



**LEGEND**

--- STRUCTURE PLAN BOUNDARY

ZONES

RESIDENTIAL R40

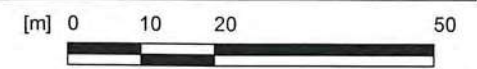
RESIDENTIAL R80

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14/11/2013**

**Western Australian Planning  
Commission Approval: 06/05/2014**

**Structure Plan Expires:  
19/10/2035  
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# LOCAL STRUCTURE PLAN

LOTS 30, 31 AND 32 ROCKINGHAM ROAD, MUNSTER

PROJECT NO: PD0887  
 CLIENT: RAPID STREAM PTY LTD  
 TF THE KUNA FAMILY TRUST  
 DATE: 15/10/13  
 DRAWING NO: STP-01  
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DEPARTMENT OF PLANNING  
- 9 MAY 2014  
SPN/0570  
FILE

# Local Structure Plan

Lot 30-32 Rockingham Road, Munster

Part One and Part Two

urbis

May 2014



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Report Number	SP02.2014.05

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**ENDORSEMENT PAGE**

This structure plan is prepared under the provisions of the City of Cockburn Town Planning Scheme.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

**06 May 2014**

In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2. (b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Date of Expiry:

**19 October 2035**



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# Executive Summary

This Local Structure Plan (LSP) applies to Lots 30, 31 and 32 Rockingham Road, Munster within the City of Cockburn (City).

The site is zoned Development under the City's Town Planning Scheme No. 3 (TPS 3). In accordance with the requirements of the Development zone, this LSP has been prepared to guide and facilitate the subdivision and development of Lots 30, 31 and 32 Rockingham Road for medium and high density residential development.

Part One of the report is the Statutory Section which provides the appropriate mechanics for land use and development control. These components of the LSP will bind parties through the powers of TPS 3.

Part Two of the report provides the Explanatory Section which provides the justification and clarification for the provisions within Part One.

TABLE 1 – LOCAL STRUCTURE PLAN SUMMARY TABLE

ITEM	
Total area covered by the LSP:	1.2055ha
Area of specific land uses:	
Residential	1.1187ha
Estimated lot yield:	25-30 lots
Estimated number of dwellings:	25-30 dwellings
Number and area of public open space:	Nil



# 1 Part One – Statutory Section

## 1.1 LOCAL STRUCTURE PLAN AREA

The LSP applies to Lots 30, 31 and 32 Rockingham Road, Munster, as shown on the land identified on the LSP Map – *Figure 1*.

## 1.2 LOCAL STRUCTURE PLAN CONTENT

The LSP comprises:

- Part One – Statutory Section

Part One of the LSP includes the LSP Map and provisions and requirements that have statutory effect.

- Part Two – Explanatory Section.

Part Two of the LSP justifies and clarifies the provisions contained in Part One, and is used as a reference guide to interpret and implement Part One. Part Two does not have statutory effect.

## 1.3 INTERPRETATION

Unless otherwise specified in this part the terms used in this LSP have the respective meanings given to them in the City's TPS 3 including any amendments gazetted thereto.

## 1.4 RELATIONSHIP TO THE LOCAL PLANNING SCHEME

This LSP is prepared in accordance with the requirements of TPS 3. The LSP Map and Statutory Section have the same force and effect as if they were included within TPS 3. Where there is any inconsistency between this LSP and TPS 3, TPS 3 prevails to the extent of that inconsistency.

## 1.5 OPERATION

In accordance with Clause 6.2.12.1 of the TPS 3, this LSP comes into effect when it is endorsed by the Western Australian Planning Commission (WAPC) pursuant to Clause 6.2.10.2.Land Use and Subdivision Requirements

### 1.5.1 GENERAL SUBDIVISION AND DEVELOPMENT REQUIREMENTS

The subdivision and development requirements for Lots 30, 31 and 32 Rockingham Road are generally in accordance with the LSP Map. The LSP Map outlines zones within the LSP area. The zones designated under this LSP apply to the land within it as if the zones were incorporated into TPS 3. The LSP outlines the residential density codes applicable to the LSP area.

Land use permissibility within the LSP area shall be in accordance with the corresponding zone under TPS 3.

