N

LAUDERDALE DRIVE

POTENTIAL VEHICULAR ENTRY (INDICATIVE ONLY)

R 100

FUTURE ROAD

RUSSELL ROAD

LEGEND

ZONES

MIXED USE (R100)

RESERVES

ROAD RESERVES

OTHER

STRUCTURE PLAN BOUNDARY

PREFERRED ACTIVE FRONTAGE

PREFERRED DEEP SOIL ZONE

PREFERRED LANDSCAPED SETBACK FRONTAGE

PREFERRED VEHICULAR ENTRY

POTENTIAL VEHICULAR ENTRY (SUBJECT TO TRAFFIC IMPACT ASSESSMENT - REFER s. 5, PART 1 OF THIS STRUCTURE PLAN)

LANDMARK ARCHITECTURAL FEATURE

PRIMARY MASSING + ORIENTATION

PREFERRED GROUND FLOOR APARTMENT ACCESS

It is certified that this Structure Plan was approved by resolution of the Western Australian Planning Commission on 7/9/2017

This Structure Plan expires on 7/9/2027

Signed

Director, Planning and Development

File No. 110/158

great places_

Plan 1: Structure Plan Map

1:1000

CADASTRAL INFORMATION
SOURCE: WATERCORP
YYMMDD: 160421
DWG REF: 801801_20160421121426
PROJECTION: MGA94

SIZE A4

0 metres 10 20 30 40 50

REV	DESCRIPTION	YYMMDD	DRAWN	APPR'D
F	VEHICLE ACCESS	170623	ED	ER
E	ENTRY & LANDSCAPING AMENDED	161123	SB	ED
D	POTENTIAL VEHICLE ACCESS	160914	HH	KV
C	MINOR EDITS	160913	HH	KV
B	MINOR EDITS	160905	HH	KV
A	BASE PLAN	160831	HH	KV

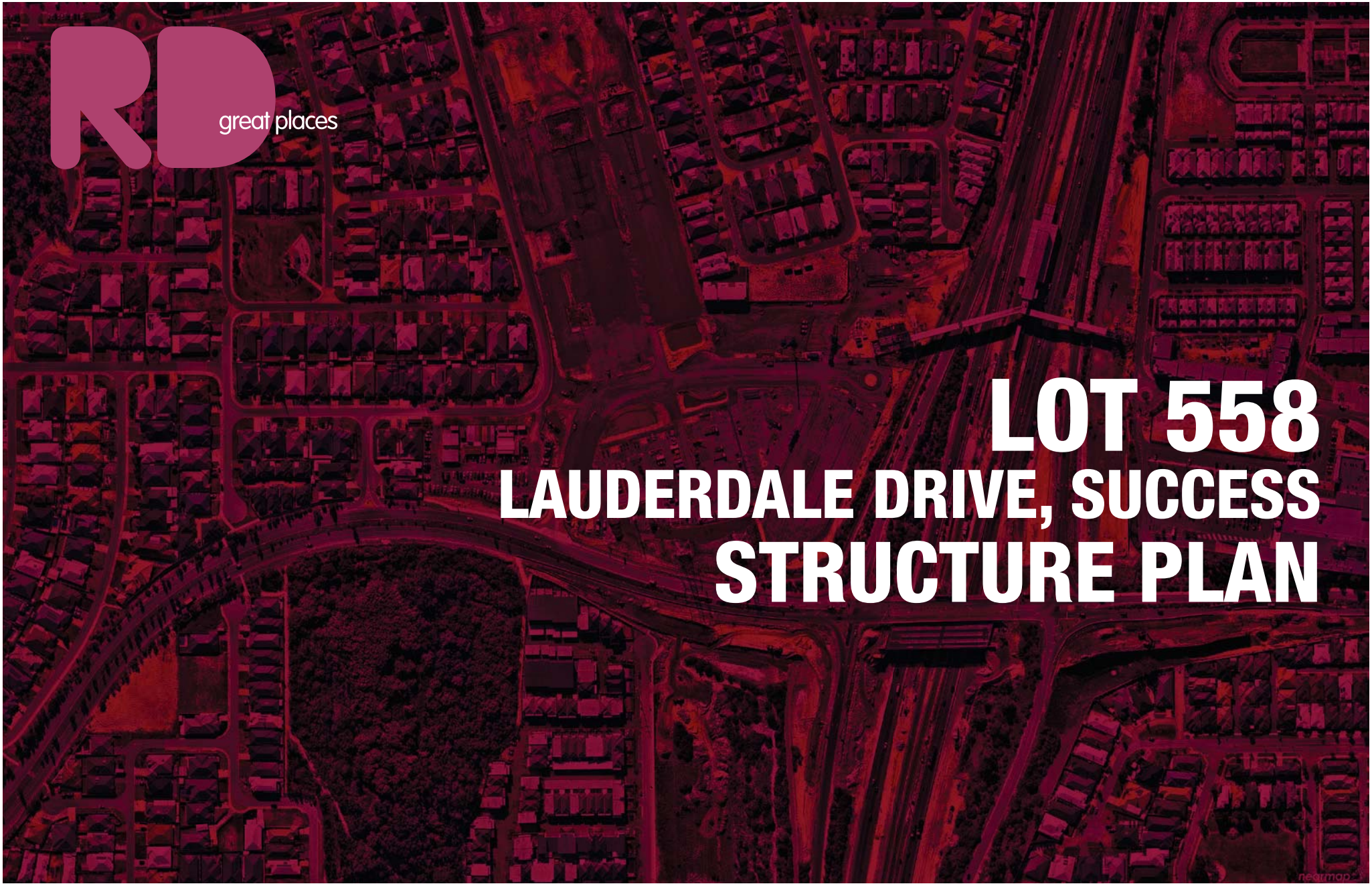
STRUCTURE PLAN

Lot 558 Lauderdale Drive, Success

City of Cockburn

REF NO.	DRAW NO.	REV.
RIC 558	**RD1 200**	**F**

great places



LOT 558
LAUDERDALE DRIVE, SUCCESS
STRUCTURE PLAN

SPN/2100
SEPTEMBER 2017

RobertsDay
planning·design·place

Project:	Lot 558 Lauderdale Drive, Success Structure Plan – September 2017
Prepared for:	Richard Noble Pty Ltd
Reference:	RIC 558
Date of Release:	September 2017
Author:	K. Vizzutti
Design:	L. Iacob
Draftsperson:	S. Baltov
Graphic Design:	R. Huynh
Project Manager:	E. Denholm
Approved by:	E. Roberts

CITATION

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ABN 53 667 373 703, ACN 008 892 135

www.robertsday.com.au

Contents

Part One – Implementation

Part Two – Explanatory

Appendicies

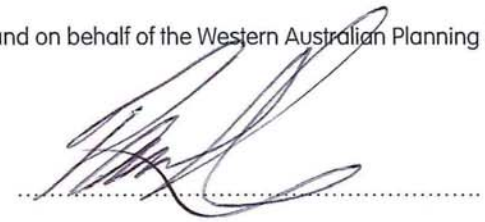
Approval Page

This 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:

7 September 2017 ..... Date

Signed for and on behalf of the Western Australian Planning Commission



An officer of the Commission duly authorised by the Commission pursuant to Section 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:

..... Witness

7 September 2017 ..... Date

7 September 2027 ..... Date of Expiry

Table of Amendments

Amendment no.	Summary of amendment	Amendment Type	Date endorsed by WAPC
1			
2			

Table of Density Plans

Density Plan no.	Area of density plan application	Date endorsed by WAPC
1		
2		

Document Status

Revision	Comment	Author	Approved by	Issue Date
A	Draft	Kevin Vizzutti	Erwin Roberts	1 / 9 / 2016
B	Issued to client for comment	Kevin Vizzutti	Eric Denholm	14 / 9 / 2016
C	Issued to City for pre-lodgement assessment	Kevin Vizzutti	Eric Denholm	6 / 10 / 2016
D	Issued to City for lodgement	Eric Denholm	Lucian Iacob	24 / 10 / 2016
E	Issued to City for advertising	Eric Denholm	Eric Denholm	24 / 11 / 2016
F	Issued for Final WAPC Approval	Eric Denholm	Eric Denholm	16 / 8 / 2017

Executive Summary

This Structure Plan has been prepared to guide the development of Lot 558 Lauderdale Drive, Success, a 0.6294 hectare site located within the City of Cockburn.

The Lot 558 Lauderdale Drive Structure Plan (SP558) provides an overarching planning framework for the subject site, which is one of two undeveloped land parcels within the Magnolia Gardens locality. Implementation of a separate 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.

SP558 supersedes the approved Magnolia Gardens Phases Two and Three Structure Plan as it applies to the subject site. Which otherwise remains in effect over the balance of Magnolia Gardens, and has now been developed.

SP558 has been prepared in support of the rezoning of the subject site to Mixed Use at a residential density of R100. This rezoning will enable multiple dwelling development, facilitating the development of additional dwellings in close proximity to the Aubin Grove Train Station. This outcome supports state and local strategic planning objectives which seek to improve dwelling diversity and increase the number of dwellings in close proximity to public transportation.

A public open space contribution will need to be provided for the amount of land formerly zoned Local Centre under the previous Magnolia Gardens Phase Two & Three Structure Plan.

It is anticipated that the Structure Plan area will accommodate approximately 80-160 people in 40-80 dwellings. An overview of the Structure Plan and its key elements is provided in Table 1.

Item	Data	Structure Plan Reference
Total Area	0.6294 ha	
Area of each land use proposed: Mixed Use	0.6294 ha	
Estimated Number of Dwellings	40-80	
Estimated Residential Site Density	62-128 dwellings/ha	
Estimated Population	80-160 people	
Estimated commercial floor space	Est. 50-200sqm*	

*Subject to market demand

Table 1: Structure Plan Summary

Executive Summary

Site

This Structure Plan applies to Lot 558 Lauderdale Drive, a 6,294sqm property adjoining Russell Avenue within the suburb of Success. It is approximately 3 kilometres south of the Cockburn Central Activity Centre. The site has remained vacant since its creation as part of the Magnolia Gardens Structure Plan area, which originally designated the site as Medium Density (R40) Residential and Local Centre.

Opportunity

Lot 558 is located just 250 metres east of the Aubin Grove Train Station, which is a major transport node within the south-west corridor. As one of only two major undeveloped sites in close proximity to the Station, Lot 558 presents a major opportunity to deliver transit-oriented development that leverages public investment in transit infrastructure and contributes to the creation of a cohesive, walkable neighbourhood.

Land Use

This Structure Plan provides for the rezoning of Lot 558 to R100 Mixed Use, which will allow for the development of a number of potential uses which will be of benefit to the local community. This includes Multiple Dwellings which provide homeownership opportunities for a wide variety of household types as well as potential non-residential uses such as shops, cafes and professional offices which provide services and employment opportunities for the local community.

