



It is certified that this Structure Plan Amendment was approved by resolution of the Western Australian Planning Commission on 18/07/2022
 This Structure Plan expires on 19/10/2025
 Signed [Signature]
 Director, Planning and Development
 File No. 110/231 Amendment. 6

Structure Plan
 Cell 6 - Yangebup / Beelias

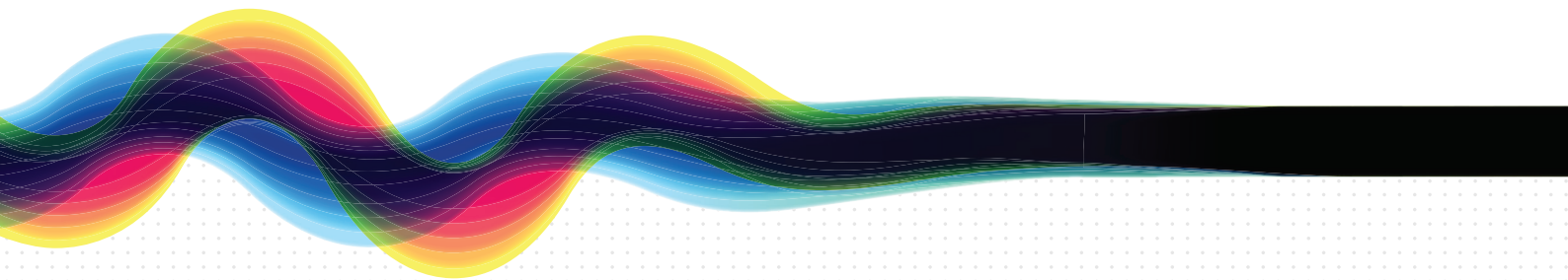
Date: 21 Jun 2022 Scale: 1:5000@ A3 1:2500 @ A1 File: 20-414-ST-1 Staff: JP GW Checked: JP



Cell 6 – Yangebup/Beeliar

Structure Plan

June 2022 | 20-414



element.
the art and science of place

We would like to acknowledge the Kariyarra, Ngarla, and Nyamal people as the Traditional Custodians of the Town of Port Hedland lands. We recognise their strength and resilience and pay our respect to their Elders past and present.

Document ID: /Volumes/Graphics/2020/20-414 Yangebup, Lot 12 (No.56) Shallcross Street/00 Report/0 InDesign/Cell 6 Beeliar Yangebup Structure Plan Amendment No/Cell 6 Beeliar Yangebup Structure Plan Amendment No. 1 F 220624.indd				
Issue	Date	Status	Prepared by	Approved by
1	01.09.21	Final 1	Ella Compton	Justin Page
2	15.10.21	Final 2	Ella Compton	Justin Page
3	22.10.21	Final 3	Ella Compton	Justin Page
4	24.06.22	Final 4	Ella Compton	Justin Page

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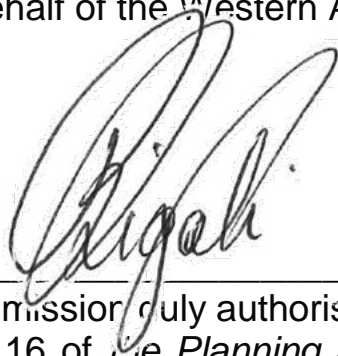
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IT IS CERTIFIED THAT AMENDMENT NO. 6 TO AGREED
CELL 6 YANGETUP/BEELIAR STRUCTURE PLAN WAS
APPROVED BY RESOLUTION OF THE WESTERN
AUSTRALIAN PLANNING COMMISSION ON: **18 JULY 2022**

Signed for and on behalf of the Western Australian Planning
Commission

A handwritten signature in black ink, appearing to read 'Rigali', is written over a horizontal line. The signature is stylized and cursive.

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

Table of Amendments to Structure Plan

Amendment No.	Description of Amendment	Amendment Type	Date Endorsed by WAPC
Original Structure Plan Approval			15 March 2005
1	Modifications to Commercial zone, road reserve widths, road alignments and Residential – R60 density abutting Local Centre zone.	Minor	23 February 2011 by City of Cockburn under delegation
2	Modifications to residential density codes, roads, public open space, gas pipeline setback and easement and inclusion of Residential Medium Density provisions as per WAPC Planning Bulletin 112/2015.	Minor	19 September 2013 by City of Cockburn under delegation
3	Modification to residential density down-coding R60 to R40.	Minor	11 December 2014 by City of Cockburn under delegation
4	Modification to residential density up-coding from R20 to R25.	Minor	12 March 2015 by City of Cockburn under delegation
5	Introduction of Additional Use of Motor Vehicle Wash within a portion of the Local Centre zone.	Minor	25 January 2022 by Western Australian Planning Commission
6	Modification to residential density up-coding from R20 to R25 for a portion of Lot 12 Shallcross Street, Lot 22 Erceg Road and Lot 1 Simper Road, Yangebup.	Standard	

Executive Summary

The Cell 6 Yangebup/Beeliar Local Structure Plan (LSP) was originally adopted by the City of Cockburn in December 2004 and endorsed by the Western Australian Planning Commission (WAPC) in March 2005.

The LSP provides a robust framework for the development of the area, involving the creation of a Neighbourhood Centre south of Yangebup Road and residential development (at densities reflecting their proximity to commercial development and public open space), to the north.

Further detail on the land use breakdown as proposed by this structure plan is provided in the Table 1 - Summary Table.

Table 1. Summary of the proposed structure plan

Item	Data	Section number referenced within the Structure Plan Report
Total area covered by the Structure Plan	51.44 hectares	Part Two Section 1.0
Area of each land use proposed		Part Two Section 1.0
<ul style="list-style-type: none"> Residential Public Open Space and Drainage Commercial 	26.03 hectares 3.79 hectares 9.35 hectares	
Total estimated lot yield	400	Part Two Section 1.0
Estimated number of dwellings	400	Part Two Section 1.0
Estimated residential density		Part Two Section 1.0
<ul style="list-style-type: none"> Per site hectare Per gross urban hectare 	16 dwellings per site hectare 8 dwellings per site hectare ¹	
Estimated Population (average 2.8 people/household)	1,120	Part Two Section 1.0
Estimated area and percentage of public open space given over to:		Part Two Section 1.3
<ul style="list-style-type: none"> Local Parks Landowner cash in lieu component 	~3.4 hectares (POS 8.9%) ~0.2895 hectares (0.8%)	

¹The gross area includes the substantial commercial use which substantially reduces the dwellings per site hectare.

