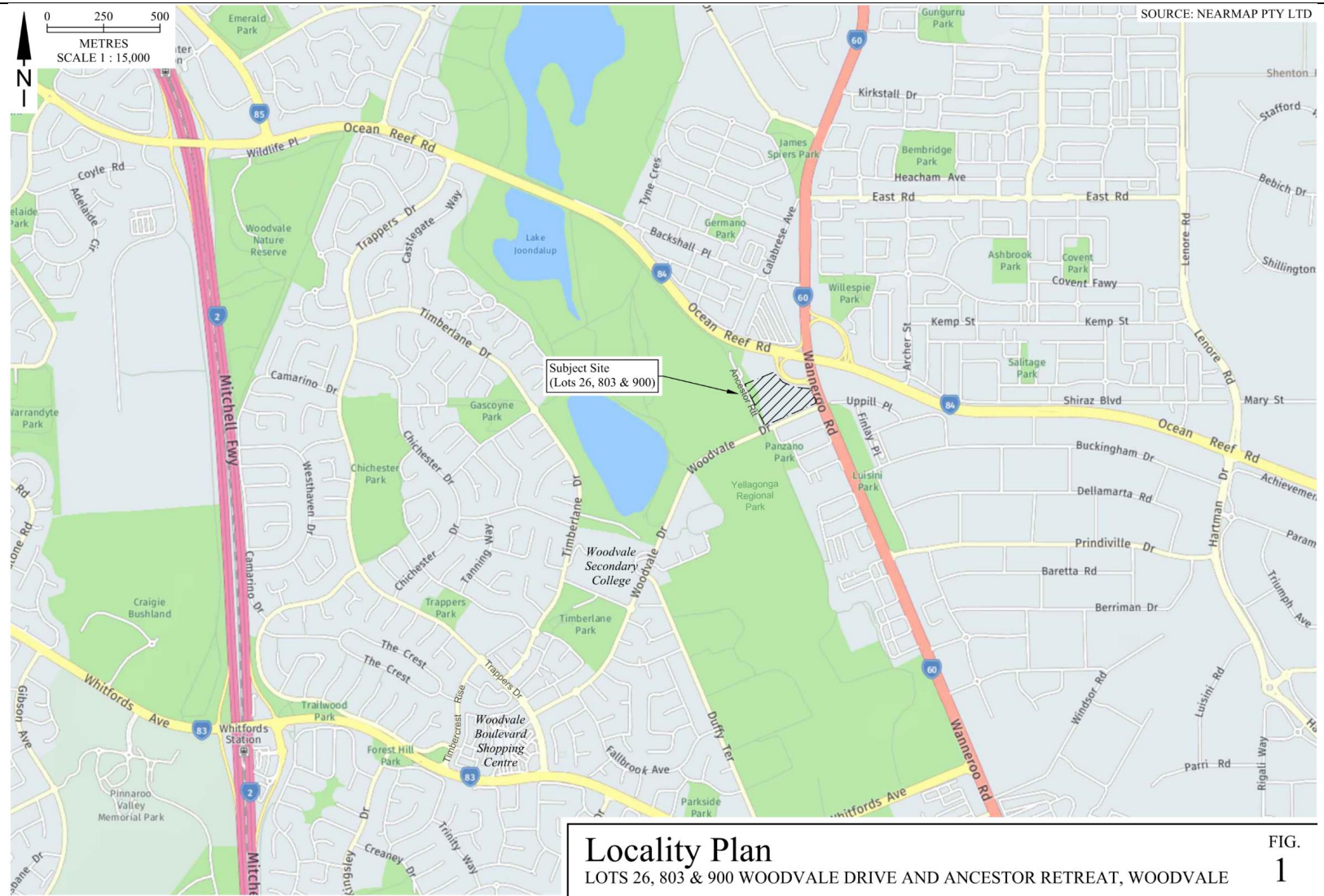
The overall study objective is to prepare a Transport Impact Statement in support of the proposed MRS Amendment from Rural to Urban.

Specific objectives include the following:

- Identify the existing situation, including the surrounding roads and access, pedestrian/cyclist facilities and public transport availability.
- Confirm the likely future modifications to the adjacent roads and intersections, and hence the future transport accessibility for future development on the overall Subject Site.

