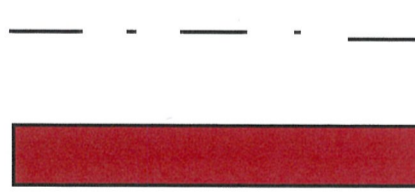




7. Plan 1 - Structure Plan



It is certified that this Structure Plan was approved by resolution of the
 Western Australian Planning Commission on 11 / 9 / 2017
 This Structure Plan expires on 11/9/2027
 Signed _____
 Director, Planning and Development
 File No. 110/167

| | | | | |
|---|---|--|--|-----------------------|
|  519 MEARES WAY, CANNINGVALE WA 6155 MOBILE: 0407 018 147 WEB: WWW.KRE8WA.COM.AU | COPYRIGHT: THESE PLANS SHALL REMAIN SOLE PROPERTY OF KREB CONSTRUCTION WL AND MUST NOT BE GIVEN, COPIED OR REPRODUCED WITHOUT PERMISSION OF KREB CONSTRUCTION WL. | LOT 8 (#630) ROCKINGHAM ROAD, MUNSTER 6168 | NU EDGE PROPERTY P/L CITY OF COCKBURN | Scale A4: 1 : 1500 |
| |  | REV1: 16/2/2017 | PLAN 1- STRUCTURE PLAN | JOB NUMBER 1502 |

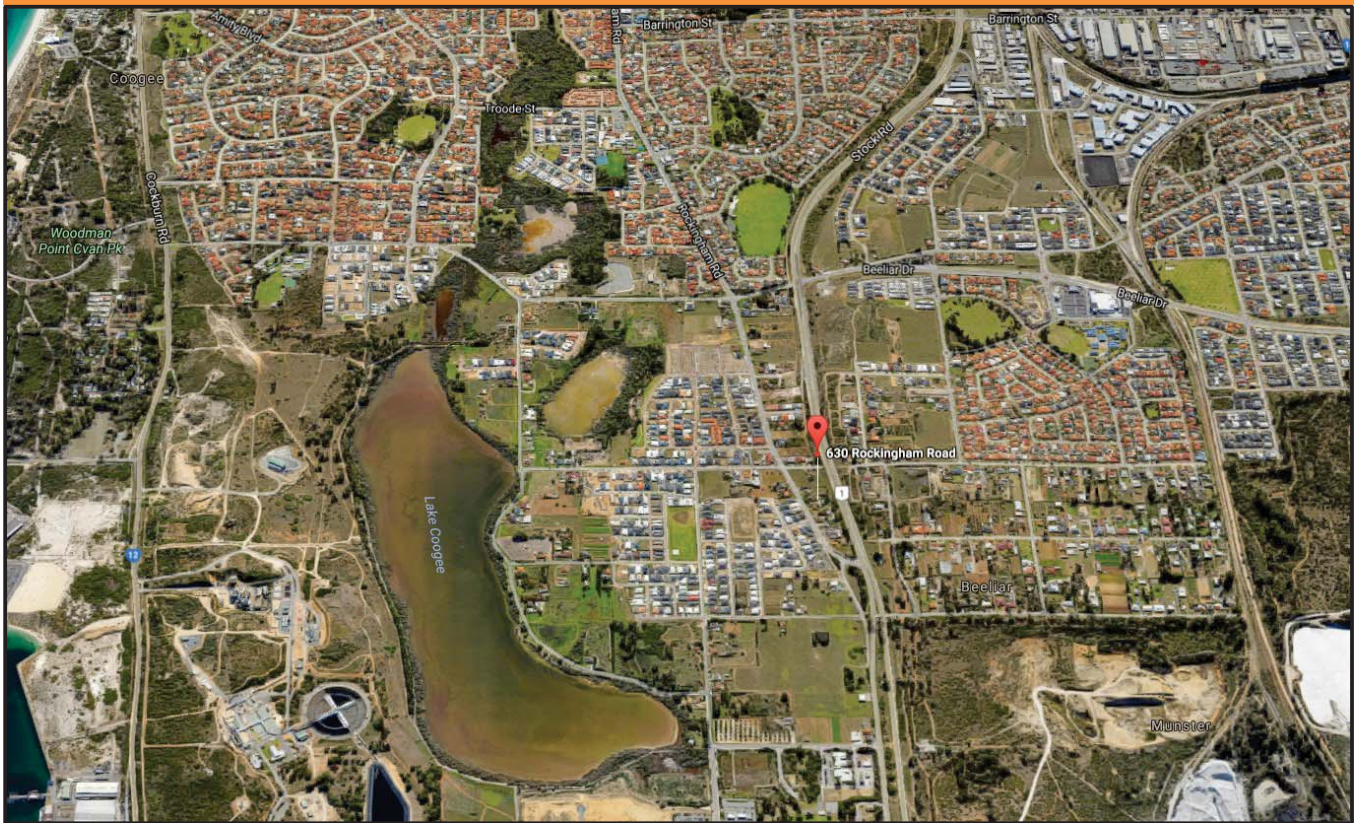
Proposed Structure Plan

Lot 6 (630) Rockingham Road Munster

For Nu Edge Property Pty Ltd

Revised Edition

31 August 2017



City of
Cockburn



Endorsement Page

**This structure plan is prepared under the provisions of the
City of Cockburn Town Planning Scheme 3.**

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

[insert date] 11 September 2017

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,
in the presence of:


_____ Witness

11 September 2017 _____ Date

11 September 2027 _____ Date of Expiry

Table of Amendments

| Amendment No. | Summary of the Amendment | Amendment Type | Date approved by WAPC |
|----------------------|---------------------------------|-----------------------|------------------------------|
| | | | |
| | | | |
| | | | |
| | | | |

Executive Summary

- The structure plan covers all the land described as Lot 6 (#630) Rockingham Road, Munster and is a total of 0.2245Ha.
- The structure plan is a requirement of the Development Zone under the City of Cockburn TPS 3.
- The current land use is a single residential property and is proposed to be recoded to R40 and be capable of being developed for 8 grouped dwelling residences.
- The site is of insufficient size to satisfactorily allocate useable public open space and it is proposed to provide cash in lieu under the Act.
- The proposal does not overlap, supersede or consolidate an endorsed structure plan.

| Item | Data | Structure Plan Ref (Section No.) |
|-------------------------------|---------------------------------------|---|
| Total Area of Structure Plan | 0.2245 Ha. | 1.2.2 |
| Area of Residential land use | 0.2245 Ha. | 1.2.2 |
| Total estimated lot yield | 8 | 3.3 |
| Estimated number of dwellings | 8 | 3.4 |
| Estimated residential density | 35.6 dwellings per site/ hectare | 3.3 |
| Estimated population | 25 people at 2.8 people per household | |

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Part One (Implementation)

1. Structure Plan Area

The structure plan encompasses the whole of Lot 6, 630 Rockingham Road Munster, being a total of 2,245m², as defined and denoted on Plan 1. The current zoning of the lot is development, in Development Area 5, as defined in the City of Cockburn Town Planning Scheme No 3.