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PART ONE - IMPLEMENTATION

1. Structure Plan Area

This structure plan shall apply to the land contained within the inner edge of the line denoting the 'Structure Plan Boundary' on the Structure Plan Map.

2. Structure Plan Content

This structure plan consists of:

- Part One – Implementation Section (this section);
- Part Two – Explanatory Information; and
- Appendices – Technical information/reports supporting the structure plan.

Part One of the structure plan comprises the structure plan map and planning provisions. Part Two and all Appendices are a reference provided to guide interpretation and implementation of Part One.

3. Structure Plan Operation

This structure plan is prepared in accordance with Part 4 of Schedule 2 (Deemed Provisions) in the Planning and Development (Local Planning Schemes) Regulations 2015 ('the Regulations'). It fulfils the requirements of the City of Cockburn Town Planning Scheme No. 3 for the applicable 'Development' zone.

The Regulations require decision-makers to have due regard for the provisions of this structure plan, which takes effect on the date on which it is approved by the Western Australian Planning Commission ('WAPC').

Unless otherwise specified in this Part, all words and expressions used in this structure plan have the same meaning as the same words and expressions in the Regulations and City of Cockburn Town Planning Scheme No. 3 (as amended).

4. Staging

The majority of the structure plan area has been developed, with the area mainly in the north-east still subject to subdivision and development. WAPC 160061 subdivision approval provides for additional staging in this north-east area. The pace of future subdivision to complete the development of the structure plan will be subject to market forces and timing of the relevant landowners.

5. Subdivision and Development Requirements

5.1 Zones and Reserves

Subdivision and development of land within the structure plan area should be in accordance with the structure plan and the corresponding Zone or Reserve under the City of Cockburn Town Planning Scheme No. 3 (TPS 3).

5.1.1 Additional Uses Provisions

The proposed Additional Use permissibility for a Motor Vehicle Wash is a (D) use, requiring planning approval.

5.2 Residential Density

Residential densities applicable to the structure plan area are shown on the Structure Plan map.

5.3 Residential Design Code Variations

The City of Cockburn Local Planning Policy 1.16 'Single House Standards for Medium Density Housing in the Development Zone' sets out acceptable variations to the deemed-to-comply provisions of the R-Codes for lots coded R25 – R60 (where enabled).

Except in a situation where an approved Local Development Plan ('LDP') imposes variations to the deemed-to-comply provisions of the R-Code, the standards set out in Local Planning Policy 1.16 shall apply to just the R25 coded precinct specifically identified on this structure plan.

5.4 Public Open Space

Public open space is to be provided generally in the locations shown on the Structure Plan Map and landscaped in accordance with City approved Landscape Drawings prepared as a condition of subdivision approval. In respect of applications for the subdivision of land the City of Cockburn may recommend to the WAPC that a condition be imposed on the grant of subdivision approval for the payment of cash in lieu contributions, where a public open space land contribution is not provided.

5.5 Notifications on Title

In respect of applications for the subdivision of land the City of Cockburn may recommend to the WAPC that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate(s) of Title(s) of affected lots to advise of the following:

- i. The lot is situated in the vicinity of a transport corridor and is currently affected or may in the future be affected by transport noise. Additional planning and building requirements may apply to development on this land to achieve an acceptable level of noise reduction.

6. Local Development Plans

At the subdivision stage, the City of Cockburn may request that the WAPC impose a condition/s of approval requiring local development plan(s) to be prepared, in accordance with Schedule 2 Part 6 of the Regulations, for lots with the following site attributes:

- i. Lots with vehicular access from a rear laneway
- ii. Abut public open space; and/or
- iii. May be affected by transport noise and require noise mitigation measures at the development stage (as determined by an acoustic assessment prepared in accordance with State Planning Policy 5.4 - Road and Rail Noise).

7. Other Requirements

7.1 Developer Contributions

The Structure Plan area is subject to the requirements of Developer Contribution Plan 4 (Yangebup West) and Developer Contribution Plan 13 (Community Infrastructure), as detailed in Clause 5.3 and Table 10 of TPS 3.

8. Additional Information

At the subdivision stage, the WAPC may require and/or impose a condition(s) of approval requiring the preparation, submission and approval of the following technical reports (where applicable):

- Urban Water Management Plan
- Public Open Space Landscape Plan; and/or
- Transport Noise Assessment and Noise Management Plan.



- Legend**
- Zones**
- Residential R20
 - Residential R25
 - Residential R30
 - Residential R40
 - Local Centre
- Reserves**
- Public Open Space
 - Local Road
- Other**
- Structure Plan Boundary
 - Dual Use Path
 - Lots subject to Local Development Plan
 - RMD-R25 (Part One Clause 5.3)
 - Additional Use (Part One Clause 5.1.1)

Structure Plan

Cell 6 - Yangebup / Beelias

Date: 21 Jun 2022 Scale: 1:5000@ A3 1:2500 @ A1 File: 20-414 ST-1 Staff: JP GW Checked: JP



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The Local Centre Zone is designated as a Neighbourhood Centre under the City's Local Commercial Strategy. This currently nominates a retail floorspace potential of 5,500sqm.

PART TWO - EXPLANATORY INFORMATION

1. Amendment No. 6

The Cell 6 – Yangebup/Beeliar Structure Plan has been recognised by WAPC as the official structure plan to guide planning decision making and the various WAPC approved subdivisions in Cell 6. The latest Amendment No. 5 to the structure plan is contained in Appendix 1.

