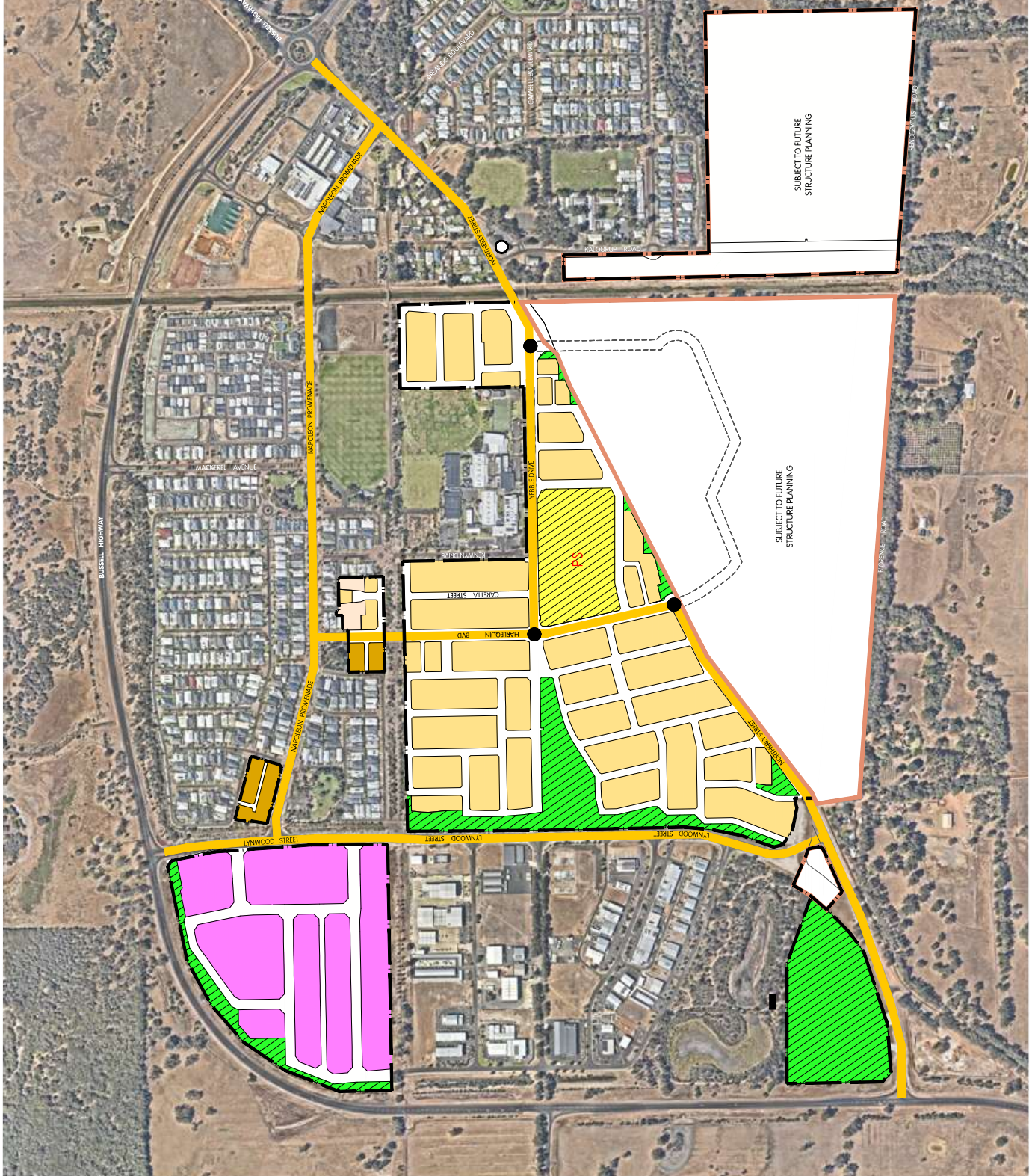
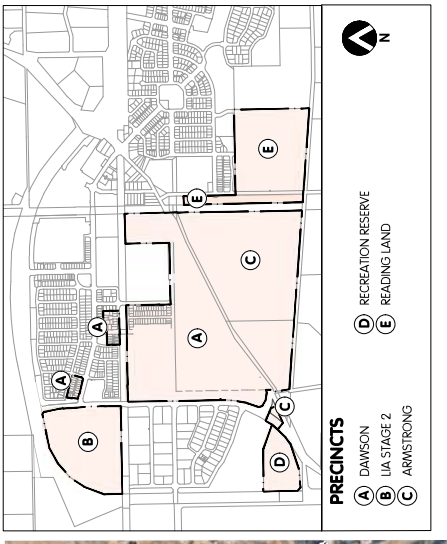



