2. Operation

The date the structure plan comes into effect is the date the structure plan is approved by the WAPC.

| | |
|----------------|---|
| Operation Date | As per clause 28(1) of the deemed provisions of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> . |
|----------------|---|

3. Staging

The site is a small portion of the Munster development area (DA5) and no infrastructure triggers will affect the site. Staging may however occur within the site to permit development for economic reasons.

4. Subdivision and Development Requirements

| | | |
|-----|-------------------------|---|
| 4.1 | Land Use Permissibility | As per Clause 3.3.2 of the City of Cockburn Town Planning Scheme No.3. |
| 4.2 | Notifications on Title | In respect of applications for the subdivision of land the Council shall recommend to the Western Australian Planning Commission that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate(s) of Title(s) to advise of the following: <ol style="list-style-type: none"> 1. Construction standards to achieve quiet housing design in accordance with State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning; 2. This land may be affected by midge from nearby lakes and/ or wetlands. Enquiries can be made with the City of Cockburn Environmental Services; and 3. Land or lots deemed to be affected by noise from Stock Road as identified in the <i>Transportation Noise Assessment</i> contained in Appendix 2. |
| 4.3 | Additional requirements | 1. A Noise Management Plan (NMP) shall accompany any subdivision or development |

| | | |
|--|--|--|
| | | <p>application at the site and shall demonstrate compliance with State Planning Policy 5.4.</p> <ol style="list-style-type: none"> 2. Subdivision and development of the subject site is to include noise control measures to achieve acceptable internal noise levels in accordance with Australian Standard 2107:2000 Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors. 3. Under the provisions of Section 153 of the Planning and Development Act 2005, a 10% cash-in-lieu contribution towards Public Open Space is applicable at the development/ subdivision approval stage. |
|--|--|--|

5. Local Development Plans

A Local Development Plan is required to be prepared and implemented for any lot that:

1. Is deemed to be affected by increased noise levels from Stock Road as identified in the Transportation Noise Assessment, Acoustic Report contained in Appendix 2 or as updated;
2. Requires special conditions to be set; or where otherwise deemed appropriate.

6. Other Requirements

In addition to the normal infrastructure extensions and connections, the subject site is within a development contribution area, DCA 6, specifically for the provision of infrastructure in the Munster area and DCA 13, which is a city wide developer contribution scheme.

7. Plan 1 - Structure Plan



Part Two (Explanatory Section)

1. Planning Background

The area is zoned development in response to Councils desire to promote and develop the area for residential and associated uses.

1.1 Introduction and Purpose

The purpose of this report is to support an application for a Structure Plan over Lot 6 (#630) Rockingham Road, Munster. This Structure Plan is prepared as a pre-requisite for subdivision of land zoned Development under the City's Town Planning Scheme No.3 and located within the Munster Development Zone (DA 5).

The site is zoned development in the City's Town Planning Scheme No. 3. A structure plan is required prior to any subdivision or development of the site.

1.2 Land Description

The land is within the suburb of Munster, and backs onto Stock Road, a regional road controlled by the department of Main Roads Western Australia. The site is accessed from Rockingham Road, and rises gradually to the east.

1.2.1 Location

The site is located on Rockingham Road Munster within close proximity to Stock Road and approximately three (3) kilometres south of the City of Cockburn Council offices and nine (9) kilometres south of the sub regional centre of Fremantle.

The Structure Plan is limited to Lot 6 (No. 630) Rockingham Road Munster.

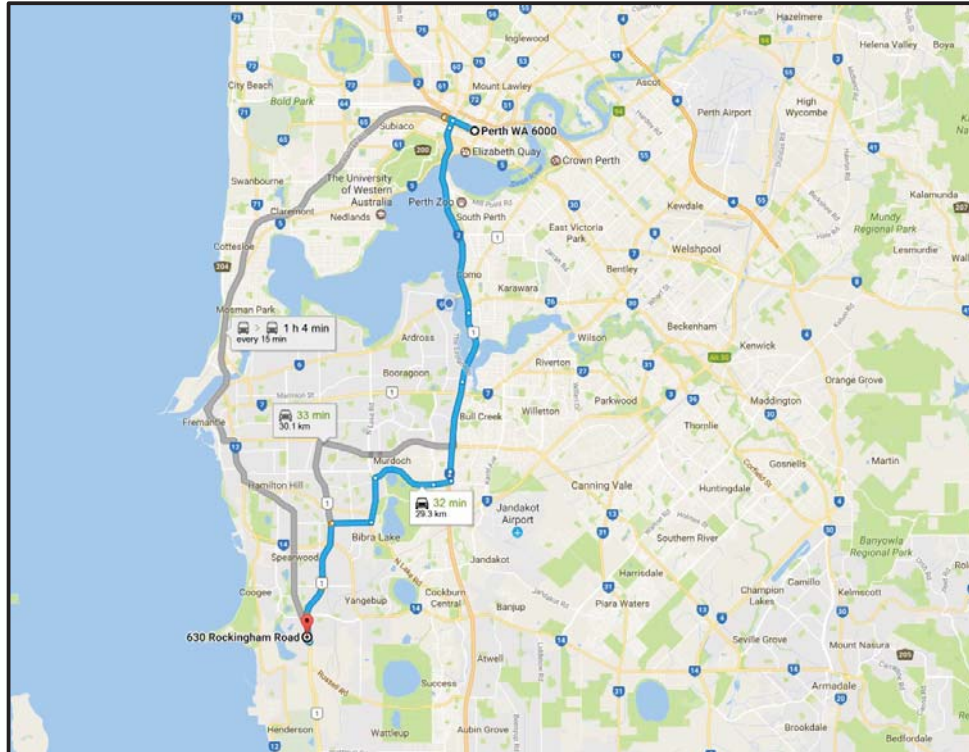


Figure 1 - Location from subject site to Perth CBD

1.2.2 Area and Land Use

The site Lot 6 has an area of 2,245m² and is currently used as a residence. The existing buildings, including a main residence and various sheds and light weight structures are aged and timely for removal and replacement with new housing stock.

The area of Munster is 21 kilometres from Perth CBD, and abuts the suburbs of Coogee, Henderson and Wattleup.

The area surrounding the site has in recent year's undergone significant residential development, with the conversion of allotments used for a variety of agricultural and home based vegetable plots. Many allotments being owner occupied the primary residence of the owner and medium sized typically 1 to 5 hectares. A combination of factors that presents a difficult mix for the development industry to absorb and fund and difficult for a coordinated change to land use.

This pressure to develop can best be described as an infill residential development with significant urban areas further to the south and east of the area.

The area being a fragmentation of the rural based lots, presented the authorities with typical retrofitting of services to permit and promote the residential infill. Past planning by the City of Cockburn, resulting in Development Area 5 has provided the format and promotion of the area for a coordinated development of the area. To achieve this it includes a Development Contribution Plan, known as DCA 6, to achieve funding of shared and necessary infrastructure for the redevelopment of the area.