Refer to Appendix 1 - Cell 6 – Yangebup/Beeliar Structure Plan – Amendment No. 5

In general the Cell 6 – Yangebup/Beeliar Structure Plan covers an area of approximately 51.44 hectares. Around 26.03 hectares is set aside as residential use, excluding roads, public open space and drainage. The commercial area of the structure plan is over an area of approximately 9.35 hectares. Not all of the public open space within the approved structure plan has been created. The estimated delivery of public open space in accordance with the original approved structure plan is 3.4 hectares.

The original approved structure plan (as amended) delivers approximately 400 dwellings supporting a forecast ultimate population of 1,120 persons. The structure plan density is generally lower than for contemporary structure plans, with a dwelling density per site hectare of 16 dwellings/ha and per gross urban hectare a yield of 8 dwellings/ha.

This Amendment No. 6 to the current approved structure plan proposes a residential density change from R20 to an R25 coding for portions of Lot 12 Shallcross Street, Lot 22 Erceg Road and Lot 1 Simper Road, Yangebup.

Most of the structure plan area has already been subdivided and developed, with commercial, residential and public open space uses consistent with the approved structure plan. This is in the context of the past and anticipated steady and continual urbanisation within Yangebup.

1.1 Pre-lodgement consultations

The following **Table 2** is a list of key stakeholders that were consulted during the preparation of the Amendment.

Table 2 – Key Stakeholder Consultations

Stakeholder	Comments	Actions
City of Cockburn Planning Services 16 August 2021	Discussions with Proponent regarding application of RMD-R25 and City's LPP 1.16 to the WAPC 160061 subdivision lots.	Proponent to discuss further with DPLH.
Department of Planning, Lands and Heritage Land Use Planning – Metropolitan South Peel 20 August 2021	SPC unlikely to grant approval for the WAPC 160061 subdivision to incorporate the RMD-R25 provisions into a Local Development Plan. DPLH officers advised that a structure plan amendment should be undertaken to re-code the R20 to R25, in order to apply the RMD-R25 provisions.	Proponent advised City of Cockburn to defer LDP for WAPC 160061 until a structure plan amendment was approved to up-code R20 to R25.

1.2 Planning Rationale

WAPC 160061 subdivision approval was granted by WAPC on 9 April 2021 for portions of Lot 12 Shallcross Street, Lot 22 Erceg Road and Lot 1 Simper Road, Yangebup. All three separate landowners of the above lots have coordinated their fragmented landholdings to subdivide in unity and coordinate the provision of the necessary infrastructure to support urban development.

WAPC 160061 creates 39 residential lots, roads and public open space and one grouped housing site. The proposed residential lots range in size from 341m² – 798m², with the predominant lot size between 350m² – 375m².

The approved structure plan allocates an R20 density code to the WAPC 160061 subdivision lots. The sizes of most lots are more consistent with an R25 density. An R25 (and R30 coding) is typically the base coding now being applied to new structure plans in these urban areas.

The RMD-R25 provisions provide for an acceptable industry standard of residential development compatible with market expectations. The structure plan R20 coding (and default R20 provisions in the R-Codes) does not reflect current contemporary planning and market expectations.

R25 is a preferred base density code and will provide prospective residents with greater flexibility for development. The upcoding will not result in any significant or material change to the original approved structure plan intent. There are no significant modifications required to transport planning as a result of the minor up-coding.

The amendment is standard and will not result in any adverse impact on the amenity of the area. The proposal is in keeping with proper and orderly planning so as to align the WAPC 160061 subdivision approval with the more appropriate R25 density code.

1.3 Public Open Space

The original structure plan approved in 2005 provided for an adequate distribution of public open space throughout the residential areas to enable residents to have convenient access to open space for active and passive recreational pursuits (refer to Figure 1). The Amendment does not alter the original intent for the provision of public open space.

The original approved structure plan did not provide for a 10% POS land contribution. Approximately 8.9% POS land contribution was provided for when the structure plan area was being subdivided, with cash in lieu being provided to the satisfaction of the City of Cockburn to make up for POS shortfall, as outlined in Table 3. This was in line with the planning policies at the time in 2005, which allowed for the provision of a minimum 8% POS land contribution and a maximum 2% POS cash in lieu for the embellishment of parkland in the structure plan area. Table 3 Public Open Space Schedule outlines the public open space provision for the structure plan area.

Refer to Figure 1 - Public Open Space Plan

To top up the 10% POS provision, the remaining undeveloped properties in Cell 6 (excluding the lots in the amendment area which already have subdivision approval under WAPC 160061) will provide POS generally in accordance with Table 3.

Table 3. Public Open Space Schedule - Cell 6 Yangebup/Beeliar Structure Plan

Calculation of Required POS Provision	Ha	Ha
Total Structure Plan Area (ha)	51.44	51.44
Deductions		
Yangebup Road (existing distributor road)	1.620	
Dedicated Drainage	0.402	
Commercial Precinct (south of Yangebup Road)	11.470	
Total Deductions		13.492
Gross Subdivisible area (total area minus deductions)		37.948
Required POS (10%)		3.794
POS provided in approved structure plan (including Amendment 6)		
Local Park (POS 1)		0.941
Local Park (POS 2)		1.448
Local Park (POS 3)2		0.593
<ul style="list-style-type: none"> • WAPC 160061 approved subdivision plan (0.177ha) • Lot 13 Shallcross Street future POS (0.231 ha) • Lot 501 Scala Gardens future POS (0.185 ha) 		0.399
Local Park (POS 4)		0.399
POS land provided		3.381
POS cash in lieu payments up to June 2022 ¹		0.169
POS cash in lieu payments to be provided in future ²		0.12058
Total POS Provided		3.670
POS Percentage of Gross Subdivisible Area		9.7%

Notes:

¹ Cell 6 landowners who have already subdivided since inception of the Cell 6 Yangebup/Beeliar Structure Plan provided POS cash in lieu contributions. For example, in 2017 under WAPC 155033 subdivision approval for Lascena Estate (i.e. lots in Sicily Rise & Santena Street) the WAPC approved a cash in lieu payment for 1,404.7m2.