Density

A density of R100 will allow for development with a Plot Ratio of 1.25, providing for a contextually appropriate development outcome which fully leverages the benefits of transit-oriented development by maximising the number and diversity of people living in close proximity to public transport and services. This level of density will also serve to balance density within the surrounding locality, with many properties surrounding the Train Station developed at R25 despite being coded as R40.

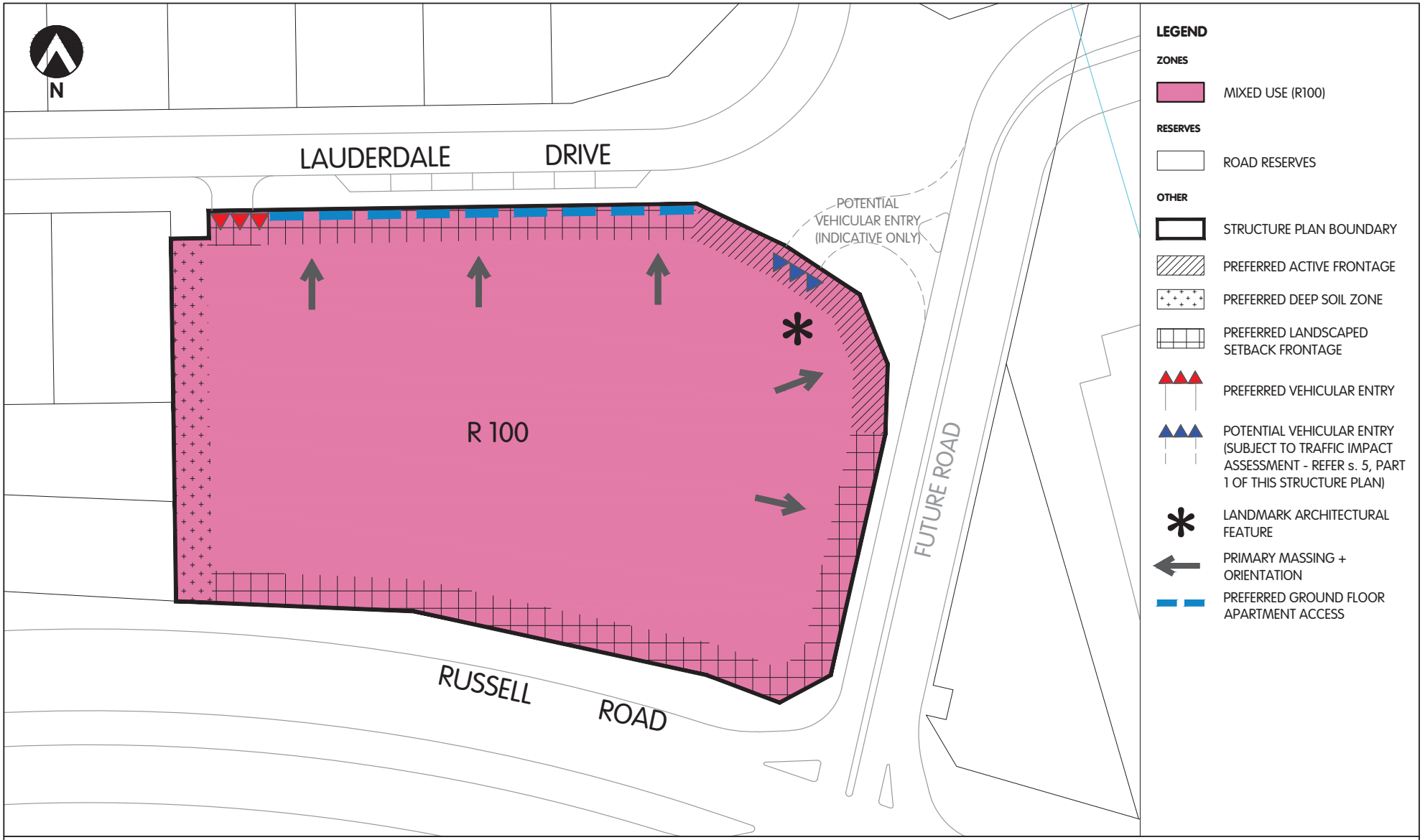
Built Form

This Structure Plan allows for the development of buildings set within open space to a maximum height of four storeys, ensuring that the provision of transit-oriented development respects local character or amenity. The Structure Plan contains Urban Design Guidelines which will ensure that future development is set back from adjoining development, provides extensive landscaping and buffering, minimises traffic impacts and provides a high quality design outcome.

Planning Context

The Mixed Use development outcome established by the Structure Plan directly addresses a broad range of State and Local Government planning objectives, including the provision of infill development in urban areas, catering for expected population growth within the south-west corridor, providing affordable and diverse housing choices and utilising under-developed land proximate to transport infrastructure to deliver transit-oriented development.

PART 1
IMPLEMENTATION



great places_

Plan 1: Structure Plan Map

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A	BASE PLAN	160831	HH	KV

STRUCTURE PLAN

Lot 558 Lauderdale Drive, Success

City of Cockburn

REF NO.	DRAW NO.	REV.
RIC 558	**RD1 200**	**F**

1.0 STRUCTURE PLAN AREA

The provisions of the Structure Plan apply to Lot 558 Lauderdale Drive, Success, being the land wholly contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan Map (Plan 1).

2.0 STRUCTURE PLAN CONTENT

The Structure Plan comprises three parts:

a. Part 1 – Implementation;
b. Part 2 – Explanatory; and
c. Appendices – Technical reports and supporting materials.

3.0 OPERATION

The date the Structure Plan comes into effect is the date the Structure Plan is approved by the Western Australian Planning Commission.

4.0 LAND USE AND DEVELOPMENT REQUIREMENTS

4.1 Land Use Zones and Reserves

The Structure Plan map outlines land use zones applicable within the Structure Plan area in accordance with the Zones listed in the Scheme.

4.2 Residential Density

Residential densities shall be generally in accordance with the residential densities shown on the Structure Plan Map.

4.3 Public Open Space

Public Open Space will need to be provided on the basis of 10% applicable to the Residential proportion of the previously classified 'Local Centre' portion of the site under the Phase 2 & 3 Magnolia Gardens Structure Plan, whether physically or as cash-in-lieu.

4.4 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) to advise of the increased risk of mosquito borne diseases due to the proximity of Thomson's Lake.

4.5 Noise

Applications for Development Approval shall be accompanied by an Acoustic Assessment outlining measures for mitigation against road noise from Russell Road.

4.6 Bushfire

Applications for Development Approval shall be accompanied by a Bushfire Attack Level Assessment outlining any specific construction methods necessary to respond to the bushfire hazard from Baler Reserve to the south.

4.7 Development

Development within the Structure Plan area is to generally accord with the Urban Design Principles detailed in this Section.

The following Urban Design Principles are intended to guide future planning and development of the Structure Plan area. In accordance Section 5.1, the preparation of a Local Development Plan and subsequent development within the Structure Plan Area is to generally accord with the following objectives and design guidance.

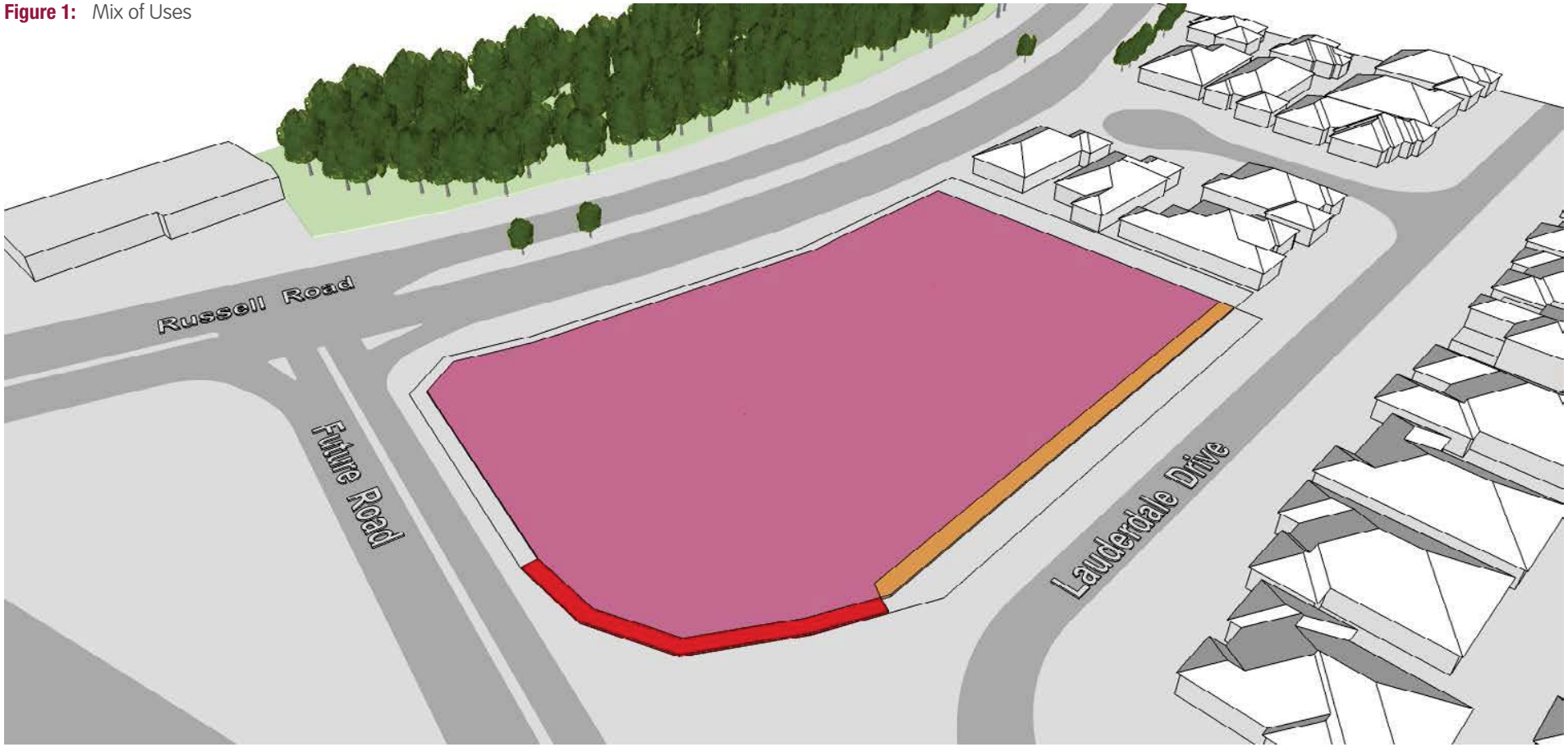
The Urban Design Principles establish a vision for the development of the structure plan area that is structured around 7 key components:

- Mix of Uses;
- Setbacks;
- Open Space;
- Height;
- Orientation;
- Vehicle Access and Parking; and
- Public Domain Interface.