The subject site has two abutting properties, with original housing stock, although considerable redevelopment has occurred opposite and nearby the site.



Figure 2 - Aerial photograph showing extent of redevelopment near the subject site

1.2.3 Legal Description and Ownership

The subject site is Lot 6 on Diagram 54549, being certificate of title Vol. 1546 Folio 346. It is currently registered to Nu Edge Property Pty Ltd.

1.3 Planning Framework

1.3.1 Zoning and Reservations

The subject site is zoned “Urban” under the Metropolitan Region Scheme and abuts Stock Road to the east, a Primary Regional Road under the control of MRWA.

The subject site is zoned “Development” under the City of Cockburn Town Planning Scheme No. 3 and abuts two similar sized and zoned lots north and south. The development zone, known as DA5, requires an approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development;

Clause 5.2 of TPS3 sets out provisions that relate to the preparation, content and process for Structure Plans and this application complies with those provisions.

In addition, the Town Planning Scheme No. 3 identifies the subject site is affected by Development Contribution provisions, as detailed in DCA 6 and DCA 13.

Clause 5.3 also references Table 10 of the Scheme, which contains Common Infrastructure Provisions that apply to specific Development Control Areas (DCA’s). The Common Infrastructure Provisions in Table 10 provide for the sharing of costs where the subdivision of the area necessitates the upgrading of public open space contribution and acquisitions.

The subject area is located within DCA 6 and as a condition of development, landowners shall make a proportional contribution toward 23.4% of the cost of widening and upgrading Beeliar Drive (Mayor Road) between Stock Road and Cockburn Road, Munster. Contributions shall be made towards a number of items specified in Table 10 of Town Planning Scheme No. 3.

The subject area is also located within Development Contribution Area 13 (DCA 13). The scheme triggers contributions upon subdivision to facilitate local infrastructure items as set out in Council policy.

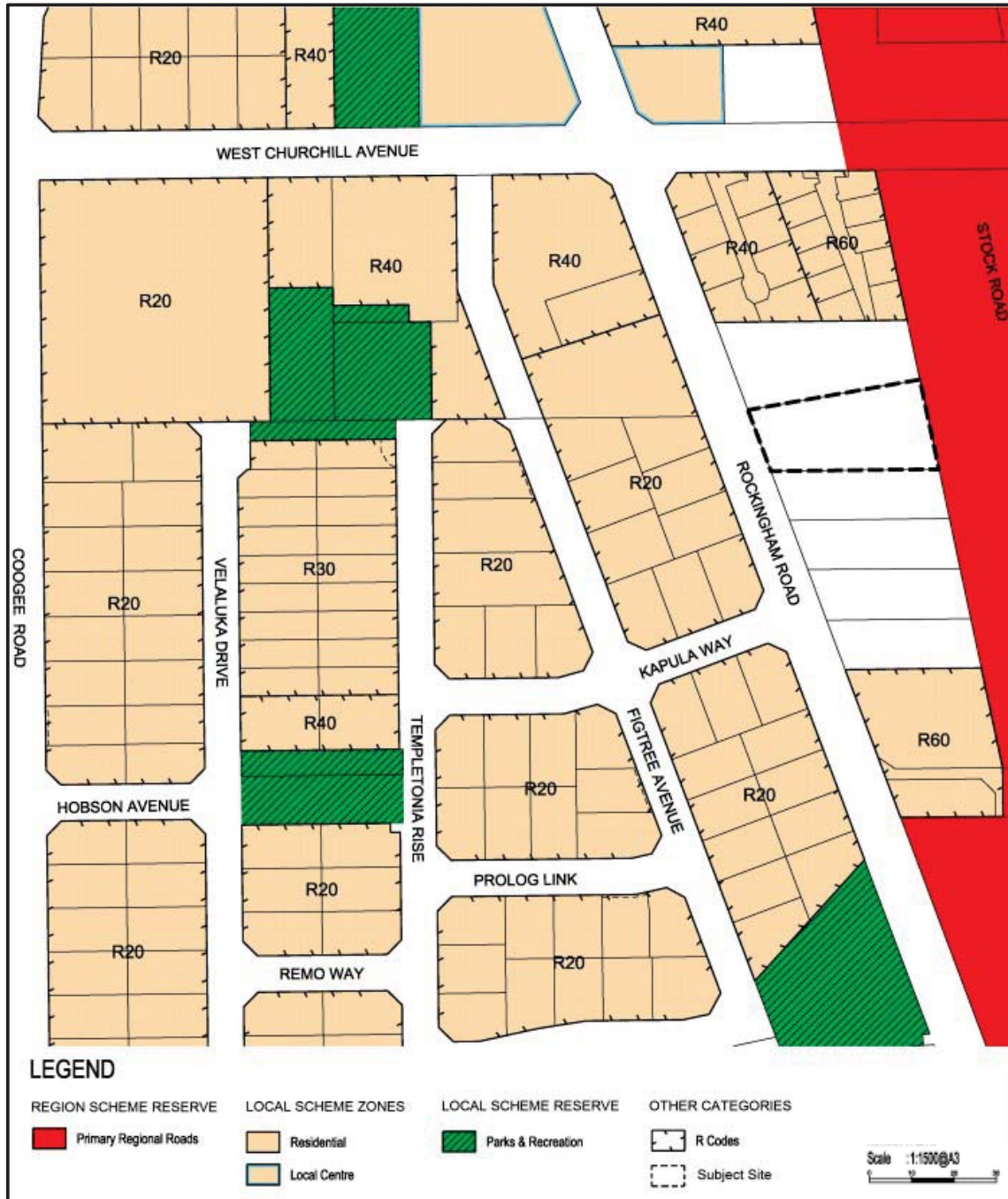


Figure 3 - Zoning map shows extent of Land Structure Planned.

1.3.2 Regional and Sub Regional Structure Plan

The Perth and Peel 3.5 million strategic land use plan advertised in 2015 and awaiting finalisation, identifies areas of growth for the region and sets targets for population growth and the expansion of the Perth metropolitan area. The subject land is identified as Urban under the South Metropolitan Peel Sub-Regional planning framework which, once finalised, will become the South Metropolitan Peel Sub-Regional Structure Plan.

1.3.3 Planning Policies

The site is controlled by the following planning instruments;

The proposed Structure Plan complies with following relevant State Planning Policies:

- State Planning Policy 3 – Urban Growth and Settlement
 - The proposed structure plan provides for the effective use of available land in an already well serviced locality and will build on the existing community by increasing the variety of housing in the local area while providing affordable housing options in line with the economic needs of the local community.
- State Planning Policy 3.6 – Development Contributions for Infrastructure
 - The proposed structure plan area is identified as falling within development contribution areas 6 and 13 with provisions outlined in Section 1.3.1.
- State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning
 - The proposed structure plan does not encroach on any major transport corridors or freight operations. However, the subject land is abutting the Stock Road Primary Regional Road which impacts the proposed structure plan. Protection for people from unreasonable levels of transport noise due to the proximity of the subject land to Stock Road has been identified and can be implemented through the noise control measures as outlined in the Transport Noise Assessment contained in Appendix 2.