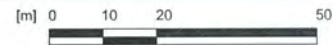
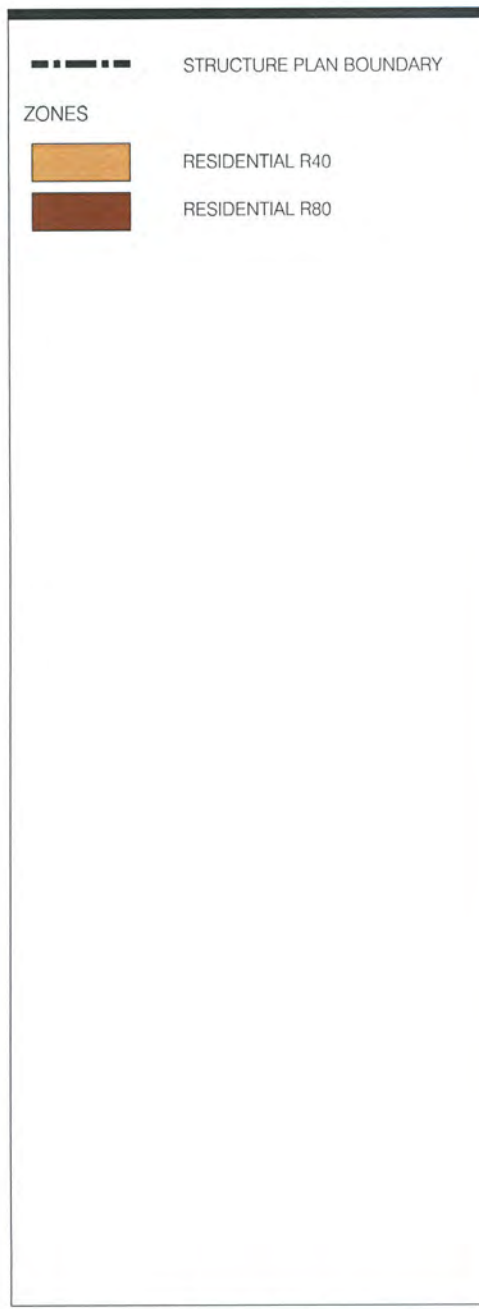
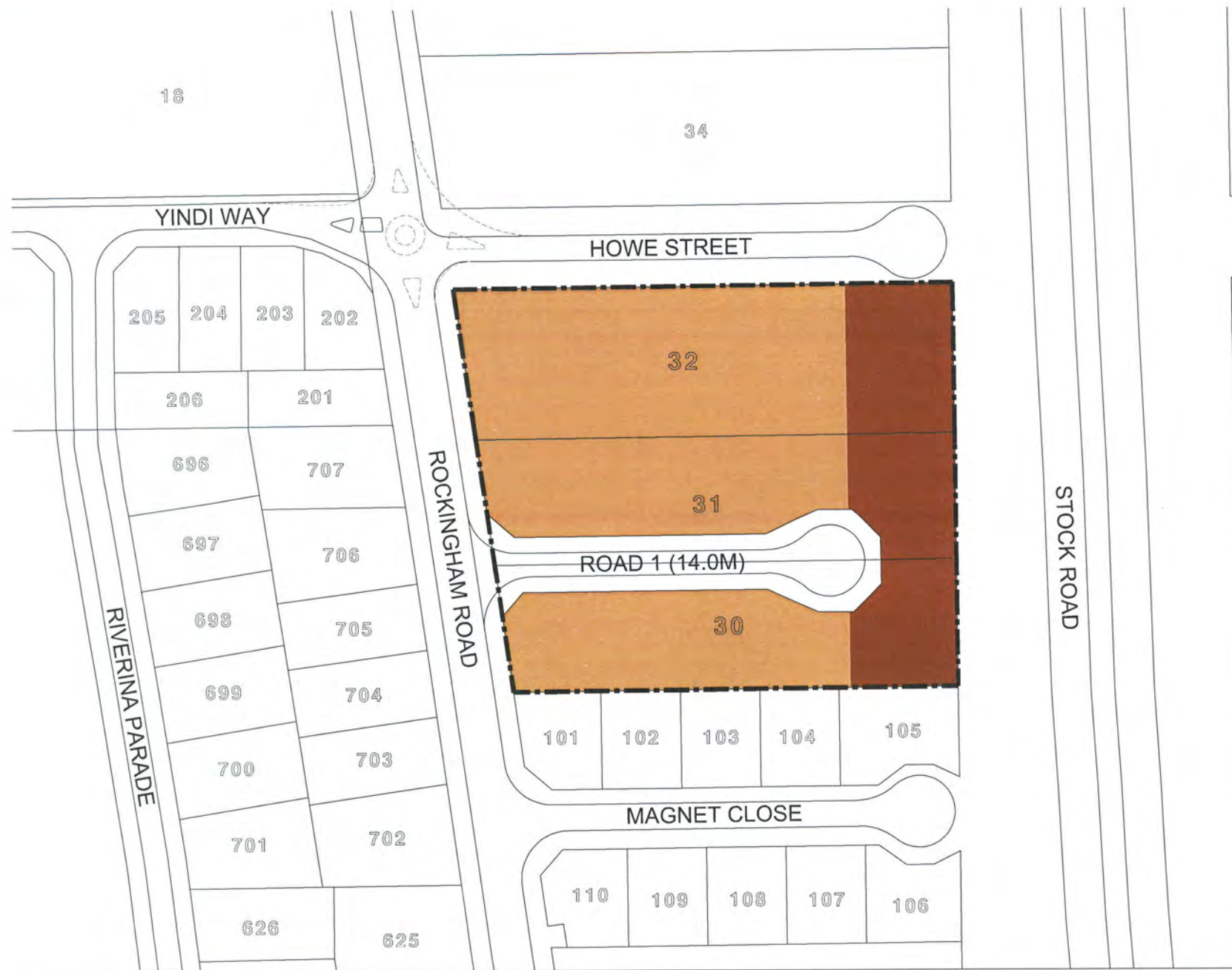
## 1.6 DEVELOPMENT REQUIREMENTS

### 1.6.1 LOCAL AREA PLAN REQUIREMENTS

The requirement for Local Area Plans (referenced as Detailed Area Plans within TPS 3) is to be assessed on a case by case basis at the discretion of the City. Local Area Plans shall be in accordance with Clause 6.2.15.2 of TPS 3 and details shall include, but are not limited to (details to be determined at the discretion of the City):

- Setbacks
  - o Building
  - o Garage
- Built Form
  - o Building and Roof heights
  - o Primary Façade treatment
  - o Secondary street and treatments
  - o Porches and verandah's
  - o Garage door widths
- Crossover Locations
- Fencing
- Surveillance
- Interfaces





# LOCAL STRUCTURE PLAN

LOTS 30, 31 AND 32 ROCKINGHAM ROAD, MUNSTER

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## 2 Part Two – Explanatory Section

### 2.1 PLANNING BACKGROUND

#### 2.1.1 INTRODUCTION AND PURPOSE

The LSP for Lots 30, 31 and 32 Rockingham Road, Munster has been prepared to guide and facilitate the subdivision and development of the subject land for residential purposes. The LSP provides development classifications over the subject land in terms of R-Codes applicable to future development.