The Urban Design Principles are represented by individual Objectives, which represent qualitative criteria against which a development is to be designed and assessed. Each Objective is complemented by Design Guidance notes which are intended to guide their implementation.

Each Objective and Design Guidance note is numbered to allow for direct reference to be made. Applicants are encouraged to refer to and provide commentary on relevant Objectives and Design Guidance notes as part of any Development Application.

Figure 1: Mix of Uses



Potential Active Frontage Mixed Use & Residential Use Residential Interface Only

4.7.1 Mix of Uses

Mixed use buildings include multiple uses within one building. In apartment buildings this is commonly achieved vertically with residential uses above ground level non-residential uses. Where the location is not suited to retail uses, the building should be designed to accommodate other uses such as commercial offices or live/work units.

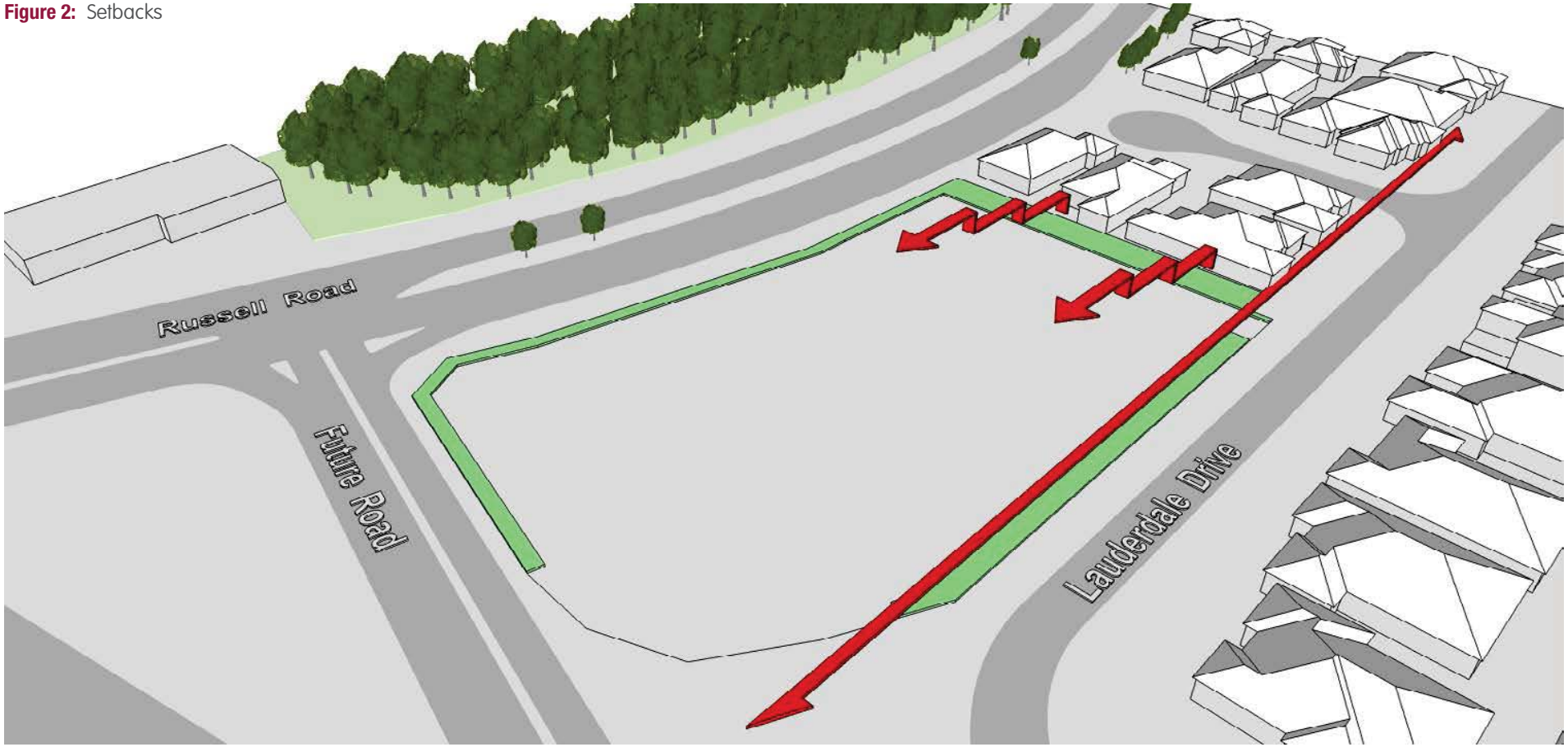
Refer Figure 1 - Mix of Uses.

Objective	Design Guidance
4.7.1.1 Non-residential uses are permitted in active frontage areas to encourage pedestrian activity.	a. Non-residential uses should be limited and concentrated around the north-east corner of the site. b. Consider live/work apartments on the ground level if retail/ commercial office uses are not viable. c. Non-residential uses (excluding live/ work units) require minimal street setbacks to support active frontages. d. Increased floor to ceiling heights are required for ground floor non-residential uses (including live/work units) e. Awnings provide protection from the sun and rain and should be located along frontages with commercial ground floor uses.

4.7.1.1 a

4.7.1.1 b

Figure 2: Setbacks



Consistent Street Setback Setback Area

4.7.2 Setbacks

Setbacks establish how buildings relate to neighbouring properties and define how a street looks and feels. Given the suburban context of the site, it is important that setbacks maintain consistency with surrounding development, ensuring that adjoining properties are not adversely impacted by overlooking or overshadowing and that adequate room is provided for communal open space, landscaping and tree planting.

Refer Figure 2 - Setbacks.

Objective	Design Guidance
4.7.2.1 Determine street setbacks with reference to the setbacks of adjoining development. Street setbacks should also align to building use, with lesser or nil setbacks preferred for active frontages.	a. Where applicable, align street setbacks to the primary dwelling alignment of adjoining and adjacent dwellings. b. lesser or nil setbacks may generally accord with the active frontages shown in Figure 1.
4.7.2.2 Side setback controls shall be determined considering impact on adjoining properties.	a. Provide upper level setbacks to minimise overshadowing and reinforce a transitional development height to existing residential properties.

Figure 3: Open Space

Communal Open Space Landscaped Setbacks Deep Soil Zone

4.7.3 Open Space

Communal and private open spaces provide outdoor recreation opportunities for residents, enhance the natural environment and create valuable "breathing space" between buildings. Some communal open space may be accessible and useable by the general public.

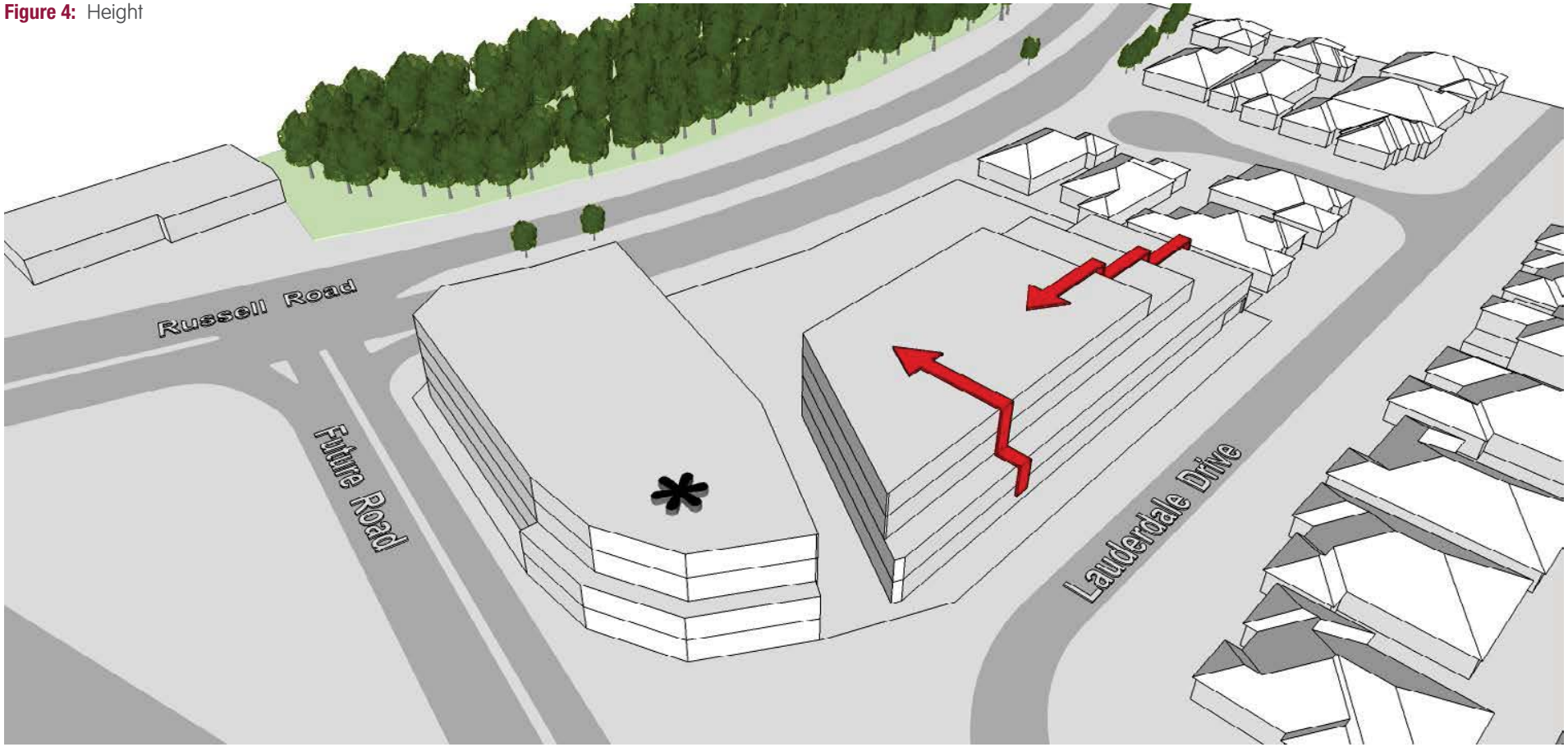
Refer Figure 3 - Open Space.