CITY OF WANNEROO AGENDA OF ORDINARY COUNCIL MEETING 16 JULY, 2024

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CITY OF WANNEROO AGENDA OF ORDINARY COUNCIL MEETING 16 JULY, 2024

SOURCE: NEARMAP PTY LTD



2. EXISTING SITUATION

The existing situation in the vicinity of the Subject Site for the proposed MRS Amendment is presented and discussed in this chapter, with reference to additional information documented in the Technical Appendix.

2.1 ROADS AND INTERSECTIONS

- It can be seen in the Locality Plan in Figure 1 (in Chapter 1) that Woodvale Drive provides a convenient diagonal route for traffic to/from Wanneroo Road north and/or Ocean Reef Road east seeking to access the southern parts of Woodvale (including Woodvale Secondary College and Woodvale Boulevard Shopping Centre), as well as Whitfords Avenue, Whitfords Station and Mitchell Freeway south of Whitfords Avenue. It can also be seen that it is the only connection across Yellagonga Regional Park to Wanneroo Road between Ocean Reef Road and Whitfords Avenue.
- Wanneroo Road is classified as a Primary Distributor road under the Main Roads WA functional road hierarchy, operating with a posted speed limit of 70 kilometres per hour. It is a 4-lane divided arterial road, with a grade-separated interchange at Ocean Reef Road (just 200 metres north of Woodvale Drive) and a signalised intersection at Prindiville Drive (approximately 740 metres south of Woodvale Drive), as indicated in Figure 2 in Chapter 1.
- Woodvale Drive is identified as a Local Distributor road under the Main Roads WA functional road hierarchy (with a 20 metre road reserve), operating under the default urban speed limit of 50 kilometres per hour. It is a 2-lane undivided road, with intersections at Panzano Circuit (approximately 225 metres west of Wanneroo Road and Ancestor Retreat (approximately 40 metres further west), as also shown in Figure 2.
- Ancestor Retreat is a local Access Road, extending north from Woodvale Drive, with a cul-de-sac just south of Ocean Reef Road.
- The existing roads and intersections in the vicinity of the subject site are shown in Figure A.1 in Chapter A.1 in the Technical Appendix, while the existing situation within and adjacent to the site is shown in Figure A.2.
- It can be seen in Figure A.1 that the Subject Site has frontage to both Woodvale Drive and Ancestor Retreat, as well as Wanneroo Road. It is also located immediately across the road from Yellagonga Regional Park (to the west) and existing residential development (to the south). Woodvale Drive provides access to schools, shopping and other local facilities within Woodvale, as well as to Wanneroo Road (and therefore Ocean Reef Road) and the regional road network beyond.
- Figure A.2 then shows that Wanneroo Road provides both left-turn and right-turn lanes at the Woodvale Drive junction, as well as a u-turn lane for northbound traffic to return towards the south, while Woodvale Drive provides only a single lane in each direction, but with sufficient width at Wanneroo Road for left-turn and right-turn vehicles to stand side-by-side. It can also be seen that Woodvale Drive provides shared access driveways to abutting residential lots along its southern side, with reversing areas to ensure that vehicles from these residential lots can all enter Woodvale Drive in forward gear.

2.2 PEDESTRIAN AND CYCLIST FACILITIES

- Figure A.3 in Chapter A.2 in the Technical Appendix identifies the various pedestrian/cyclist facilities in the vicinity of the Wanneroo Road - Woodvale Drive junction, with Bus Stop locations also shown.
- It can be seen in Figure A.3 that there is an on-road bicycle lane on the western side of Wanneroo Road, extending north from Woodvale Drive across the bridge at Ocean Reef Road. However, the southbound bicycle lane terminates just north of Woodvale Drive and exits onto a 'High Quality Shared Path'. Woodvale Drive also provides on-road bicycle lanes between Wanneroo Road and Ancestor Retreat.
- There are also 'High Quality Shared Paths' along both Woodvale Drive and Wanneroo Road, as well as Ocean Reef Road and Ancestor Retreat, as also shown.

