

Plan 1: SP559.1 Local Structure Plan Map



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LEGEND

ZONES

RESIDENTIAL (R30)

RESERVES

ROAD RESERVES

PUBLIC OPEN SPACE

OTHER

STRUCTURE PLAN BOUNDARY

WESTERN POWER EASEMENT

LOTS REQUIRING A LOCAL DEVELOPMENT PLAN

LOT 559 & LOT 9073 WENTWORTH PARADE, SUCCESS **STRUCTURE PLAN**

APRIL 2025



Prepared for Richard Noble Pty Ltd.

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HATCH

Document Control

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A	Draft for client review	TT	TT	April 2024
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TABLE OF AMENDMENTS

Amendment No.	Summary of amendment	Amendment Type	Date approved by WAPC
1			
2			

TABLE OF DENSITY CODE PLANS

Amendment No.	Summary of amendment	Amendment Type	Date approved by WAPC
1			
2			



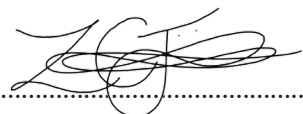
ENDORSEMENT PAGE

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

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

12 May 2025
.....

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:

Anne Woodin
.....

Witness

14 May 2025
.....

Date

14 May 2035
.....

Date of Expiry

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Executive Summary

This Structure Plan has been prepared to guide the development of Lot 559 and a portion of Lot 9073 Wentworth Parade, a 1.2167ha hectare site located within the City of Cockburn.

The Lot 559 and Lot 9073 Wentworth Parade, Success Structure Plan provides an overarching planning framework for the subject site. Implementation of a Structure Plan over the site will ensure compliance with the current statutory framework established by the Planning and Development (Local Planning Schemes) Regulations 2015 and allow for the provision of additional guidance which will ensure that future development is of a high quality and appropriately responds to surrounding development.

The Structure Plan supersedes the approved Lot 559 Wentworth Place Structure Plan endorsed on 11 April 2017, which superseded the previously endorsed Magnolia Gardens Phase One Structure Plan. The currently endorsed Structure Plan otherwise continues to coordinate development of the surrounding locality.

This Structure Plan been prepared in support of the designation of the subject site to Residential at a density of R30. This rezoning will enable a residential development of 22 lots, facilitating the development of dwellings in proximity to the Aubin Grove Train Station, an area of public open space and a new road reserve. This outcome supports state and local strategic planning objectives which seek to increase the number of dwellings in close proximity to public transportation.

It is anticipated that the Structure Plan area will accommodate 22 dwellings in a variety of sizes and shapes including compact lots, rear loaded lots and irregular lots, an area of public open space and a new road reserve within a section of the neighbouring site. An overview of the Structure Plan and its key elements is provided in the Executive Summary Table.

Executive Summary Table

Item	Data	Structure Plan Ref.
Total area covered by the Structure Plan	1.2167 ha	1.2.3
Area of each land use proposed: <ul style="list-style-type: none"> Residential Public Open Space Local Roads 	8,236m ² 82m ² 3,849m ²	4.5
Estimated lot yield	22 lots	4.1
Estimated number of dwellings	22 dwellings	4.1
Estimated residential density (Nett)	26 dw/ha	4.1
Estimated population (Based on 2.8 persons per dwelling)	61 people	4.3
Estimated percentage of public open space (Urban Zone)	(82m ²) (0.67%)	4.5
Estimated commercial floor space	-	
Number of high schools and primary schools	-	

PART ONE **IMPLEMENTATION**



01 Structure Plan Area

This Structure Plan applies to Lot 559 and Lot 9073 Wentworth Parade, Success, being the land contained within the inner edge of the line denoting the structure plan boundary on the Structure Plan Map (refer Plan 1).

02 Structure Plan Content

This Structure Plan comprises the:

- Implementation section (Part 1)
- Explanatory section (Part 2)
- Technical appendices (Part 3)

03 Interpretations and Use Class Permissibility

Land use permissibility within the Structure Plan area shall be in accordance with the Structure Plan Map and corresponding Zones and Reserves under the City of Cockburn Town Planning Scheme No.3.

04 Operation Date

The Structure Plan is in effect from the date stated on the cover and for a period of 10 years or for any other period approved by the WAPC, in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 - Deemed Provisions*.

The Structure Plan is to be given due regard when making decisions on the subdivision and development of land within the structure plan area.

05 Residential Density

Plan 1 defines the residential density, in accordance with the Residential Design Codes, that applies to specific areas within the Structure Plan area.

06 General Subdivision and Development Requirements

6.1 Notifications on Title

In respect of an application to develop or subdivide the land, a condition shall be imposed or recommended to be imposed on the grant of approval advising that a notification is to be placed on the Certificate(s) of Title(s):

- i. To advise of the increased risk of mosquito borne diseases due to the proximity of Thomson's Lake and Harry Waring Marsupial Reserve;
- ii. The following notification is to be placed on Certificate(s) of Title(s) of all lots located within an area declared bushfire prone and subject to a bushfire attack risk level of 12.5 or more:

"This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a bushfire management plan. Additional planning and building requirements may apply."

- iii. The following notification is to be placed on the Certificate(s) of Title(s) of all lots within an area declared bushfire prone and is subject to a bushfire attack risk level of BAL-40 or BAL-Flame Zone:

"No habitable buildings are to be built within areas of BAL-40 or BAL-Flame Zone."

6.2 Local Development Plans

1. Local Development Plans (LDPs) are required for lots comprising one or more of the following site attributes:

- i. Lots with rear-loaded vehicle access;
- ii. Lots with direct boundary frontage (primary or secondary) to an area of Public Open Space;
- iii. Lots abutting the existing drainage reserve.

6.3 Infrastructure Requirements

Replacement crossing points and footpaths are to be in place prior to removal of the existing facilities to ensure continued access is provided to public transport facilities for existing residents.

6.4 Other provisions / standards / requirements


- i. Proportional contributions being made towards DCA 13 (Community Infrastructure) in accordance with clause 6.3 of the City of Cockburn Town Planning Scheme No. 3
- ii. Public Open Space (POS) contributions being met primarily via cash-in-lieu;
- iii. The site adjoining the SP site to the east contains a powerline easement and is zoned Special Use Zone No.23 (SU23). A portion of the proposed road reserve will be located on this site.

Plan 1: SP559.1 Local Structure Plan Map





LEGEND

ZONES


 RESIDENTIAL (R30)


RESERVES


 ROAD RESERVES

 PUBLIC OPEN SPACE

OTHER

 STRUCTURE PLAN BOUNDARY

 WESTERN POWER EASEMENT

 LOTS REQUIRING A LOCAL DEVELOPMENT PLAN



PART TWO **EXPLANATORY**



01 PLANNING BACKGROUND

1.1 Introduction and purpose

This report has been prepared on behalf of Richard Noble Pty Ltd, in support of a Structure Plan for Lot 559 and Lot 9073, Wentworth Parade, Success (Structure Plan area). The Structure Plan will provide for residential development, an area of public open space and new road reserves. The project team responsible for the preparation of the Structure Plan are:

- Hatch - Town planning, design and landscape concept;
- The Civil Group – Drainage Management Strategy; and
- Transcore - Traffic Impact Assessment.
- JBS&G- Bushfire Management Plan

1.2 Land description

1.2.1 Location

The Structure Plan area is in the locality of Success which is approximately 21.5 kilometres south of the Perth Central Business District and 2.5 kilometres south of the Cockburn Central Activity Centre within the municipal boundaries of the City of Cockburn. The Structure Plan area is bounded by a vacant lot in Special Use Zone – Schedule 23 with a powerline easement to the west, Wentworth Parade to the south, an area of parkland to the east and a drainage reserve to the north.