1.3.3.1 Liveable Neighbourhoods

“Liveable Neighbourhoods is an operational policy for the design and assessment of structure plans (regional, district and local) and subdivision for new urban (predominantly residential) areas in the metropolitan area and country centre, on greenfield and large urban infill sites.”

The proposed structure plan provides for consistency with objectives of Liveable Neighbourhoods through the following measures:

- Providing for development in close proximity to public transport;
- Increasing pedestrian connectivity and access along Rockingham Road;
- Improving passive surveillance and personal safety with primary street fronting lots;
- Increases the variety of available lots sizes in the local area;
- Proposed density being in line with local and state density objectives; and
- Proposes an efficient use of the subject site that will improve affordable housing options in the local area.

1.3.3.2 Residential Planning Codes

Outcomes – Land use Planning

The proposed structure plan will change the land use by increasing the residential density, to R40 permitting new and diverse range of housing options to the area. This change supports aspects of State Planning Policy 3 – Urban Growth and

Settlement, by providing diversity; making efficient use of space and supporting higher densities in locations serviced by public land uses, transport and high amenity.

The proposed higher density on the subject site and location is supported for the following key items:

- Accessibility to existing public transport. There is currently one bus service, the 549 between Fremantle and Rockingham that operates northbound along Rockingham Road and southbound along Stock Road. In the northbound direction, there is a bus stop 100m away on Rockingham Road and for the southbound direction there is a bus stop 250m away on Stock Road;
- Proximity to existing public open space, being within walking distance (200m) of existing neighbourhood parks, Refer Figure 11 – Public Open Space
- Walking distance (200m) to existing local commercial precinct located at the intersection of Rockingham Road and Churchill Avenue; and
- Access to employment hubs, of Henderson marine Complex, Kwinana industrial area and sub regional centres of Cockburn Central and City Centre of Fremantle.

1.3.4 Planning Strategies

1.3.4.1 City of Cockburn Town Planning Scheme No. 3

The proposed Structure Plan is consistent with the strategies and actions contained in the City of Cockburn's Local Planning Strategy. For example, the strategies aim to:

- *"Provide a range of housing opportunities"; and*
- *"Ensure the efficient, progressive development and servicing of urban land."*

1.3.4.2 Directions 2031

"Directions 2031 is a high level spatial framework and strategic plan that establishes a vision for future growth of the metropolitan Perth and Peel region; and it provides a framework to guide the detailed planning of housing, infrastructure and services necessary to accommodate a range of growth scenarios."

The proposed structure plan will assist in reaching Directions 2031 target of an average of 15 dwellings per urban zoned hectare and is in line with targets of achieving a 50% increase on current infill residential development trends. Development of the site under the structure plan will also increase housing diversity and affordability to the local area while maintaining good urban design, easy access to nearby services and amenities, and community safety.

1.3.5 Pre Lodgement Consultation

Preliminary and the primary source of consultation has been undertaken with the City of Cockburn Planning Department and research on the cities intra maps.

Consultation was also undertaken with public infrastructure service authorities.

2. Site Conditions and Constraints

The site is a sandy cover over Tamala Soils and rises from a low point on the western boundary at a grade of 1:20 to the east.

It is of good a condition to undertake a grouped housing development with a driveway on the southern boundary, serving lots to the north. This provides an opportunity to maximise northern (solar) orientation for rear open space areas for future housing.

2.1 Biodiversity and Constraints

Much of the past land use has resulted in removal of a natural flora asset from the site and surrounding area. To the west approximately 800 metres is Lake Coogee and further to the west is the coast beaches of Coogee and Woodman Point, which boast many passive and active recreation spaces.

2.2 Groundwater and Surface Water

Groundwater is present in a superficial aquifer and the soils allow good penetration of surface runoff.

2.3 Bushfire Hazard

Bushfire Designation: Not Applicable

Designation Date:

Local Government Authority: COCKBURN

Comments: This site is not currently designated as bush fire prone.

Designated bush fire prone areas (coloured pink on the below map) have been identified by the Fire and Emergency Services Commissioner as being subject, or likely to be subject, to bushfire attack. Additional planning and building requirements may apply to development within these areas. A further assessment of the bushfire risk may also be required under the Planning and Development (Local Planning Scheme) Regulations 2015 and the Building Code of Australia. Please contact the local government authority for further information about the requirements that apply in this area.

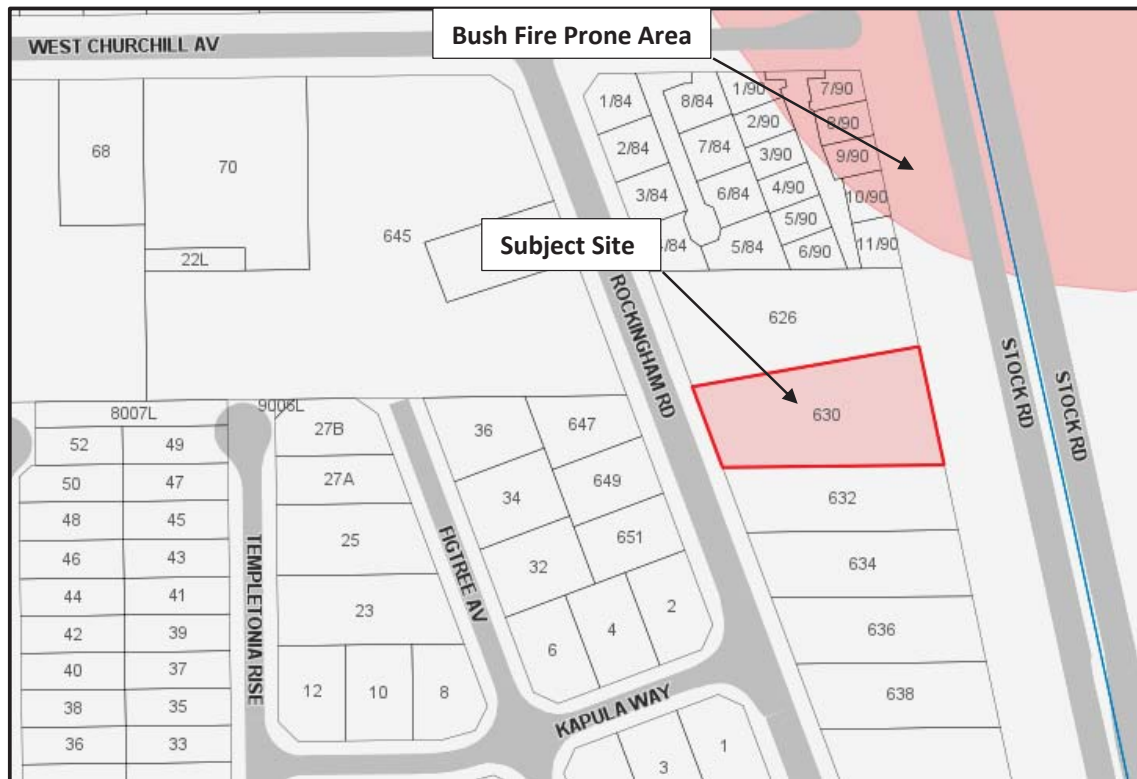


Figure 4 - Plan showing Bush Fire Risk Area (City of Cockburn IntraMaps)

2.4 Context and Other Land Use Constraints and Opportunities

2.4.1 Roads

The subject site faces Rockingham Road, a District Distributor (B) Road running north – south. Behind the site is Stock Road, a Primary Regional Road and no access is permitted to or from the site to this Primary Regional Road.