2.3 PUBLIC TRANSPORT

- Figure A.4 in Chapter A.2 shows the existing Bus Routes and Bus Stops in the vicinity of the Wanneroo Road - Woodvale Drive junction, with Route 467 travelling along Woodvale Drive and then Wanneroo Road to/from the north, while Routes 389 and 468 travel north/south along Wanneroo Road.
- Route 467 travels to/from Whitfords Train Station and Joondalup Train Station via Pearsall, Hocking and Ashby, with Bus Stops in Woodvale Drive immediately west of Wanneroo Road.
- Route 468 also travels to/from Whitfords Station and Joondalup Station, but via Whitfords Avenue and Wanneroo Road, while Route 389 travels to/from Perth Busport and Wanneroo, via Wanneroo Road, with the nearest Bus Stops in Wanneroo Road approximately 170 metres south of Woodvale Drive.
- There is also an additional Bus service (Route 355) close by, running to/from Whitfords Station and Ellenbrook Town Centre, via Wanneroo Road (south) and Prindiville Drive.
- It is important to note that as urban expansion continues east of Wanneroo, Public Transport Authority has plans for 3 additional Bus Services travelling via Wanneroo Road (north) and Woodvale Drive to/from Whitfords Station. It was also suggested that future traffic signals at Woodvale Drive could allow for the introduction of an alternative route to/from Prindiville Drive via Woodvale Drive (rather than the only currently-available route via Whitfords Avenue).

2.4 EXISTING TRAFFIC FLOWS

- Figure A.5 in Chapter A.3 in the Technical Appendix shows the existing average weekday traffic flows throughout the whole of Woodvale, based on data obtained from the Main Roads WA Trafficmap website and from City of Joondalup. Figure A.6 then shows the weekday traffic flows at the Wanneroo Road - Woodvale Drive junction, while Figure A.7 shows the corresponding AM and PM peak hour traffic flows.
- It can be seen in Figure A.5 that Woodvale Drive carries approximately 7,500 vehicles per day between Wanneroo Road and Duffy Terrace, increasing to 8,300 vehicles per day east of Trappers Drive. This is well above the indicative maximum of 7,000 vehicles per day recommended for a Neighbourhood Connector road under Liveable Neighbourhoods, and is perhaps suggestive of Woodvale Drive becoming a Distributor B road (and Integrator Arterial B under Liveable Neighbourhoods) in the future.
- It can also be seen in Figure A.5 that Woodvale Drive is one of just 5 local roads accessing the whole of Woodvale, behind only Trappers Drive south (14,150 vehicles per day) and Trappers Drive north

(11,010 vehicles per day) in order of importance. And it is important to note that the Ocean Reef Road - Trappers Drive junction and the Whitfords Avenue - Trappers Drive junction are both controlled by traffic signals.

- Figure A.6 then shows that with daily traffic flows of 7,570 vehicles per day on Woodvale Drive at Wanneroo Road (in May 2022), almost 6,500 vehicles per day (85 percent) travelled to/from Wanneroo Road north. These predominantly left-out/right-in movements are also reflected during both the AM and PM peak hours, as shown in Figure A.7.

2.5 CRASH HISTORY

- Historical crash data was also obtained from Main Roads WA, for 5 years up to 31 December 2021. The data shows that there were 7 collisions at the Wanneroo Road - Woodvale Drive junction, in addition to 2 rear-end crashes within Woodvale Drive on approach to the intersection.
- Of the 7 intersection crashes, there were 5 that involved vehicles turning right either into or out of Woodvale Drive, including 1 recorded as 'Hospital' in severity, 1 recorded as 'Medical', and 3 recorded as 'PDO-Major'. The remaining 2 crashes were both rear-end collisions, with one involving a vehicle stopping as it prepared to turn right and one stopping within the Woodvale Drive approach and the car behind unable to stop in time.

3. **PROPOSED MRS AMENDMENT**

As noted above in Chapter 2, the overall Subject Site has street frontage to both Woodvale Drive and Ancestor Route, with access opportunities along both roads ensuring good accessibility to local amenities (via Woodvale Drive) and to the regional road network (via Wanneroo Road and Ocean Reef Road).