The LSP fulfils the requirements of Clause 6.2.12.2 of the City's TPS 3 for the preparation and approval of a structure plan prior to the subdivision and/or development of land in the 'Development' zone.

#### 2.1.2 LOCAL STRUCTURE PLAN OBJECTIVES

- To guide and facilitate the subdivision and development of the LSP area.
- To facilitate medium to high density development that appropriately responds to the natural and physical characteristics of the subject land and surrounding Munster locality.
- To provide a safe, legible, efficient and effective movement network for vehicles and pedestrians within and to and from the LSP area.

#### 2.1.3 LAND DESCRIPTION

##### 2.1.3.1 LOCATION

The subject land, being Lots 30, 31 and 32 Rockingham Road, Munster is located within the City. The subject land is located approximately 30km to the south west of the Perth Central Business District and approximately 10km to the south east of Fremantle as detailed in *Figure 2* below.

The site has road frontage to Rockingham Road to the west and Howe Street to the north. Stock Road abuts the eastern boundary of the site

FIGURE 2 - LOCATION PLAN





### 2.1.3.2 AREA AND LAND USE

The area covered by the LSP is 1.2055ha and is generally square in shape. The subject land is currently rural residential in nature. Lots 31 and 32 each currently contain a residential dwelling and associated ancillary buildings. Lot 30 is currently vacant. The subject land has a crossfall of 13m, sloping down from Stock Road to Rockingham Road. The rear of Lots 30 and 31 contain low open shrubland vegetation. A range of mature vegetation is located in proximity to the existing residential structures on the site.

FIGURE 3 - AERIAL PHOTOGRAPH (CITY OF COCKBURN 2013)



The surrounding area consists primarily of low to medium density residential development, ranging from R20 to R40. The majority of this residential development has occurred from 2005 onwards and is continuing.

A local centre is located approximately 200m to the south of the sites with a 2128m<sup>2</sup> area of POS (Solta Park) located adjacent to the local centre. The Market Garden Swam POS and a Bush Forever site is located approximately 275m to the west of the subject land.

### 2.1.4 LEGAL DESCRIPTION AND OWNERSHIP

The lot and ownership details for the subject site are described in *Table 2*. The Certificate of Title and Sketch for the subject sites are provided in **Appendix A**.

TABLE 2 – LOT INFORMATION

LOT	CERTIFICATE OF TITLE	STREET	PLAN/DIAGRAM	LOT AREA	PRIMARY INTEREST HOLDER
<b>30</b> <b>No. 602</b>	1200-930	Rockingham Road	3562	3536m <sup>2</sup>	Bertram John Brasier Lucy Eva Brasier
<b>31</b> <b>No. 600</b>	2110-133	Rockingham Road	3562	3812m <sup>2</sup>	Ante Mihalj Yvonne Ann Mihalj
<b>32</b> <b>No. 596</b>	1210-600	Rockingham Road	3562	4707m <sup>2</sup>	State Housing Commission