² Future POS cash in lieu from various landholdings in table below

Lots	(Hectares)
Lot 504 (No. 31) Storey Place	0.1138
Lot 053 (No. 27) Storey Place	0.2518
Lot 500 (No. 25) Storey Place	0.1038
Lot 66 (Crown ROW)	0.0432
Lot 219 Beeliar Drive	0.2800
Lot 33 (No. 2) Thorne Place	0.2862
Thorne Place Road Reserve	0.1270
Total Gross Subdivisible Area	1.2058
Future POS Cash in Lieu Contribution	0.12058

(Source: City of Cockburn, June 2022)



Public Open Space Plan

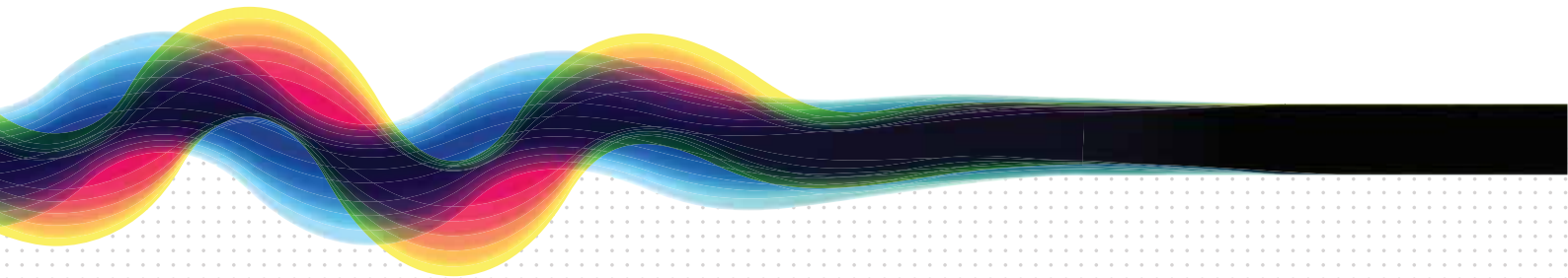
Figure 1



Cell 6 Yangebup/ Beeliar Local Structure Plan – Amendment No. 5

Lot 2 (283) Beeliar Drive, Yangebup –
Car and Dog Wash Facility

January 2022 | 21-020



We acknowledge the custodians of this land, the Whadjuk Nyoongar and their Elders past, present and emerging. We wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

Document ID: /Volumes/Graphics/2021/21-020 Yangebup, 283 Beeliar Drive/Report/Final/Cell 6 Yangebup Beeliar Local Structure Plan Amendment Final Report 220104 Folder/Cell 6 Yangebup:Beeliar Local Structure Plan Amendment Final Report 220104.indd

Issue	Date	Status	Prepared by	Approved by
1	19.03.21	Draft	Alison Healey	Daniel Lees
2	24.03.21	Final	Alison Healey	Daniel Lees
3	30.04.21	Final	Alison Healey	Daniel Lees
4	06.05.21	Final	Alison Healey	Daniel Lees
5	04.01.21	Final	Alison Healey	Daniel Lees

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IT IS CERTIFIED THAT AMENDMENT NO. 5 TO THE CELL 6
YANGEBUP/BEELIAR LOCAL STRUCTURE PLAN WAS APPROVED
BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING
COMMISSION ON:

25 JANUARY 2022

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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1. Introduction

1.1 Background

This report has been prepared by **element** on behalf of the landowner, Beeliar One Pty Ltd in support of a request to amend the Cell 6 Yangebup/Beeliar Local Structure Plan (LSP) to enable the proposed development of a car and dog wash facility on the eastern-most portion of Lot 2 (283) Beeliar Drive, Yangebup. This amendment is referenced as Amendment No. 5.

The LSP was originally adopted by the City of Cockburn in December 2004 and endorsed by the Western Australian Planning Commission (WAPC) in March 2005. The LSP has since been modified, most recently in March 2015 to increase the residential density coding of an area nearby the site, which was approved by the City under delegated authority. The history of the LSP is summarised in the following table.

Amendment	Description	Date Approved
Original structure plan	Approved by the WAPC	15 March 2005 By the WAPC
Amendment 1	Introduced text for defining retail floor space for local centre	23 February 2011 Under delegation
Amendment 2	Re-coding and redesigning residential development cells	19 September 2013 By the WAPC
Amendment 3	Road and public open space rationalisation	11 December 2014 Under delegation
Amendment 4	Re-coding of a residential cell from R20 to R25	12 March 2015 Under delegation
Amendment 5 (this amendment)	Introduces additional use of Motor Vehicle Wash within a portion of the local centre	25 January 2022

The subject site has predominantly been developed for a local commercial centre, having been subject of a conditional planning approval issued by the Metro South-West Joint Development Assessment Panel in November 2016. A development application has recently been lodged for a motor vehicle repair centre adjacent to the proposed car and dog wash facility.

1.2 Planning Context

The subject land is zoned 'Urban' under the Metropolitan Region Scheme and 'Development' under the City's Town Planning Scheme No. 3 (TPS 3) and is included in Development Area 4 (DA 4) and Development Contribution Area 13 (DCA 13). A development zone under TPS3 provides for subdivision and development in accordance with an endorsed structure plan (the LPS subject of this amendment).

The LSP Map outlines land use, zones and reserves applicable within the structure plan area and designates the subject site as being within the 'Local Centre' zone. The zone and reserve designations under the LSP apply to the land within it as if the zones and reserves were incorporated into the Scheme (by way of due regard). TPS3 identifies 'Motor Vehicle Wash' as a prohibited land use within the Local Centre zone. It is intended that, in time, the LSP will be normalised into TPS3 with an Additional Use or similar over the subject site to permit the proposed car and dog wash facility, subject to the approval of this structure plan amendment.

1.3 Pre-lodgement Consultation

Agency	Date	Method of Consultation	Summary of Outcome
City of Cockburn	December 2020	Meeting and email correspondence	Proceed with amendment to structure plan. Outlined planning considerations.
City of Cockburn	February 2021	Email correspondence	Confirmation of general structure of amendment documentation and planning considerations.