- Development on the site is expected to be predominantly residential. However, it may also be possible to include some commercial development along the Woodvale Drive frontage, close to Wanneroo Road.
- Residential development at a similar density to the area immediately south of Woodvale Drive could result in a total of approximately 100 dwellings, with an overall traffic generation of perhaps 800 vehicle trips per day (and less than 100 trips per hour during the critical AM and PM peak hours).
- Alternatively, a mix of both residential and commercial development could result in traffic generation of perhaps 2,500 to 3,000 vehicle trips per day (with a small supermarket, a gym and perhaps a child care centre), or possibly as much as 6,500 vehicle trips per day (with the added inclusion of a fast food outlet and petrol station). However, this type of development would be subject to detailed investigation of intersection operations at the Wanneroo Road - Woodvale Drive junction, and may also require an upgrading of Woodvale Drive along the site frontage.

4. POSSIBLE TRAFFIC IMPACTS AND FUTURE ACCESS ARRANGEMENTS

- As noted above in Chapter 1, previous analysis of the Wanneroo Road - Woodvale Drive intersection shows that the existing unsignalised junction is already approaching capacity, and is expected to fail within perhaps 2 to 3 years.
- Due to the importance of Woodvale Drive as a Local Distributor road, it is therefore reasonable to expect that (at least partial) traffic signals will be installed, in order to retain the important north-to-west traffic movements with an appropriate level of safety. However, it is also possible that Main Roads WA (and the State Government) could decide to avoid the introduction of traffic signals and instead modify the intersection to left-in/left-out operation only, by banning the existing right-turn movements.
- Importantly, even if the existing right-turn movements at the Wanneroo Road - Woodvale Drive intersection are banned, there are still alternative travel routes available (via u-turns within Wanneroo Road, or via the Wanneroo Road - Ocean Reef Road interchange) to provide acceptable access for urban development on the subject site.
- This restricted access arrangement would definitely still be appropriate for residential development, and may even be appropriate for certain types of commercial development, such as businesses that may be primarily servicing a local catchment to/from the west on Woodvale Drive, or businesses that seek to attract primarily passing trade travelling northbound along Wanneroo Road.

5. OVERALL CONCLUSIONS AND RECOMMENDATIONS

The overall conclusions regarding the proposed MRS Amendment for Lots 26, 803 and 900 Woodvale Drive and Ancestor Retreat, in Woodvale, are as follows:

- The Subject Site is well located, close to existing residential development to the immediate south of Woodvale Drive, with good access to both local amenities (via Woodvale Drive to the west) and the regional road network (via Wanneroo Road and Ocean Reef Road).
- The site is also well-serviced by public transport and a comprehensive pedestrian/cyclist network of footpaths, high-quality shared paths and on-road bicycle lanes.
- It is reasonable to expect that traffic signals will be installed at the Wanneroo Road - Woodvale Drive intersection in the short to medium term, to at least retain the important north-to-west right turn movement into Woodvale Drive, for existing traffic flows (including Buses) currently using Woodvale Drive. This will also ensure very good access for the Subject Site, and would likely also facilitate the potential for significant commercial development on the site.
- Alternatively, the right-turn movements in and out of Woodvale Drive could be banned, and the intersection restricted to left-in/left-out movements only. However, this would still be suitable for residential development on the Subject Site (and possibly also a small amount of certain types of commercial development), since there are already alternative travel routes available to replace these right turns, via u-turn facilities in Wanneroo Road (or via the Ocean Reef Road interchange).

TECHNICAL APPENDIX

The Technical Appendix documents the existing roads and intersections, pedestrian/cyclist facilities and public transport, together with existing traffic flows, in the vicinity of the Subject Site.

A.1 EXISTING ROADS AND INTERSECTIONS

Figure A.1 provides an aerial photograph of the existing roads and intersections in the vicinity of the Subject Site, while Figure A.2 shows a more-detailed view of the existing situation within and adjacent to the site.