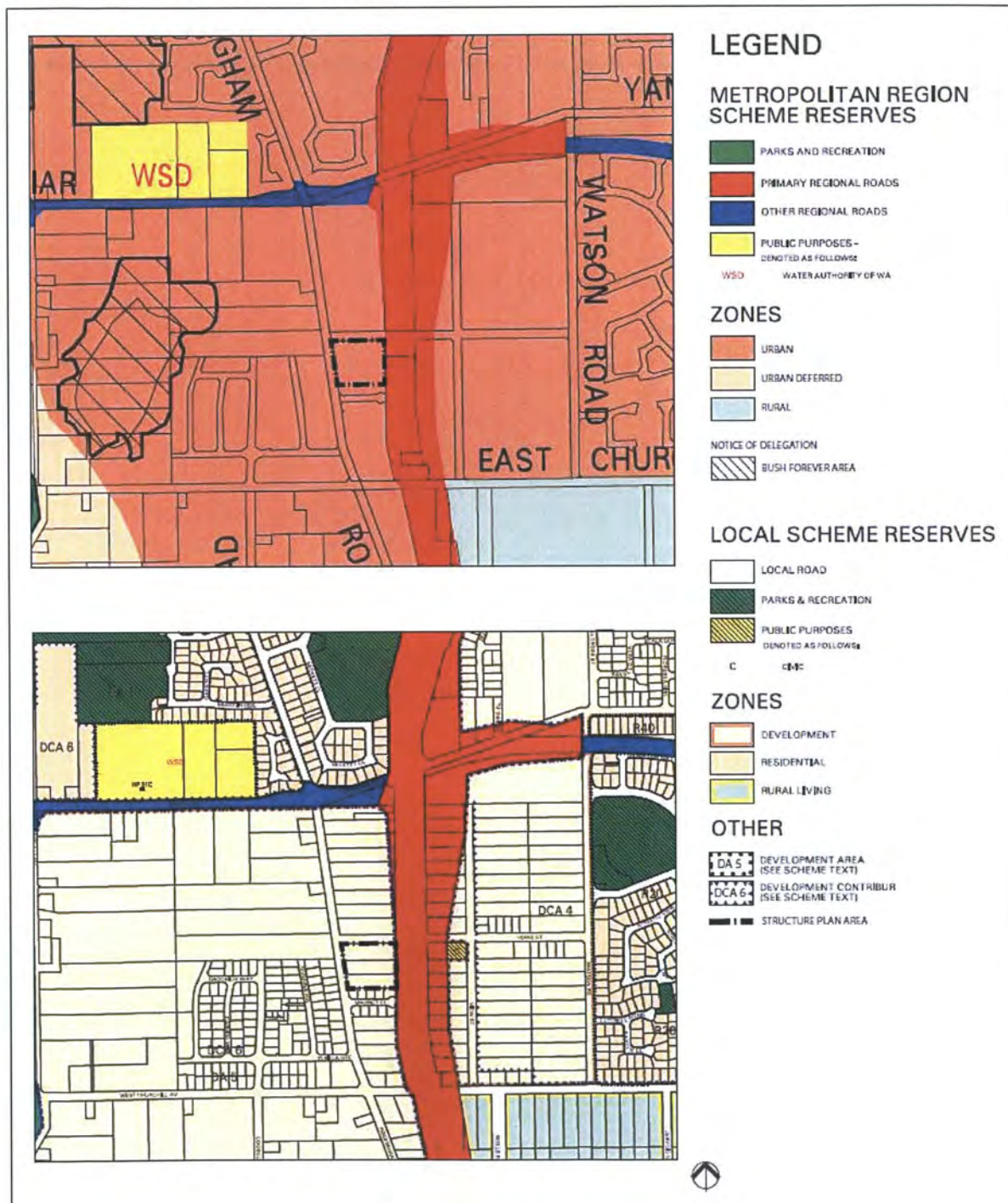
## 2.1.5 PLANNING FRAMEWORK

### 2.1.5.1 ZONING AND RESERVATIONS

The site is zoned "Urban" under the Metropolitan Regional Scheme (MRS). Areas zoned Urban provide for a range of activities, including residential, commercial, recreational and light industry. The LSP is aligned with the intent of the Urban zone, providing for residential development which is unconstrained and available for development.

The site is zoned Development under TPS 3. The Development zone aims to provide for future development in accordance with an approved structure plan.

FIGURE 4 - MRS AND TPS ZONING





## 2.1.6 POLICIES AND STRATEGIES – STATE GOVERNMENT

### 2.1.6.1 DIRECTIONS 2031 AND BEYOND

Directions 2031 - Spatial Framework for Perth and Peel was released by the Western Australian Planning Commission (WAPC) in August 2010. This is the highest level strategic spatial plan establishing a vision for the future expansion of the Perth and Peel area, which is expected to grow from 1.65 million people to 2.2 million people by 2031. The land within the LSP area is located within the 'south-west sector' which anticipates an increase in population of 70,000 persons and an increase in the number of dwellings by 41,000.

Directions 2031 sets residential density targets of 15 dwellings per urban hectare for infill development in order to meet the projected dwelling increases. At 1.2ha this results in a minimum of 18 dwellings on the subject site. The proposed densities associated with the LSP provide for 25-30 dwellings across the subject area, thus exceeding Directions 2031 targets.

The LSP presents a key opportunity for implementation of Directions 2031, in particular its focus on urban consolidation, housing affordability and redevelopment within an existing urban context

The LSP complies with the State Planning Strategy in facilitating residential development.

### 2.1.6.2 DRAFT OUTER METROPOLITAN PERTH AND PEEL SUB-REGIONAL STRATEGY

The Outer Metropolitan Perth and Peel Sub-Regional Strategy (the Draft Strategy) encompasses all land within the outer sectors of metropolitan Perth.

Seven strategies have been developed in order to meet the land supply, housing and employment needs of the Outer Metropolitan Area and guide the preparation and review of structure plans and local planning strategies. The strategy provides guidance on timeframes for, and outlines the likely influences on the supply of additional urban land to ensure an ongoing minimum of a 15 year supply for land.

The LSP achieves the overall intent of the Draft Strategy, specifically to deliver additional activity, amenity and housing types, building upon the existing development within Munster and contributing to State infill targets. The LSP also aims to enhance the existing natural and built environment through responding to the site topography and existing amenity.