Objective	Design Guidance
4.7.3.1 An adequate area of communal open space shall be provided to enhance residential amenity and to provide opportunities for landscaping.	a. Communal open space has a minimum area equal to 25% of the site. b. Direct access should be provided to communal open space areas from common circulation areas, entries, lobbies and public streets. c. Planting within private terraces and front setbacks should be included to soften the street edges and delineate between private and public space.
4.7.3.2 Communal open space shall be designed to maximise safety	a. Communal open space and the public domain should be readily visible from habitable rooms and private open space areas while maintaining visual privacy. b. Communal open space should be well lit.
4.7.3.3 Deep soil planting zones should be provided to facilitate large tree growth and enhance water and air quality.	a. Deep soil planting zones shall be unpaved areas with a relatively natural soil profile which are not used for car parking. b. Deep soil planting zones shall have a minimum dimension of 6m c. Deep soil planting zones shall be planted with regularly spaced trees at a rate of 1 tree for every 10 metres d. Deep soil planting zones should be located along the western interface.

4.7.3.1 a

4.7.3.3 a

Figure 4: Height



Moderated Height Impact Landmark Architectural Feature

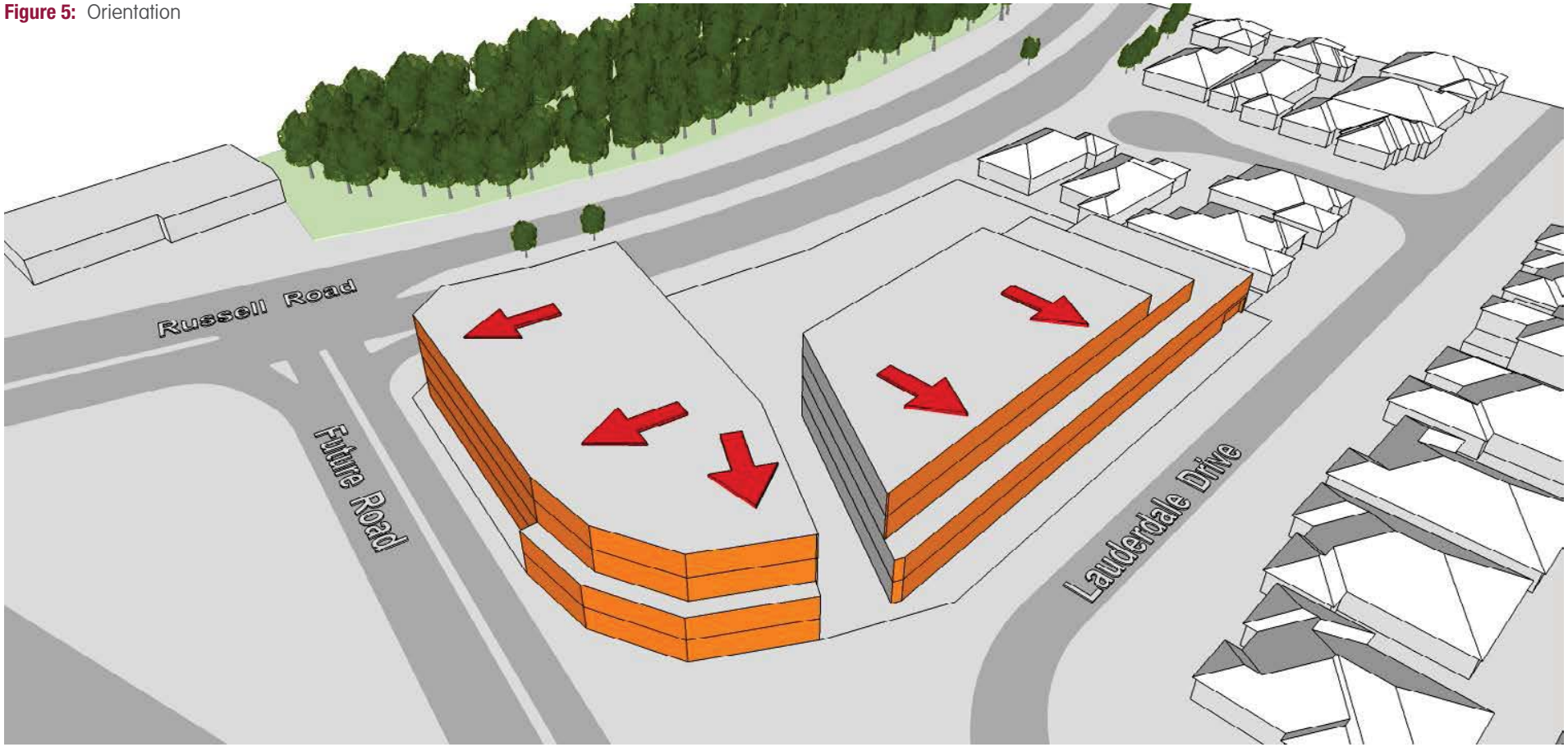
4.7.4 Height

Building height helps shape the character of a place relative to its setting. It defines the proportion and scale of streets and has a relationship to the physical and visual amenity of both the public and private realms.

Refer Figure 4 - Height.

Objective	Design Guidance
4.7.4.1 Height controls should be informed by decisions about solar access, residential amenity, streetscape character and in response to existing development.	a. Apply a varied height zone strategy that progressively transitions from 2 storeys in height along the western boundary and Lauderdale Drive to a maximum of 4 storeys along the eastern and south/eastern interface, as generally depicted in Figure 4. b. Explore opportunity for most prominent architectural feature to address the north-east corner of the site.

Figure 5: Orientation



Building Massing Orientation Habitable Room Aspects

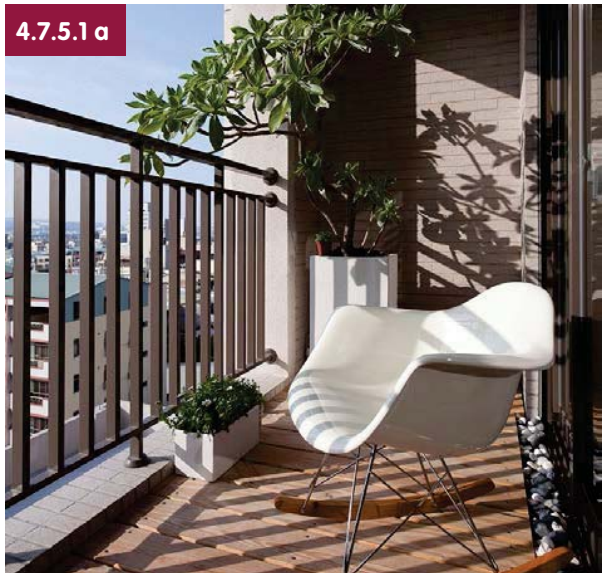
4.7.5 Orientation

Building orientation is the position of a building and its internal spaces in relation to its site, the street and neighbouring buildings. Building orientation directly affects residential amenity including solar access and influences other matters including visual privacy to neighbouring residential areas.

Refer Figure 5 - Orientation.

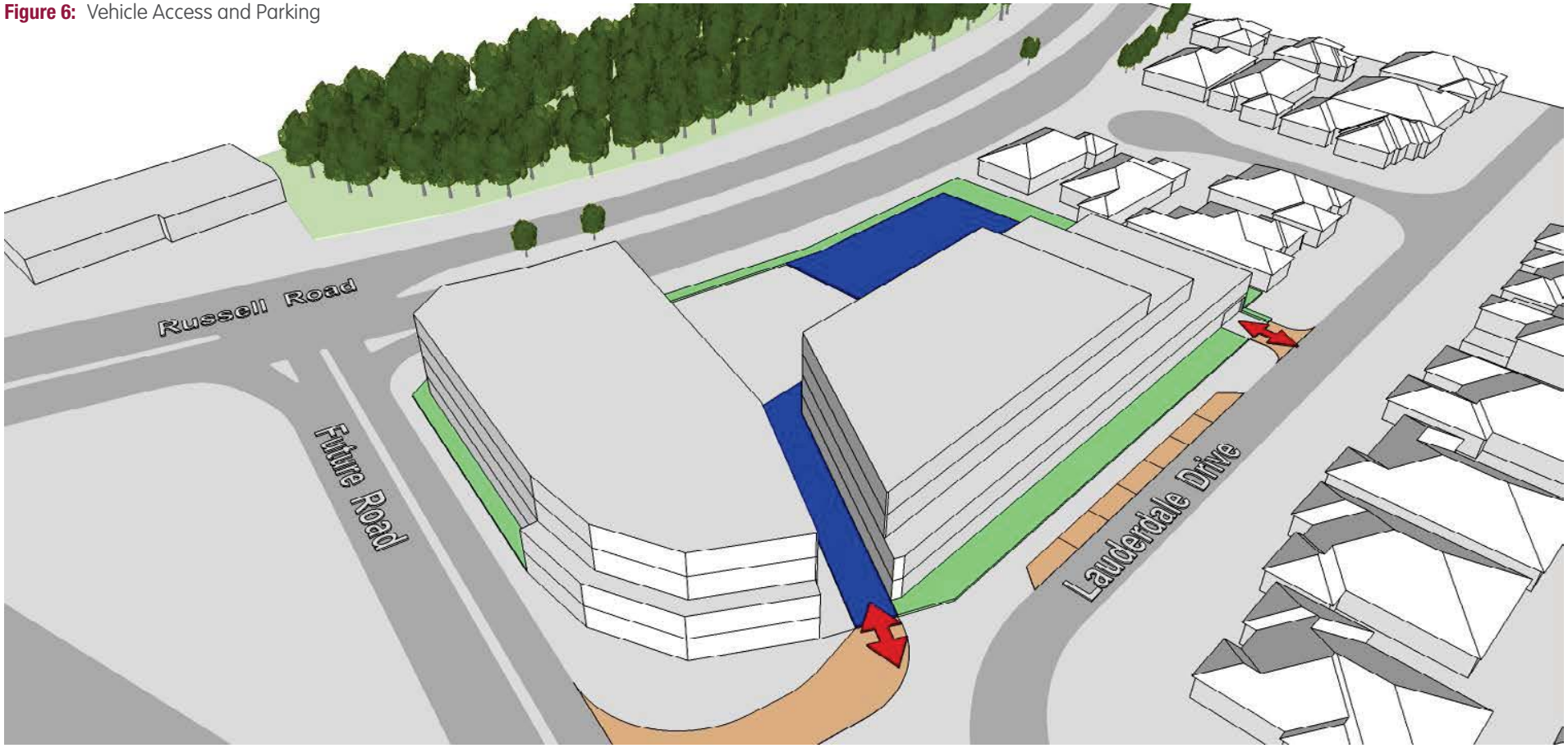
Objective	Design Guidance
4.7.5.1 Building types and layouts respond to the east-west orientation and northern aspect of the subject site.	a. Building design should maximise north aspect dwellings and minimise the number of single aspect south facing apartments. b. While external street orientation is the priority, double loaded apartments provide an opportunity for internal site orientation and massing.
4.7.5.2 Building massing is oriented towards and responds to Lauderdale Drive and the eastern boundary interface.	a. Buildings along Lauderdale Drive and the eastern road should define the street, by facing the street and incorporating direct access from the street.