The Structure Plan area is located in close proximity to transport infrastructure, being approximately 600 metres north of the Aubin Grove Train Station, and 600 metres north of the Russell Road Kwinana Freeway interchange. As above, the site is also located in close proximity to Public Open Space, directly adjoining Wentworth Parade park at two frontages and being located approximately 200 metres east of the Success Regional Sporting Facility. The site is also well-serviced by commercial facilities, being located approximately 800m north of Harvest Lakes Shopping Centre, and educational facilities, with Success Primary School located approximately 200 metres west of the site.

Figure 1: Regional Context Plan

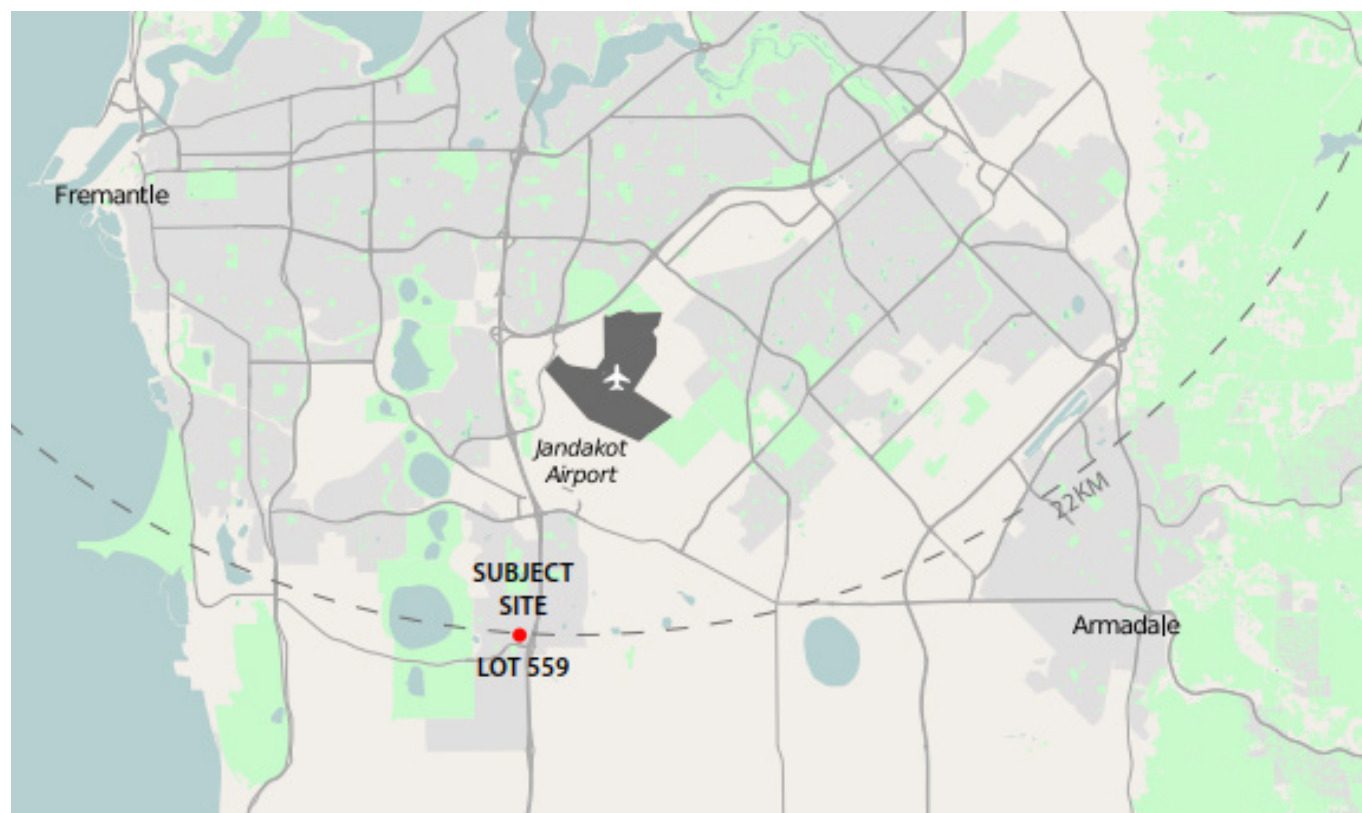


Figure 2: Local Context Plan



1.2.2 Area and land use

Success is typically characterised by low-density single detached residential dwellings constructed within the last two decades. Some examples of grouped dwelling developments, including duplexes and villas, are distributed throughout the locality.

The Structure Plan area has a total area of 1.2167 hectares and is currently vacant and cleared of vegetation.

Figure 3: Site Plan



1.2.3 Legal description and ownership

The legal description of the subject land is provided in Table 1. Aerial photograph plan depicts the lots and their land use (Figure 3).

Table 1: Property Details

Lot No.	Street Address	Volume/Folio	Plan	1.2167haArea	Registered Proprietor
559	332 Wentworth Pde, Success	2781/783	71906	1.0942 ha	Richard Noble Pty Ltd
9073	Wentworth Pde, Success	2849/2	76373	1,225 m²	Richard Noble Pty Ltd
Total Site Area				1.2167 ha	

1.3 Planning framework

1.3.1 Zoning and reservations

1.3.1.1 Metropolitan Region Scheme

The Structure Plan area is zoned 'Urban' under the provisions of the Metropolitan Region Scheme (MRS).

1.3.1.2 City of Cockburn Town Planning Scheme No. 3

Lot 559 is zoned 'Development' (Development Area 8) under the provisions of the City of Cockburn Town Planning Scheme No.3 (TPS 3). Cl 3.2.1 provides the following objectives for the 'Development' zone:

- i. Development Zone

To provide for future residential, industrial or commercial development to be guided by a comprehensive Structure Plan prepared under the Scheme

As a requirement for land zoned 'Development' in TPS 3, a Structure Plan has to be prepared prior to Council providing comment on subdivision applications and determining development applications.

Lot 9073 is zoned 'Special Use 23' under the provisions of the City of Cockburn Town Planning Scheme No.3 (TPS3). Cl. 3.2.1 provides the following objectives for 'Special Use' zones:

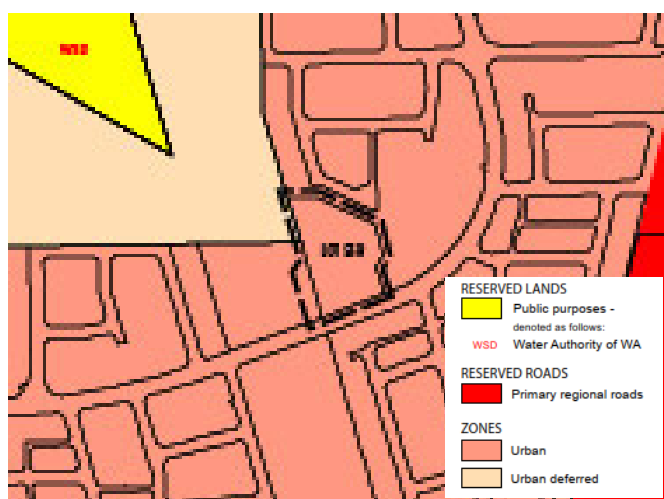
- ii. Special Use Zone

To provide for uses which have unique development requirements that cannot be easily accommodated by the objectives of any of the other zones included in the Scheme

As a requirement for land Zoned 'Special Use' in TPS3, development must comply with any conditions set out in Table 8 with respect to that land.

This Structure Plan report has been prepared in accordance with requirements of Part 4 of the Deemed Provisions, as guided by Cl. 5.2 and Table 9 (Development Area 8- Success Lakes Special Provisions) and Table 8 (SU23) of TPS3.

Figure 4: Metropolitan Region Scheme Zoning



1.3.2 Applicable Structure Plans

1.3.2.1 District Structure Plan

The Structure Plan area was subject to the provisions of the Southern Suburbs District Structure Plan (1999), prepared by the City of Cockburn. The District Structure Plan designates the subject site as Residential.

