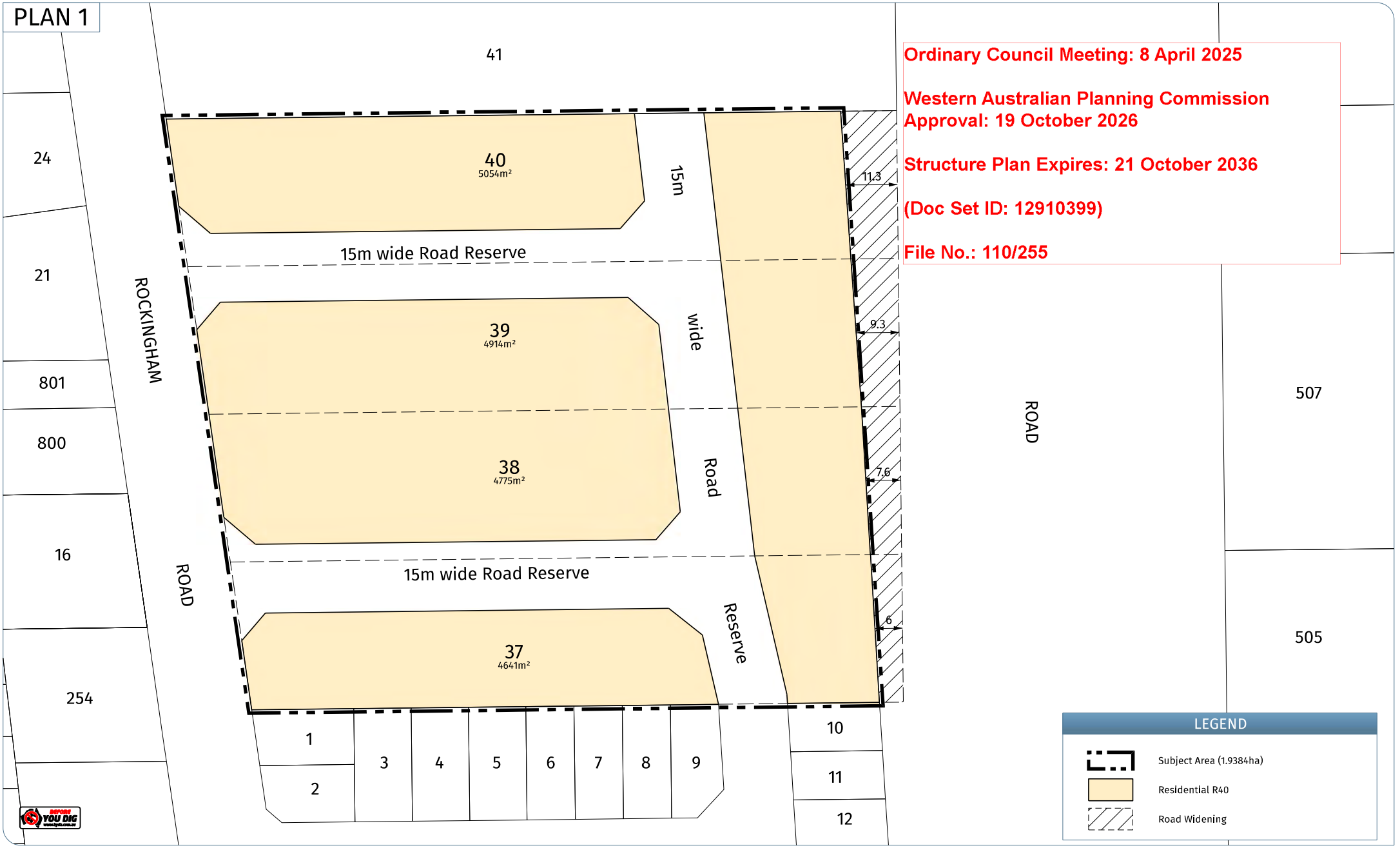
PLAN 1



Ordinary Council Meeting: 8 April 2025

Western Australian Planning Commission Approval: 19 October 2026

Structure Plan Expires: 21 October 2036

(Doc Set ID: 12910399)

File No.: 110/255

STRUCTURE PLAN

Lot 37-40 (No. 586, 584, 582 & 580) Rockingham Road, LAKE COOGEE

Plan No.	24222-02
Date	05/08/26
Drawn	TJ
Checked	JS
Revision	C
Scale	1:750@A3

0 10m 20m

NOTE: This plan has been prepared for planning purposes. Areas, Contours and Dimensions shown are subject to survey

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STRUCTURE PLAN

Lots 37-40 Rockingham Road, Lake Coogee



Prepared for
Terranovis
August 2026

DOCUMENT CONTROL

Control Version	Date	Status	Distribution	Comment
A	28/08/2024	Draft	HD	For QA
B	02/09/2024	Draft	Client	For Comment
C	18/09/2024	Final	LG	For Lodgement
D	29/11/2024	Final	LG	For Lodgement
E	25/09/2026	Final	LG	For Lodgement

Prepared for: Terranovis
Prepared by: JS
Reviewed by: CP

Date: 25 September 2026
Job No: 24222
Ref: E

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RECORD OF ENDORSEMENT

This amended Structure Plan is prepared under the provisions of the City of Cockburn Town Planning Scheme No. 3.

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

19 OCTOBER 2026

Signed for and on behalf of the Western Australian Planning Commission:



an officer of the Commission duly authorised by the Commission pursuant to section 24 of the Planning and Development Act 2005 for that purpose, in the presence of:

Witness: Anne Woodin

Date: **21 OCTOBER 2026**

Date of Expiry: **21 OCTOBER 2036**

TABLE OF AMENDMENTS

Amend No:	Summary	Date approved by the WAPC

EXECUTIVE SUMMARY

This Structure Plan has been prepared to guide the subdivision and development of the area bounded by (but not inclusive of) Lot 41 to the north, Stock Road to the east, Lots 1-10 to the south and Rockingham Road to the west. The site is located approximately 800m south of the Lake Coogee town centre and 3.5km north west of the Beeliar town site.

The Structure Plan area is 1.9384 ha and comprises Lots 37, 38, 39 & 40 Rockingham Road, Lake Coogee. The Structure Plan will enable the creation of 38 residential lots. The road layout largely promotes the development of regular shaped lots of different sizes to accommodate a variety of community needs. Extensive consultation with the City of Cockburn has been undertaken to ensure a positive design outcome.

The Structure Plan will deliver the following key planning outcomes:

- Provide for appropriate residential development that responds to its surrounds, notably the R40 development adjacent to the south;
- Foster a strong sense of community and identity;
- Ensure active street interfaces to maximise surveillance opportunities;
- Provide for safe and convenient access to the transport network; and
- Build on an existing inter-connected footpath network.

A summary of the key statistics are provided in **Table 1.**

Item	**Data**	**Structure Plan Ref (section no.)**
Total area covered by the Structure Plan	1.9384ha	1.1
Area of each land use proposed: • Residential	1.3182ha	4.2
Total estimated lot yield	38 lots	4.2
Estimated number of dwellings	38	4.2
Estimated residential site density	19.6 dwelling per ha	4.2
Estimated population	95 persons	4.2

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PART ONE: IMPLEMENTATION

1 STRUCTURE PLAN AREA AND OPERATION

1.1 Structure Plan Area

This Structure Plan shall apply to Lots 37, 38, 39 & 40 Rockingham Road, Lake Coogee being the land contained within the inner edge of the line denoting the Structure Plan Map (**Plan 1**). Details of the lots included in the Structure Plan area are included in **Table 3** below.

Stock Road defines the eastern boundary of the Structure Plan area with Lot 41 to the north, Lots 1-10 to the south and Rockingham Road to the west.

The Structure Plan (refer to **Plan 1**, **Table 1**) incorporates 1.3182ha of Residential land, 1,101m^2 for road widening and 5,101m^2 of road reserves.

Once developed, the Structure Plan is estimated to be capable of supporting approximately 38 dwellings and an overall estimated population of 95 people.

Lot	Street No.	Plan No.	Area (ha)	Proprietor
37	586	3562	0.4641	Julie Radonich
38	584	3562	0.4775	Leigha Tahte, Ryan Joseph Radonich & Wayne Radonich
39	582	3562	0.4914	Wayne Radonich
40	580	3562	0.5054	George Radonich

Table 2 Lot Details

1.2 Operation

This Structure Plan is in effect from the date stated on the cover, and for a period of 10 years (or any other period approved by the WAPC), from that date.

2 PURPOSE

The purpose of the Structure Plan is to facilitate development and subdivision of the site for residential purposes.