4.7.5.1 a



4.7.5.2 a

Figure 6: Vehicle Access and Parking



4.7.6 Vehicle Access and Parking

The location of parking areas and the design of vehicle access points have significant impacts on site layout, building façade design and streetscape quality. It is important that parking and vehicle access is integrated with the site planning from an early stage to balance any potential conflicts with traffic patterns, streetscape elements and safe pedestrian access.

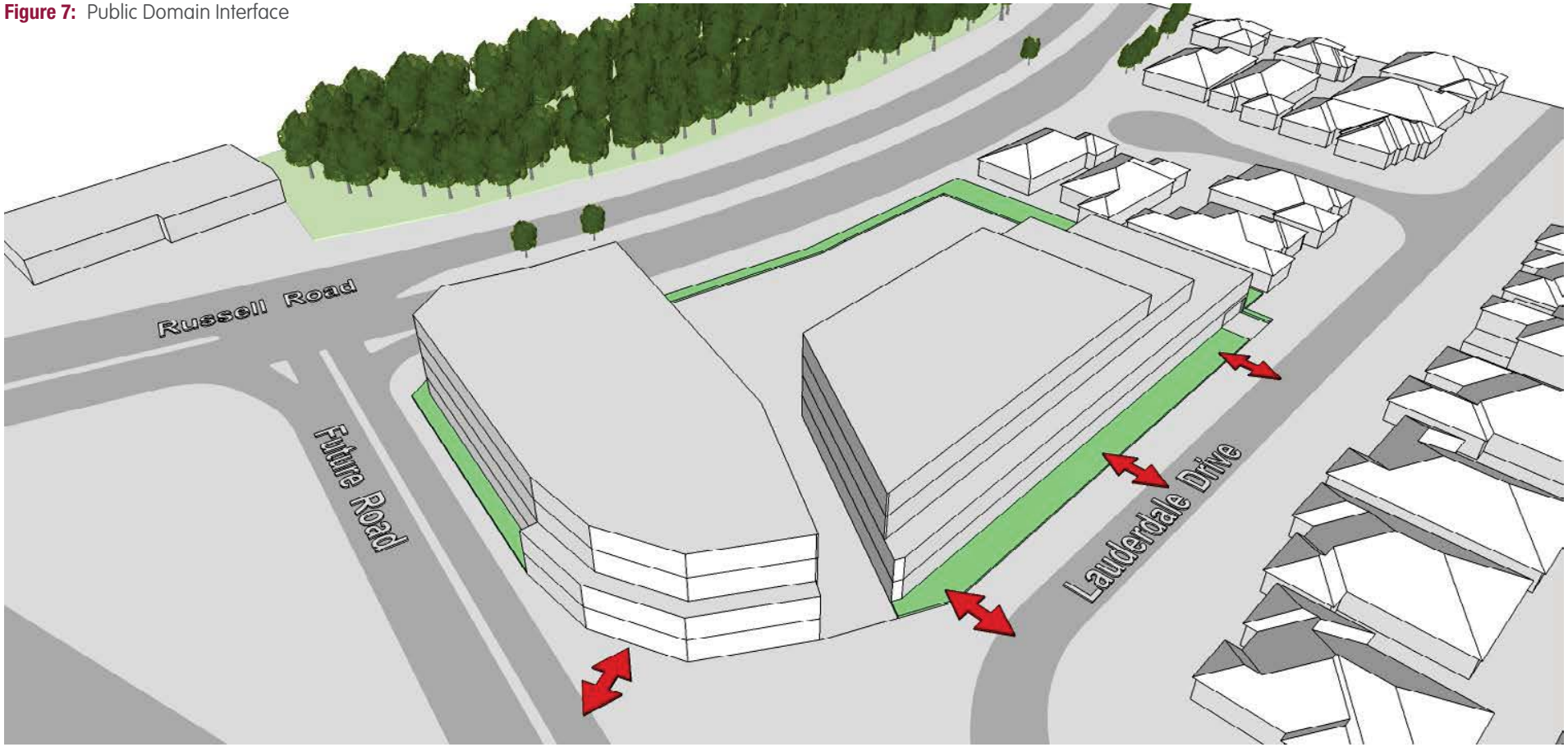
Refer Figure 6 - Vehicle Access and Parking.

Objective	Design Guidance
4.7.6.1 Vehicle access points shall be designed and located to achieve safety, and encourage motorists to navigate safely to avoid conflicts with pedestrians & cyclists, while not detracting from the quality of the streetscape.	a. A maximum of two vehicular access points may be provided in the locations generally shown in Figure 6. b. Car park entries should be located behind the building line. c. Where possible, built form should be located above vehicular access points to reduce their impact on the streetscape. d. Garbage collection, loading and servicing areas shall be screened. e. Alternative surface treatments, as opposed to bitumen, and level changes are encouraged, to prompt motorists to navigate vehicular access points at a safe speed. f. Landscaping is encouraged to soften environments immediately surrounding vehicular access points, without compromising sight lines.
4.7.6.2 On-site parking areas should be located and designed to minimise adverse impacts on streetscape character.	a. On-site parking areas should be located behind or below the building frontage and be screened with built form along all street frontages (excluding Russell Road). b. Where it is not possible to locate on-site parking areas behind built form, parking areas are to be entirely screened from view along Lauderdale Drive and the eastern road through the use of screening and landscaping.

4.7.6.1 a

4.7.6.1 e

Figure 7: Public Domain Interface



Landscaped Interface Street Level Dwelling Access

4.7.7 Public Domain Interface

The public domain interface is the transition area between a development area and the street. The interface of the development can contribute to the quality and character of the street. Key components to consider when designing the interface include entries, private terraces or balconies, fences and walls, changes in level, service locations and landscaping.

Refer Figure 7 - Public Domain Interface.

Objective	Design Guidance
4.7.7.1 Direct access from the street to ground floor apartments and windows overlooking the street should be provided to improve safety and social interaction.	a. Dwellings along Lauderdale Drive shall have direct street entry. b. Changes in level between private terraces, front gardens and dwelling entries and the street level are encouraged to provide for surveillance and improve visual privacy for ground level dwellings. c. Front fences and walls along the street shall be visually permeable above 1m.

4.7.7.1 a

4.7.7.1 b

5.0 LOCAL DEVELOPMENT PLAN

Development Application/s for the land is to be informed by a Local Development Plan which shall address, at a minimum, the following:

1. Building form in respect of bulk, scale, height, visual permeability and architectural expression.
2. Building setbacks.
3. Reference the relevant design principles from draft State Planning Policy 7 Design for the Built Environment that the built form is required to address to provide site and locational responsive design.
4. Access arrangements to support the proposed development.
5. Articulate how the impacts of non-residential land uses will be mitigated and managed within the subject land and abutting (or nearby) residential areas.
6. The efficient and safe accommodation of (Council) rubbish disposal vehicles.
7. How stormwater will be managed within the layout of the built form and open space.
8. In the event that vehicular access utilising Ricci Way is proposed, the following is to be demonstrated:
    a. The need for and the purpose of access to and from Ricci Way to support the proposed development.
    b. Provide adequate evidence that Lauderdale Drive by itself is incapable of providing all necessary access.
    c. A Traffic Impact Assessment prepared in accordance with the Commission's Transport Impact Assessment Guidelines (August 2016). This assessment shall demonstrate that vehicular access utilising Ricci Way;
        i. Will not compromise efficient and safe access or movement to and from Aubin Grove Train Station for public transport vehicles, motorists, pedestrians and cyclists; and
        ii. The requirements of the Public Transport Authority are satisfied for access to and from Ricci Way (inclusive of a road safety audit).

6.0 OTHER REQUIREMENTS

6.1 Developer Contributions

The Structure Plan is subject to the requirements of Development Contribution Area 2 (already satisfied by Gold Estates Holdings Pty Ltd as part of previous subdivision works) and 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.

7.0 ADDITIONAL INFORMATION

Additional Documentation is to be provided in accordance with Table 2 below:

Additional Information	Approval Stage	Approving Authority
Local Development Plan	Prior to Development Application	City of Cockburn
Acoustic Assessment	Prior to Development Application	City of Cockburn
Bushfire Attack Level Assessment	At Building Permit Stage	City of Cockburn
Waste Management Plan	As a Condition of Development Approval	City of Cockburn

Table 1: Additional Information

PART 2
EXPLANATORY

1.0 PLANNING BACKGROUND

1.1 Introduction

1.1.1 Purpose

SP558 has been prepared on behalf of Richard Noble, representing Gold Estates Holdings, in order to facilitate development of Lot 558 Lauderdale Drive, Success, an undeveloped site within the Magnolia Gardens Stages 2 and 3 Structure Plan area. The Structure Plan has been prepared in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and the associated *Structure Plan Framework (2015)*.

The purpose of the Structure Plan is to realise Mixed Use development of Lot 558 at a residential density of R100, thereby capitalising upon the adjacent Aubin Grove Train Station by increasing the supply and diversity of residential dwellings within the locality. In applying only to Lot 558, the Structure Plan provides for detailed control of future development of the subject site.

As development of the Magnolia Gardens Structure Plan area is largely complete and the site is zoned Development under the Scheme, a new Structure Plan applying only to Lot 558 is considered to be the most suitable means of controlling development of the subject site.

1.1.2 Background

The land subject to this Structure Plan was originally established by the Success Lakes Structure Plan (2001), which was later superseded by the Magnolia Gardens Structure Stages Two and Three Structure Plan (2004). Under the Magnolia Gardens Phases 2 and 3 Structure Plan (SP8A), the westernmost two thirds of the site are designated R40 Grouped Housing and the easternmost third is designated as Local Centre.

Previous planning and Structure Plans were progressed without the certainty that the Aubin Grove Rail Station would be delivered by the State Government. Now that construction has commenced, and the market has matured over the past 10-15 years, this Structure Plan represents an opportunity to increase housing choice in the locality, responding to the State Government's articulated objectives of increasing densities in proximity to high frequency rail transport.