Rockingham Road abutting the subject site is a 9 metre wide single carriageway with a 60km/h speed limit. According to traffic count information sourced from Main Roads WA, Rockingham Road (south of Beeliar Drive) carried approximately 6,944 vehicles per weekday in the 2013/14 traffic count. Based on these counts, the weekday morning peak hour occurred between 7:30AM and 8:30AM (547vph), whilst the afternoon peak period occurred between 3.30PM and 4.30PM (586vph).

According to estimated data from Main Road for 2031, traffic volumes are projected to increase to 7,400 vehicles per day. Rockingham Road geometry in this vicinity provides for good sight lines from both the southbound approach to Kapula Way and northbound approach to West Churchill Avenue. The subject site shall be developed with a 6 metre wide vehicle access way to allow all traffic to exit the site safely in a forward gear to accommodate future traffic projections.

2.4.2 Public Transport

The site is in close proximity to bus services which serve both Rockingham Road and Stock Road.

There is currently one bus service, the 549 between Fremantle and Rockingham that operates northbound along Rockingham Road and southbound along Stock Road.

Approximately 900 metres north along Rockingham Road, near Mayor Road, the 549 service shares Rockingham Road with other bus services, being the 530 and 531 service, that would allow bus transfer to be made to travel to and from Cockburn Central and Gateways Shopping Centre along Beeliar Drive.

2.4.3 Public Open Space

The site contains no public open space due to its relatively small size. Public open space is however within walking distance of the site with two reserves being within 200 metres and additional reserves at 350 metres. There is also regional open space surrounding Lake Coogee approximately 800 metres to the west of the site. Refer Figure 11.

2.4.4 School Sites

The site is located approximately 2.3 kilometres from the Coogee Public Primary School. A private Catholic School, Saint Jeromes School is also located in the area.

2.4.5 Commercial Centres and Convenience Stores

A Local convenience store is located 200 metres north of the site at the intersection of West Churchill Avenue and Rockingham Road. Further to the north along Rockingham Road is the City of Cockburn Council administration and the Spearwood District Shopping Centre.

2.4.6 Proximity to Wetlands

Approximately 800 metres to the west of the site is Lake Coogee. The City requires a notification on the certificate of title for midges in accordance with Local Planning Policy 1.11 – Residential ReZoning and Subdivision Adjoining Midge Infested Lakes and Wetlands.

“This land may be affected by midge from nearby lakes and/ or wetlands. Enquiries can be made with the City of Cockburn Environmental Services.”

3. Land Use and Subdivision Requirements

3.1 Land Use

The structure plan map in Part 1 of this report identifies the site as Residential, which will conform with the surrounding uses with density ranges from R20 to R60.

3.2 Public Open Space

Development or subdivision of the site will attract a requirement for 10% of the site to be given up as public open space by cash-in-lieu to an equivalent value. Cash-in-lieu is considered more desirable on this site due to the relatively small size and the location of existing public open space in the area.

3.3 Residential Density Coding

The residential density code proposed for the site is R40 which will provide an estimated yield of 8 residential lots. This is considered appropriate as it provides a range of housing options and is suitable for orderly development on the site. This. The site is in close proximity to services, commercial, transport and recreation.

3.4 Movement Networks

The site will most likely be developed for eight (8) or possibly nine (9) grouped dwellings generating 6 to 8 vehicle movements during peak hour traffic and is considered “low impact” under the WAPC Transport Assessment Guidelines.

Current traffic is predominately light passenger vehicles with only 7% of average weekday traffic volumes being heavy vehicle traffic. Main Roads estimate heavy traffic to increase to only 10% of the 24 hour traffic volumes in 2031.

There are limited bike facilities in the immediate vicinity of the subject site with the nearest shared path being to the north running along West Churchill Avenue which provides connection to another shared path around Lake Coogee and then further north to Mayor Road. The Mayor Road path connects to a shared path to the east along Beeliar Drive which provides access to the Principal Path along Kwinana Freeway.

Considering the nature and future volume of traffic along Rockingham Road, it should be noted that all vehicles exiting the subject land will need to do so in forward gear.

A 2.1 metre dual use path currently runs along the western alignment of Rockingham Road at the subject site’s location, and a 2.1 metre dual use path shall be constructed at the time of development to allow future connection to the existing dual use path on the eastern alignment of Rockingham Road. This proposed dual use path will accommodate pedestrian movements.

3.5 Water Management

Enquiries with the Department of Water advise an Urban Water Management Plan is not required for the site. All storm water runoff will be contained on site and detailed design will be provided at the time of development.

3.6 Education Facilities

The structure plan is small with less than 9 units and does not impact on the demand for additional education facilities over and beyond existing and planned facilities.

3.7 Infrastructure Coordination, Servicing and Staging

All services are provided to the site or within serviceable distance. A sewer extension will be required across Rockingham Road, which has been confirmed by a consulting civil engineer.

3.8 Developer Contribution Arrangements

The site is affected by two development contribution plans, DCA 6 and DCA 13.

DCA 6 is a contribution scheme for construction of Beeliar Drive, within the proximity of the subject site and is a shared proportional contribution.

DCA 13 is a development contribution scheme which encompasses the majority of the City of Cockburn and is triggered at subdivision, with funds used for regional, sub regional and recreational facilities.

3.9 Other Requirements

3.9.1 Acoustic Impact from Stock Road

Stock Road abutting the subject site to the west generates sufficient noise to be considered under the State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning.

The objectives of this policy are to:

- *Protect people from unreasonable levels of transport noise by establishing a standardised set of criteria to be used in the assessment of proposals;*
- *Protect major transport corridors and freight operations from incompatible urban encroachment;*
- *Encourage best-practice design and construction standards for new development proposals and new or redeveloped transport infrastructure proposals;*
- *Facilitate the development and operation of an efficient freight network; and*
- *Facilitate the strategic co-location of freight handling facilities.*

Subdivision and development of the subject site is to have due regard to the noise attenuation requirements outlined in the Transportation Noise Assessment provided at Appendix 2 of this Structure Plan. A Noise Management Plan prepared in accordance with the State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning will be required as a condition of subdivision approval, to identify those lots requiring Noise Insulation Packages to be applied, as well as any other noise attenuation requirements for the site.

3.9.2 Medium Density Single House Development Standards

The site is proposed to be developed as a single dwelling medium density development and R-MD standards will apply, in accordance with Planning Bulletin 112/2016 (April 2016).