The Structure Plan has been prepared in accordance with City of Cockburn Town Planning Scheme No.3, the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations) and Western Australian Planning Commission (WAPC) Liveable Neighbourhoods operational policy.

3 STAGING

The development staging shall follow an orderly sequence and provide a manageable level of service of essential infrastructure for roads, drains and utility services. Specifically, the intention is to progress a subdivision over Lot 37 first, which is reflective of the proposed road design. This will then unlock subdivision of Lot 38 and subsequently Lots 39 and 40.

Cooperation between landowners will be necessary, in some instances, to facilitate development and stage development appropriately according to landowner timeframes, market demand and infrastructure implementation.

4 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

4.1 Land Use Zones and Reserves

Plan 1 designates the 'Residential' (R40) zoning across the Structure Plan area, with a portion of road widening adjacent to Stock Road. Land use permissibility within the Structure Plan area shall be in accordance with the corresponding zone or reserve under TPS 3, or as otherwise outlined in this Structure Plan.

4.1.1 Road Reserves

The road reserve widths of the proposed internal road network are 15m wide, consistent with the Liveable Neighbourhoods (WAPC 2009) requirements.

The applicant/owner shall make provision for footpaths through the Structure Plan area as identified on **Plan 1**. The final location and width of footpaths are to be determined at subdivision stage and shall be in accordance with the requirements of Liveable Neighbourhoods.

4.1.2 Public Open Space

In order to meet the 10% POS requirement of the WAPC's Liveable Neighbourhoods policy, the Structure Plan proposes a cash in lieu contribution instead of land provision. A gross subdividable area of 18,283m^2 requires a POS contribution of 1,828.3m^2.

4.2 Density and Development

Plan 1 designates the R-Codes applicable to subdivision and development in the Structure Plan area.

4.2.1 Density and R-Codes

Residential densities applicable to the Structure Plan area are depicted at **Plan 1**. Subdivision and development within the Structure Plan is to generally achieve a minimum dwelling density target of 19.6 dwellings per site hectare.

4.2.2 Local Development Plans (LDP)

Local Development Plans (LDP) are required to be prepared and implemented for lots subject to a 'Quiet House Design' package, as identified in the Noise Management Plan.

4.2.3 Interface with Adjoining Areas

The Structure Plan provides for orderly connection of local roads to adjoining areas and to the wider road network, via the connections shown on the Structure Plan Map at **Plan 1.**

Future development of the lots to the north have been considered in the design by facilitating opportunities for future road connections. This has been indicatively shown on the Lot Yield plan, enabling a logical extension of residential development.

The boundary interface between the Structure Plan area and adjoining Stock Road to the east will be addressed through the subdivision process and will incorporate fencing as detailed in the technical appendices, particularly with regards to noise attenuation.

4.2.4 Heritage

A review of the Department of Planning, Lands and Heritage Aboriginal Cultural Heritage Inquiry System confirms there are no registered sites in the Structure Plan Area.

4.3 Other Requirements

4.3.1 Bushfire Protection

A portion of the land within the Structure Plan area is mapped as being bushfire prone under the Department of Fire and Emergency Services Bushfire Prone Mapping.

This Structure Plan is supported by a Bushfire Management Plan, prepared in accordance with *State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7)*. Any development on land within the Structure Plan area shall be constructed in accordance with the recommendations made by the Bushfire Management Plan and shall comply with the requirements of *Australian Standard 3959 – Construction of Buildings in Bushfire Prone Areas*.

Bushfire management requirements will ultimately be considered as part of future applications to subdivide or develop land within the Structure Plan area. A site-specific Bushfire Management Plan, where applicable, may be required at that time. As a minimum, a Bushfire Attack Level Contour Plan, prepared in accordance with an approved Bushfire Management Plan, will be required to be submitted at the time of lodgment of an application for subdivision and/or development approval.

4.3.2 Infrastructure Arrangements

All proposed lots are to be connected to reticulated water, sewer, power, gas as well as being connected to a comprehensive drainage system in accordance with the Local Government and Service Agency requirements.

All proposed lots are to be serviced by internal subdivision roads, with no direct access being proposed to Stock Road as identified on the Structure Plan map at **Plan 1**. The Transport Impact Statement prepared as part of this report details the capability of existing and proposed roads.

Detailed design and implementation of subdivisional roads, intersections and the delivery of services will occur as part of the subdivisional works.

Where subdivision occurs which results in the retention of any existing dwellings, the lots containing the retained dwellings are to be connected to a reticulated sewer and any existing septics/leach drains decommissioned.

4.3.3 Retained Dwellings

Where it is proposed to subdivide land and, in doing so, retain an existing dwelling, that subdivision:

- is to ensure the full area of local roads, as shown on the approved structure plan, are capable of being constructed and ceded;
- the lot containing the retained dwelling will, or will be capable, of obtaining vehicular access to one of this Structure Plan's local roads; and
- is to ensure dwellings comply with the deemed-to-comply requirements of the Planning Codes – Residential Design Codes (Volume 1)."

4.3.4 Development Contributions

The Structure Plan is located within two Development Contribution Areas (DCA) under Town Planning Scheme No.3, being DCA 6 and DCA 13. Contributions may be imposed through a condition of subdivision and/or development approval.

4.3.5 Sewerage

Where subdivision occurs which results in the retention of any existing dwellings, the lots containing the retained dwellings are to be connected to a reticulated sewer and any existing septic/leach drains decommissioned.

4.3.6 Water Resource Management

A Stormwater Drainage Management Plan has been prepared and will be implemented as part of development within the Structure Plan area. An Urban Water Management Plan will be prepared as a condition of subdivision approval.

5 ADDITIONAL DETAILS

5.1 Information to be Submitted with an Application

Once approved, the Structure Plan forms the statutory framework to guide subdivision and development within the Structure Plan area.

Various detailed investigations may need to be undertaken in order to support the eventual subdivision of the site. The details of additional information required to be submitted and the stage which it is to be submitted, are summarised in **Table 3**.

Additional Information/Purpose	**Approval Stage**	**Responsible Agency (Consultation Required)**
Bushfire Management Plan	Subdivision Application	City of Cockburn (in conjunction with DFES)
Transport Noise Assessment/Noise Management Plan	Subdivision Application	City of Cockburn

Table 3 Additional Information

The responsibility for formulation of these plans will rest with the landowner/developers at the appropriate time of development.

As the development progresses it may be necessary to vary aspects of the Structure Plan and as such the plan is intended to be adaptable subject to suitable justification. Modifications to the adopted Structure Plan area to be undertaken in accordance with Schedule 2, Clause 29 of the Planning and Development (Local Planning Schemes) Regulations (2015).

5.1.1 Notifications on Title

A notification on the title at subdivision stage will be required in order to address lots subject to a Bushfire Management Plan and lots within close proximity to a transport noise source (i.e. Beeliar Drive and Stock Road). In providing its advice on subdivision applications, the City of Cockburn may recommend the WAPC require a notification be put on the certificate(s) of title, advising that the land may be affected by midge from nearby lakes and/or wetlands.

5.1.2 Road Widening

A portion of Lots 37, 38, 39 and 40, abutting Stock Road is reserved for Primary Regional Roads purposes in the Metropolitan Region Scheme and is required for the planned future widening of Stock Road. The land required for road widening is to be ceded at the time of subdivision.

5.1.3 School Contributions

A pro-rate contribution towards the acquisition of a primary school site will be required as a condition of subdivision approval, in accordance with WAPC Operational Policy 2.4 – Planning for School Sites.