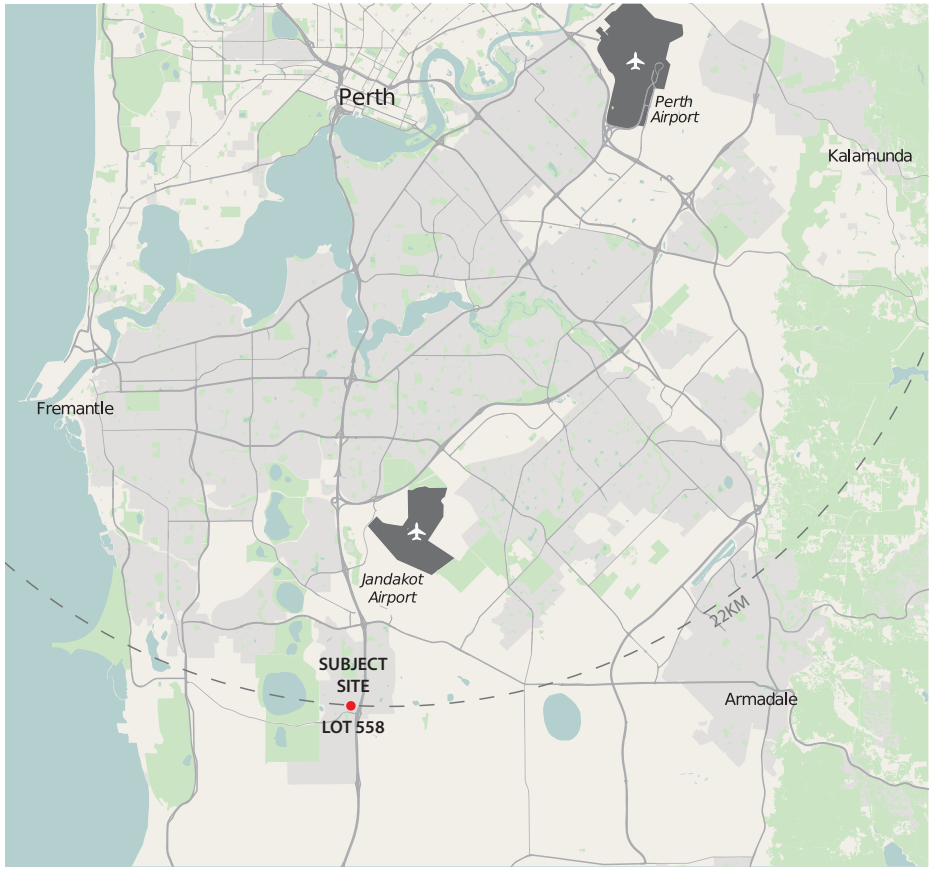
1.2 Land Description

1.2.1 Regional Context

The subject site is located wholly within the City of Cockburn, approximately 21.5 kilometres south of the Perth Central Business District and 3.1 kilometres south of the Cockburn Central Activity Centre.

Refer Figure 1, Regional Context Plan.

Figure 1: Regional Context Plan



1.2.2 Local Context

The SP area is located in close proximity to transport infrastructure, being approximately 250 metres west of the Russell Road Kwinana Freeway interchange and a similar distance to the Aubin Grove Train Station. The site is also located in close proximity to Public Open Space, with Baler Reserve located 40 metres to the south, Milkwort Park 130 metres to the north-west and the Success Regional Sporting Facility 600 metres to the north-west. The site is well-serviced by commercial facilities, being located approximately 700m west of Harvest Lakes Shopping Centre and 800m east of Park Hive Shopping Centre.

Refer Figure 2, Local Context Plan.

Figure 2: Local Context Plan

1.2.3 Area and land use

The Magnolia Gardens locality 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. However, dwellings within the locality are largely detached dwellings with an applicable residential density of R20/R25, in spite of the designation of many sites as R40 under the Magnolia Gardens Structure Plan. Little commercial floorspace has been developed within the locality to date, which may be redressed through the provision of commercial space within the subject site.

The SP area comprises a single vacant lot with a total area of 6,294sqm, currently being utilised as a staging area for works associated with the Aubin Grove Train Station (refer Figure 3). The site is bounded by Lamar Court to the west, Lauderdale Drive to the north, a planned road connection to Aubin Grove Train Station to the east and Russell Road to the south.

Refer Figure 3, Aerial Photograph.

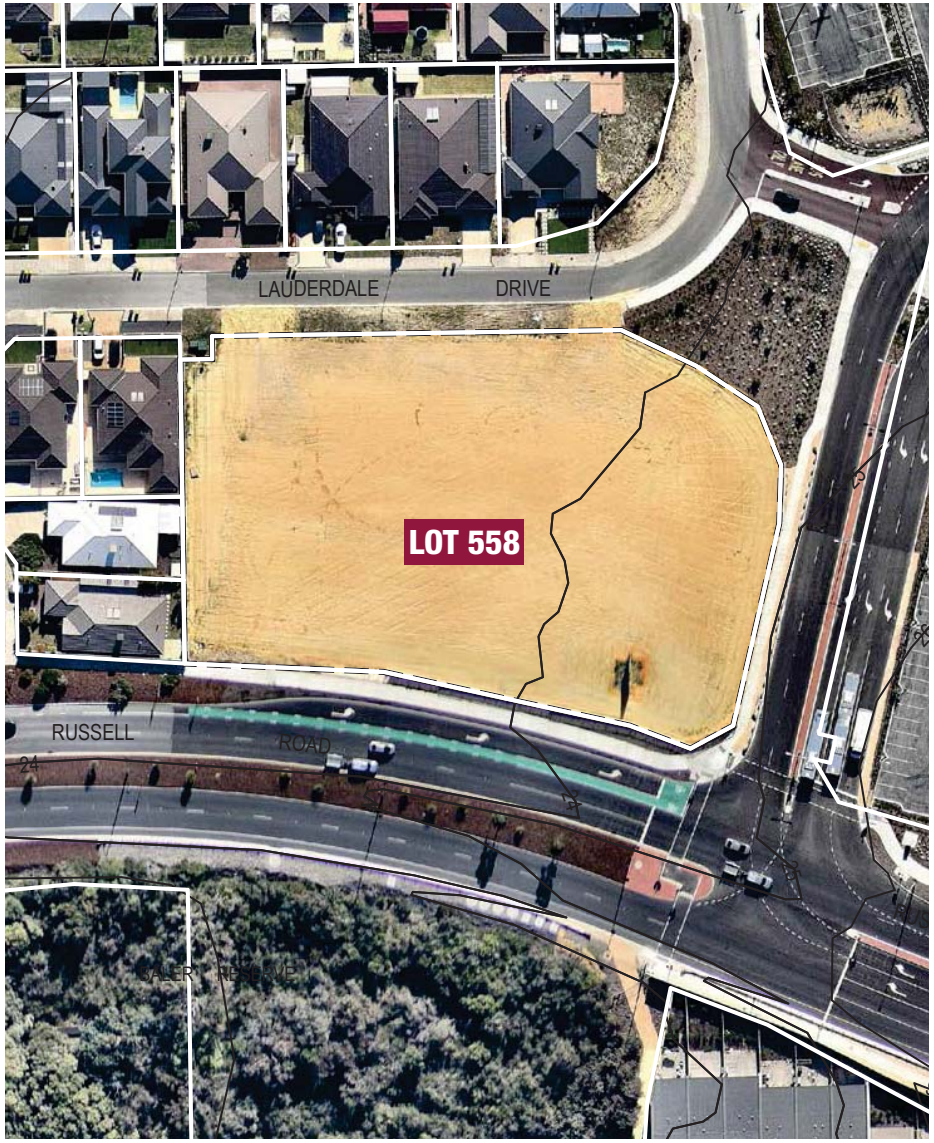
1.2.4 Legal description and ownership

As summarised in Table 2 below, the subject land is legally described as Lot 558 on Plan 69757. The registered proprietor of the site is Gold Estates Holdings Pty Ltd.

Lot No.	Street Address	Volume/ Folio	Plan	Area	Registered Proprietor
558	19 Lauderdale Drive, Success	2762/138	69757	0.6294 ha	Gold Estates Holdings Pty Ltd

Table 1: Property Details

Figure 3: Site Plan



1.3 Planning Framework

1.3.1 Zoning and Reservations

The SP area is currently zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Development' under the City of Cockburn Local Planning Scheme No. 3 (LSP3).

Clause 4.2.1 of LSP3 provides the following objective for the 'Development' zone:

i. Development Zone

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

Refer Figure 4, Metropolitan Region Scheme Zoning.

Refer Figure 5, Town Planning Scheme No.3 Zoning.

Figure 4: Metropolitan Region Scheme Zoning

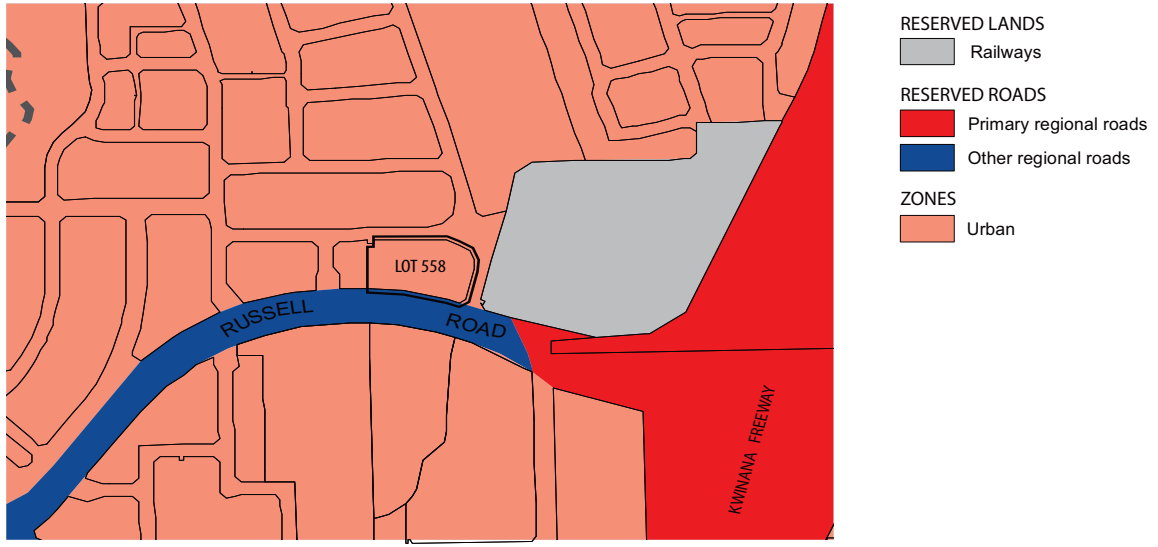
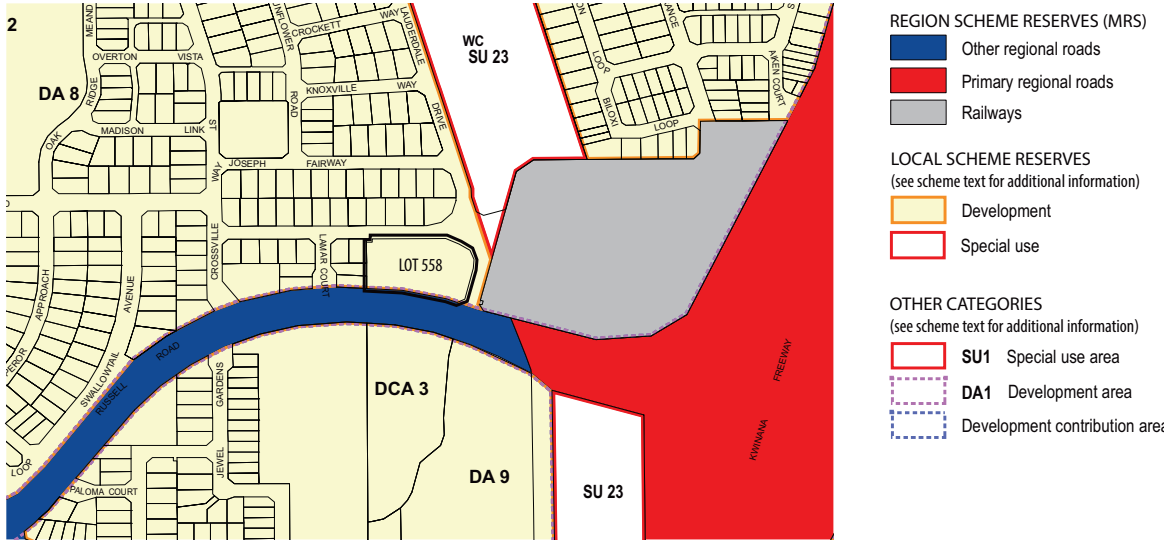