1.3.2.2 Structure Plan Background

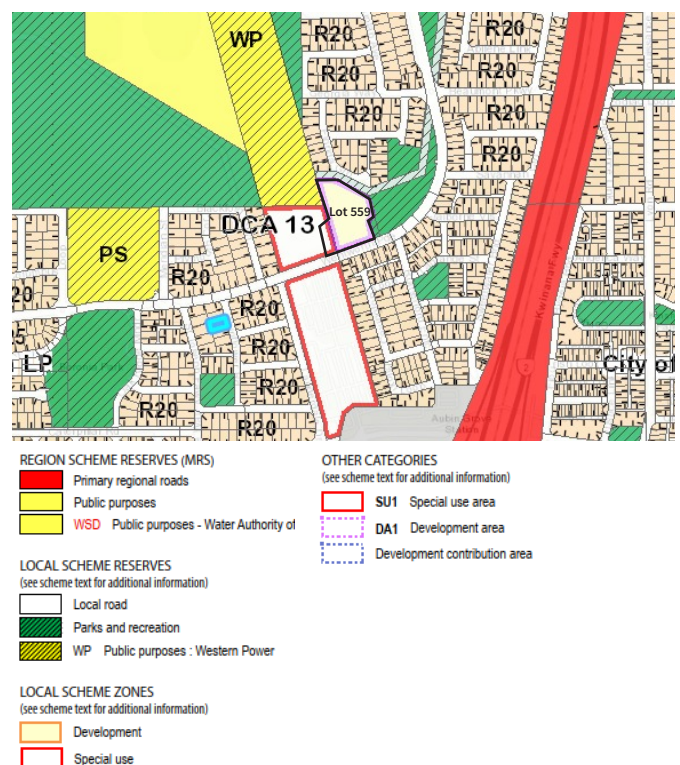
The Structure Plan area was subject to the Lot 559, Wentworth Parade Success Structure Plan approved by the Western Australian Planning Commission on 11th April 2017 which designated the site for a mixed-use development which was viewed as a scale best to enable transit-oriented development.

Prior to the approval of the Lot 559, Wentworth Parade Success Structure Plan, the Structure Plan area was subject to Magnolia Gardens Phase One Structure Plan (SP8A), which was approved by the City of Cockburn on 17 January 2004. SP8A identifies the SP area for Residential (R40) and Local Centre use.

Prior to the endorsement of the Magnolia Gardens Structure Plan, the site was subject to the Success Lakes Estate Structure Plan, prepared in August 2001.

This Structure Plan has been prepared to supersede the 2017 Lot 559 Wentworth Parade, Success Structure Plan and enable development at a scale which respects the surrounding residential character and built form.

Figure 5: Town Planning Scheme No.3 Zoning





1.3.3 State Strategies

1.3.3.1 State Sustainability Strategy

The State Sustainability Strategy provides an overarching framework for the State Government to respond to the sustainability agenda. The Strategy identifies the following six broad goals and 42 strategy areas intended to fulfil these goals and to guide Government action towards achieving its vision for a sustainable Western Australia:

- Sustainability and governance;
- Contributing to global sustainability;
- Sustainable natural resource management;
- Sustainability and settlements;
- Sustainability and community; and
- Sustainability and business.

The policy objectives of the State Sustainability Strategy are incorporated into the planning system through State and Local Government policy and formally applied through planning decisions. The role of sustainability - economic, environmental and social - is fundamental to the planning of the site and is implicitly embodied in the content of this Structure Plan.

1.3.3.2 State Planning Strategy

The State Planning Strategy (2050) was prepared by the WAPC as a whole of Government Approach to build strategic planning capacity and capability around a planning vision for the state up until 2050. The Strategy is based on a framework of planning principles, strategic goals and State strategic directions that respond to the future land-use planning and development of Western Australia. This includes planning for the State's land availability, physical and social infrastructure, environment, economic development and security. The Structure Plan is consistent with the goals and objectives of the State Planning Strategy.

1.3.4 State Planning Policies

1.3.4.1 Perth and Peel @ 3.5million

Peel and Perth @ 3.5million provide high-level land use planning and infrastructure frameworks that aims to accommodate 3.5 million people by 2050.

The frameworks define the urban form for the next 30 years, limit unsustainable urban sprawl and encourage greater housing diversity to meet changing community needs. The frameworks determine where new homes and jobs will be located, make best use of existing and proposed infrastructure, and protect importance environmental assets.

They encourage significantly greater infill development with almost half

Perth and Peel @3.5million is supported by the Central, North-West, North-East and South Metropolitan Peel frameworks, which collectively guide the future growth of the Perth and Peel regions as a compact, consolidated and connected city that has the potential to accommodate 800,000 new homes for the projected population growth of 3.5 million people by 2050. This aims to be delivered through a mix of infill and greenfield development with targets of 47 per cent and 53 per cent respectively.

The structure plan is involved in South Metropolitan Peel Sub-regional planning framework. This framework sets out the minimum infill dwelling targets to 2050. The City of Cockburn aims to provide 14,680 dwellings by 2050, with an estimated population of 32,300.



1.3.4.2 Liveable Neighbourhoods

Liveable Neighbourhoods, Edition 3 (LN 3) is a Western Australian Planning Commission (WAPC) policy used to guide the design and assessment of structure plans (regional, district and local) and subdivision and development applications for new urban areas. Its aims include promoting the design of walkable neighbourhoods; places that support community and a sense of place; mixed uses and active streets; accessible and sustainable parks; energy efficient design; and housing choice. The key initiatives of LN 3 are covered under eight design elements.

The implementation of each of these elements and the fulfilment of the overall principles of LN 3 will be fundamental to ensuring that development of the structure plan area and the wider metropolitan region occurs in a thoughtful and sustainable manner. Application of the LN 3 principles is therefore relevant to all levels of planning for the site from the proposed Structure Plan through to detailed lot and building design. By providing for a diverse range of housing within a connected and walkable neighbourhood, configured around a range of accessible open space areas, the Structure Plan reflects the requirements of LN 3.

1.3.4.3 State Planning Policy No.1: State Planning Framework

State Planning Policy No.1: State Planning Framework (SPP1) unites existing state and regional policies, strategies and statements under a central framework to provide a context for decision-making on land use planning and development matters in Western Australia.

The Structure Plan is consistent with the primary aim of this overarching policy, which can be summarised as "...to provide for the sustainable use and development of land." The WAPC and local government will refer to the relevant planning instruments referred to under SPP1 for all planning decisions, including those concerning the Structure Plan and subsequent planning proposals presented for the site.

1.3.4.4 State Planning Policy No.3 Urban Growth and Settlement

State Planning Policy No.3: Urban Growth and Settlement (SPP3) applies to the whole of the State in promoting sustainable and well-planned settlement patterns that have regard to community needs and are responsive to environmental conditions. The objectives and principles of Perth and Peel @ 3.5 million and Liveable Neighbourhoods are enshrined in this Policy.

SPP3 recognises that a majority of new development in metropolitan Perth has been in the form of low-density suburban growth. This form of development intensifies pressure on valuable land and water resources; imposes costs in the provision of infrastructure and services; increases the dependence on private cars; and creates potential inequalities for those living in the outer suburbs where job opportunities and services are limited.

To promote growth that is sustainable, equitable and liveable, SPP3 encourages a more consolidated urban form. In general terms the proposal for the site is consistent with the high-level principles of SPP3. This Structure Plan will facilitate:

- access to public transport (bus and rail);
- suitable access to areas of high quality POS;
- the creation of cohesive and walkable communities through the application of traditional neighbourhood design principles; and
- a diversity of housing types and lot sizes.

1.3.4.5 State Planning Policy 3.7 Bushfire

State Planning Policy 3.7 Bushfire (SPP3.7) provides guidelines that prioritise bushfire requirements to ensure that future housing delivery appropriately balances bushfire risk mitigation and environment conservation measures.