2. Subject Site

2.1 Location and Context

The land subject of this LSP amendment forms part of the emerging 'Beeliar Hive' commercial centre and is bound by Yangebup Road to the north, Beeliar Drive to the south, Lot 3 adjacent to Durnin Avenue to the west (under common ownership) and a freight railway line to the east. The centre is located approximately 20 kilometres minutes south of the Perth CBD.

The 'Beeliar Hive' commercial centre currently comprises an Aldi supermarket, fast food outlets, a liquor store, Caltex service station and speciality retail tenancies. Land located south of Beeliar Drive forms part of the 'Beeliar Village' commercial centre, which comprises a Coles supermarket, a range of speciality retail tenancies, liquor store, fast food outlet, a child care centre and Shell service station.

The suburb of Beeliar is located within the centre of the City of Cockburn which is one of Perth's fastest growing local authorities. The population of the City of Cockburn is set to grow at an annual rate of approximately 3.0% per year, with the number of residents increasing by over 65% to 183,942 in the 20 year period from 2016 to 2036 (Forecast ID). Areas directly north and west of Beeliar Hive have been rezoned for higher density housing areas in recent times, which will continue to influence commercial service demand in the locality. The locality in general is undergoing rapid urban transition from traditional market gardening to suburban living.

Refer to Figure 1 – Location Plan

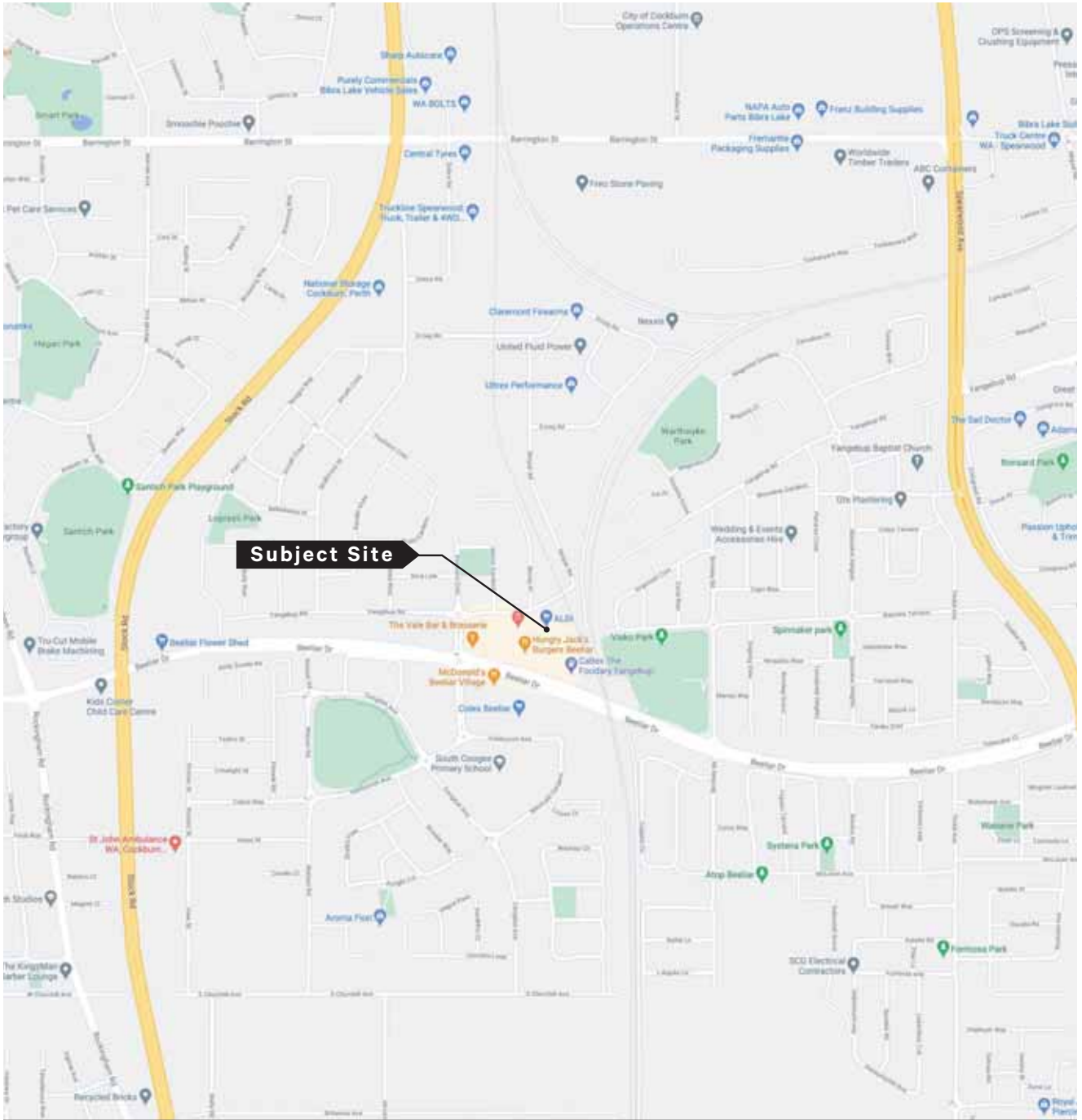
2.2 Land Tenure and Site Details

The subject site is described as Lot 2 on Plan 412656. The particulars of the Certificate of Title are summarised in Table 1. Easements for the purpose of access are provided over the land and do not impact upon the LSP amendment or ongoing use of the subject site.

Table 1 Site details

Lot	Plan	Vol/Fol	Landowner
2	412656	2959/329	Beeliar One Pty Ltd

Refer to Figure 2 –Site Context Plan



source: googlemaps

Figure 1. Site Context Plan



Subject Site



source: spookfish

Figure 2. Location Plan

2.3 Environmental Considerations

There are no unique environmental considerations relevant to this proposed LSP amendment, as summarised below.

Contamination

A desktop search of the Department of Water and Environmental Regulation's Contaminated Sites Database indicates that the site is not identified as being contaminated.