Extract from...
Vasse Structure Plan
Page 18



- LEGEND**
- | | |
|---|---|
|  | Structure Plan Boundary |
|  | Existing Cadastre |
|  | Lot Boundaries |
|  | LOCAL SCHEME RESERVES |
|  | Recreation |
|  | Public Purposes |
|  | Primary School |
|  | ZONES Residential |
|  | R20 |
|  | R60 |
|  | R20-R40 |
|  | Urban Development
(Subject to future structure planning) |
|  | Industrial |
|  | Neighbourhood Connector |
|  | Local Roads |
|  | Future Roundabout |
|  | Potential for treatment or upgrade at the intersection of Northernly Street and Kabourou Road, subject to future investigations including the location and alignment of Kabourou Road |



5 AMENDMENT NO. 1 - REALIGNMENT OF NORTHERLY STREET

The primary purpose of Amendment No. 1 is the realignment of Northerly Street to reduce regional traffic through the Vasse Estate and to reprioritise local traffic on Yebble Drive and Harlequin Boulevard.

The Amendment foreshadows a future Structure Plan Amendment for the Armstrong residential neighbourhood to the south which will resolve design and planning for this section of the Estate inclusive of the indicative connecting roads shown on the updated Plan 1.

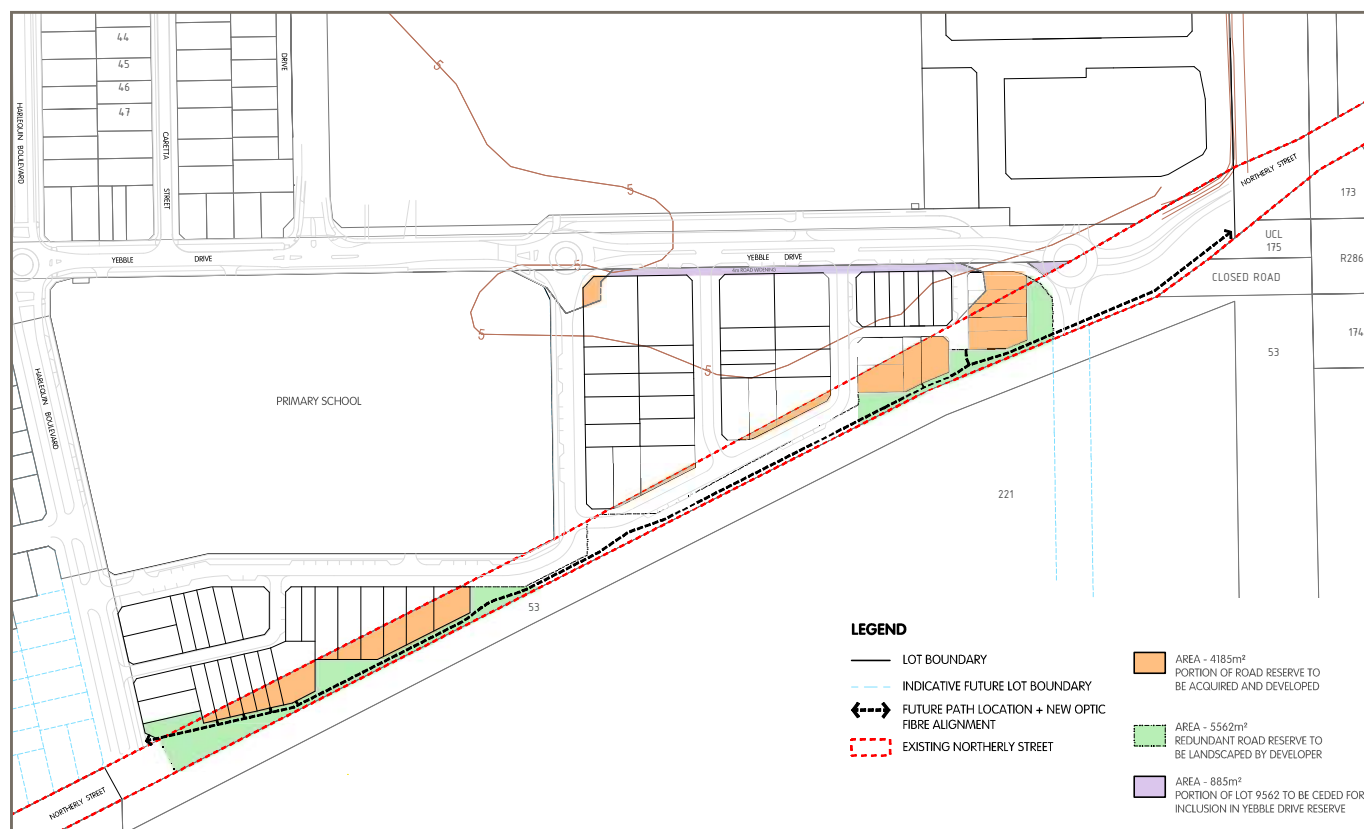
The Amendment also updates the Structure Plan to reflect recent subdivision approvals for the balance of the Dawson residential village south of Yebble Drive. This includes Stage 5b (WAPC Ref. No. 161 473), Stages 6a and b (WAPC Ref. No. 162 483) and Stages 6c and d (WAPC Ref. No. 163957). Stage 6c includes a modified design for the future Dawson Primary School.

5.1 Realignment of Northerly Street