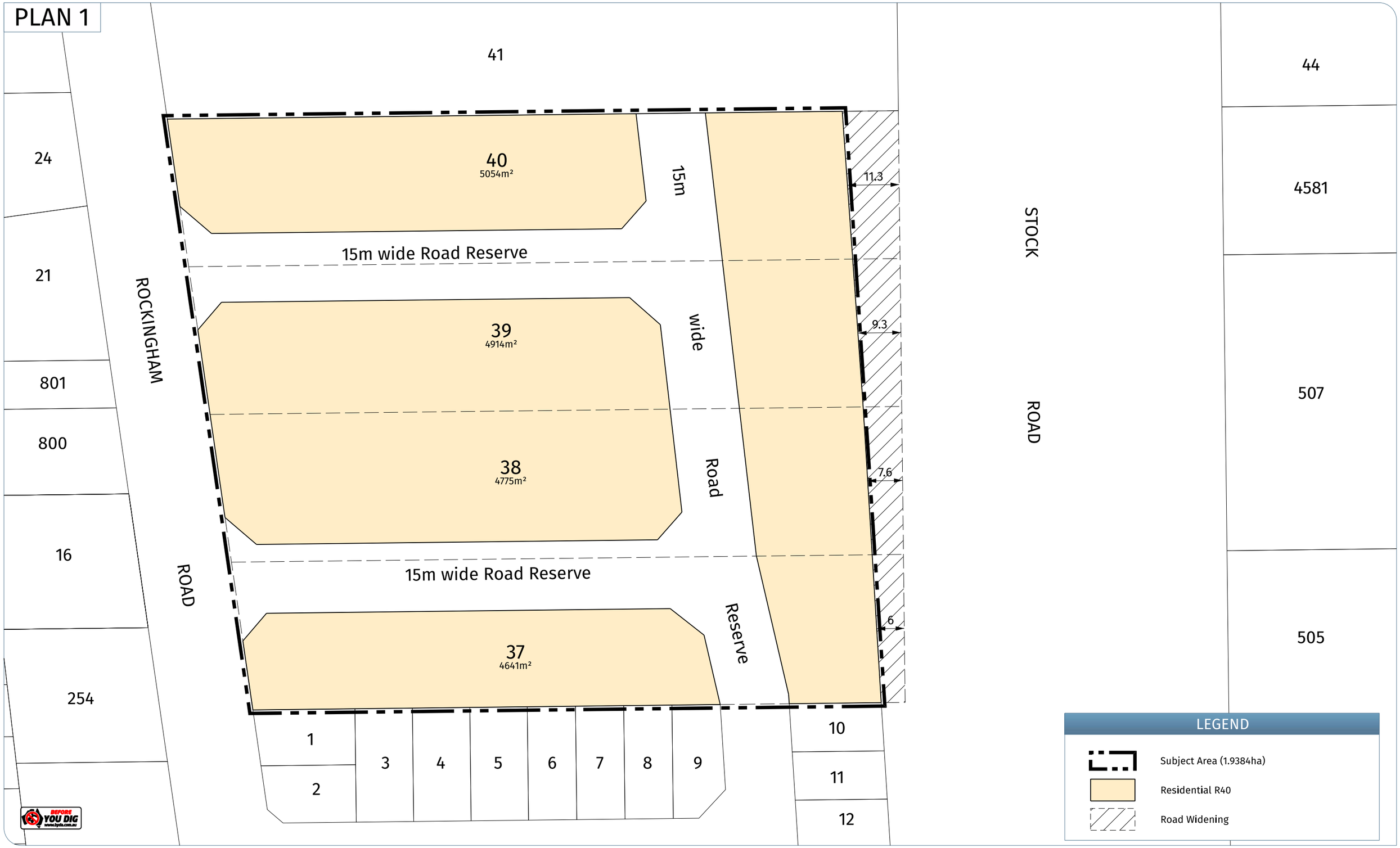
5.2 Studies to be Required Under Condition of Subdivision/Development Approval

Conditions of subdivision approval	**Responsible Agency (Consultation Required)**
Urban Water Management Plan	City of Cockburn (in conjunction with DWER)
Local Development Plan	City of Cockburn

Table 4 Studies Required as a Condition

Structure Plan Map

PLAN 1



LEGEND

- Subject Area (1.9384ha)
- Residential R40
- Road Widening

STRUCTURE PLAN

Lot 37-40 (No. 586, 584, 582 & 580) Rockingham Road, LAKE COOGEE

Plan No.	24222-02	
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PART TWO: EXPLANATORY SECTION

1 INTRODUCTION AND PURPOSE

The purpose of the Structure Plan is to provide for the orderly and proper planning of the Structure Plan area in accordance with the State Planning Framework and the City of Cockburn Local Planning Policy Framework.

The intent of this Structure Plan is to guide the subdivision, development and infrastructure servicing of the Structure Plan area as a residential neighbourhood that is integrated with the surrounding local areas.

The proposal is accompanied by a Structure Plan Map (**Plan 1**) prepared in accordance with the *Planning and Development (Local Planning Schemes) Regulations, 2015*. It is included in Part 1 of this report.

The Explanatory Section of this Structure Plan Report includes a detailed description of the proposal, provides an evaluation of the relevant town planning, bushfire management, local water management, and traffic considerations applicable to the land, and details the rationale supporting the proposed Structure Plan.

This Structure Plan has been formulated by Harley Dykstra in collaboration with specialist consultants who have provided input in relation to matters as follows:

Development Engineering Consultants	- Servicing Report & Stormwater Drainage Plan
Herring Storer Acoustics	- Noise Management Plan
Urbii	- Transport Impact Statement
Smith Consulting	- Bushfire Management Plan

Copies of the relevant consultant reports and drawings are appended to this submission and key findings incorporated within the body of the report.

2 SITE AND CONTEXT ANALYSIS

2.1 Physical Context

2.1.1 Location

The Structure Plan area is located approximately 1.5km south of the Stargatre Spearwood centre on Rockingham Road and 1km west of Beeliar Local Centre. The Structure Plan area is generally bounded by Stock Road to the east, Rockingham Road to the west, Lot 41 Rockingham Road to the north and Lots 1-10 Keeper Vista to the south. A locational plan is included at **Figure 1**.

2.1.2 Area & Land Use

The Structure Plan area incorporates 4 lots as detailed in **Table 2** in conjunction with **Figure 2** overleaf. The Structure Plan area comprises a total of 1.9384 hectares and has historically supported rural residential land use activities. The subject land has been cleared of vegetation and currently accommodates a residential dwelling and associated structures on each of Lots 37, 38 and 39. Lot 40 is vacant.

2.1.3 Ownership and Title Details

The Structure Plan comprises 4 separate titles, with 5 different landowners, with the legal description of this land set out in **Table 2** of Part One of this report. A copy of the Certificates of Title are included at **Appendix A**.

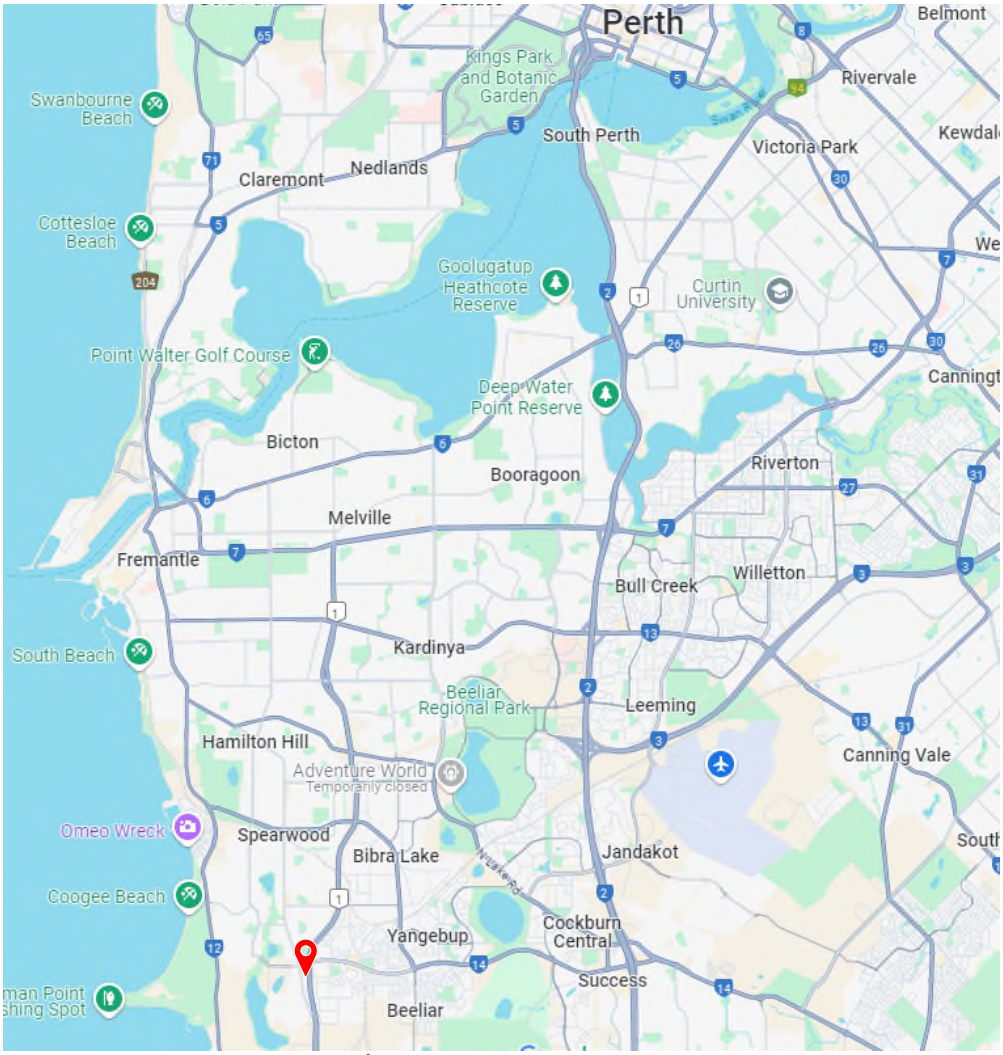


Figure 1 Context Plan



Figure 2 Aerial Photograph (subject land outlined in red)

2.2 Community Context

The Structure Plan area is located within the City of Cockburn, in the locality of Lake Coogee and is approximately 1.5m south of the Stargate Spearwood centre and 1km west of Beeliar Local Centre.