Figure 5: Town Planning Scheme No.3 Zoning



1.3.2 Applicable Structure Plans

1.3.2.1 District Structure Plan

The SP area is 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 Medium Density Residential.

Refer Figure 6, Southern Suburbs District Structure Plan.

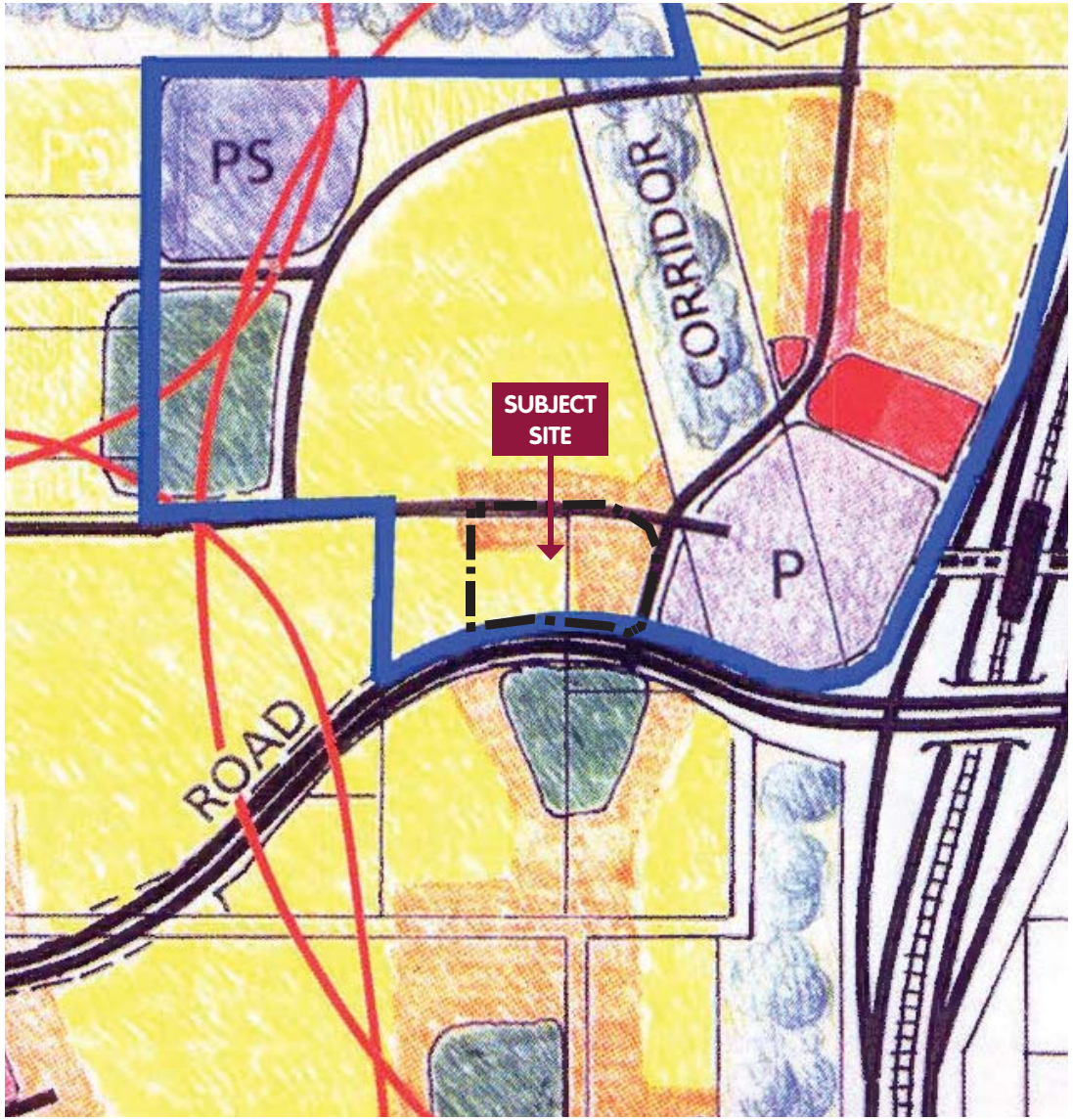
1.3.2.2 Local Structure Plans

The SP area is addressed by the Magnolia Gardens Phase 2 and 3 Structure Plan (SP8A), which was endorsed by the City of Cockburn on 17 January 2004. SP8A identifies the SP area for Residential R40 Grouped Housing and Local Centre use. Prior to the endorsement of the Magnolia Gardens Structure Plan, the site was subject to the Success Lakes Structure Plan, prepared in August 2001.

This Structure Plan has to be prepared to supersede current structure planning, as it applies to the subject site, and enable development at a scale which is appropriate for a transit-oriented location.

As assessment of density delivery under the Magnolia Gardens Structure Plans is provided in Section 3.1.

Figure 6: Southern Suburbs District Structure Plan



1.3.3 Planning Strategies

1.3.3.1 Directions 2031 and Beyond Draft Outer Metropolitan Perth and Peel Sub-Regional Strategy

Directions 2031 and Beyond is the high level spatial framework and strategic plan for the Metropolitan Perth and Peel regions. Directions 2031 provides a framework for the detailed planning and delivery of housing, infrastructure and services necessary for a variety of growth scenarios and is supported by a series of Sub-Regional Strategies.

The SP area is included within the South-West Sub-Region identified within the Draft Outer Metropolitan Sub-Regional Strategy for Perth and Peel (Draft OMPPSS). The South-West Sub Region is expected to supply 119,760 additional dwellings under the preferred growth scenario, 18,280 of which are expected to come from sites within the City of Cockburn.

The high density, mixed use development outcome established by this SP is consistent with the broader objectives of Directions 2031 and the Draft Outer Metropolitan Perth and Peel Sub-Regional Strategy.

1.3.3.2 Draft Perth and Peel at 3.5 Million South Metropolitan Peel Sub-Regional Planning Framework

The draft Perth and Peel at 3.5 Million suite of strategic land use planning documents intend to facilitate planning and development which appropriately responds to the requirements of Perth's growing population, which is predicted to reach a population of 3.5 million people by the year 2050.

The SP area is included within the South Metropolitan Peel Sub-Region, for which a draft planning framework has been prepared. The draft Framework focuses on achieving increased infill and higher density residential and commercial development within the existing built environment through more efficient use of established economic, social, transport and utility infrastructure.

The Framework advocates for consolidation of urban form and emphasises the need to limit greenfield development and provide higher density infill development in order to cater for expected population growth and demographic change. In support of this objective, the Framework establishes an infill development target for the City of Cockburn of 14,678 dwellings by 2050.

The high density, mixed use development outcome established by this SP directly addresses the objectives of Perth and Peel at 3.5 Million, in particular the objective of utilising vacant and under-developed urban located within activity centres, transit corridors or areas of high amenity for development at increased residential densities.

1.3.3.3 City of Cockburn Planning Strategy

The City of Cockburn Planning Strategy establishes a long-term planning direction for the municipality and provides the strategic rationale for the land use zones and provisions contained within TPS3. The Strategy establishes a series of objectives and implementation actions for future planning and development within Cockburn which are directly applicable to the SP, including:

- Promoting higher density and mixed use developments to reduce car use and promote, walking and public transport;
- Ensuring an appropriate housing and density mix to fulfil existing and potential demand from various groups;
- Promoting medium and high density housing in and near regional and district centres and near public transport facilities;
- Providing a range of housing opportunities;
- Promoting mixed land uses in communities, especially through the location of housing in commercial centres;
- Ensuring that there is an appropriate housing and density mix to fulfil existing and potential demand from aged people, non-traditional families and different ethnic groups; and
- Encouraging the provision of a range of lots in smaller redevelopments which reflect the diverse needs of the community.

The high density, mixed use development outcome established by this SP directly addresses the objectives of the City of Cockburn Planning Strategy in enabling the development of commercial uses and high-density residential dwellings in close proximity to Aubin Grove Train Station.

1.3.3.4 City of Cockburn Housing Affordability and Diversity Strategy

The City of Cockburn Housing Affordability and Diversity Strategy establishes a series of planning objectives and implementation actions which respond to an identified lack of housing diversity and affordability within the municipality. The strategy specifically identifies the localities of Aubin Grove and Hammond Park, which the subject site directly abuts, as representative of this issue in lacking suitable opportunities for 'downsizers' and others who require smaller dwellings.

The strategy identifies that facilitating a compact urban form is central to delivering greater housing Affordability and diversity and emphasises the importance of delivering higher density housing within close proximity to public transport.

The Key objectives of the Housing Affordability and Diversity Strategy are:

- To provide households with access to housing that is appropriate to their needs in terms of size, attributes and location;
- To provide housing that is affordable to households of varying financial capacity;
- To provide a variety of housing types in locations that have good accessibility to public transport and essential services; and
- To promote affordable living, taking into consideration the total cost of living in a dwelling, including energy and water consumption, the costs of transport to access employment and essential services, and other daily needs impacted by location.

The Strategy identifies a range of actions in order to achieve these objectives, including:

- Encourage other housing types, including dwellings in mixed use environments, such as 'shop-top' housing to increase the number and diversity of smaller dwellings in the City, particularly in areas with good accessibility to services and public transport.