The proposed realignment of Northerly Street affects the section of the road between Harlequin Boulevard and the intersection with Yebble Drive. Both of these intersections are proposed to be converted into roundabouts to facilitate traffic into the future Armstrong Village to the south.

The modified road network will redirect regional traffic from Northerly Street to the Bypass, while continuing to provide access for local traffic and users of Cape Naturaliste College and the future Dawson primary school.

Figure 5 Strategic Closure and Repurposing of Northerly Street (RD1501B)





The affected area of Northerly Street is proposed to be repurposed to facilitate adjacent residential development. Anticipated repurposing for each section is depicted at Figure 5 and comprises:

- a. Areas to be closed and acquired by the developer for development, subject to the separate agreement and approvals with the respective agencies.
- b. Areas to be retained as subdivisional roads. The existing road pavement will be removed and integrated with new road surfaces.
- c. Retention of some sections as road reserve but landscaped by the developer as part of future subdivisional works. These areas will effectively function as open space and pedestrian / cyclist access through the area.
- d. Portions of private land to be ceded to the Crown as part of proposed upgrades to the existing road network.

5.2 Transport Impact Assessment

The Amendment is accompanied by a new Transport Impact Assessment (TIA) which includes analysis of the proposed closure of portion of Northerly Street between Yebble Drive and Harlequin Boulevard. The TIA also updates the future traffic modelling for the whole of the approved Structure Plan area, confirming that that overall road network continues to operate effectively.