The surrounding land uses mainly consist of new residential estates, with sporadic portions of larger lots still containing single dwellings. Land to the north consists of established residential areas. The area is also supported by a range of community facilities within close proximity to the site including:

- South Metropolitan Tafe Munster Campus;
- Santich Park and Basketball Courts;
- South Coogee Junior Football Club;
- St Jerome's Primary School & OSH Club;
- Hagan Park;
- Lake Coogee;
- Lollipops Childcare Centre;
- Montessori Early Years Learning and Care Centre; and
- Troode Gardens (retirement village).

The Structure Plan site is situated on Rockingham Road, providing excellent connectivity to surrounding residential areas, the Kwinana Freeway, Indian Ocean and the Perth Central Business District. The major roads surrounding the site include Stock Road, being a Primary Distributor, and Rockingham Road, being a Distributor B and Beeliar Drive which is a Distributor A.

There are no existing internal roads, pedestrian or cycle networks within the Structure Plan area, however there is a footpath located on both sides of Rockingham Road. A bus stop is located directly opposite Lot 39 on Rockingham Road, with a bus stop offering different routes located approximately 300m north on Beeliar Road.

Figure 3 provides a context and site analysis identifying the existing neighbourhood form in the immediate area, and the surrounding road and community infrastructure. The Structure Plan area is generally devoid of significant topographic features.

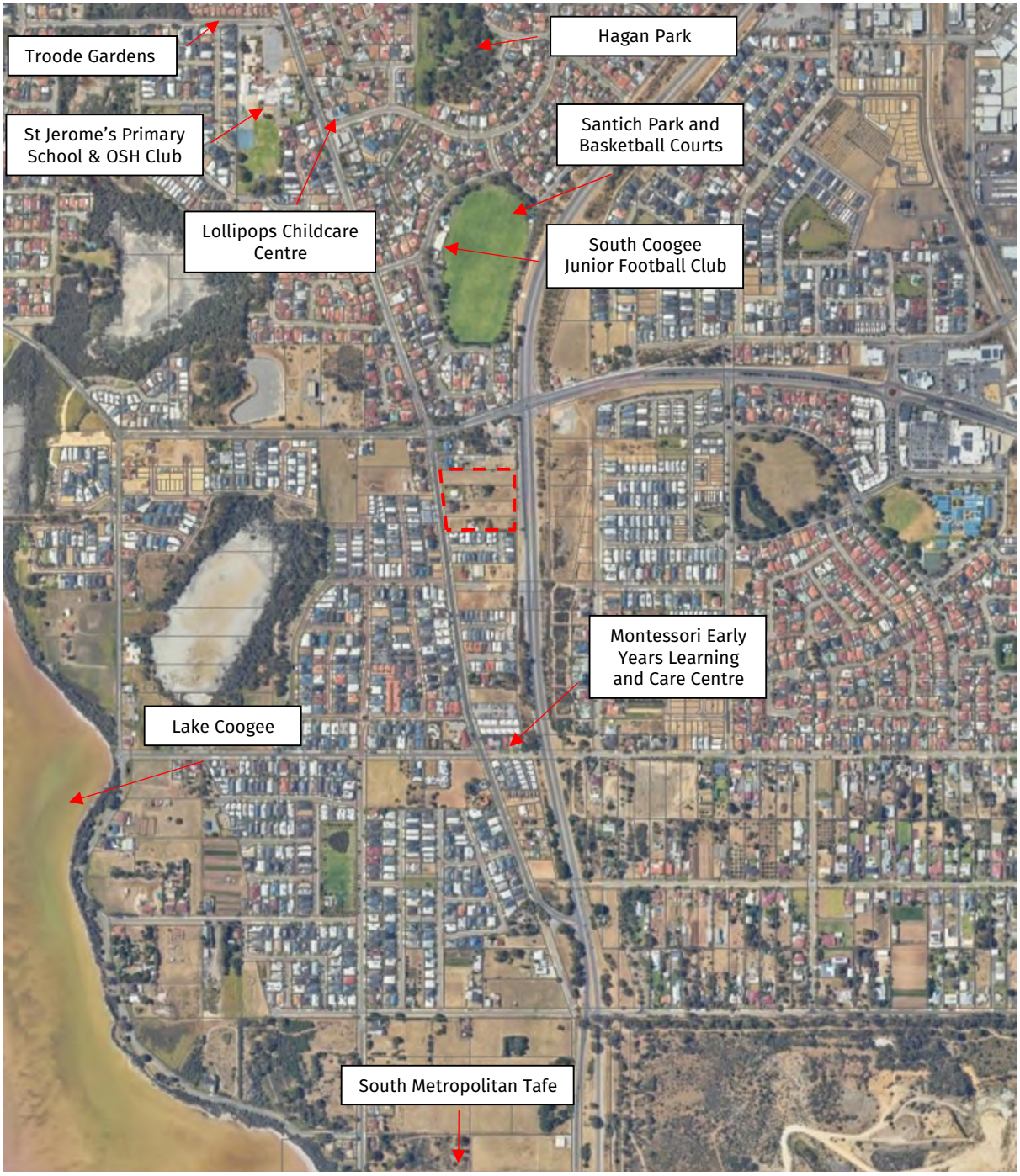


Figure 3 Immediate Context and Site Analysis

2.3 Planning Context

The following section outlines the designations under the relevant state and local planning framework.

2.3.1 Metropolitan Region Scheme (MRS)

The MRS is the statutory land use planning scheme for the Perth Metropolitan Area. The primary purpose of the MRS is to reserve and zone land and control development on reserved and zoned land at the Regional level. The subject land is primarily zoned 'Urban', with a strip of land on the eastern portion reserved as 'Primary Regional Roads' as identified in **Figure 4**.

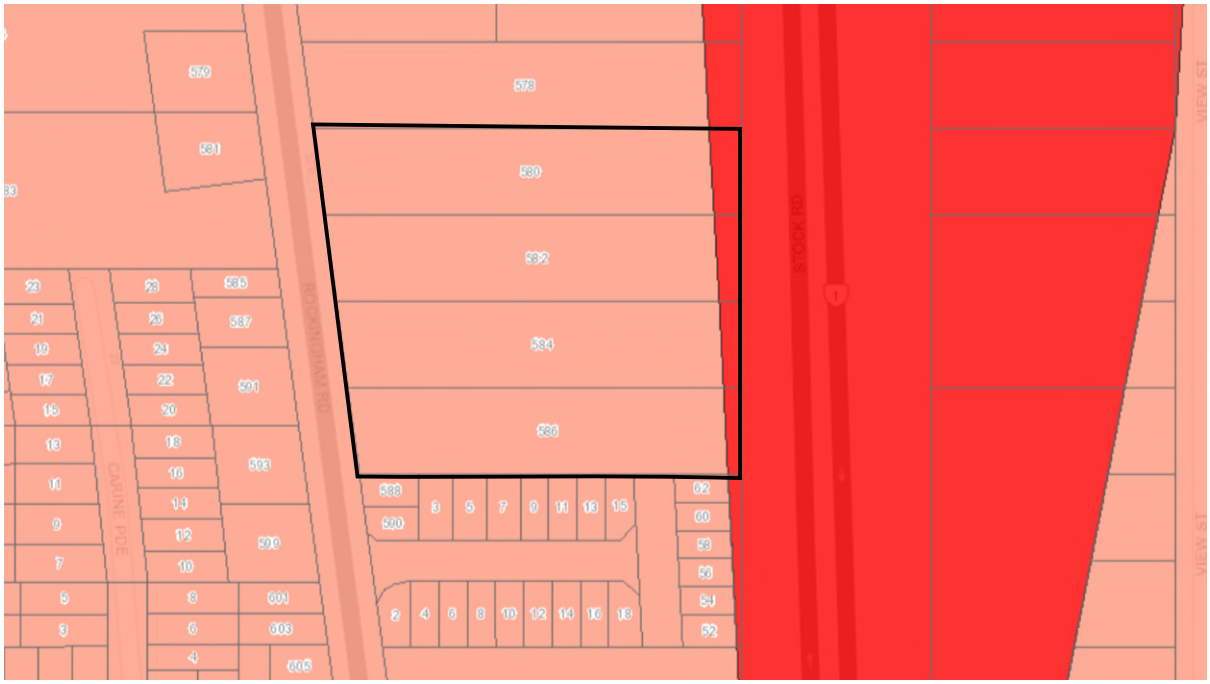


Figure 4 Metropolitan Region Scheme (Subject Site in Black)

2.3.2 Perth and Peel @ 3.5 Million

Perth and Peel @ 3.5 million is a high-level spatial framework and strategic plan that provides a vision for the future growth of the Perth metropolitan region towards a population of 3.5 million residents.