3.9.3 Waste Management

For survey-strata subdivision of the subject land, common property is to incorporate sufficient area to place a bin storage area of a minimum internal dimension of 8m² preferably adjacent to the western boundary of the subject land. A Waste Management Plan will then need to be provided with a Development Application for the site providing further detail and in accordance with City requirements.

4. Technical Studies Appendices Index

The following Figures have been included below:

- Figure 5 Structure Plan Map
- Figure 6 Metropolitan Region Scheme Zoning
- Figure 7 Lot Location Plan
- Figure 8 Contour Plan & Aerial Photograph
- Figure 9 Public Open Space Map



Figure 5 - Structure Plan Map

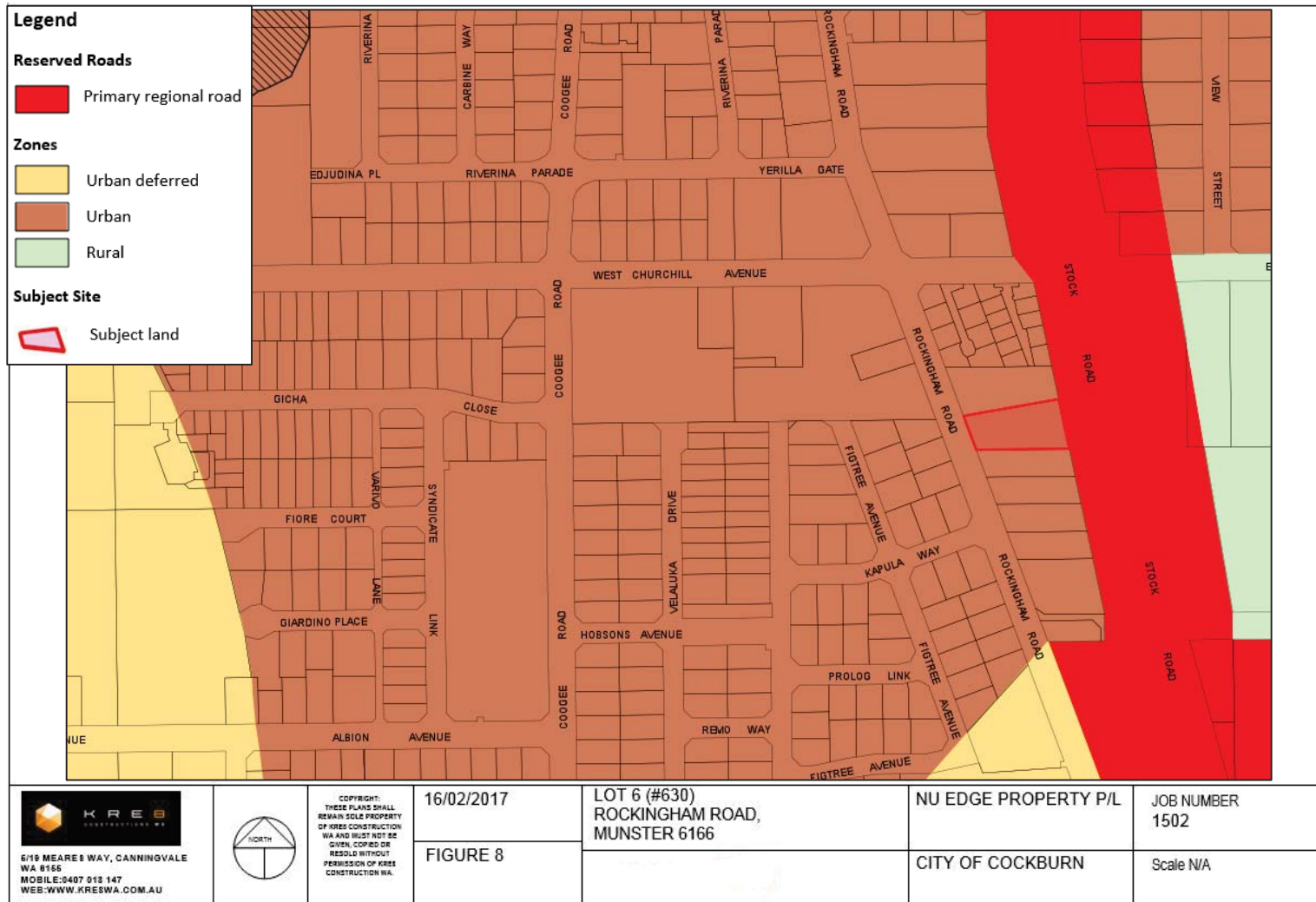


Figure 6 - Metropolitan Region Scheme Zoning

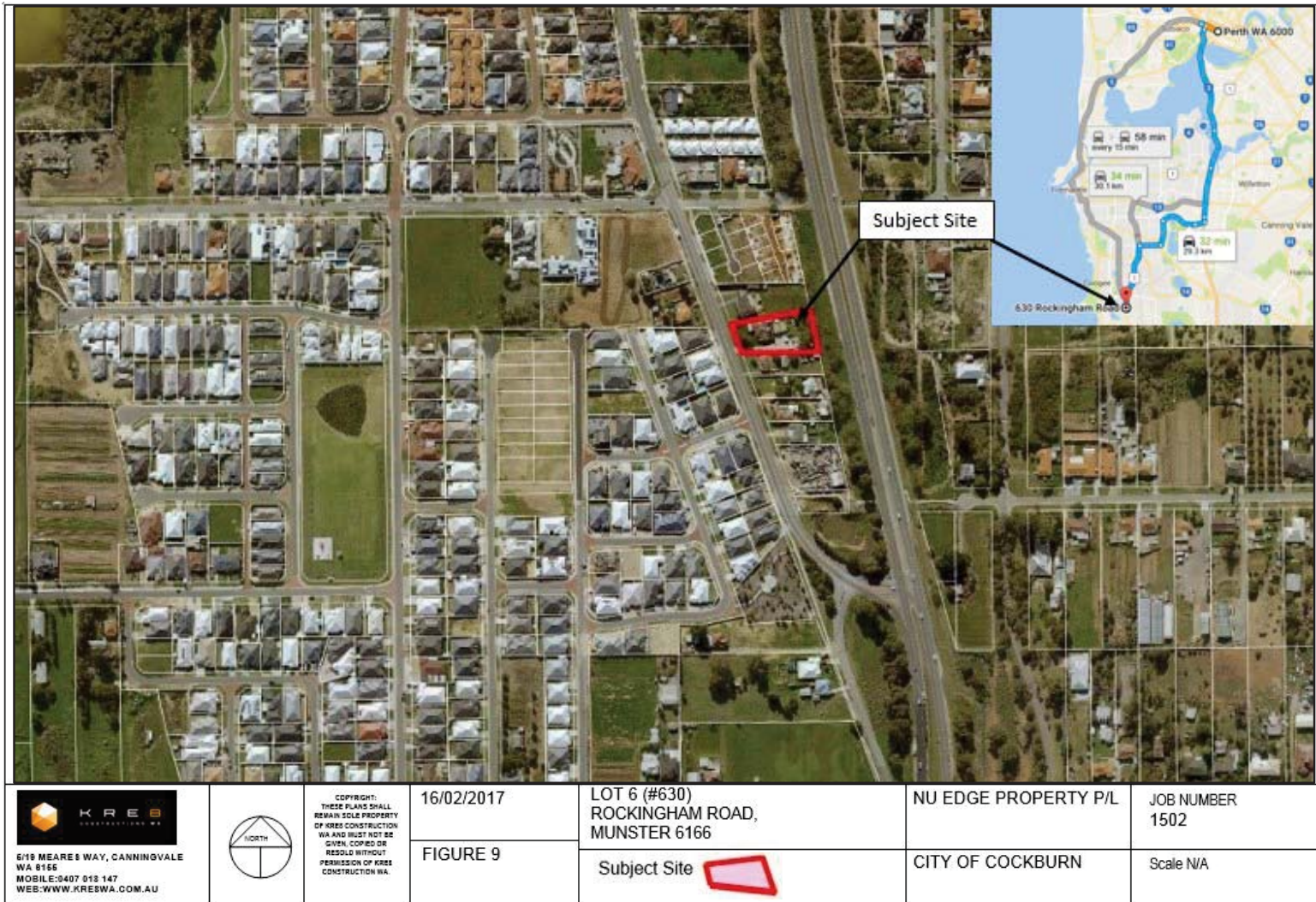


Figure 7 - Lot Location Plan

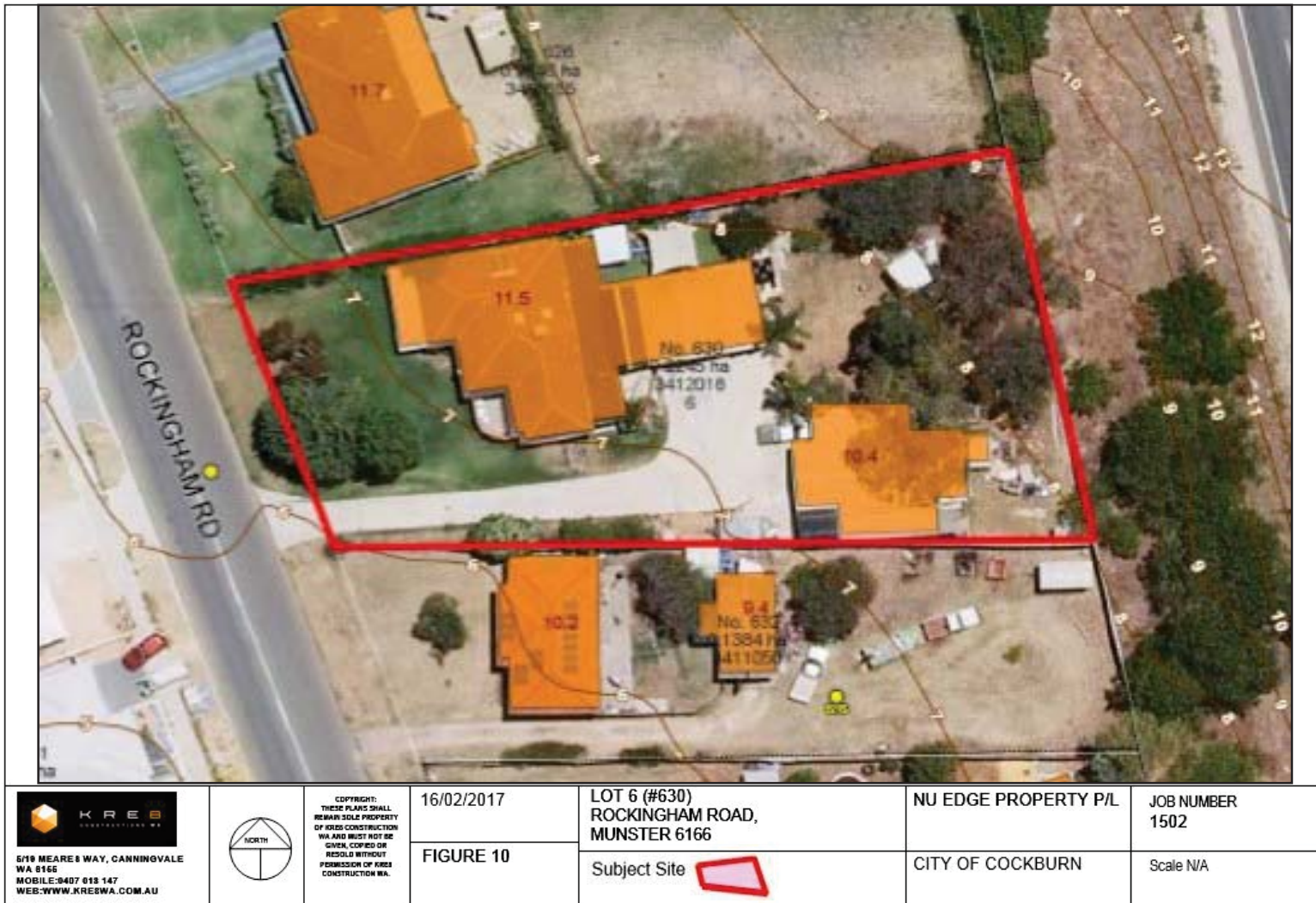


Figure 8 – Contour Plan & Aerial Photograph

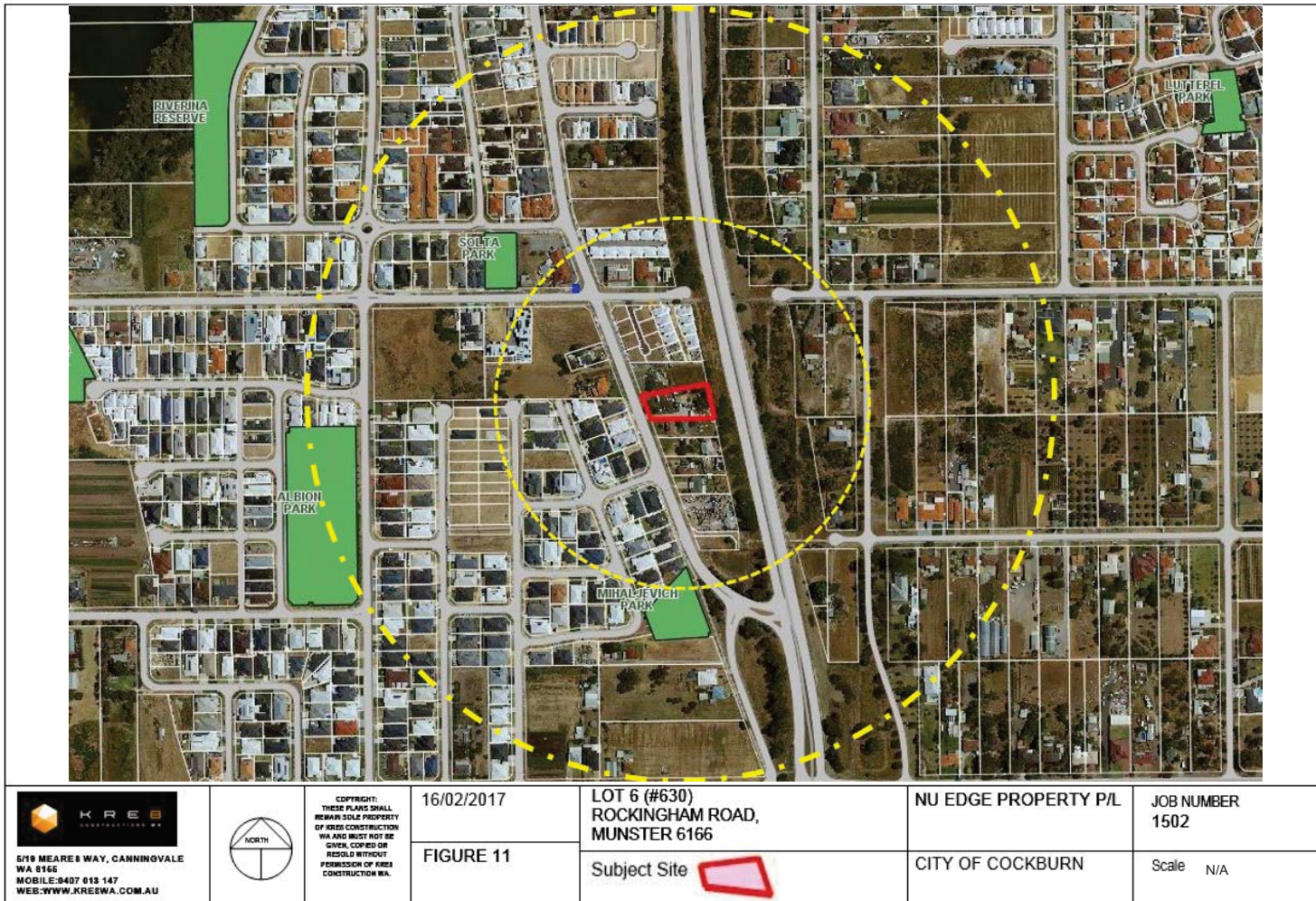


Figure 9 - Public Open Space

3. Conclusion

The subject site, being the whole of the area of the structure plan is within the City of Cockburn Development Area 5, which has been identified as suitable and appropriate for the proposed and intended use of the land as a medium density residential development.

It is serviced with public utilities and in close proximity to public facilities, such as public open space and public transport.