### 2.1.6.3 STATE PLANNING POLICIES

The LSP complies with the following relevant State Planning Policies (SPP's):

<ul style="list-style-type: none"><li>▪ <b>SPP 2 – Environment and Natural Resources.</b></li></ul>	<ul style="list-style-type: none"><li>▪ Where appropriate the LSP seeks to protect topographical features and areas of significant native vegetation.</li></ul>
<ul style="list-style-type: none"><li>▪ <b>SPP 3 – Urban Growth and Settlement</b></li></ul>	<ul style="list-style-type: none"><li>▪ The LSP will facilitate the growth of the Munster locality and provide for a variety of residential infill development opportunities.</li></ul>
<ul style="list-style-type: none"><li>▪ <b>SPP 3.1 – Residential Design Codes of Western Australia</b></li></ul>	<ul style="list-style-type: none"><li>▪ Subdivision and development within the LSP area is generally to be in accordance with the R-Codes.</li></ul>
<ul style="list-style-type: none"><li>▪ <b>SPP 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning</b></li></ul>	<ul style="list-style-type: none"><li>▪ The LSP proposes noise sensitive development (residential) adjacent to Stock Road which is a major road / freight route. Design of the lots and future development shall take into account appropriate measures to reduce and mitigate noise levels to meet the required noise criteria. It is anticipated</li></ul>



	that noise sensitive design elements (quiet house design) will be required for development in close proximity to Stock Road.
--	--

#### 2.1.6.4 LIVEABLE NEIGHBOURHOODS

Where possible and practical, the LSP has had regard to the objectives and requirements of Liveable Neighbourhoods, whilst responding to the context of the subject site and the Munster locality.

<ul style="list-style-type: none"> <li>▪ <b>Element 1 – Community Design</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ The LSP contributes to a sustainable urban environment within Munster. The site provides a range of urban densities within the walkable catchment of a local commercial centre and POS areas. The LSP is consistent with community outcomes envisaged for the developing Munster locality.</li> </ul>
<ul style="list-style-type: none"> <li>▪ <b>Element 2 – Movement Network</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ Although the LSP does not include a new movement network, the design of the LSP including access and street frontages is consistent with Liveable Neighbourhoods aims to provide an integrated movement network.</li> </ul>
<ul style="list-style-type: none"> <li>▪ <b>Element 3 - Lot Layout</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ The variety in lots provided within the density range proposed allows for a variety of housing choice located within proximity to a local commercial centre.</li> </ul>
<ul style="list-style-type: none"> <li>▪ <b>Element 4 - Public Parkland</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ The LSP includes a cash-in-lieu arrangement in relation to the provision of POS as agreed with the City.</li> <li>▪ A2 of Appendix 4 of Liveable Neighbourhoods states that "Having regard to A1 (Section 153 of the P and D Act 2005), the WAPC may impose a condition seeking the provision of a cash-in-lieu equivalent of the public open space, where:</li> <li>▪ <i>The other required 10 percent area of open space would yield an area of unsuitable size/s and dimension/s to be of practicable use."</i></li> </ul>
<ul style="list-style-type: none"> <li>▪ <b>Element 5 - Urban Water Management</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ An integrated approach to water management is to be provided across the LSP area. The size and nature of the development does not trigger the requirement of an urban water management</li> </ul>



	plan or urban water management strategy.
<ul style="list-style-type: none"> <li>▪ <b>Element 6 - Utilities</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ Each lot shall be provided with sewer, water, power, gas and telecommunications as appropriate.</li> </ul>

## 2.1.7 STRATEGIES AND POLICIES - LOCAL GOVERNMENT

### 2.1.7.1 LOCAL PLANNING STRATEGY

The City's Planning Strategy (referred to as the Planning Strategy - PS) aims to provide direction on population, employment, housing, transportation, public open space and public uses over a 10 to 15 year timeframe. The PS sets out an integrated approach to policy statements for environment, community, economic, infrastructure and regional principles which are further detailed within the Local Planning Policies.

The PS intends to guide the strategic direction of land use and provide context for local planning decisions within the City.

The LSP is consistent with the direction and intent of the City's PS.

### 2.1.7.2 LOCAL PLANNING SCHEME

#### 2.1.7.2.1 TPS 3 Zoning

The LSP area is zoned Development under TPS 3 as depicted in *Figure 4*. The intent of the Development zone is as follows:

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

Further, the subject land is located within Development Area 5 – Munster.

The requirements under the Development zone and Development Area 5 also trigger the need for a structure plan to guide subdivision and development as Clause 6.2.4 and Schedule 11 require. This LSP has been prepared to comply with these TPS 3 requirements.

The LSP is consistent with these objectives by proposing residential development and public open space areas which facilitate well integrated outcomes.

#### 2.1.7.2.2 Local Structure Plan Classification

The LSP proposes residential land classified with R40 and R80 density codes. Development within the Development zone identified on the LSP will be required to comply with TPS 3 requirements of the Development zone, except where varied in the Statutory Section of the LSP.

Land use permissibility within the Residential zone will be in accordance with TPS 3 and all land within the Residential zone is to conform to the requirements of the R-Codes.

#### 2.1.7.2.4 Development Contribution Areas

The LSP Area is located in DCA6 as set out in Schedule 12 of TPS 3. The purpose of the development contribution plan is to provide for the equitable sharing of infrastructure and administrative costs between landowners.

All landowners in DCA6 shall make a proportional contribution to 23.4% of the costs of widening and upgrading Beeliar Drive between Stock Road and Cockburn Road.



The LSP area is also subject to DCA13, a contribution plan relating to the provision of community infrastructure within the City.

The above contributions are required to be paid at the time of approval of a deposited plan or survey strata plan.

### 2.1.7.3 LOCAL PLANNING POLICIES

The following are considered to be relevant City local planning policies.