Acid Sulphate Soils

A desktop search of the Department of Water and Environmental Regulation's Acid Sulphate Soils Maps indicates that the site has no known risk of encountering acid sulphate soils.

Bushfire Prone

A desktop search of the Department of Fire and Emergency Services' Map of Bushfire Prone Areas indicates that the site is not within a bushfire prone area.

Geomorphic Wetlands

A desktop search of the Department of Water and Environmental Regulation's geomorphic wetland mapping indicates that the site is not located within a wetland area.

Floodplain Area

A desktop search of the Department of Water and Environmental Regulation's flood mapping indicates that the site is not located within a floodplain or floodway area.

2.4 Heritage Considerations

A desktop search of the Australian Heritage Database, the Department of Planning, Lands and Heritage (DPLH) Aboriginal Heritage Inquiry System, the Heritage Council's State Heritage Register and the applicable local government records indicates that there are no listings of local, State or national significance at the site.

3. Proposed Structure Plan Amendment

3.1 Overview

Amendment No. 5 seeks to introduce the additional permitted land use of 'Motor Vehicle Wash' within the eastern-most portion of Lot 2, as indicated in Figure 3. The location of the facility is sited adjacent to, and north of, the existing Caltex petrol station.

While the proposed development includes a facility for both car and dog washing services, the latter is a use not listed under TPS3 and can be determined having regard to the zoning objectives.

Refer to Figure 3 – Amended Local Structure Plan Map

3.2 Development Concept

The indicative concept plans prepared by Hames Sharley illustrate the development of:

- Three covered DIY car wash bays;
- One automatic tunnel car wash;
- Four uncovered vacuum cleaning car bays; and
- One small enclosure for a dog washing facility.

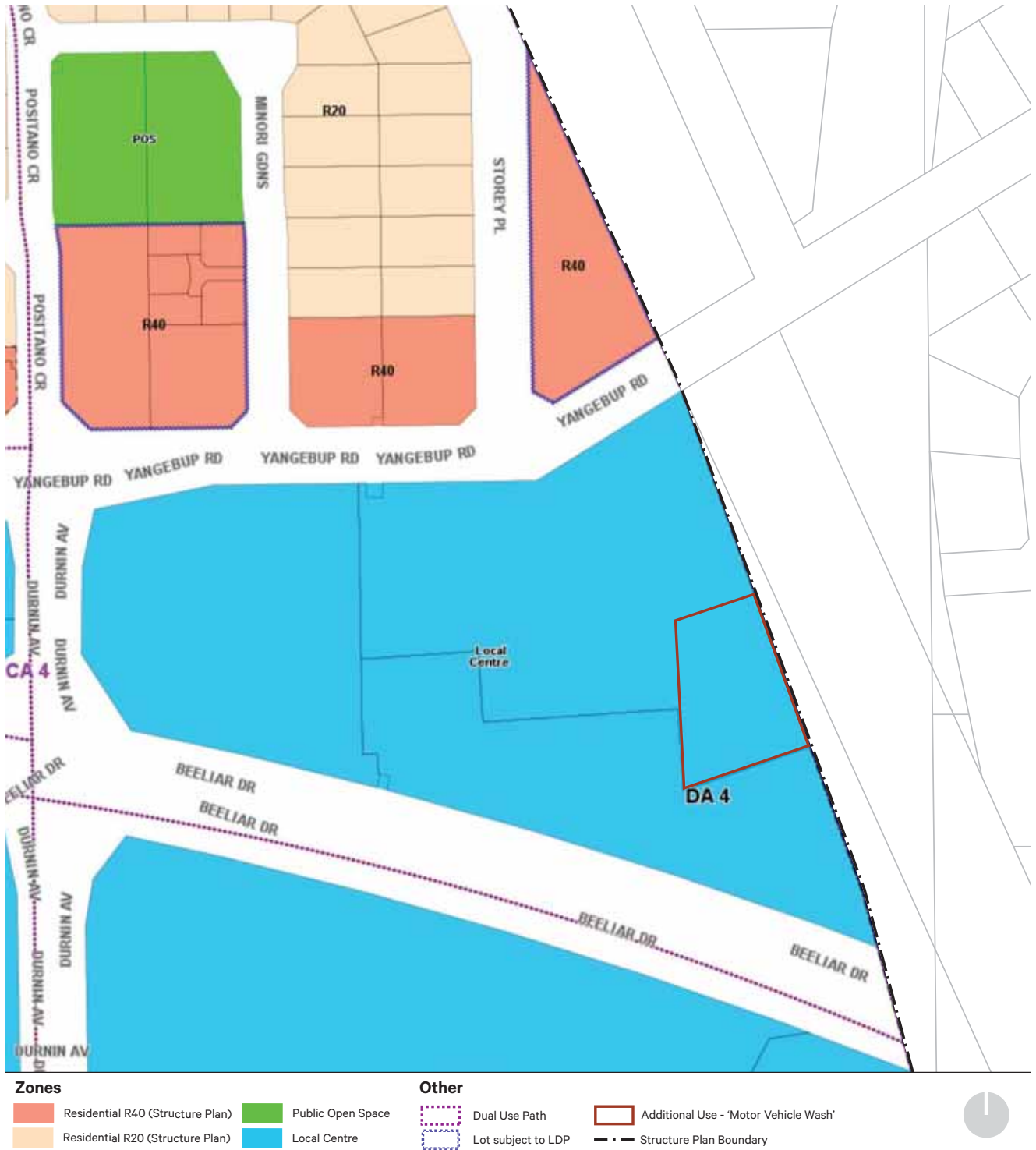
Access to the facility is available from the internal road network, secured via access easements registered on the Certificates of Title of both adjoining lots. The proposed development interfaces with the petrol station to its south and a proposed Autobahn motor vehicle repair centre to its west.

A development application for the proposed car and dog wash facility will be lodged with the City of Cockburn in due course. That application will address, among other things, design and built form, car parking, hours of operation, the frequency of caretaker vehicles, and other operational management considerations to contain any potential emissions on-site.