SPP 3.7 became operational from 18 November 2024, along with the Planning for Bushfire Guidelines. Lot 559 and Lot 9073 are located within a Bush Fire Prone Area.

1.3.4.6 Residential Design Codes Volume 1, 2024

The R-Codes provide planning and design provisions for residential development across Western Australia. Lot 559 is designated with an R30 coding which will provide the primary controls for the single residential housing to be constructed on the lots.

1.3.4.7 Development Control Policy 1.6 Planning to Support Transit Use and Development.

DCP 1.6 seeks to maximise the opportunities for land use and public transport integration. Lot 559 is located in close proximity to the Aubin Grove train station. The R30 residential code provides for the delivery of residential housing in Lot 559 within the walkable catchment of the Aubin Grove train station (5-10 minute walk)

1.3.5 City of Cockburn Strategies and Policies**1.3.5.1 City of Cockburn Local Planning Strategy**

The SSDPS3 states that the District Structure Plan is consistent with the following actions outlined in the City of Cockburn Local Planning Strategy (LPS):

- Ensure there is an appropriate housing and density mix to fulfil existing and potential demand from various groups.
- Promote medium density housing in and near regional and district centres and near public transport facilities.
- Provide a range of housing opportunities; and
- Promote mixed land uses in communities, especially through the location of housing in commercial centres.

The Structure Plan remains generally consistent with the SSDPS3 and as such is in accordance with the above actions within the LPS.

1.3.5.2 Local Planning Policy 5.19 - Structure Plans and Telecommunications Infrastructure (LPP 5.19)

LPP 5.19 requires structure plans to provide evidence of consultation with telecommunications carriers responsible for operating mobile telecommunications infrastructure, to ensure infrastructure requirements are outlined at the earliest stage of planning. Mobile coverage from all major providers is available throughout the Structure Plan area.

Hatch have attempted to contact the major service providers to obtain written confirmation regarding the operation and potential upgrades of telecommunication services in the area, however, no direct line of contact has been possible. Every attempt to contact the providers directly, resulted in being referred to the general enquiry number. Through the coverage mapping provided on each providers website, confirmation of the provision of telecommunication services is provided, with all major providers (Optus, Telstra and Vodafone) providing the structure plan area with 4G, and Telstra and Vodafone providing 5G across the structure plan site.

1.3.5.3 Local Planning Policy 5.5 Local Development Plans

Local Development Plans (LDP's) are a tool to implement lot specific design variations in a consistent manner. For Lot 559 LDP's will apply to those lots with a direct interface with areas of POS, Bushfire management requirement and access restrictions to Wentworth Parade.

1.3.5.4 Local Planning Policy 5.7 Uniform Fencing

Uniform fencing is generally required where development of land abuts the public domain including roads and public open space. For Lot 559, Uniform visually permeable fencing shall be provided along the boundaries of lots abutting public open space, as well as the drainage and public purpose reserves.

02 PRE-LODGE MENT CONSULTATION

The following summarises the pre-lodgement consultation that has informed the progression of the Structure Plan design.

Table 2: Summary of consultation

Date	Attendance	Points of Discussion
January – April 2024	City of Cockburn	Various discussions on the draft Structure Plan design for City of Cockburn feedback and discuss: <ul style="list-style-type: none">Required Technical reports
January – April 2024	Telstra Optus	Various phone calls & E-mails
6 February 2024	DPLH	Meeting to discuss the proposed R30 density & report format.

03 EXISTING SITE CONDITIONS

The bulk of this commentary has been extracted from the presently endorsed Structure Plan as it largely remains relevant.

3.1 Biodiversity and Natural Area Assets

As the site is cleared and located within an established urban environment, the SP area offers no significant biodiversity or natural area assets and is not affected by any statutory environmental listings of significance. As a consequence of this, environmental assessment specific to the subject site is deemed to not be required.

The SP area was subject to environmental assessment as part of the broader Success Lakes Estate Structure Plan (SP8A). SP8A identified that the site had been cleared to facilitate historic land uses such as cattle grazing and market gardens and confirmed the suitability of the area for urban development.

The SP area is located adjacent to Wentworth Park, a recreation reserve. As Wentworth Park does not contain retained vegetation, it is not considered to materially impact upon the SP.

3.2 Landform and Soils

3.2.1 Landform

The subject site is gently sloping, falling from approximately 29m AHD at the southern boundary where the site adjoins Wentworth Parade to 23m AHD at the northern boundary adjoining a drainage reserve.

The site was earth worked and filled with 1 metre of clean fill as part of development works associated with Magnolia Gardens estate. As geotechnical assessment carried out as part of SP8A confirmed that the landform is conducive to residential development, no further analysis is deemed to be required.

3.2.2 Soils

SP8A indicates that the majority of soils within the broader locality are highly leached, deep grey sands of the Bassendean Dune landform system. This soil type is identified as having excellent drainage qualities and being well-suited to urban development.

The Department of Water and Environment Regulation's Swan Coastal Plain Acid Sulfate Soil Risk Map indicates that the subject site is generally Class 2, with a moderate to low risk of acid sulfate soils occurring within 3 metres of the natural soil surface.

As this classification did not preclude development of the surrounding urban area it is not considered to materially impact upon the Structure Plan.

3.3 Site Hydrology and Water Management

As part of development of Magnolia Gardens estate, the drainage has been landscaped as a linear open space and fitted with suitable drainage infrastructure. Run-off on Wentworth Parade is captured by side entry pits and pipes which discharges into a basin for treatment and storage.

There is a small retention basin and open drain in the drainage reserve north of Lot 559 which captures runoff from the development north of the drain. The drain untimely discharges into Thomsons Lake to the west of Hammond Road.

3.4 Bushfire Hazard

In accordance with updated mapping for Bush fire Prone Areas (November 2024), The subject site is designated by the Department of Fire and Emergency Services (DFES) as a Bush Fire Prone Area. in accordance with *State Planning Policy 3.7 Bushfire*, a Bushfire Management Plan is required.

3.5 Site Heritage

3.5.1 Aboriginal Heritage

A search of the Department for Aboriginal Affairs, Cultural Heritage Inquiry System was undertaken in April 2024 for the Success Area, confirming that there are no registered Aboriginal Heritage Places within or adjacent to SP area.

3.5.2 Development History

A search of the Heritage Council of Western Australia Heritage Places Register was undertaken in April 2024 for the Success Area, confirming that there are no known sites of heritage significance within or adjacent to the subject site.

The surrounding locality was designated as the suburb of Success in 1973, named after the HMS Success, a ship commanded by Captain James Stirling during exploration of the Perth region in 1827. Prior to residential development, the subject site and surrounding locality were partially cleared and utilised for cattle grazing. Development of the Magnolia Gardens locality, within which the subject site is located, was governed by the Success Lakes Structure Plan (SP8A) and latter revisions known as Magnolia Gardens Phase One and Phase Two and Three. Development of the Magnolia Gardens locality was commenced subsequent to the approval of these governing documents between 2000-04, with the immediate surrounds of the subject site developed between 2008-11.

3.6 Western Power Powerline Easement and SU23

A western power transmission line corridor, containing three lines, adjoins the western boundary of the subject site and will contain a portion of the new road reserve as proposed in this structure plan. The width of the Easement is approximately 120 metres and contains a number of steel-framed pylons that support high voltage power transmission cables.

This site is within a Special Use Zone- No. 23. The SU23 is described in the City of Cockburn Planning Scheme No.3 as follows:

All land within transmission line corridors designated as SU23 on the Scheme Map.

The only portion of this proposal in the SU23 is the road reserve, which is not a land use that is precluded in the SU23.

04 STRUCTURE PLAN

4.1 General

The structure plan provides for residential development of approximately 22 dwellings, an area of public open space (POS) and new road reserves. A draft subdivision plan for the site is provided at Appendix 1.