Consistent with the MRS, the land subject to this Structure Plan is identified as 'Urban' in the South Metropolitan Peel Sub-Regional Planning Framework while the strip of land fronting Stock Road is reserved as 'Primary Regional Road (**Figure 5**).

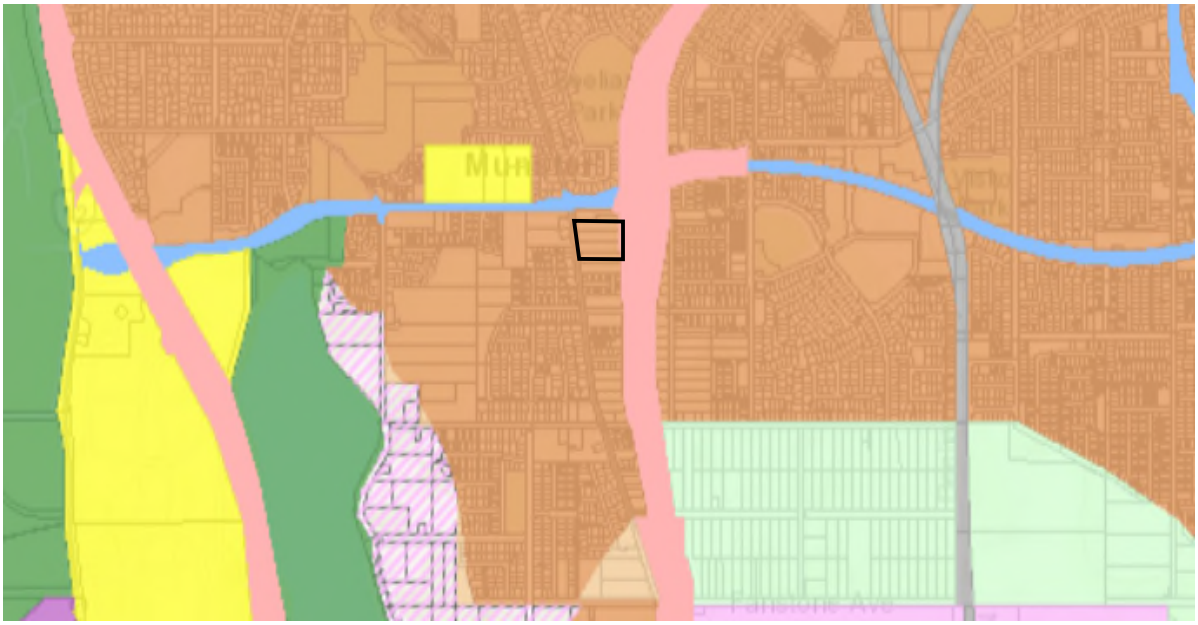


Figure 5 Sub Regional Framework (Subject Site in Black)

2.3.3 City of Cockburn Local Planning Strategy

The City of Cockburn Local Planning Strategy (Local Planning Strategy) was adopted by Council in 1996 and was prepared to provide a strategic plan that will plan for the future of the City in a responsible manner and reflect the aspirations of the City and its community, accommodate future needs, and create opportunities to enhance local attributes.

A new Local Planning Strategy has recently been endorsed by the Western Australian Planning Commission (WAPC) on the 28th of October 2024. The Structure Plan area is identified as 'structure planning areas for future rationalisation' with the eastern portion along Stock Road identified as 'Primary Regional Road' (refer **Figure 6** below).

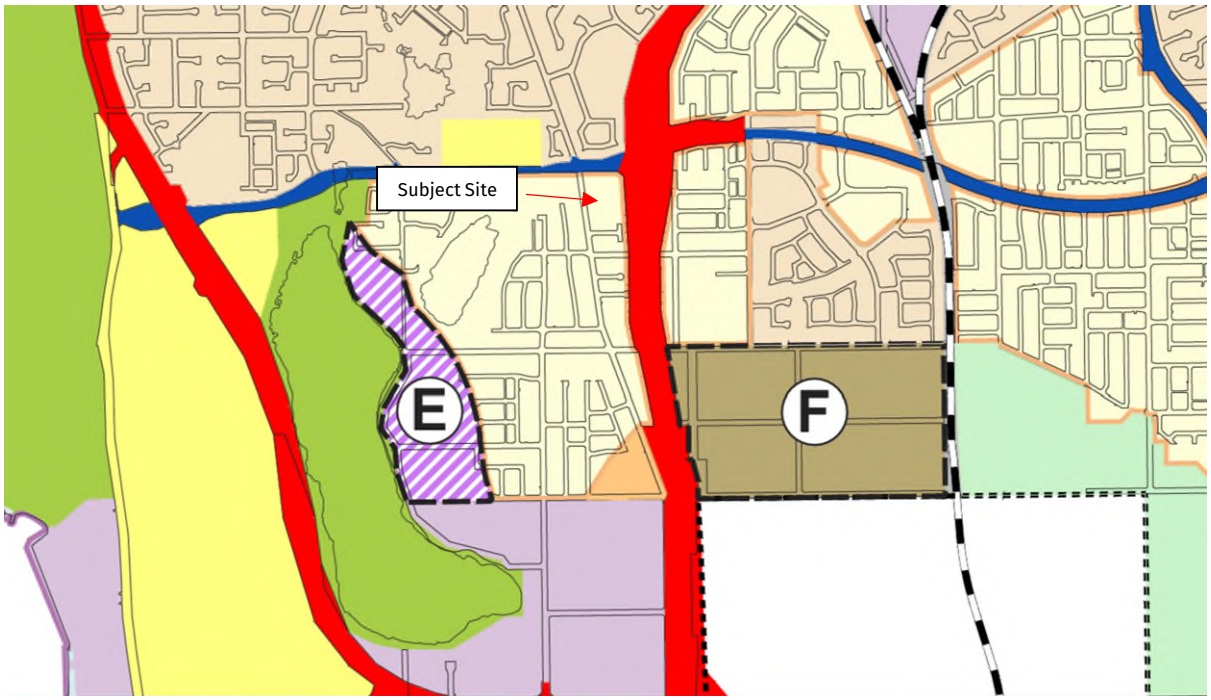


Figure 6 Local Planning Strategy (2024)

2.3.4 City of Cockburn Town Planning Scheme No. 3

The Structure Plan area is predominantly zoned 'Development' within the City of Cockburn Town Planning Scheme No.3 (TPS 3) with a strip of the eastern portion reserved as 'Primary Regional Roads' (refer **Figure 7**).

A Structure Plan is required to be endorsed for land included in the 'Development' zone prior to subdivision and/or development in accordance with *Part 5, Table 9* of TPS 3. The subject site is identified as 'Development Area 5 – Munster'. The provisions of this are as follows:

1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions.
2. To provide for residential development except within the buffers to the Woodman Point WWTP, Munster Pump Station and Cockburn Cement.
3. The local government will not recommend subdivision approval or approve land use and development for residential purposes contrary to Western Australian Planning Commission and Environmental Protection Authority Policy on land within the Cockburn Cement buffer zone

This report has been prepared in accordance with this requirement.

TPS 3 also identifies the subject land as being within the Development Contribution Area 6 (DCA6). The contribution scheme requires that all landowners make a proportional contribution to 23.4% of the cost of widening and upgrading of Beeliar Drive (Mayor Road) between stock Road and Cockburn Road, Munster. It is expected that a condition of subdivision approval would require a contribution. Subdivision within the Structure Plan shall also be subject to a requirement to contribute to DCA 13, which funds various regional, sub-regional and local recreational infrastructure.