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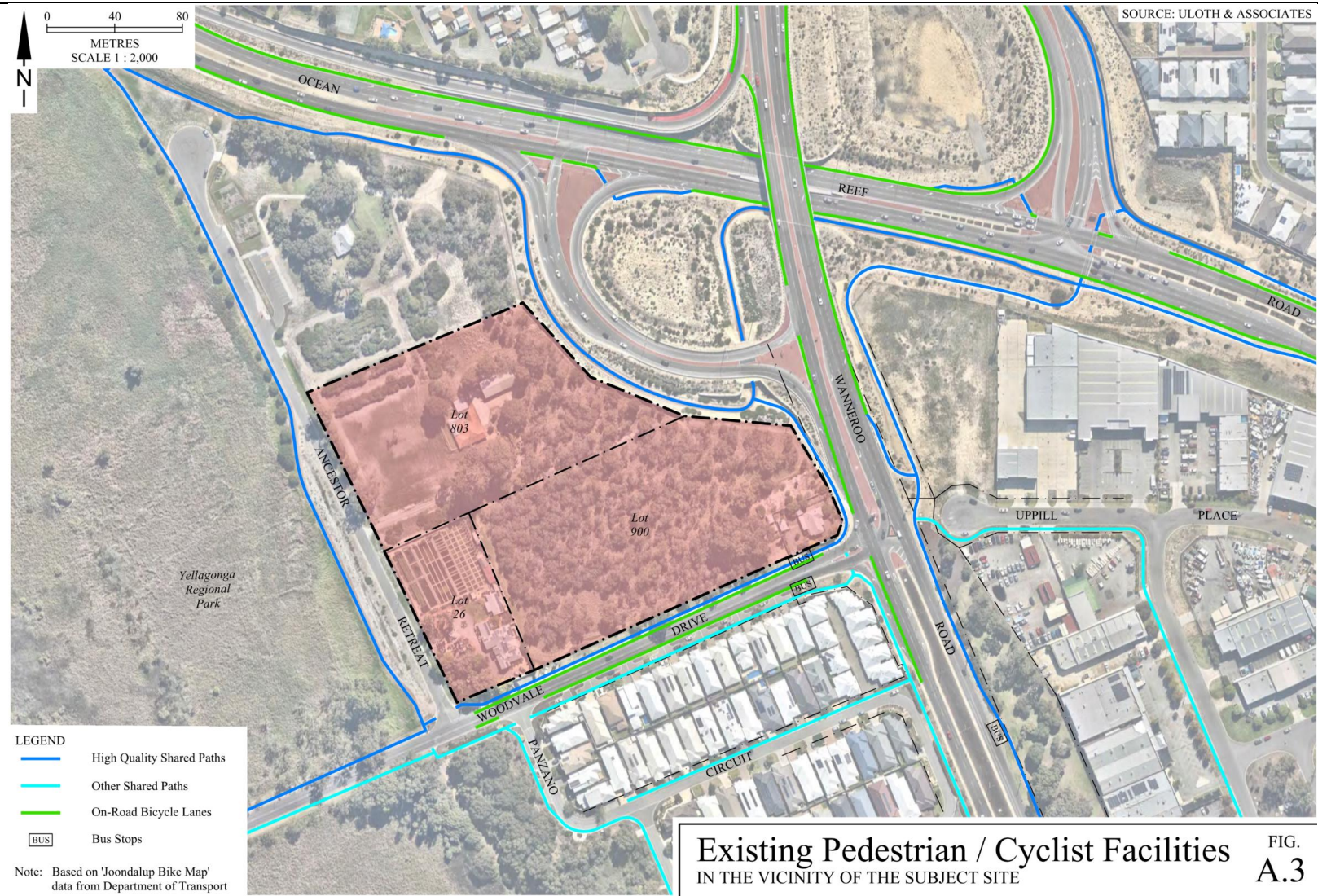
A.2 EXISTING PEDESTRIAN/CYCLIST FACILITIES AND PUBLIC TRANSPORT