4.2 Land Use

As depicted in the Structure Plan Map, it is proposed that the subject site be zoned to accommodate residential development with an area of POS and new road reserves, which makes use of the close proximity of the site to Aubin Grove Train Station and Wentworth Park, in accordance with State and Local planning policy relating to transit-oriented and infill development and the provision of diverse and affordable housing. The Structure Plan is consistent with the existing State and Local Government planning framework applicable to the subject site and will contribute to accommodating forecast population growth within the City of Cockburn.

4.3 Residential

The Structure Plan area is to have an applicable residential density of R30, in accordance with Residential Design Codes Volume 1. The existing structure plan was an ambitious proposal to deliver 'Mixed Use' development to the site. The residential density code of R100 was proposed to enable the development of approximately 80-130 multiple dwellings. The ground floor of the development allowed for commercial tenancies in response to any market demand. The R100 density coding was considered appropriate given the proximity to the Aubin Grove Train Station (approximately 600m away), adjacent bus routes and connections to Cockburn Central, Gateway shopping centre and surrounding service and employment facilities.

Unfortunately, in the 8 years since adoption of the current structure plan there has been little commercial interest in the site. Furthermore, given the increasing building costs associated with apartment / multiple dwellings the form of development proposed under the current structure plan is not commercially viable. The surrounding area has predominantly been developed for single residential dwellings with an average lot size of 378sqm. The proposed R code of R30 and corresponding residential concept plan proposes the creation of 22 lots ranging in area from 300sqm to 660sqm with an average lot area of 374sqm. The lot range and average lot size is in keeping with the surrounding locality and will address in a small way the need for affordable housing. The proposed 22 lots /dwellings will generate a resident population of 61 persons.

The proposed lot design provides for lots fronting Wentworth Pde and accessed via a rear laneway. This design reflects the existing housing on the southern side of Wentworth Pde and will provide for a consistent streetscape. These lots will be provided with uniform fencing fronting Wentworth Pde and visitor parking located on the new subdivisional road. The majority of the balance lots will have frontage to the subdivisional road. Those lots backing onto the existing drainage corridor and POS will be provided with uniform fencing that will have some elements of visual permeability. The subdivisional road has been designed to provide for views of the adjacent Wentworth Park from those residential lots on the eastern boundary. Lots on the western boundary will have frontage to the adjacent vacant landholding which contains the Western Power easement. The small POS area has been provided to ensure a pedestrian linkage to the adjacent Wentworth Park. (Refer Appendix 1 – Draft Subdivision Design).

4.3.1 Surrounding Residential Density

A substantial portion of the residential area to the north of the Aubin Grove Train Station, situated to the immediate south of the subject site, is zoned to a residential density of R40 in accordance with the Magnolia Gardens Structure Plan. Therefore, amending Lot 559 to an R30 density coding will more accurately reflect the surrounding density of Success.

4.4 Movement Networks

This section has been informed by a Transport Impact Statement undertaken by Transcore, appended as Appendix 2.

4.4.1 Movement Hierarchy

Wentworth Parade northeast of the subject site is constructed as a two-lane boulevard-style road standard with one lane in each direction and a 4.5m central median. Wentworth Parade is classified as a Local Distributor road in the Main Roads WA Functional Road Hierarchy and has a posted speed of 60 km/h.

It is estimated that the structure plan would generate a total of approximately 176 daily vehicle trips with around 18 trips during both AM and PM peak hour periods including inbound and outbound movements. The traffic assessment undertaken demonstrates that the impact of the structure plan traffic on the surrounding road network will be insignificant.

4.4.2 Pedestrian Movement

There is good pedestrian connectivity surrounding the subject site through a 2.0m shared path located on the northwest side of Wentworth Parade and a 1.5m footpath on the southeast side of Wentworth Parade opposite the subject site. Pedestrian crossing facilities including drop kerbs/pram ramps and median refuges currently exist in many locations along Wentworth Parade, including in close proximity to the subject site. The subject site has adequate pedestrian access to/from the Aubin Grove Station precinct, south of Wentworth Parade. Given the introduction of the new subdivisional road the existing pedestrian crossing / pram ramp is to be relocated to the east to avoid any vehicle conflicts.

A pedestrian path and stair access is shown on the landscape plan to ensure residents will have access to the adjoining Wentworth Park. A portion of the existing shared / dual use path along Wentworth Parade will be removed and constructed to ensure no conflict with the creation of the proposed residential lots. The new shared use path will tie-in with the red asphalt path within the adjoining POS reserve (Wentworth Park).

4.4.3 Cycling

There is sufficient cyclist connectivity to the subject site via a 2.0m shared path on the northwest side of Wentworth Parade.

The closest bicycle access connection to the Principal Shared Path adjacent to the freeway is available from Savannah Circuit, which intersects Wentworth Parade about 200m northeast of the subject site.

4.4.4 Public Transport

The subject site is currently served by Transperth bus route 526 which stops on Wentworth Parade right in front of the subject site. This service connects to Cockburn Central Station, providing access to the Mandurah railway line.

The subject site is also located 420m from Aubin Grove Station, also on the Mandurah line. This can be accessed by foot via the existing footpath network in this locality.

The order and timing of works is necessary to ensure continued access to the existing bus stop by surrounding residents during the construction process. This includes the replacement of crossing points and footpaths prior to removal of existing facilities.

4.4.5 Private Vehicle Access and Parking

The structure plan proposes that all residential lots are accessed by an internal road located south-west corner of the site forming a priority-controlled t-intersection with Wentworth Parade.

The internal road is proposed to be two-way with a variable road reservation ranging from 13.5m to 15.0m albeit with a consistent 6.0m wide trafficable carriageway, with latter reservations broadly consistent with the Access Street D reservation recommendation of 14.2 (WAPC Liveable Neighbourhoods 2009). A portion of the internal road on approach to Wentworth Parade is proposed to be situated within the adjacent Western Power easement site. The structure plan also introduces a cul-de-sac with an 18m diameter bulb, with a 6.0m rear lane servicing Lots fronting onto Wentworth Parade.

The resident and visitor parking are expected to be accommodated individually within each residential lot or on-street along the access street. Additional parking embayments (4 car bays) are provided along the south-west section of the access road as visitor parking for the rear-loaded lots fronting Wentworth Parade.

As per Section 3.6, a portion of the new road reserve is located in the neighbouring site which is zoned SU23. Road is not a land use that is precluded in the SU23. The road reserve will be provided with street trees and mulch to provide an appropriate interface to the adjacent site. In addition a 1.2m double post and rail chainlink fence will be provided along the boundary to preclude vehicle access.

4.5 Open Space

This section has been informed by a Landscape Concept Plan appended as Appendix 3.

There is one small area of POS provided in the Structure Plan of approximately 82m² in size. It borders Wentworth Park to the east, offering a green link between the dwellings and the park.

Liveable Neighbourhoods identifies the function of POS as: sport, recreation, and nature, which replaces the terms active and passive use. A balance between native vegetation retention and provision of urban water management is advocated through the provision of functional POS for sport, nature and recreation. Nature spaces provide a setting for people to enjoy and connect with nature. Nature spaces should be fully accessible to the public (i.e. not fenced off), although providing walking trails to prevent undue damage to vegetation is acceptable.

Public Open Space for the area was delivered under the guidance of the former planning framework for the locality, the Magnolia Gardens Phase One Structure Plan.

The area previously allocated for Local Centre under the former planning framework and was designated as a deduction for the purposes of calculating Public Open Space. As such, Public Open Space will need to be provided based on 10% applicable to the Residential proportion of the of the site physically (1%) and as cash-in-lieu (9%)

Table 3: POS Schedule

Gross Site Area			1.2167ha
Deductions			
Public Open Space @10%			0.1217ha
Public Open Space Contribution		0.0082ha	
Public Open Space shortfall @10%			0.1135ha
Public Open Space Provision	0.0082ha	0.67%	9.33%

4.6 Water Management

A Drainage Management Strategy has been prepared by The Civil Group and is appended as Appendix 4.