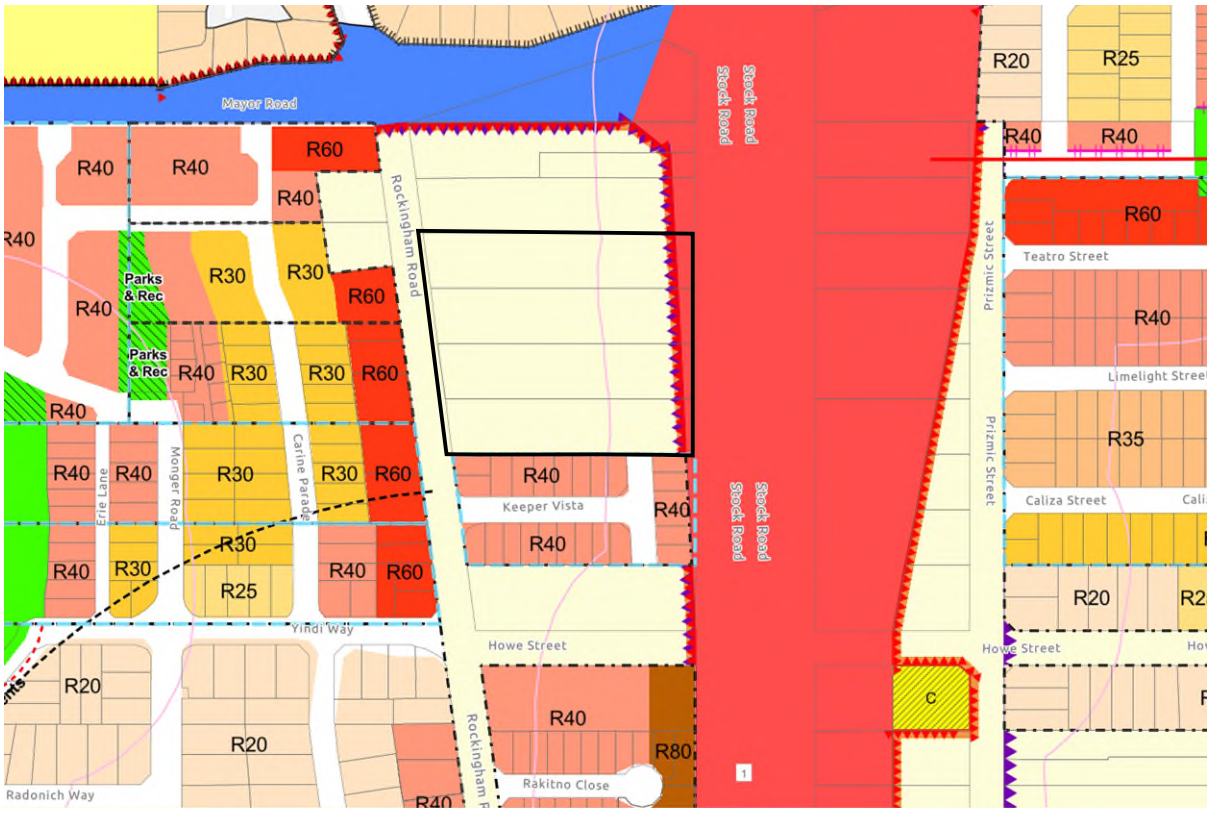


Figure 7 Town Planning Scheme No.3 (Subject Site in Black)

2.3.5 Liveable Neighbourhoods

The WAPC's *Liveable Neighbourhoods* is an operational policy that guides the design and assessment of Structure Plans (regional, district and local) and subdivision for new urban areas in the metropolitan area and regional centres, on greenfield and large urban infill sites. Liveable Neighbourhoods outlines a number of aspects that Structure Plans should address. Of note is the creation of an efficient and legible lot layout and road network and the provision of 10% Public Open Space (POS).

Whilst the Structure Plan ensures the creation of a street block design that is legible and provides good access and connection to the existing residential developments, no POS has been provided. This will be discussed further in Section 5.1 of this report.

2.3.6 State Planning Policy 3.7 –Bushfire

State Planning Policy 3.7 (SPP 3.7) seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure. SPP 3.7 applies to strategic planning proposals, including Structure Plans, over land designated as bushfire prone by the Department of Fire and Emergency Services (DFES). Given the Structure Plan area is partially designated as Bushfire Prone, SPP 3.7 is applicable to the LSP area. The requirements of SPP 3.7 are addressed by a Bushfire Management Plan prepared by Bushfire Logic (**Appendix B**). Further details are provided in Section 3.5 of this report.

2.3.7 State Planning Policy 3.6 Infrastructure Contributions

SPP 3.6 provides the mechanism for local governments or service providers to collect contributions towards the cost of infrastructure necessary to accommodate urban growth.

Contributions are levied directly through the subdivision and development process, or where there are multiple landowners, through Development Contribution Plans (DCP's). The development contributions may include common infrastructure works such as roads, drainage and sewer as well as the equitable apportionment of public open space.

Section 5.6 details the two DCA's applicable to the Structure Plan area.

2.3.8 State Planning Policy 5.4 Road and Rail Noise

The purpose of SPP 5.4 is to minimize the adverse impact of road and rail noise on noise-sensitive land use and/or development within the specified trigger distance of strategic freight and major traffic routes and other significant freight and traffic routes. It indicates that where any part of the lot is within the specific trigger distance an assessment against the policy is required to determine the likely level of transport noise and management/mitigation required.

The entirety of the subject site is located within the trigger distance associated with the Stock Road, with the eastern portion of Lots 39 & 40 located within the trigger distance associated with Beeliar Drive (refer **Figure 8**).

Any noise-sensitive land-use and/or development within the trigger distance of a transport corridor is required to meet specific indoor and outdoor noise targets. A Noise Management Plan has been prepared as part of the Structure Plan (refer **Appendix C**), which identifies the need for the inclusion of 'Quiet House Design' packages.



Figure 8 SPP 5.4 Trigger Distance Buffer

2.3.9 Government Sewerage Policy (2019)

The Government Sewerage Policy (GSP) is a whole of Government Policy, intent on establishing the governmental position on the provision of sewer services within Western Australia through the progressive planning and development of land.

The subject site is located within a sewer sensitive area in accordance with DPLH WA mapping. Connection to reticulated sewer is proposed as part of the development of the Structure Plan area, which is further detailed in Section 3.63 of this report and within the Servicing Report at **Appendix D**.

2.3.10 Better Urban Water Management Policy

Better Urban Water Management Policy (BUWMP) was designed to guide water management at the regional, district, local and subdivision stages of the planning process by ensuring consideration is given to the total water cycle at each stage of planning and development.

The Stormwater Drainage Management Plan (**Appendix E**) and the Servicing Report (**Appendix D**) address the requirements of the BUWMP. Further information is provided in section 3.3.

2.3.11 Residential Design Codes of Western Australia

The Residential Design Codes of Western Australia (R-Codes) provide a comprehensive basis for local governments to control residential development. They generally apply to residential development throughout Western Australia, except as otherwise prescribed by the provisions of Town Planning Scheme No.3 or as varied by City of Cockburn Policies. An R-Code of R40 has been identified on the Structure Plan map (**Plan 1**) that will guide the detailed design and lot layout and subsequent subdivision applications that are lodged in accordance with the approved Structure Plan.

3 OPPORTUNITIES AND CONSTRAINTS ANALYSIS

In support of the proposed Structure Plan, the following reports have been prepared:

- Bushfire Management Plan
- Noise Management Plan
- Servicing Report
- Stormwater Drainage Management Plan
- Traffic Impact Assessment

The findings of these reports will be provided in the following sections with the full reports attached as appendices.

3.1 Biodiversity & Natural Area Assets

It should be noted that the full suite of environmental assessments has not been undertaken as the subject site does not contain any environmental features that warrant assessment.

3.1.1 Flora & Fauna

The subject land has mostly been cleared, with only a few mature trees remaining. A review of Locate Mapping confirms there is no native vegetation or Carnaby Cockatoo roosting or breeding sites.

3.2 Landform & Soils

3.2.1 Soil Type

Perth Environmental Geology mapping indicates that the Structure Plan area consists of Tamala limestone for the majority of the site with a small portion of sand abutting Rockingham Road in the north western portion of the site.

3.2.2 Topography

The site has a gentle slope, with elevations between 18m AHD in the east and 12m AHD in the west.

3.2.3 Acid Sulfate Soils (ASS)

The Department of Water and Environmental Regulation (DWER) has compiled a series of maps indicating ASS risk areas. There are no ASS located within the Structure Plan area.

3.3 Water Management

A Stormwater Drainage Management Plan has been prepared by Development Engineering Consultants and is attached as **Appendix E**. Details with regards to the report are discussed below.

3.3.1 Surface Water

The subject area is quite pervious, with no visual or anecdotal evidence of water ponding occurring.