The specific study objectives of the TIA are to:

1. Identify and document the existing situation of the overall Vasse Structure Plan area.
2. Identify the future land use and traffic generation data for the existing and approved development areas, together with the proposed future development within the remaining areas (Armstrong Village).
3. Prepare a future traffic model (based on the current regional road alignments) to identify the future traffic flows, and resulting road and intersection modifications, resulting from the proposed strategic closure of portion of Northerly Street.
4. Make recommendations regarding the required road network for the modified road network, including recommended road layouts, intersection treatments, pedestrian/cyclist facilities, road hierarchy and resulting road reserves.
5. Assess the modified primary school site to confirm adjacent road layouts, provision for public transport access and pick-up/drop-off parking areas, plus pedestrian/cyclist networks to provide safe and accessible routes to school for all non-vehicle traffic modes.

The recommendations of the TIA include the following matters which are addressed in the planning for the area depicted in the Amendment and the related subdivision approvals. References to figures refer to figures from the TIA:

1. Figure 8 shows the recommended overall road hierarchy arising from the proposed closure of portion of Northerly Street, taking into account both the already-constructed road cross-sections (for Napoleon Promenade, Lynwood Street, Mackerel Avenue and Harlequin Boulevard), together with the additional requirements based on anticipated future traffic flows, pedestrian/ cyclist facilities and possible future bus routes.
2. Figures 9 and 10 depict the treatment of respective road reserves, in particular:
 - Yebble Drive west of the primary school being upgraded to a Neighbourhood Connector A, with a 24 metre road reserve (to provide a 2-way divided roadway with on-road cycle lanes and footpaths on both sides as defined under Liveable Neighbourhoods) suitable for traffic flows in excess of 3,000 vehicles per day.
 - West of the existing roundabout that provides access to Cape Naturaliste College, Yebble Drive will operate as a Neighbourhood Connector B within its existing 20 metre road reserve, with no need for a central median.
3. Figure 4 shows the recommended future school bus routes post-development, with existing bus routes accessing Yebble Drive from the east but then extending to circulate anticlockwise around the new Dawson Primary School before accessing Cape Naturaliste College.
4. Figure 5 depicts the possible future public bus routes in the vicinity of Dawson South and Armstrong, with one bus route expected to utilise Napoleon Promenade and Lynwood Street to access the Light Industrial area, with a second bus route using Napoleon Promenade and Harlequin Boulevard to service the Dawson North, Dawson South and Armstrong residential areas.
5. Figure 6 shows the recommended pedestrian/ cyclist facilities within the Estate, including the proposed neighbourhood connector roads with on-road cycle lanes plus paths on both sides, as well as significant Access Streets with no on-road cycle lanes but paths on both sides, and lower-order Access Streets with paths on one side only.



5.3 Dawson Primary School

The Amendment includes modification to the current configuration of the future Dawson Primary School arising from the proposed realignment of Northerly Street. The proposed changes align with the recent subdivision approval WAPC Ref. No. 163 957 and are the result of extensive discussions with the Department of Education to optimise the shape of the site and the relationship with the adjacent road network.

The school design and adjacent road network meet the requirements of Liveable Neighbourhoods, comprising a regular 4ha site with roads on all sides with minimum dimensions of 18m, 20m and 26m.

Access and road planning for the school is analysed in detail in the TIA (Appendix 3) which notes the following additional considerations:

1. On-street parking embayments will be provided on each of the west, south and east road frontages to provide for easy pick-up and drop-off, with vehicles able to access the school from any direction and circulate anti-clockwise around the entire site. Embayment parking is already constructed along the Harlequin Boulevard frontage.
2. School buses will circulate anti-clockwise around the site, with bus stops expected to be located along the southern road frontage.
3. Figure 7 of the TIA identifies the recommended 'Safe routes to school' demonstrating that direct, convenient and safe access routes will be available for pedestrians and cyclists accessing the new Primary School to/from all of the surrounding areas.