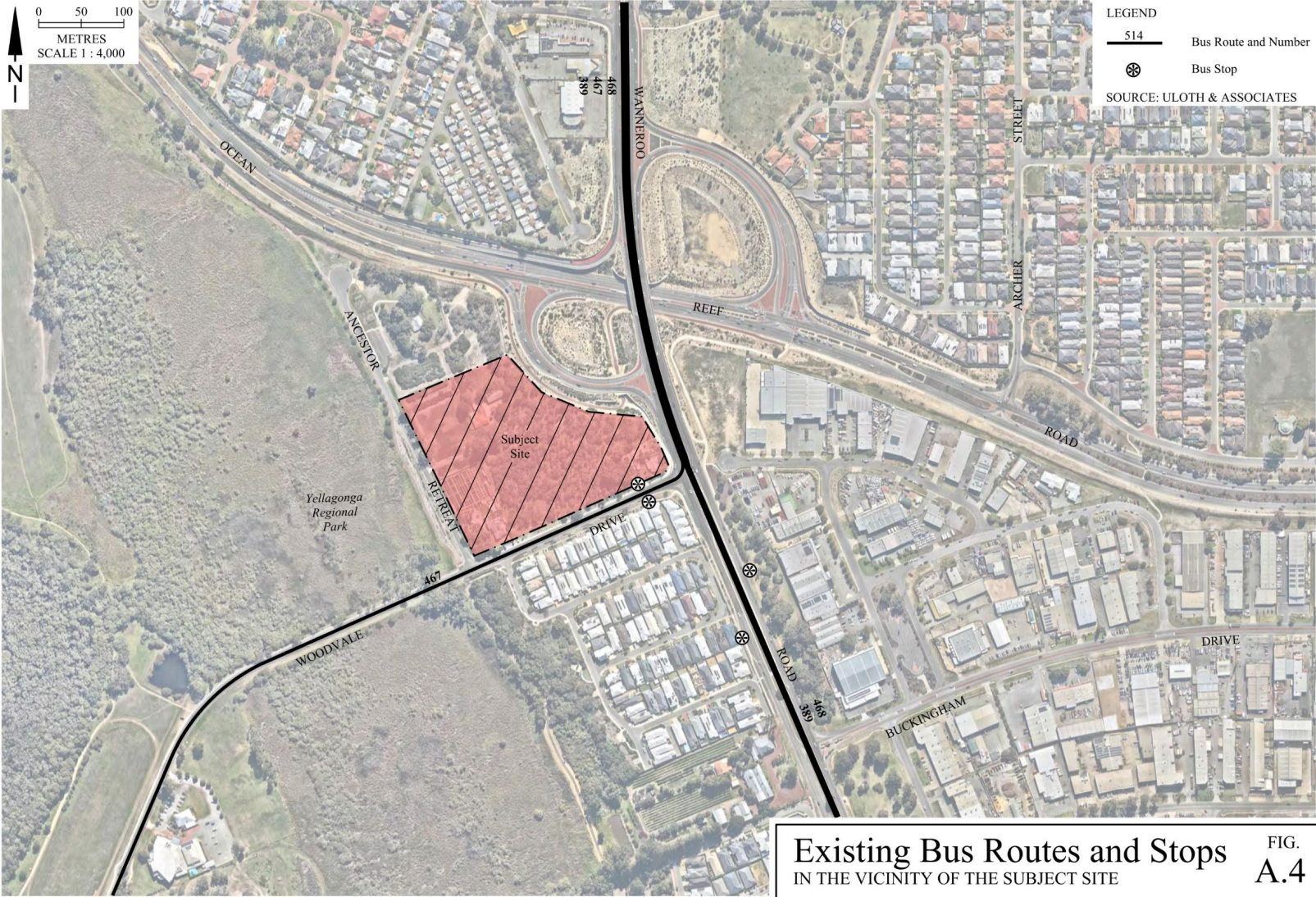
Figure A.3 shows the existing pedestrian/cyclist facilities in the vicinity of the Subject Site, including shared paths, on-road bicycle lanes and roads with adjacent footpaths.

Figure A.4 shows the existing bus routes servicing the Woodvale and Wangara area, including bus stops in the vicinity of the Subject Site.