Refer to Appendix 1 – Indicative Development Concept

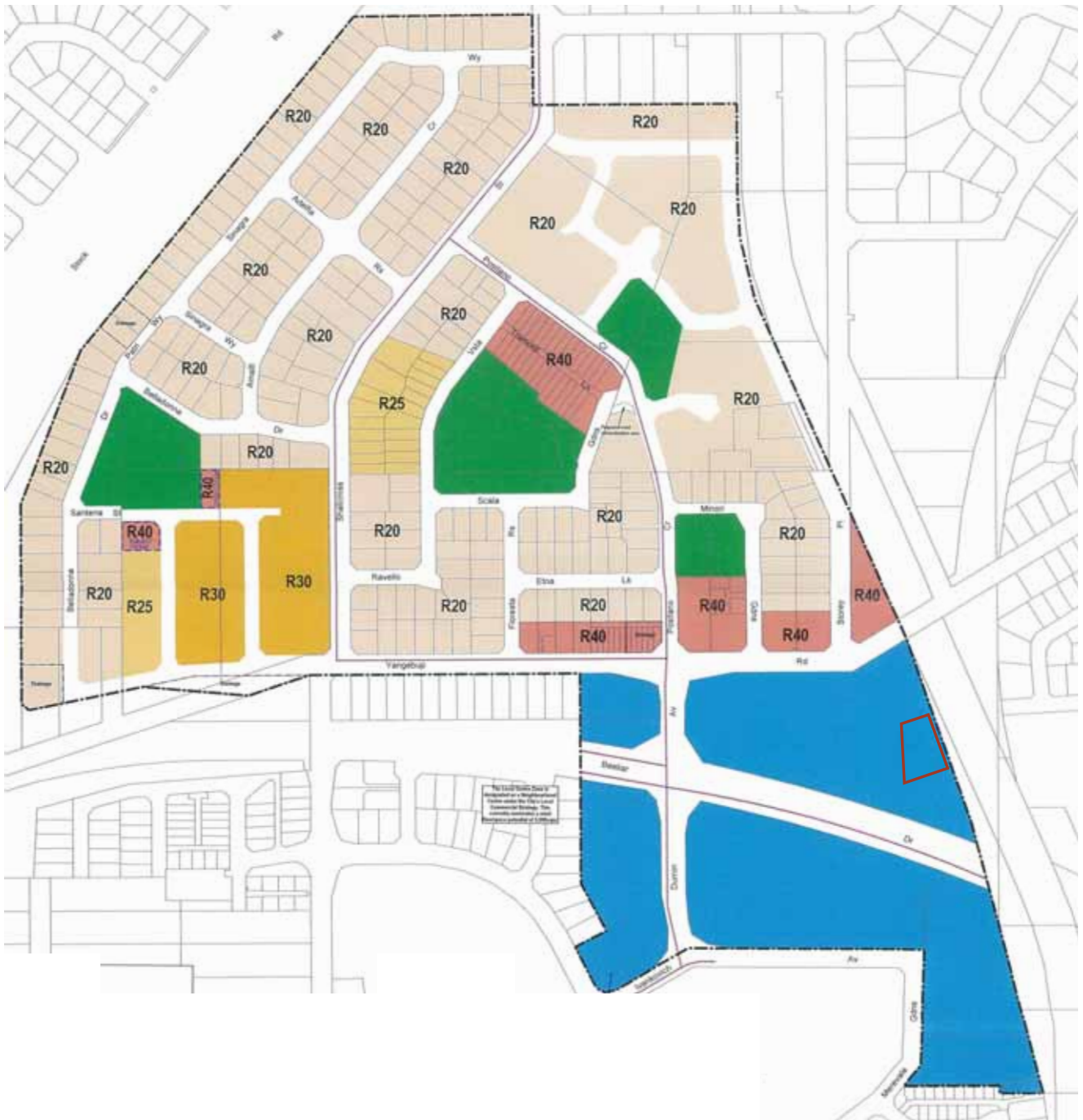
3.3 Additional Use Provisions

The proposed Additional Use permissibility for a Motor Vehicle Wash is a (D) use, requiring planning approval.



source: City of Cockburn Intramaps

Figure 3. Amended Local Structure Plan Map Extract



Zones

- Residential R40
- Residential R25
- Public Open Space
- Residential R30
- Residential R20
- Local Centre

Other

- Dual Use Path
- Lot subject to LDP
- Additional Use - 'Motor Vehicle Wash'
- Structure Plan Boundary



source: City of Cockburn

Figure 4. Amended Local Structure Plan Map

4. Planning Merit: Discussion and Rationale

4.1 Local Centre Objectives

As contained within clause 3.2 of TPS3, the objective of the Local Centre zone is to “provide for convenience retailing, local offices, health, welfare and community facilities which serve the local community, consistent with the local-serving role of the centre”.

The Beeliar Hive and Beeliar Village create a unique local centre, being a fast-evolving commercial hub central to an area transitioning from market gardening towards increased residential densities and suburban amenities. Its role in the urban fabric of Yangebup and surrounds includes providing for the day-to-day and convenience needs of the local community as well as workers passing through to nearby industrial estates via Beeliar Drive, Stock Road and Spearwood Avenue.

A car and dog wash within the Local Centre zone is considered to be consistent with the principles of orderly and proper planning, as it:

- Will provide for an extended range and diversity of convenience services for the local community and enhance their shopping experience, providing a facility which is not currently offered at the Beeliar Village local centre;
- Is a logical and efficient extension to the existing land uses and activities within the local centre and will complement the functions intended with a local centre. These include an existing fuel/service station adjacent to the site and a future motor vehicle repair centre, acting as a convenient ‘one-stop-shop’ for multi-purpose vehicle trips and reducing longer-distance travel. The further co-location location of ‘wet’ services (car and dog washing) will add to this convenience.
- Is servicing an increasingly urbanised and gentrified area with a growing number of car and dog owners. Smaller lots and the increasing awareness of the environmental effects of washing cars and dogs at home are causing owners to seek out eco-friendly alternatives;
- Is a suitable small-scale use of otherwise underutilised and irregularly-shaped land within the local centre, providing benefit and convenience to the local community and site such that it is not a predominant feature of the centre’s streetscape;
- Is not a sensitive land use and therefore compatible with the adjoining freight railway line. Similarly, the car and dog wash facility is not a disruptive land use with regard to any nearby sensitive land uses, with ability to mitigate any onsite emissions through development design and operational management as part of a future development application;
- Is afforded adequate manoeuvrability for vehicles to access and exit the site with ease and is located in proximity to key roads; and
- Does not involve subdivision of land (kept under the one common ownership) and is intended be constructed within the same staging as the adjoining motor vehicle repair centre. Notwithstanding this, the local centre is in its infancy itself and the structures required for the car and dog wash facility are insubstantial and do not contribute towards shop retail floorspace. The development of the Motor Vehicle Wash land use therefore does not inhibit longer-term redevelopment opportunities or the provision of other services associated with a local centre as the place evolves.