Stormwater management for the Structure Plan has been designed by taking into account the following water sensitive design criteria:

<u>Water Quantity Management:</u>

- Principle: to ensure that post development discharge peak flow rates match required pre-development rates.
- Objective: all finished floors to be a minimum of 0.3m above the 1% AEP floor level of the urban drainage system and at least 0.5m above the 1% AEP level of waterways and major drainage systems.
- Objective: detention storage to be provided to ensure that relevant storm outflows do not exceed pre-development flow rates.

<u>Water Quality Management:</u>

- Principle: to improve the overall surface water quality of the water leaving the development.
- Objective: ensure that surface water is contained on site and infiltrated up to and including the 10% AEP storm.
- Objective: all water for the 63.2% - 1 hour storm (15mm) to be contained on site prior to outflow.

In accordance with Water Sensitive Urban Design (WSUD) principles, stormwater management principles for the Structure Plan area will include 2 by 1.2m diameter by 1.2m deep soak wells to dispose of stormwater on site. Roads will be provided with capture pits and soak wells to capture road runoff and excess runoff from lots up to and including the 1% AEP storm.

Further information is contained in the Stormwater Drainage Management Plan at **Appendix E**.

3.3.2 Groundwater

Groundwater generally flows in an east to west direction given it is at 2.0mAHD 750m east of the site and falls to 1.0mAHD around 2.1km west of the site. Whilst no recent ground water testing has been undertaken on site, it can be interpolated that the peak ground water level is at approximately 1.7mAHD. Therefore, given the site's lowest point sits at 9.8m AHD, sufficient clearance, without the need to fill, is achieved.

3.4 Wetlands

A review of the *Geomorphic Wetlands on the Swan Coastal Plain* dataset (DBCA 2020) indicates that there are no geomorphic wetlands present in the Structure Plan area.

3.5 Bushfire Hazard

A Bushfire Management Plan (BMP) has been prepared by Bushfire Logic to address requirements under Policy Measures 6.2 and 6.3 of *State Planning Policy 3.7 - Bushfire (SPP 3.7)* in accordance with *Guidelines for Planning in Bushfire Prone Areas Version 1.4* (the Guidelines). The report provides an assessment of the proposed development, bushfire risk context and required bushfire mitigation measures.

A full copy of the Bushfire Management Plan is included at **Appendix B** of this report.

3.6 Earthworks

Retaining walls of around 0.74m will be required to terrace the lots between the eastern and western boundaries. Given that outcropping limestone is likely to be within 600mm of the surface levels, it is anticipated that additional earthworks will be required to ensure that there is a minimum clearance of 600mm between the outcropping rock and the final surface levels.

3.7 Drainage

Drainage from the Structure Plan area, up to the 20% AEP event, will be contained within each lot via self-contained soak wells. The soil characteristics of the site, coupled with the depth to groundwater (0.8m) will enable sufficient site soakage.

Internal road stormwater will be directed to a proposed underground storage area located within the road reserve abutting Rockingham Road. Further details, demonstrating a comprehensive drainage strategy are included in the Stormwater Drainage Management Plan at **Appendix E**.

3.8 Servicing

A Servicing Report has been prepared by Development Engineering Consultants to investigate and report on servicing of the proposed Structure Plan area and to provide a servicing strategy to allow efficient delivery of the estate.

A full copy of the report is included as **Appendix D** with a summary of the servicing requirements included below.

3.8.1 Roads and Paths

All new roads will be constructed to City of Cockburn standards, including kerbing and piped drainage plus the provision of footpaths, as required.

3.8.2 Water Supply

A 100mm reticulation water main is located along the western verge of Rockingham Road. It is anticipated that this service can be extended to service the Structure Plan area.

3.8.3 Reticulated Sewer

Whilst there is no sewer connection within the Structure Plan area, there is the opportunity to connect to a sewer main along the western verge of Rockingham. Sewer connection will be provided by drilling a 150mm reticulation sewer under Rockingham Road to the existing main on the western side. This will enable each new lot to be serviced by sewer.

3.8.4 Power

A high and low voltage aerial power line is located along the western verge of Rockingham Road in addition to underground cables. The proposed Structure Plan area is able to be supplied with an overhead power connection via the existing network.

3.8.5 NBN/Telstra

All new lots will be required to connect to NBN as outlined under Commonwealth legislation. Telstra underground infrastructure services are located adjacent to the site along Rockingham Road, with an Optus cable located along the eastern verge of Rockingham Road. These telecommunications facilities can be supplied to the proposed development, subject to the developer paying connection fees.

3.8.6 Gas

A 155mm medium pressure gas main is located along the western verge of Rockingham Road. It is expected that reticulated gas services will be extended to the proposed Structure Plan area.

3.8.7 Mobile Telecommunications Infrastructure

The City of Cockburns Local Planning Policy 5.19 – Structure Plans & Mobile Telecommunications Infrastructure recommends early consultation with infrastructure providers to determine whether the existing telecommunications are able to accommodate the proposed development.

Although consultation with an infrastructure provider has not been undertaken at this stage, data available online indicates that the area is able to connect to mobile telecommunications. Notwithstanding this, the proposed structure plan is located in an existing residential area, which reinforces the notion that telecommunications are readily available.

3.9 Heritage

A review of the Department of Planning, Lands and Heritage Aboriginal Cultural Heritage Inquiry System confirms there are no registered sites in the Structure Plan Area

4 STAKEHOLDER AND COMMUNITY ENGAGEMENT

A pre-lodgement meeting was held with Planning Officers from the City of Cockburn on the 20th of June 2024 to discuss the proposed Structure Plan and seek preliminary advice on matters to consider. Feedback from Officers at the City of Cockburn has been positive and supportive with regards to the proposal, with the following summarising the advice received:

- It is noted that the default position is to provide 10% POS, however, a cash-in-lieu provision of POS can be considered, provided that clear justification is provided.
- The City is willing to consider a higher than typical R30 base coding given the links to high frequency bus routes.
- A design that that proposes minimal crossovers to Rockingham Road is preferred, with a left in left out onto Rockingham Road in the northern portion.
- Consideration needs to be given to future development of the lots to the north. Therefore, the design should demonstrate how the proposed Structure Plan does not compromise further Structure Planning.

Accordingly, all of the City's comments have been addressed in the Structure Plan Map provided at **Plan 1** and within the following section.

5 DESIGN RESPONSE

The Structure Plan design has been developed having regard to the evolving strategic planning objectives for the locality, providing a continuation of residential development which has occurred in new estates to the east, south and west. Specifically, the Structure Plan has been formulated to inter-connect with the adjoining residential area to the south and ensure a logical extension for future residential development to the north.

The Structure Plan will facilitate the subdivision of the site into a contemporary residential development of approximately 38 lots which will conform to the provisions of the Residential Design Codes. The density allocation for all lots has been identified as R40 within the Structure Plan area.

The Structure Plan is deemed consistent with the goals and aspirations of the State and relevant City of Cockburn planning framework, as well as proper and orderly planning.

5.1 Public Open Space (POS)

The Structure Plan proposes a cash in lieu contribution of POS instead of the provision of land. This has been informed through discussions with officers at the City of Cockburn who indicated that cash in lieu could be considered if adequately justified. Specifically, the City advised that there may be the opportunity to financially contribute towards the establishment of Glamuzina Park, which is located approximately 150m west of the subject site.

In order to justify a cash in lieu of land POS contribution we note that there are numerous existing recreational parks located within close proximity to the Structure Plan area (refer to **Figure 9**). The map details the distance to these via pedestrian means. It should be worth noting that these parks boast a wide range of facilities, enabling for a broad range of activities. Of note are the following parks and their facilities:

- Firbank Park: BBQ facilities, park benches, playground equipment (including an inclusive swing) and kick about space.
- Radonich Park: basketball ring, exercise equipment, park benches, BBQs, AFL goals, kick about space.
- Kevin Bowman Reserve: basketball ring, exercise equipment, shade sails, playground equipment, BBQs and extensive walking tracks.
- Santich Park: basketball ring, AFL goals, playground equipment, BBQs, kick about space, soccer clubrooms.