In accordance with the City of Cockburn's requirements for lots greater than 300 m², all stormwater falling within lot boundaries will be contained within the lot. Runoff from roofs will be directed to soakwells and pervious garden areas where it will infiltrate through sandy soils to groundwater.

Runoff from roads and verges will be collected in gully pits and side entry pits, interconnected with a pipe network. The pits will have soakwell liners, perforated bases and a 1.2m deep trap below pipe invert levels providing storage for the first 15mm of 1.35m³ per pit. The pipe network will be sized to convey the 20% Annual Exceedance Probability (AEP) runoff to existing drainage infrastructure in Wentworth Parade, discharging into the basin to the north.

Earthworks levels are proposed at approximately between RL26.5mAHD and RL27mAHD. As the maximum groundwater level is reported to be RL22.47mAHD and the soils are of a sandy nature with adequate separation between finished level and groundwater level, no subsoil drainage or dewatering is proposed.

4.7 Bush Fire Management

Lot 559 and Lot 9073 Wentworth Parade, Success are situated within a designated bushfire prone area as depicted by the Department of Fire and Emergency Services Map of Bushfire Prone Areas (operational from 18 November 2024). In accordance with the updated *State Planning Policy 3.7 Bushfire*, a Bushfire Management plan has been prepared for the subject site. (Appendix 5)

4.7.1 Infrastructure coordination, servicing and staging

The Structure Plan area is capable of being fully serviced by all sewerage, water, power, gas and telecommunications services, which have been extended to the surrounding locality in accordance with the Success Lakes Estate Structure plan and Magnolia Gardens Phase One Structure Plan.

4.8 Developer Contribution Arrangements

The Structure Plan is subject to the requirements of Development Contribution Area 13 for Community Infrastructure, as detailed in the Development Contribution Plan table within the City of Cockburn Town Planning Scheme No. 3.

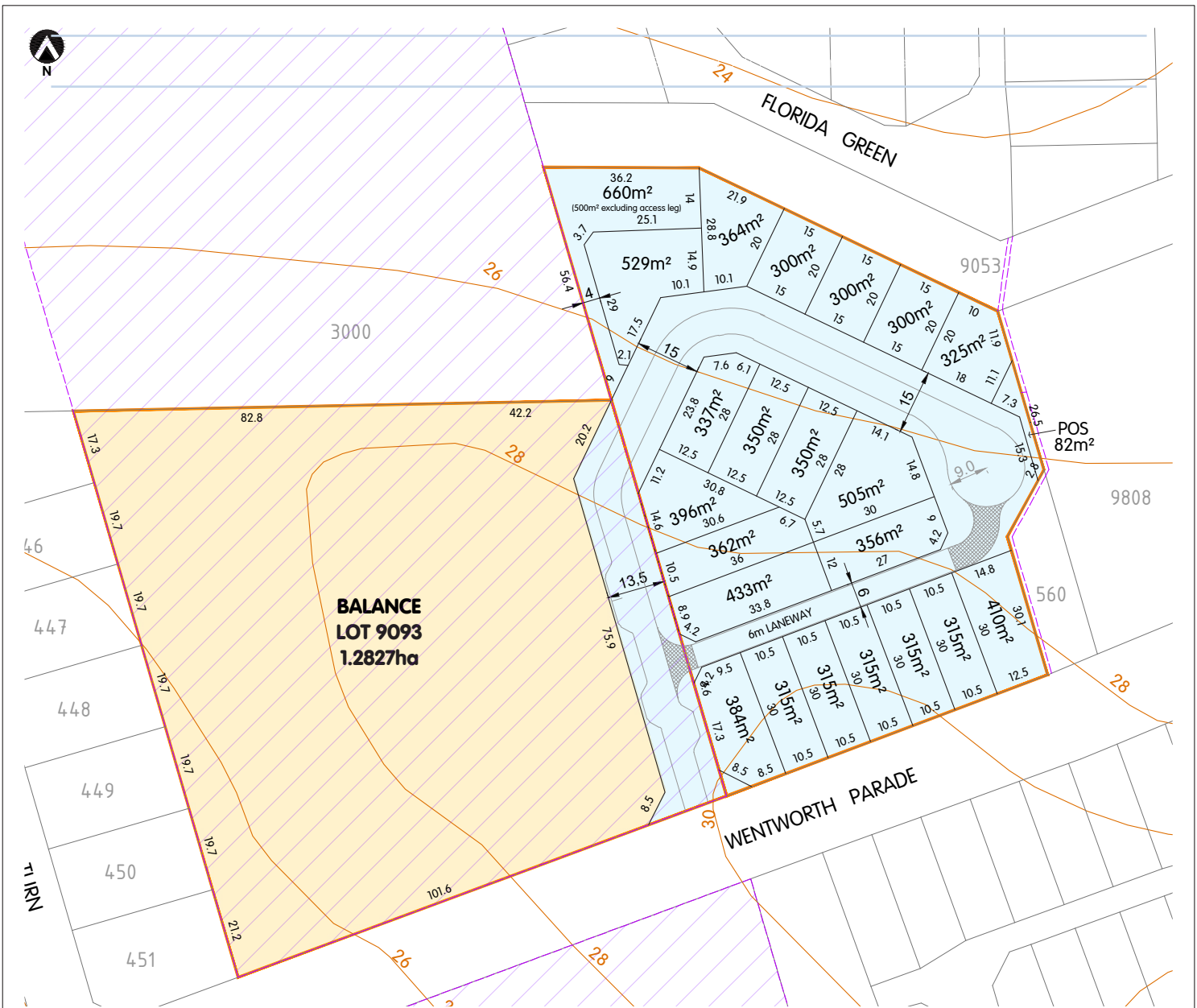
05 CONCLUSION

This Structure Plan will facilitate the development of Lot 559 and Lot 9073 Wentworth Parade, Success for residential development with an applicable residential density of R30. The provisions of the Structure Plan, will ensure that future development is of high quality residential lots which respond to surrounding development. The Structure Plan supersedes the approved SP559 as it applies to the site which ambitiously designated the site as a mixed-use area with R100 density across the site. After little commercial interest and increasing building costs for those style developments the mixed-use development was no longer viable.

It is expected that the Structure Plan will accommodate 22 dwellings an area of POS and new road reserves. The subject site is ideally positioned to take advantage of the Aubin Grove Train Station, located approximately 350 metres due south of the subject site. Future residents will also be well serviced by vehicular, cyclist and pedestrian networks, public open spaces and retail, employment and education facilities within the surrounding locality. Overall the Structure Plan presents an appropriate development outcome for the site that reflects and supports the surrounding development pattern.

APPENDIX 1

SUBDIVISION DESIGN



EXISTING LOT 9073	BALANCE LOT 9093
A 1.4052ha	A1 1.2827ha
EXISTING LOT 559	
B 1.0942ha	

LEGEND

- PROPOSED LOT BOUNDARIES
- PROPOSED SUBDIVISION AREA
- EXISTING SUBJECT LOTS
- EXISTING ADJOINING LOT BOUNDARIES
- EXISTING LOT BOUNDARIES - TO BE REMOVED
- EXISTING LOT NUMBERS
- WESTERN POWER EASEMENT
- INDICATIVE FUTURE LOT BOUNDARY EXISTING
- CONTOURS

YIELD TABLE	
Existing Lots	2
Proposed Lots	
Residential	22
Balance of Title	1
TOTAL	23

LAND USE/DEVELOPMENT		
Zone	Lot Size	No. of Lots
Residential	235m²-319m²	9
Residential	320m²-449m²	10
Residential	450m²-499m²	1
Residential	500m²-549m²	1
Residential	550m²-599m²	0
Residential	600m²-699m²	1
Other (Balance)	1ha-2ha	1
TOTAL		23