In addition to the above, the amendment is consistent with the intent and objectives of draft State Planning Policy 4.2 Activity Centres as the additional land use reinforces the primacy of the local centre, consolidating multifunctionality and avoiding out-of-centre development. The small-scale nature of a car and dog wash facility does not unreasonably undermine the existing Beeliar Village or nearby higher-order centres and is not considered to be 'major development' for the purposes of assessment under the SPP4.2 framework.

In light of the above, it is respectfully requested that the City of Cockburn support the proposed structure plan amendment.

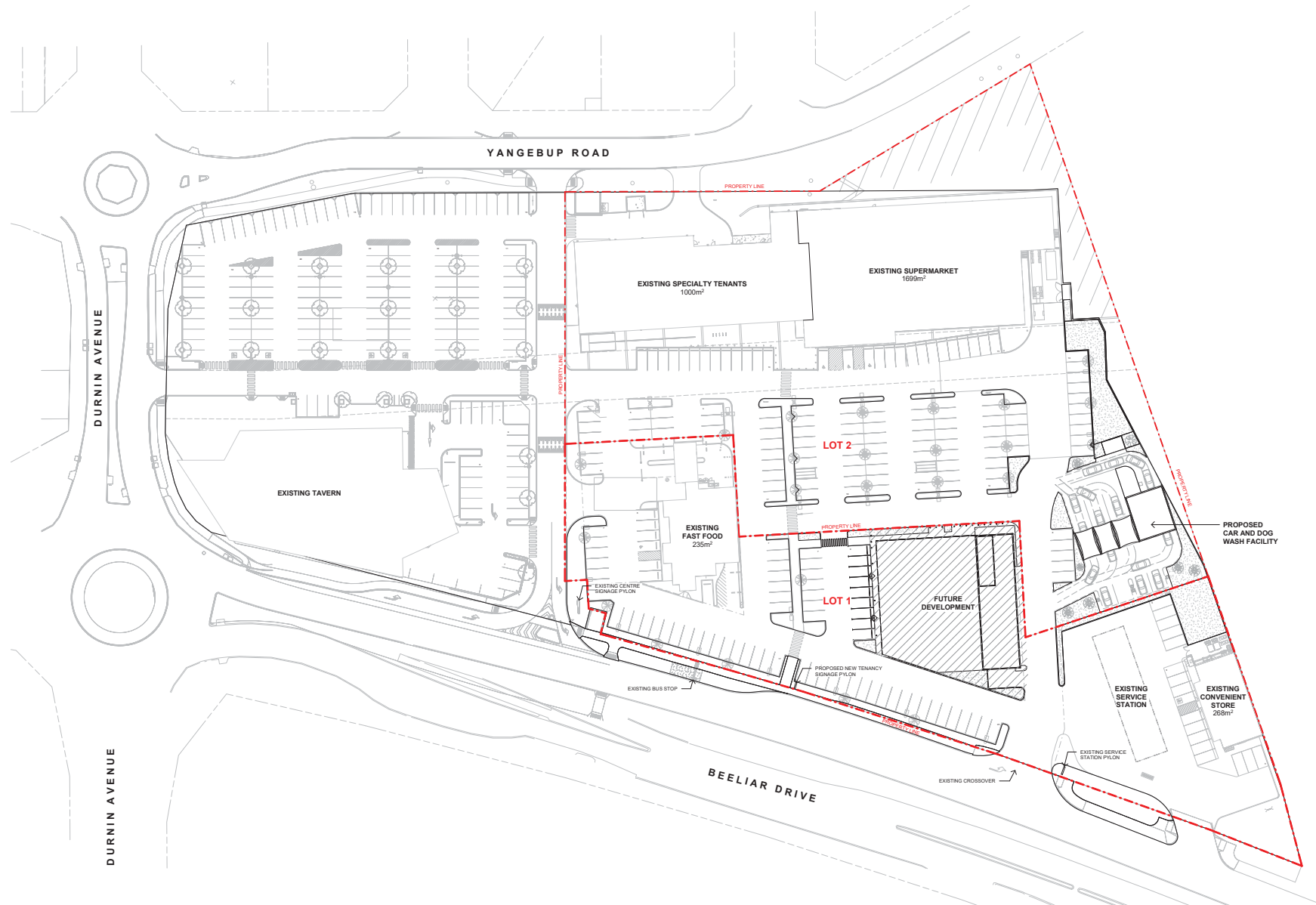
4.2 Streetscape Considerations

The Beeliar Hive commercial centre is an evolving centre. The structures required for the car and dog wash facility are insubstantial (shade structures and wash tunnel) and are setback from Beeliar Drive. The built form of the facility is not dissimilar to the adjoining service station and will also be similar in nature to the future repair centre that will sit opposite. This co-location of structures related to vehicles creates a consistent and concentrated internal streetscape (commercial-height structures with large openings) with high levels of passive surveillance. The built form will also be supplemented by quality landscaping to enhance the amenity of the area.

The proposed car and dog wash facility will be subject to a future application for development approval where built form, architecture and streetscape considerations will be addressed in further detail to the satisfaction of the local government.

In light of the above, it is respectfully requested that the City of Cockburn support the proposed structure plan amendment.

Appendix 1 – Indicative Development Concept



element.

the art and science of place

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