<ul style="list-style-type: none"> <li>▪ <b>LPP APD 4 – Public Open Space</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ The public open space provided within the LSP area is considered to be appropriate for the provision of public open space under this policy. The aspects of the public open space are compliant with the objectives of Liveable Neighbourhoods Element 4.</li> </ul>
<ul style="list-style-type: none"> <li>▪ <b>LPP APD 6 – Residential Rezoning and Subdivision adjoining Midge infested lakes and wetlands.</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ The LSP area is located within proximity to Market Garden Swamp (3), and is on the periphery of the 500m midge buffer. It is considered there is sufficient buffer by way of vegetation and residential development to minimise the effects of midges on future developments. As the site is located within the buffer, it is proposed that a notification will be placed on titles noting that the lots are located within a midge prone area in accordance with the requirements of LPP APD 6.</li> </ul>
<ul style="list-style-type: none"> <li>▪ <b>LPP APD 62 – Vehicle Access</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ The LSP abuts Rockingham Road, a major distributor road within the locality. Vehicle access will be further outlined as part of the Local Area Plans applicable to the sites. There will however, be no direct vehicle access/crossovers to Rockingham Road.</li> </ul>

## 2.2 SITE CONDITIONS AND ENVIRONMENT

### 2.2.1 ENVIRONMENTAL ASSETS AND CONSTRAINTS

The site is located within the Swan Coastal Plain – south of the Moore River. Identified as part of the Spearwood Dunes landform, the environmental characteristic of the site and surrounds exhibit that of the Cottesloe Complex – Central and South. As much of the area has been historically used for market gardening and agricultural purposes the expanse and integrity of the environmental characteristics vary.

The subject site has been utilised for rural residential purposes since the late 1940's with the front being cleared for structures and revegetated with a range of exotic species. The rear of the sites, in particular Lots 30 and 31 consist of low open shrubland. The vegetation consists of a range of predominantly native species including; tussock, acacias, banksia and grevillea. Exotic species and grass trees are scattered through this area.

The vegetation on the site does not exhibit qualities which would justify retention. The quality of the vegetation on the site falls within the classification of degraded. The vegetation has been severely



impacted by disturbance with less than 25% of the site containing native vegetation. This vegetation is further segregated from surrounding tracts of vegetation by existing residential development and infrastructure.

It is not considered viable to retain or regenerate of the vegetation on the subject site.

### 2.2.2 LANDFORMS AND SOILS

The subject site ranges in topography from 23.0m AHD in the north eastern corner adjacent to Stock Road, falling to 10.0m AHD adjacent to Rockingham Road. This represents a cross fall of 13.0m from east to west across the site. The high and low points on the subject site are annotated on *Figure 5 – Site Context* below.

The subject site is located in the Tamala Limestone Formation, specifically part of the Spearwood Dune System. This results in soils on the site generally consisting of calcarenite and calcareous cemented sands ranging from fine to very coarse above a limestone base. Preliminary geotechnical advice has indicated that the subject land will fall within the Lot Classification "A", consistent with adjacent developments. As such there are no geotechnical constraints on the use of the site in regards to residential development.

A desktop review of acid sulphates within the locality of the subject site has indicated that there are no known occurrences of acid sulphate soil on the site or surrounding area. It is considered there are minimal or no risk of acid sulphate soils being located on the site.

### 2.2.3 GROUNDWATER AND SURFACE WATER

The subject site is located in the Cockburn Groundwater Area, specifically within the Kogalup Groundwater System. This area is made up of an unconstrained superficial groundwater aquifer which is recharged by infiltration from existing wetlands and water sources.

Initial geotechnical investigations have found the groundwater level at the lowest point on the site is at 1.0m AHD as outlined within the Engineering Report prepared by Wood and Grieve Engineers (**Appendix B**). As such there will be no impacts on the groundwater from the required civil and earthworks associated with the development of the sites.

### 2.2.4 BUSHFIRE HAZARD

An assessment of the site against the provisions of the WAPC's Planning for Bushfire Protection Guidelines (May 2010) has determined that the site is located in a low bushfire hazard level area. The following factors have been taken into account in determining the low bushfire hazard level classification as per the requirements of Appendix 1 of the guidelines:

- **Site Characteristics**  
The characteristics of the vegetation on site consist of either highly modified vegetation associated with the existing residential uses, or low open shrubland. Additionally, the site is to be cleared to facilitate the residential development, thus reducing the bushfire potential further.
- **Surrounds**  
The subject area is located within an existing urban/suburban area which is significantly developed for residential purposes and generally characterised by maintained gardens and limited vegetation. Areas of undeveloped shrubland, are zoned for development and are to be cleared and developed within the near future.
- **Buffers**  
The site is separated from potential bushfire hazards, being the shrubland to the east of Stock Road via Stock Road. The road reserve and constructed carriage way consist of low fuel materials and is of a sufficient width to act as a fire buffer.

The low bushfire hazard level classification results in the site being appropriate for residential development with no additional fire management measures required in construction of dwellings.



## 2.3 CONTEXT AND CONSTRAINTS ANALYSIS

Based on the research undertaken to guide preparation of the LSP for the subject site, an opportunities and constraints plan has been prepared (see Figure 5).

Key elements of this plan include:

- Existing development and distances from the subject site including residential, commercial, and public open space;
- Site characteristics including topography, drainage, vegetation and existing structures;
- Movement network including vehicle, pedestrian and public transport;
- Site opportunities including views, development potential,
- Site constraints including the Lake Coogee ridge buffer, noise and visual impacts from Stock Road; and
- Ability of the site to accommodate the level of proposed development.