SOURCE: ULOTH & ASSOCIATES



Extract from...
Vasse Structure Plan
Traffic impact assessment

- LEGEND
- Primary Distributor
 - Integrator B
 - Neighborhood Connector A
 - Neighborhood Connector B
 - Significant Access Street
(See Figures 9 & 10 for more detail)

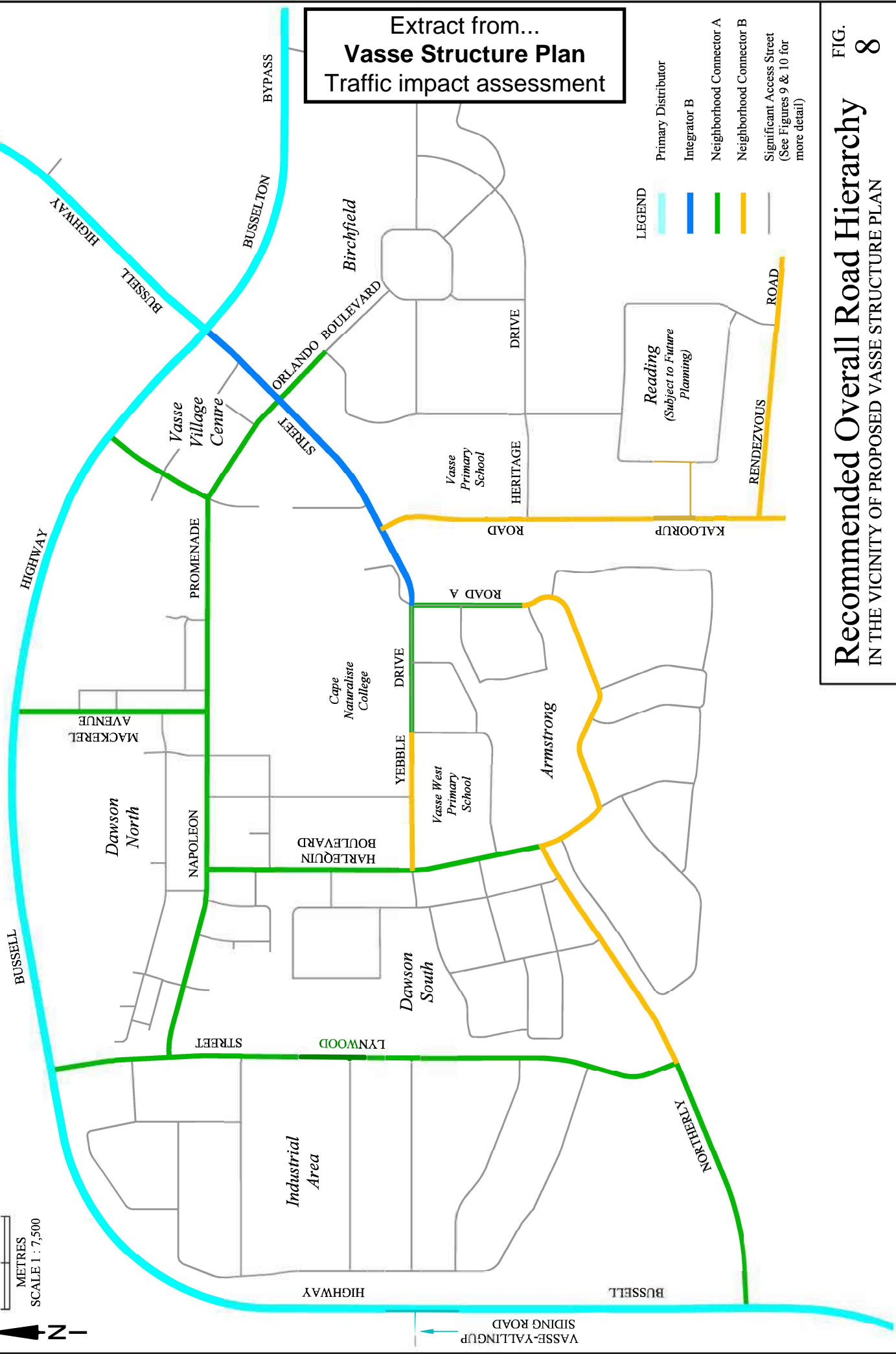


FIG. 8
Recommended Overall Road Hierarchy
IN THE VICINITY OF PROPOSED VASSE STRUCTURE PLAN