The proposal is consistent with:

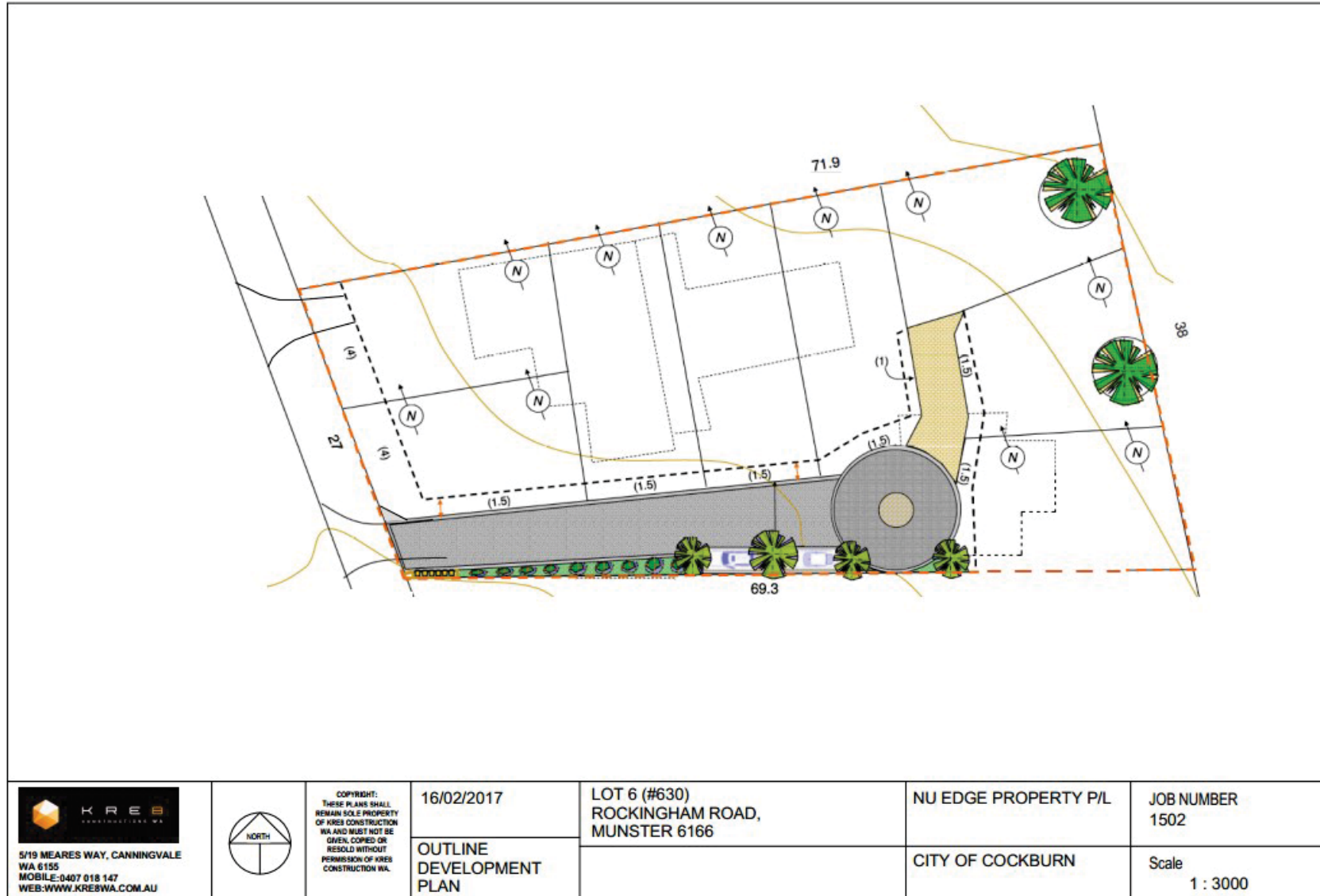
- Directions 2031;
- Liveable Neighbourhoods; and
- State Planning Policy 3.

The proposal complies with the above WAPC planning instruments with the following to be addressed:

- Contributions to DCA 6 and DCA 13 that will facilitate local and city wide infrastructure projects;
- Additional contributions for public open space, through a cash in lieu arrangement; and
- Measures for the mitigation of noise from Stock Road in accordance with SPP 5.4 Transport.

Part Three – Technical Appendices

Appendix 1 – Potential Survey Strata Subdivision



Appendix 2 – Transportation Noise Assessment – Acoustic Report.

Note - Refer to attached document