FIGURE 5 - SITE CONTEXT - OPPORTUNITIES AND CONSTRAINTS ANALYSIS



### 2.3.1 LOT 30 – DEPARTMENT OF HOUSING

At the time of preparation of the LSP a development application is being considered by the WAPC for the development of 12 dwellings on Lot 30. This application has been lodged by the Department of Housing under the *Public Works Act 1902*.

Consideration of the proposal, as based on the previous lapsed approval has been incorporated into the design of LSP. Particular consideration has been given to the proposed road, and the provision of a density consistent with the proposed development. This allows for an appropriate design response between the developments and provides a consistent approach to development within the LSP area.



## 2.4 LOCAL STRUCTURE PLAN

### 2.4.1 DESIGN RATIONALE

The study area has a number of site attributes and constraints that impact on the LSP as outlined in section 2.3 and *Figure 5*. The following sets out the main design principles providing the basis to the design of the LSP:

- The site generally slopes from Stock Road in the east to Rockingham Road in the west. The land adjacent Stock Road has views to Cockburn Sound, including the Woodman Point lighthouse and the dune system. This provides opportunities for higher density development which takes advantage of this attribute.
- Medium density residential development is proposed for the LSP, taking advantage of the proximity to the Munster local centre on the corner of West Churchill Avenue and Rockingham Road, which is located approximately 180 metres to the south.

### 2.4.2 LAND USE

The LSP primarily proposes residential land use at medium to high densities to provide for a variety of housing. Medium density residential development has been located on the western aspect of the site, with the higher density being located to the rear of the site taking advantage of the westerly views.

TABLE 3 – LOCAL STRUCTURE PLAN SUMMARY TABLE

ITEM	
Total area covered by the LSP:	1.2055ha
Area of specific land uses:	
Residential	1.1187ha
Estimated lot yield:	25-30 lots
Estimated number of dwellings:	25-30 dwellings
Estimated population:	57.5-69 people*
Number and area of public open space:	Nil

\* based on the Australian Bureau of Statistics

### 2.4.3 RESIDENTIAL

The LSP includes a residential development area of 1.1187ha. It is envisaged this has the potential to provide an additional 25-30 dwellings within the Munster locality.

Single residential development has been allocated to the front of the site with a residential density of R40. This provides for medium density development with lot sizes with at least a minimum of 200m<sup>2</sup> and average of 220m<sup>2</sup>.

Higher density residential has been located to the east of the site, allowing for houses with a minimum area of 100m<sup>2</sup> and average of 120m<sup>2</sup> under the R-Codes. The Multi-unit housing code provides for grouped/multiple unit housing consistent with a plot ratio of 1.0 for an R80 site. Additionally, minimum dwelling sizes of 40m<sup>2</sup> and an average of 100m<sup>2</sup> for developments over 5 units are required.

The proposed densities are appropriate to the site and locality. The density proposed is consistent with the density of the existing developments and will be readily integrated into the existing urban fabric.



The locality has sufficient community infrastructure and amenity to support the densities proposed. The site is located within 200m of the local centre and 250m of a significant POS asset. Additionally high frequency public transport runs along Rockingham Road, linking the site to Fremantle and Rockingham – both Strategic Regional Centres.

The incorporation of the higher density development to the rear of the site ensures that an appropriate scale and level interaction of the development with Rockingham Road is maintained whilst maximising the site potential in term of amenity and views across to the Cockburn sound as outlined in section 2.4.1 Design Rationale.

#### 2.4.4 OPEN SPACE

A cash in lieu arrangement between the landowner/s of each lot within the LSP and the City has been agreed to in lieu of the provision of physical POS on the site.

Consultation with the City has noted that the form and function of POS, should it be provided on the subject site would not appropriately meet the requirements of Liveable Neighbourhoods for POS. To this end, it is considered that the resultant 10% required for the structure plan area would result in a compromised portion of open space that will lack functionality and be difficult to maintain.

A cash in lieu approach to support a larger and more usable portion of open space is considered to achieve a better outcome and provide POS which is consistent with State requirements. We understand this is also the position of the Department of Planning.

A2 of Appendix 4 of Liveable Neighbourhoods states that *“Having regard to A1 (Section 153 of the P and D Act 2005), the WAPC may impose a condition seeking the provision of a cash-in-lieu equivalent of the public open space, where:*

- *The other required 10 percent area of open space would yield an area of unsuitable size/s and dimension/s to be of practicable use.”*

As such, the proposed arrangement is considered to be appropriate in terms of the requirements of Liveable Neighbourhoods.

#### 2.4.5 MOVEMENT NETWORKS

The subject site is located to the east of Rockingham Road. Rockingham Road is a District Distributor B with a traffic volume of approximately 5,880 vph on a weekday. There is no direct vehicle access from Stock Road (a Primary Regional Road) which directly abuts the eastern boundary of the subject site. The proposed development is anticipated to generate approximately an additional 270 vph. As detailed within the Traffic Assessment prepared by Transcore (**Appendix C**) the existing movement network of Rockingham Road has sufficient capacity to accommodate this increase without creating any adverse traffic impacts.

Whilst the LSP does not include any formal movement networks under the development on the subject site it will trigger the requirement for upgrading of Rockingham Road and the construction of a road reserve to service the proposed lots. This is depicted in the LSP map.