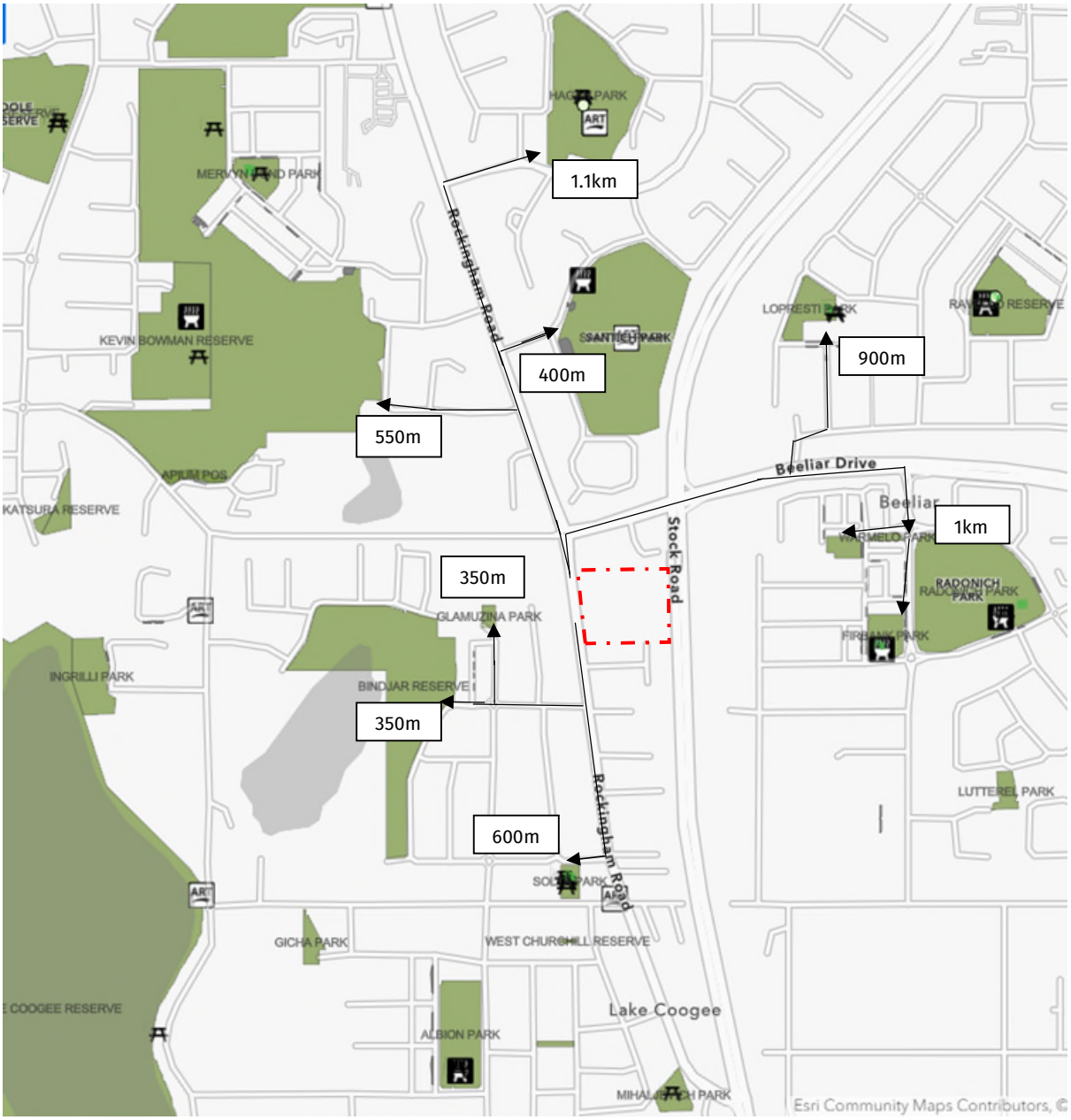


Figure 9 POS Map Detailing Distance via Pedestrian Means

Therefore, due to an abundance of well established and emerging recreational parks in close proximity to the Structure Plan area, a cash in lieu contribution towards POS is considered appropriate.

5.2 Residential

The road network has been designed to facilitate the creation of regular shaped lots, capable of accommodating standard residential dwellings, with direct access to a public street. A suitable mix of lot types are proposed, with the design allowing a response to the current market demand in regard to lot depths and widths. An indicative Lot Yield Plan has been attached at **Appendix G.**

Based on the indicative Lot Yield Plan, the proposed Structure Plan is likely to achieve a density of 19.6 dwellings per gross urban hectare. Based on the indicative maximum dwelling yield of 38 dwellings, the Structure Plan area is likely to accommodate 95 persons based upon 2.8 persons per household (2021 Census, Greater Perth).

Lot layout and size has been designed by taking into consideration the existing road network and surrounding residential estates. The Structure Plan seeks to maximise its proximity to high frequency bus routes by providing residential development at a density coding of R40.

The proposed residential density of R40 can be considered consistent with the strategic direction of the Sub-Regional Planning Framework as it promotes higher densities in undeveloped areas zoned for urban use, particularly in areas close to transit corridors and high amenity. Further, the proposed density reflects development located directly to the south, ensuring a seamless integration.

The Structure Plan has been formulated to meet the requirements of Liveable Neighbourhoods. The Residential Design Codes (R-Codes), administered by the City, will provide a comprehensive basis for the control of residential development within the Structure Plan area. The R-Codes will outline the provisions which apply to residential development.

5.3 Bushfire Management

The Structure Plan design takes into account bushfire protection requirements and includes specific bushfire protection measures including vehicle egress to at least two different destinations, provision of fire hydrants and appropriate separation distances to bushfire hazards.

A full copy of the Bushfire Management Plan is located in **Appendix B** of this report.

5.4 Noise Impacts

Noise impacting the Structure Plan area can be considered to originate from Stock Road and Beeliar Drive.

A Noise Management Plan has been prepared to support the Structure Plan (**Appendix C**), which takes into account current and future traffic volumes on Stock Road. The Assessment concludes that noise received at the development from future traffic on Stock Road, exceed external noise level criteria. Therefore, 'Quiet House Design' packages are required for certain proposed lots. A map is included within the Noise Management Plan detailing the required packages.

Any noise mitigation measures that are required to be implemented will be undertaken as part of the subdivisional works as relevant, through the requirements of a Local Development Plan.

5.5 Movement Networks

5.5.1 Regional Road Network

The subject site is well connected to the metropolitan and wider regional road network, given its frontage to Rockingham Road and close proximity to Stock Road and Beeliar Drive. The regional road network provides efficient access to the wider Perth Metropolitan Region including commercial and employment centres. Stock Road is considered to be a Primary Distributor Road, whilst Rockingham Road functions as a Distributor Road B.

The ceding of the Primary Regional Road widening in the eastern portion of the subject site will occur at subdivision stage.

5.5.2 Proposed Internal Roads

A series of three 15m wide local road reserves are proposed which will provide access from Rockingham Road to the new lots. A Transport Impact Statement has been prepared by Urbii in support of the Structure Plan, providing detail on the proposed road network and the impact of potential traffic volumes on the local road network. The Transport Impact Statement is attached at **Appendix F.**

The proposed road widths are consistent with the range stated in Liveable Neighbourhoods (WAPC 2009).

5.5.3 Proposed Movement Capacity

In calculating trip generation and distribution within the Structure Plan area, the Transport Impact Statement examines the trip generation rates for the proposed residential development. Based on these rates, the proposed Structure Plan will generate approximately 304 vehicles per day. Trips generated by the proposed development are primarily anticipated to be daily commute trips as the proposed Structure Plan incorporates residential development.

The traffic report concludes that the traffic generation of the proposed Structure Plan is minimal and as such would have a negligible impact on the surrounding road network.

5.5.4 Pedestrian and Cycle Network

Pedestrian and cycling facilities are available along both sides of Rockingham Road. Data collected by the City of Cockburn from Strava reveals that Rockingham Road and Beeliar Drive are relatively popular cycling routes in the area. This will be further confirmed through the use of these facilities generated by development at the subject site.

5.5.5 Public Transport

The subject site is easily accessible to public transport, with two bus stops located within close proximity. A bus stop is located directly opposite Lot 39 on Rockingham Road, with a bus stop offering different routes located approximately 300m north on Beeliar Road. The bus network provides connection to the nearby rail network.

5.6 Developer Contributions

As outlined in preceding sections, the Structure Plan area is subject to Development Contribution Plans 6 and 13, administered by the City of Cockburn.

DCP 6 requires that all landowners make a proportional contribution to 23.4% of the cost of widening and upgrading of Beeliar Drive (Mayor Road) between stock Road and Cockburn Road, Munster. It is expected that a condition of subdivision approval would require a contribution.

DCP 13 requires a contribution at the time of development or subdivision which funds various regional, sub-regional and local recreational infrastructure.

5.7 Implementation

The proposed Structure Plan has been prepared in accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Further, the Structure Plan Amendment complies with the applicable State and Local Planning Policy Framework as set out in Section 2.3 of this Report.

The *Planning and Development (Local Planning Schemes) Regulations 2015* stipulates the manner by which the Structure Plan will be processed by the City of Cockburn and thereafter, the Western Australian Planning Commission to enable final approval.

Once the Structure Plan is sufficiently progressed and the TPS 3 zoning is amended, development and/or subdivision applications can be considered and approved where they comply with the Structure Plan.