HATCH

CADASTRAL INFORMATION
SOURCE: LANDGATE SLIP
YYMMDD: 240410
DWG REF: BASE CAD
PROJECTION: MGA2020z50

SIZE A3 1:1000
0 metres 10 20 30 40 50

SUBDIVISION PLAN
Lot 559 and 9093 Wentworth Pde, Success
City of Cockburn

REF NO. RD1114 REV. D

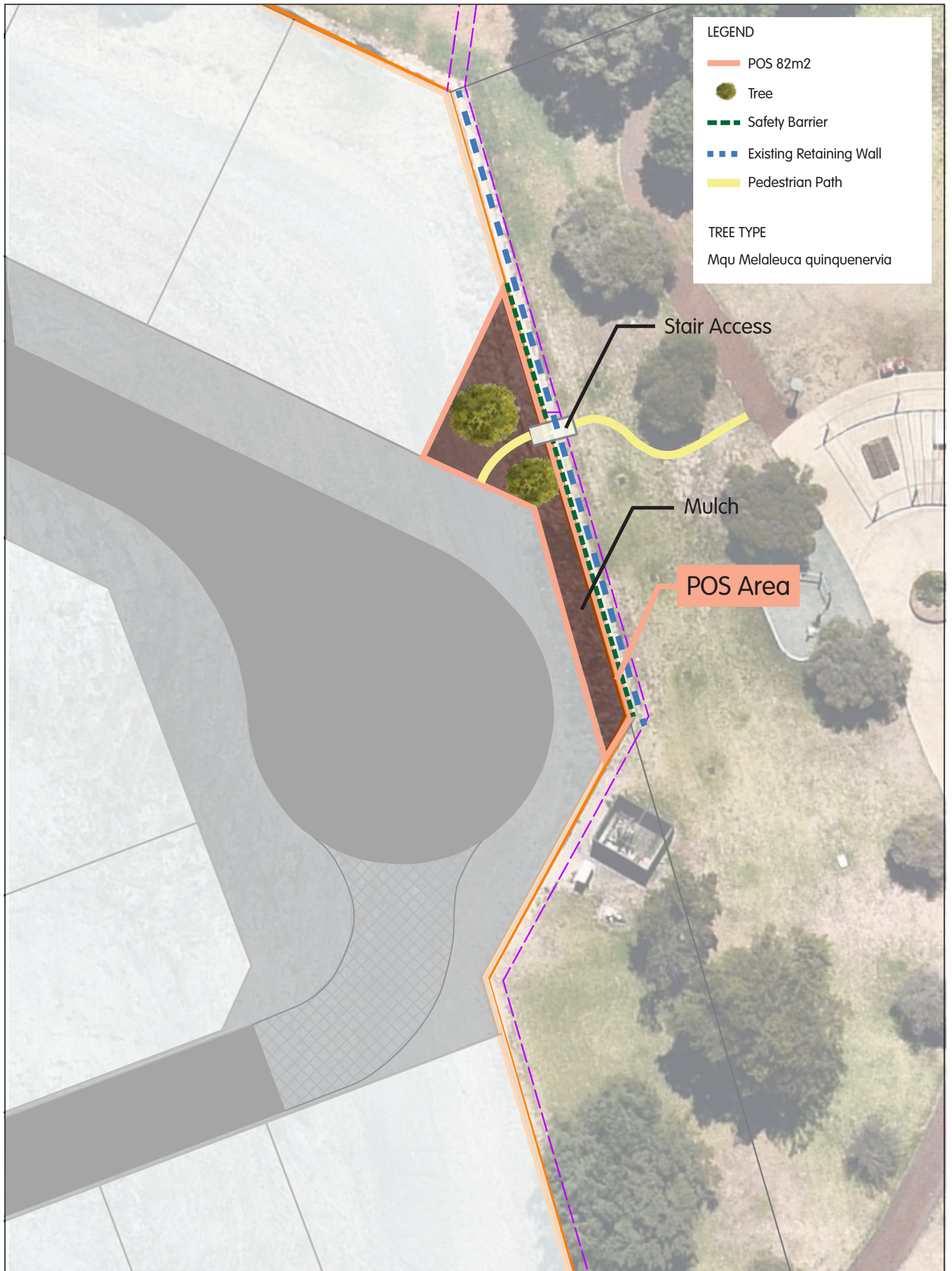
DISCLAIMER: ISSUED FOR DESIGN INTENT ONLY. ALL AREAS AND DIMENSIONS ARE SUBJECT TO DETAIL DESIGN AND SURVEY

APPENDIX 2

TRANSPORT IMPACT STATEMENT

APPENDIX 3

LANDSCAPE CONCEPT PLAN



LEGEND

POS 82m2

Tree

Safety Barrier

Existing Retaining Wall

Pedestrian Path

TREE TYPE

Mqu Melaleuca quinquenervia

Stair Access

Mulch

POS Area

HATCH

CADASTRAL INFORMATION
SOURCE: LANDGATE SLIP
YYMMDD: 240410
DWG REF: BASE CAD
PROJECTION: MGA2020z50

SIZE A3 1:200
0 metres 0 5 10

LANDSCAPE PLAN
Lot 559 and 9073 Wentworth Pde, Success
City of Cockburn

REF NO.
RIC 559

DRAW NO. REV.
RD3 006 D

APPENDIX 4

DRAINAGE MANAGEMENT STRATEGY

8069-Lot 559 Wentworth Parade

10th July 2024



the**civil**group

Richard Noble & Co
Level 1/ 189 Hay Street
SUBIACO WA 6008

Attention: Peter Dockett

Dear Sir

LOT 559 WENTWORTH PARADE SUCCESS – DRIANAGE MANAGEMENT STRATEGY

The following is summary of the stormwater assessment and management strategy for the proposed development on Lot 559 (No 332) Wentworth Parade, Success.

Background

Lot 559 Wentworth Parade in Success is a vacant that was created as part of the Magnolia Gardens Development by Gold Estates.

It fronts Wentworth Parade and is bounded in the west by the land owned by Gold Estates Holdings Pty Ltd incorporating the Western Power transmission line easement, in the by a north by a main drainage reserve and in the east by Public Open Space.

The land is currently zoned residential R100. The proposed development comprises 22 single residential lots as shown in Figure 1 below.

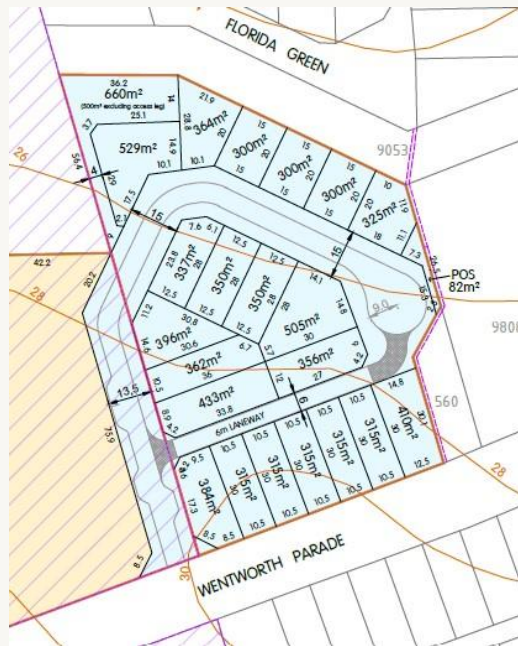


Figure 1 Proposed development of Lot 559

Site Conditions

The 1:50 000 Fremantle Environmental Geology Series map (Gozzard, 1986) indicates that Lot 559 is underlain by topsoil and Bassendean Sand. When the lot was created it was given an 'A' classification for residential slab and footing design.

The land is predominantly flat at a contour of RL26mAHD and has been cleared of all vegetation.

According to DEWR's Perth Groundwater Map, the maximum ground water level is RL22.47mAHD.

Existing Drainage Infrastructure

Lot 559 was included in the original Drainage Management Plans prepared for Magnolia Gardens.

The existing drainage infrastructure is illustrated (Figure 2) in an extract from the City of Cockburn mapping below.