The upgrading of Rockingham Road will be undertaken in accordance with the City 's requirements. This upgrade will be undertaken at a time specified once subdivision or development approvals associated with proposed development are granted. These works will be undertaken by the City with a proportional contribution provided by the proponents.

The construction of a road reserve will be undertaken to meet the requirements of the City of Cockburn in terms of construction standards, allowing for road reserves, parking and provision of services. This will provide access to the development on Lots 30 and 31. Access to the future development on Lot 32 is to be obtained from Howe Street.

In order to provide appropriate access to Lot 30 and 31 a shared road is proposed to be constructed across the common boundary. This access is to be 14.0m in width, encroaching 7m in width onto each site. The 14.0m wide reserve is sufficient to accommodate the carriageway, a single row of car parking



and sufficient width for the provision of services including footpaths. Detailed designs will be submitted to the City as per the conditions of subdivision or development approval related to any future development proposal.

Figure 5 highlights the existing high frequency public transport route (routes 811, 920, 522, 530, 531, 532, and 533) and pedestrian paths through within the immediate locality of the subject site. This infrastructure is of sufficient capacity to accommodate the increase in population and patronage associated with the development of the subject site.

#### 2.4.6 WATER MANAGEMENT

Stormwater drainage for the subject land shall be treated via a pit and pipe system, feeding into Stormtech cells. Engineering calculations set out in **Appendix D** demonstrate that stormtech cells in the order of 26 will be sufficient to provide for the management of stormwater in accordance with the City of Cockburn's requirements.

Discussions with the Department of Water in April 2013 have confirmed that a Local Water Management Strategy is not required for the subject site as per the correspondence attached in **Appendix D**. This has been determined based on the size of the area subject to this LSP. Additionally, it has been confirmed that a separate Urban Water Management Plan (UWMP) is not required. The requirements generally associated with a UWMP can be sufficiently addressed within the detailed design drawings for the drainage treatment.

#### 2.4.7 INFRASTRUCTURE COORDINATION, SERVICING AND STAGING

##### Water

The subject site will be serviced from the existing water infrastructure within Rockingham Road. The existing 200 diameter water main on the western side of Rockingham Road is capable of being extended to service future development. The reticulated system has sufficient capacity to accommodate the level of development proposed.

##### Sewer

The subject site will be serviced from the existing sewer infrastructure within Rockingham Road. The sewer is capable of being extended via a gravity system along Rockingham Road to service future development. The reticulated system has sufficient capacity to accommodate the level of development proposed.

##### Power

The subject site will be serviced via existing power infrastructure along Rockingham Road. This will be subject to detailed design and Western Power approval at the time of development.

#### 2.4.8 NOISE MANAGEMENT

The eastern boundary of the subject site is located directly adjacent to Stock Road. Stock Road is a Primary Regional Road in the MRS and is subject to high volumes of traffic – both vehicular and freight. It is acknowledged that transport noise attenuation measures may be required for development adjacent to Stock Road. A noise assessment has been undertaken by Herring Storer Acoustics (**Appendix E**) to determine noise impacts from Stock Road on the development.

Noise attenuation measures recommended by Herring Storer include: the construction of a 2.2 metre high barrier between the residence and Stock Road, at the edge of the development. Even with this barrier, noise received at the ground floor of the residence located adjacent to Stock Road would still exceed the "Noise Target", thus requiring Package A "Quiet House" Design. Noise received at upper stories would still exceed the "Noise Limits" and for any upper floors, Package B+ "Quiet House" Design would be required.

Noise attenuation will be addressed at the detailed design stage, through Local Area Plans and relevant development applications, and will be subject to confirmation of the level of attenuation outlined within the noise assessment report.

## 2.5 DEVELOPER CONTRIBUTION ARRANGEMENTS

Lot 30, 31 and 32 Rockingham Road Munster are located within the City of Cockburn's Development Contribution Area 6.

## 2.6 IMPLEMENTATION PROCESS

In accordance with the City's TPS 3, the following LSP approval process will need to be followed:

- LSP to be considered by Council and a determination on whether it is satisfactory for advertising is to be made.
- LSP to be advertised for a period of 21 days.
- Council to consider any submissions received and resolve to modify the LSP as it sees fit, and adopt the LSP.
- LSP to be referred to the WAPC for endorsement.
- Upon WAPC endorsement, Council shall adopt the LSP (including any modifications determined necessary by the WAPC) as the basis for future subdivision and development.

### 2.6.1 ROLES AND RESPONSIBILITIES

At the time of subdivision/development approval application the following will need to be undertaken to the satisfaction of the City/WAPC:

TABLE 4 - IMPLEMENTATION PROCESSES

<u>REQUIREMENT</u>	<u>DOCUMENTATION</u>	<u>STAGE</u>
<u>Strategies/Assessments</u>	Acoustic assessment	Development Approval
<u>Notifications on Title</u>	<p>Midge nuisance – <i>"This land may be affected by midge from nearby lakes and/or wetlands. Enquiries can be made within the City of Cockburn Environmental Services."</i></p> <p>Noise – <i>This lot is situated in the vicinity of Stock Road and is currently affected, and / or may in the future be affected by transport noise.</i></p>	Subdivision
<u>Payments</u>	<p>Development contributions</p> <p>Cash-in-lieu requirements</p>	Subdivision