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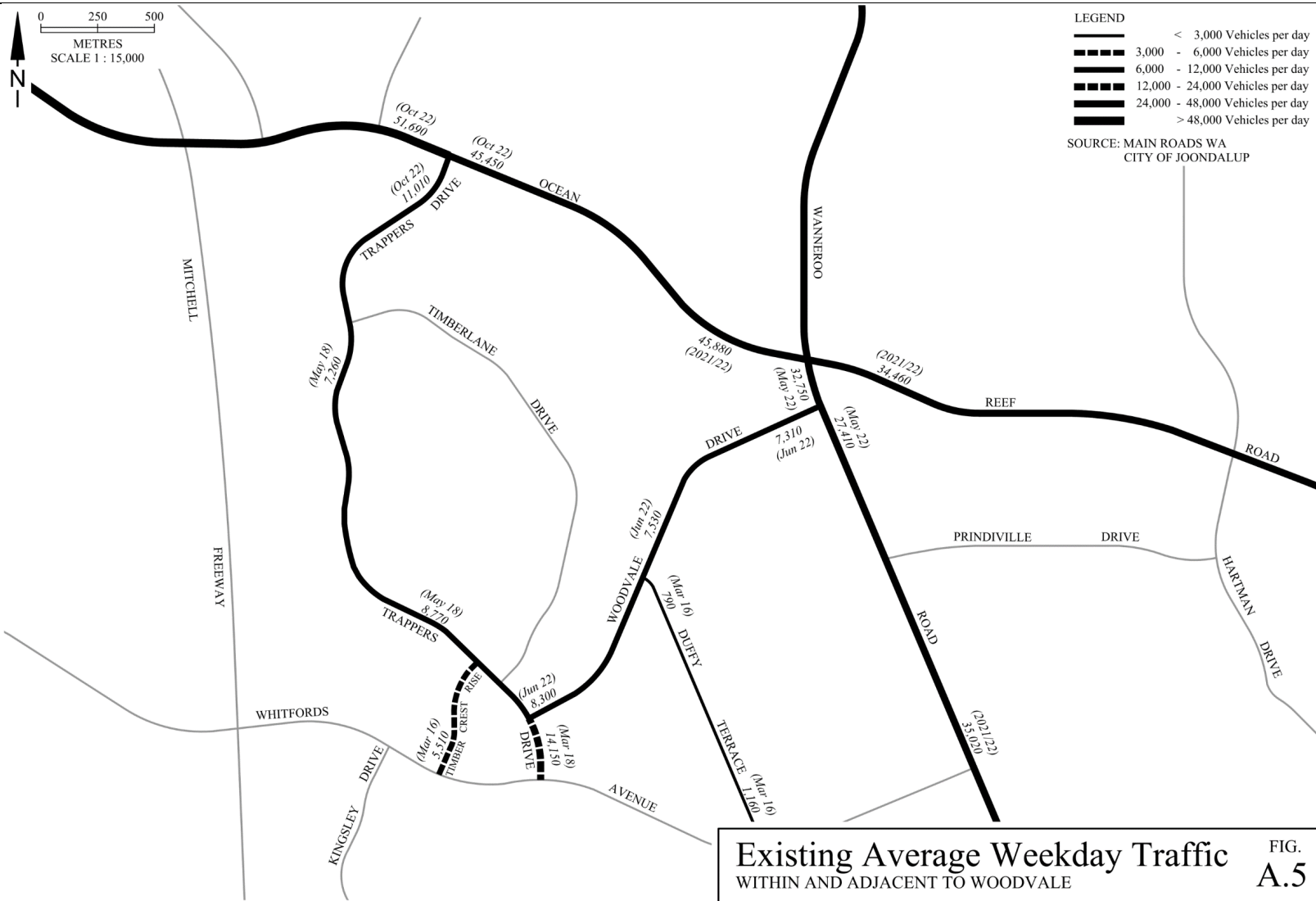
A.3 EXISTING TRAFFIC FLOWS AND TRAVEL ROUTES

Figure A.5 shows the existing average weekday traffic flows for the key access roads serving the whole of Woodvale, including Trappers Drive, Woodvale Drive, Timbercrest Rise and Duffy Terrace.

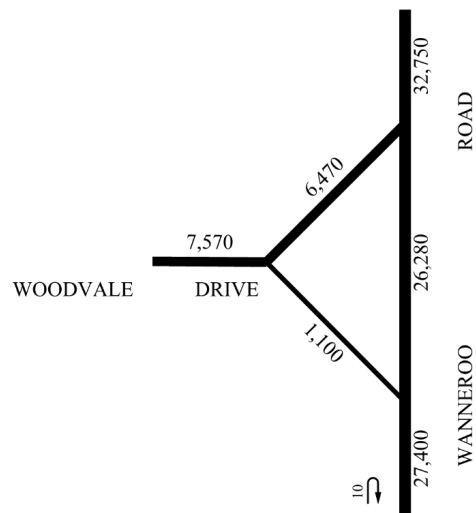
Figure A.6 then shows the existing 2-way turning movements at the Wanneroo Road - Woodvale Drive junction (from 10 May 2022) as obtained from the Main Roads WA TrafficMap website, while Figure A.7 shows the corresponding AM and PM peak hour traffic flows.