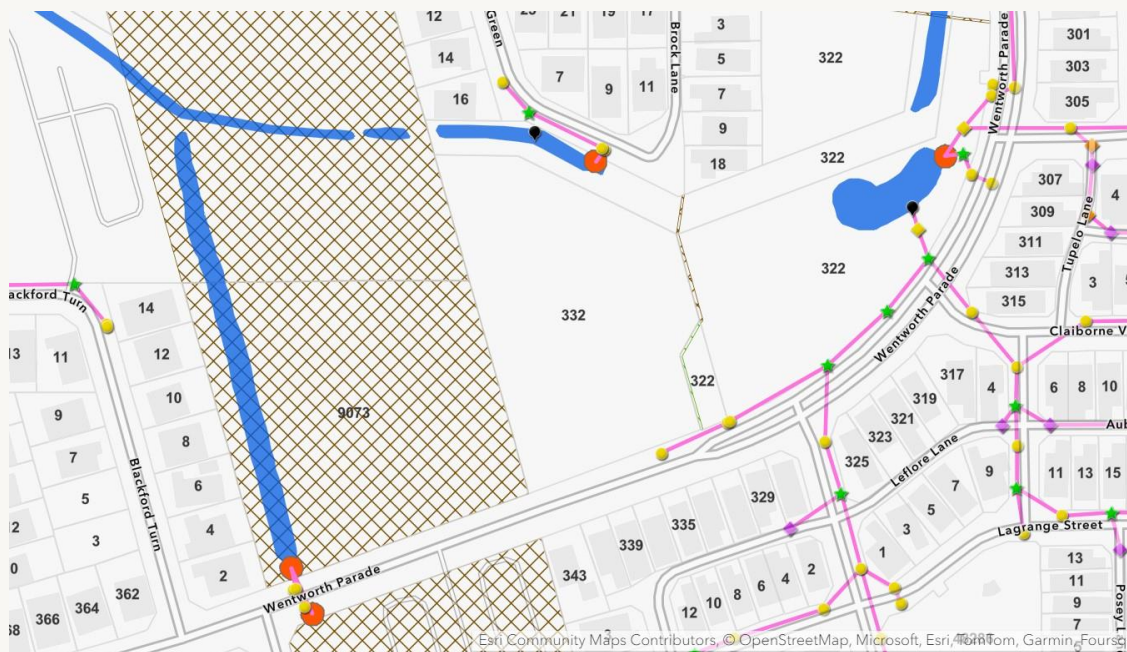


Figure 2 Existing drainage infrastructure

Run-off in Wentworth Parade is captured by side entry pits and pipes which discharge into a basin for treatment and storage.

There is a small retention basin and open drain in the drainage reserve north of Lot 559 which captures runoff from the development north of the drain. The drain untimely discharges into Thomsons Lake to the west of Hammond Road.

Stormwater Design Assumptions

Stormwater storage for the development will be consistent with water-sensitive design principles and will comprise the following:

Lot Drainage System

In accordance with the City of Cockburn's requirements for lots greater than 300m², all stormwater falling within the lot boundaries is to be contained within the lot, either through soakwells or other approved methods. Property owners also have a statutory obligation under common law precedents and section 3.25 (1) of the Local Government Act 1995 to confine stormwater within their boundaries.

Runoff from roofs will be directed to soakwells and pervious garden areas where it will infiltrate through the sandy soils to groundwater.

Runoff from roads and verges will be collected in gully pits and side entry pits, interconnected with a pipe network.

This will allow the first 15mm of run-off to be intercepted and infiltrated through biofiltration media at the base of the pit into the groundwater.

The runoff from major events will be conveyed overland along the subdivision roads, grading towards Wentworth Parade.

The stormwater drainage concept is shown below in Figure 3 below.

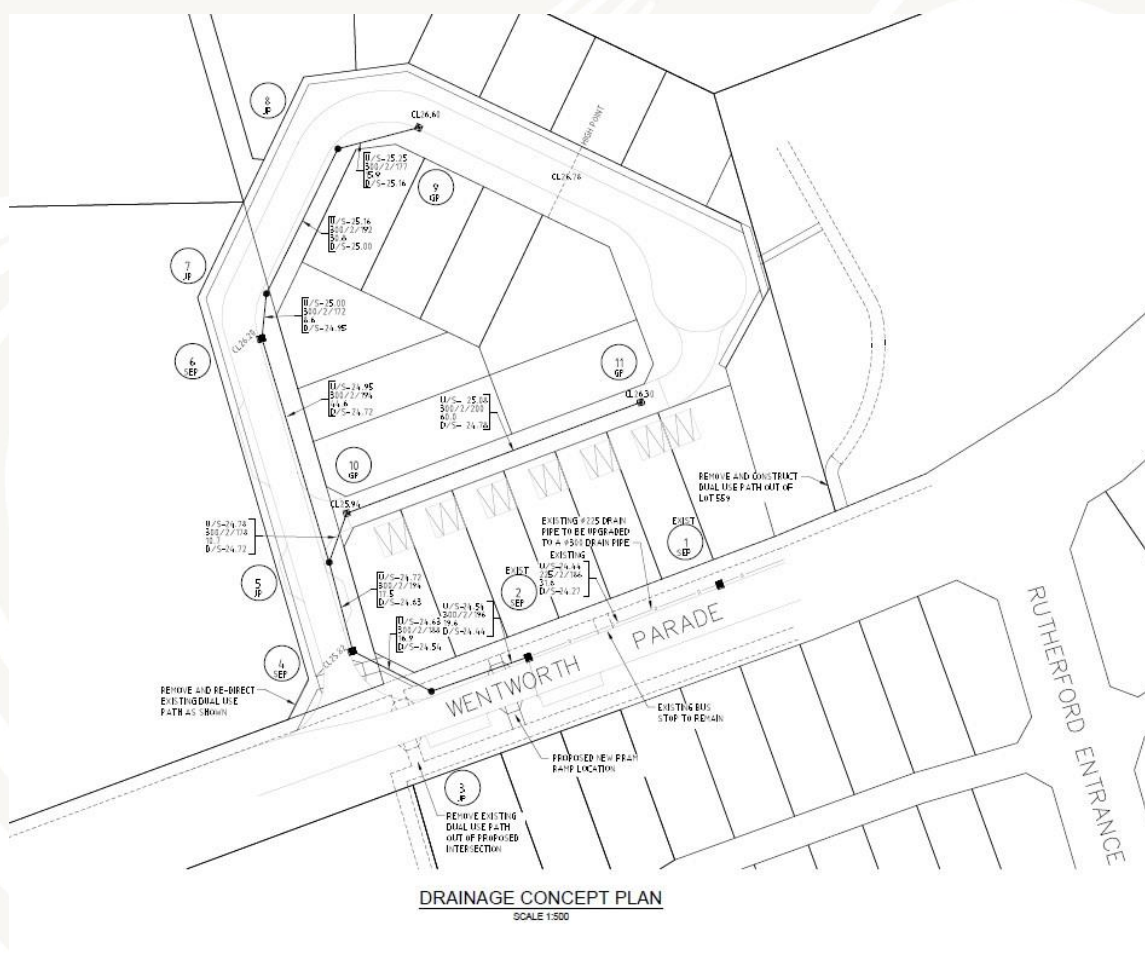


Figure 3 Proposed stormwater drainage management

Groundwater management

The proposed earthworks levels at approximately RL26.5m AHD to RL27m AHD, The maximum groundwater level is reported to be RL22.47m AHD.

Considering the sandy nature of the soils and the adequate separation between finished levels and groundwater level, no subsoil drainage or dewatering is proposed.

Copies of the hydraulic modelling for the stormwater drainage pipes are attached for information.

Yours faithfully
The Civil Group WA Pty Ltd



John Grierson
Associate Director

Encl.



APPENDIX 5

BUSHFIRE MANAGEMENT PLAN