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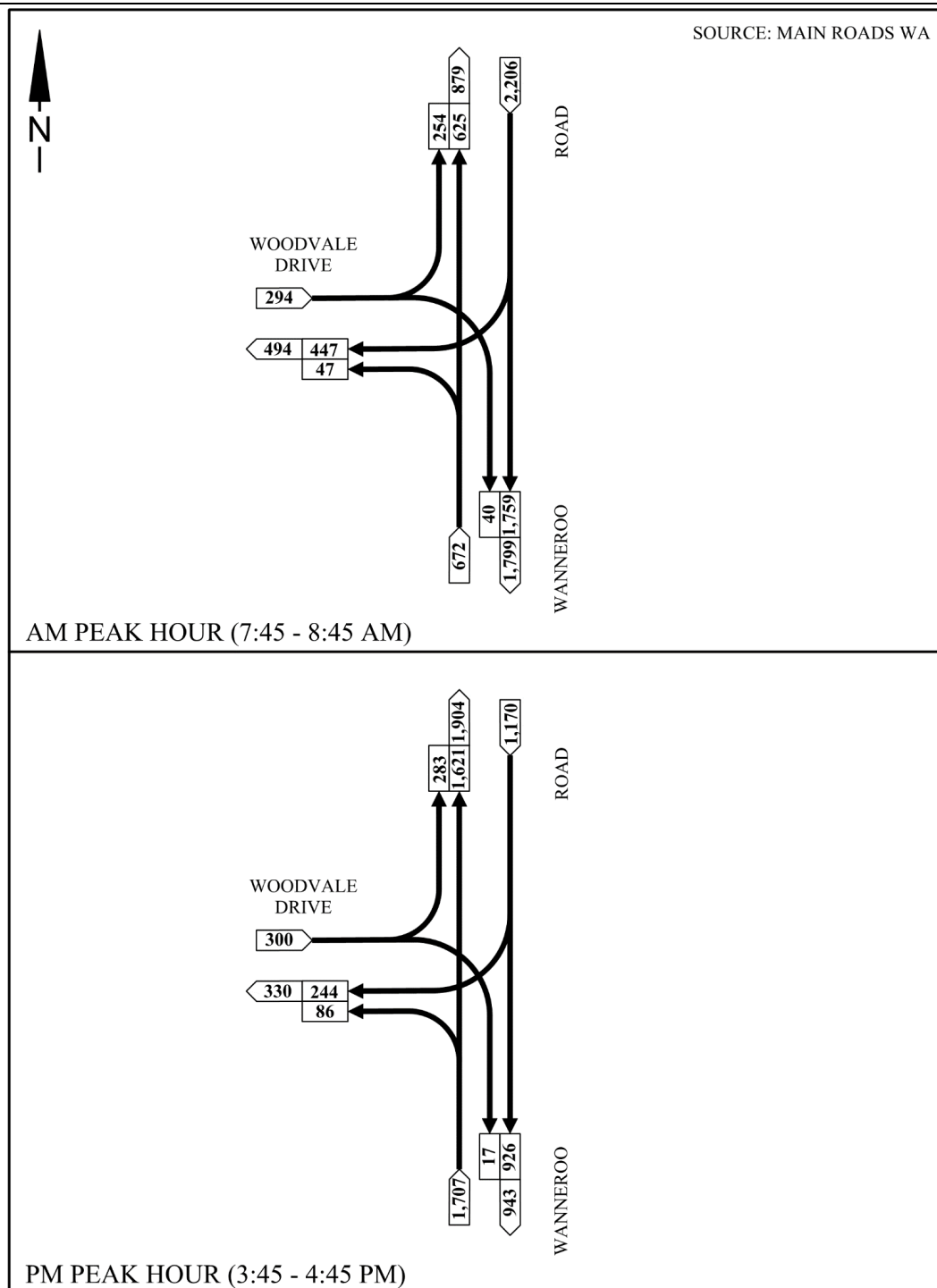


SOURCE: MAIN ROADS WA



Existing (2022) Daily Traffic
WANNEROO ROAD - WOODVALE DRIVE JUNCTION

FIG.
A.6



Existing (2022) Peak Hour Traffic
WANNEROO ROAD - WOODVALE DRIVE JUNCTION

FIG.
A.7