The high density residential land use proposed within this SP will achieve all of the objectives detailed within the Policy and directly responds to identified action whilst also according with the broader objectives of the Strategy.

The high density, mixed use development outcome established by this SP directly addresses the objectives of the City of Cockburn Planning Strategy in enabling the development of commercial uses and high-density residential dwellings in close proximity to Aubin Grove Train Station.

1.3.4 Planning Policies

1.3.4.1 State Planning Policy 3.0: Urban Growth and Settlement

State Planning Policy 3.0: 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.

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.

SPP3 contains a number of policy measures that are particularly relevant to this SP, including:

- Supporting higher residential densities around high frequency public transport nodes and interchanges;
- Clustering retail, employment, recreational and other activities around public transport nodes so as to reduce the need to travel, encourage non-car transit and create attractive, high-amenity mixed use urban areas; and
- Providing access for all to employment, health, education, shops, leisure and community facilities by locating new development so as to be accessible by foot, bicycle or public transport rather than having to depend on access by car.

The high density, mixed use development outcome established by this SP will achieve the objectives of SPP3 by facilitating residential development with a high degree of access to public transport and creating a cohesive, walkable neighbourhood through the potential provision of mixed uses.

1.3.4.2 State Planning Policy 3.1: Residential Design Codes

The Residential Design Codes (R-Codes) provide a comprehensive basis for the control of residential development, providing a range of design principles and compliance criteria which ensure that development is of a high design quality and provides an appropriate response to local amenity and place. The SP will provide for multiple dwelling development with an applicable residential density code of R100, which provides a range of development parameters to which development within the SP area will generally accord, unless modified by a subsequent LDP. These parameters are detailed in Table 3 below.

Parameter	Provision
Maximum Plot Ratio	1.25:1
Minimum Open Space	To be established by a Local Development Plan
Minimum Primary Street Boundary Setback	2 metres
Secondary Street Setback (m)	2 metres
Maximum height to:	
Top of external wall	12 metres
Top of external wall (concealed roof)	13 metres
Top of pitched roof	15 metres
Height of walls built up to boundary:	
Maximum Height	7 metres
Average Height	6 metres

Table 2: R100 Residential Design Codes Provisions

1.3.4.3 Development Control Policy 1.6: Planning to Support Transit Use and Transit Oriented Development

Development Control Policy 1.6 (DC1.6) seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use.

The policy identifies a need to intensify activity and promote new uses that make better use of current transit facilities and services and, where new additions and expansions to the transit system are made, facilitate new development which maximises the benefits derived from public investment.

Being located within 800 metres of Aubin Grove Train Station, the SP area meets the Policy definition of a transit-oriented site. The Policy establishes a range of objectives for the development of such sites, including:

Encouraging residential development close to transit facilities;

Providing higher density residential development to place greater numbers of residents close to transit services;

Allowing for intensive development in suburban areas that are well-serviced by public transport but where higher densities are not practical at initial stages of subdivision;

Providing a mix of uses that are likely to be significant generators of transit trips close to transit facilities wherever possible; and

Encouraging land uses that promote interest, interaction and activity within building frontages along principal pedestrian routes leading to transit facilities;

The high density, mixed use development outcome established by this SP will achieve the objectives of DC1.6 by facilitating high density mixed use development encompassing residential dwellings and potential commercial uses in close proximity to Aubin Grove Train Station.

1.3.5 Pre-Lodgement Consultation

The nature and extent to which pre-lodgement consultation was undertaken is summarised in Table 4 below.

Agency	Date of Consultation	Method of Consultation	Summary of Outcome
Public Transport Authority	2 November 2015	Letter from Minister for Transport (Refer Appendix B)	Access arrangements from site to future Aubin Grove Station access road confirmed by Minister.
City of Cockburn	16 March 2016	Meeting with Andrew Trosic (Manager Strategic Planning)	RobertsDay & Richard Noble put forward desire for land and Andrew Lefort (Manager Statutory Planning) to be rezoned, and sought the City's advice on method (Scheme Amendment, modification to existing structure plans, or separate structure plan). As development is largely built out in Magnolia Gardens and the site is zoned Development under the Scheme, a separate structure plan was considered best.
City of Cockburn	31 May 2016	Meeting with Andrew Trosic (Manager Strategic Planning), Andrew Lefort (Manager Statutory Planning), Carol Catherwood (Coordinator Strategic Planning), Georgia Lilley (Planning Officer) and Tiffany van der Linde (Planning Officer).	Concept and built form imagery presented by RobertsDay. Confirmed suitability of R100 zoning and agreed to Structure Plan as appropriate implementation tool, subject to inclusion of suitable built form controls.
City of Cockburn	5 October 2016	Meeting with Andrew Trosic (Manager Strategic Planning), Georgia Lilley (Planning Officer) and Tiffany van der Linde (Planning Officer).	Draft Structure Plan documents presented along with Transcore traffic report. City agreed to a pre-lodgement assessment of documents.
City of Cockburn	16 November 2016	Meeting with Andrew Trosic (Manager Strategic Planning), Georgia Lilley (Planning Officer) and John McDonald (City Traffic Engineer).	Review and feedback of pre-lodgement document, and agreement to support two access points to service the site.

Table 3: Pre-Lodgement Consultation

2.0 SITE CONDITIONS AND CONSTRAINTS

2.1 Biodiversity and Natural Area Assets

As the subject 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 100 metres north of Baler Reserve, an actively managed conservation reserve. As Baler Reserve is separated from the subject site by Russell Road and is outside of SP8A site area, it is not considered to materially impact upon SP558.

2.2 Landform and Soils

2.2.1 Landform

The subject site is generally flat, with a gentle downslope from approximately 25m AHD at the eastern boundary to 24m where the site interfaces with existing residential properties to the west. The site was subject to bulk earthworks as part of residential development in the surrounding area under SP8A.

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.

2.2.2 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 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. The easternmost portion of the site, which adjoins existing residential development, is classified as Class 1, with a high to moderate risk of ASS occurring within 3m of 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.

2.3 Site Hydrology and Water Management

No surface water features exist within the LSP area.

2.4 Bushfire Hazard

The majority of the subject site is identified by the Department of Fire and Emergency Services (DFES) as a designated as a Bush Fire Prone Area, in accordance with State Planning Policy 3.7 Planning in Bushfire Prone Areas.

The subject site is cleared and adjoins existing developed areas to the west, north and east. To the south, the site is separated from remnant vegetation within Baler Reserve by Russell Road, a 40 metre road reserve.

A Bushfire Management Plan has been prepared which generally requires BAL 12.5 Construction Standards to be achieved, and up to BAL 19 toward the south, to mitigate risk from Baler Reserve identified as a hazard area.

A Bushfire Attack Level (BAL) certificate should be provided prior to building permit stage.

Refer to Appendix C, Bushfire Management Plan.

2.5 Noise

The site is affected by road noise from Russell Road. Noise for ground floor dwellings can be addressed by constructing a 2.4m high wall along Russell Road capable of deflecting road noise from reaching the site. Upper level apartments may need to incorporate Quiet House Design construction standards. Any detailed design should be informed by an Acoustic Assessment advising of any construction standards that may be necessary.

Refer Appendix D, Acoustic Assessment.

3.0 LAND USE AND DEVELOPMENT REQUIREMENTS

3.1 Land Use

As depicted by the Structure Plan Map, it is proposed that the subject site be zoned to accommodate Mixed Use development which appropriately capitalises on the proximity of the site to Aubin Grove Train Station, in accordance with State and Local planning policy relating to transit-oriented and infill development and the provision of diverse and affordable housing. The proposed 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.

3.1.1 Residential

The Structure Plan area is to have an applicable residential density of R100, in accordance with the Residential Design Codes. This density coding reflects the underlying philosophy of the Structure Plan, which is to ensure that the transit-oriented nature of the subject site is taken advantage of whilst ensuring that development does not adversely impact upon existing residential properties.

The SP area is considered to be an appropriate location for R100 development, given:

- The proximity of the site to Aubin Grove Train Station (approximately 250 metres to the east) and the opportunities this presents for the provision of high quality, transit-oriented, mixed-use development;
- The position of State and Local Planning in support of transit-oriented development, as established by density targets within Perth and Peel @ 3.5 Million and the City of Cockburn Housing Affordability and Diversity Strategy;
- The proximity of the site to existing grouped dwelling development south of Russell Road;
- The undercapitalisation of permitted densities within the surrounding locality, with R40 zoned areas generally developed to a density of R20/25, as detailed in section 3.2; and
- The limited impact on surrounding properties by virtue of the site's location adjacent to the Aubin Grove Train Station car park and Russel Road.

3.1.2 Non-Residential

In addition to Residential development, non-residential uses may also be provided in accordance with land use permissibility within the Mixed Use zone, as established by LPS3. Establishment of non-residential uses is to have regard to the locational criteria contained within Part 1, Section 4.5 - Development.

3.2 Surrounding Residential Density

A substantial portion of the residential area to the north of the Aubin Grove Train Station, situated to the east of the subject site, is zoned to a residential density of R40 in accordance with the Magnolia Gardens Structure Plan. However, a considerable disconnect exists between allowed and actual density, as summarised in Table 4 below.

	Actual Development	Allowable Single/ Grouped Dwelling Development	Allowed Multiple Dwelling Development
Residential Density Code		R40	
Residential Area		4.0496 ha	
Average Lot size	378sqm	220sqm	0.6 Plot Ratio
Number of Lots	109	184	-
Number of Dwellings	115	184	273
Total Population	287 people	460 people	682 people

Table 4: Surrounding Residential Density Analysis

As detailed in the above table, the Residential Design Codes permit minimum lot size require an average lot size of 220 square metres for R40 single and grouped dwelling development, which would permit a total of 184 lots containing approximately 460 people, at 2.5 people per dwelling.

The existing R40 coding also permits multiple dwelling development, for which the Residential Design Codes grant an allowable plot ratio of 0.6, or 60% of the total site area. For the subject area, this would equate to a total area of approximately

27,298sqm. Assuming that 10% of this area is to be used for non-residential purposes such as circulation, and assuming an average apartment size of 80 square metres, this area would theoretically accommodate 273 dwellings and approximately 682 residents.

However, analysis of this area indicates that it has been developed at a significantly lower density than the above scenarios. A total of 109 lots are contained within the area, comprising 107 single residential dwellings, 1 duplex lot and 1 multiple dwelling lot containing 6 units. These lots have an average size of 378sqm, equating to an actual residential density of R25, which has a permitted average lot size of 350sqm, significantly below the allowed density of R40. These 109 lots contain 115 dwellings and approximately 287 people, representing a shortfall of between 173-395 people, based on the above R40 single and grouped dwelling development scenarios.

This considerable disconnect between permitted and actual density represents an undercapitalisation of this transit-oriented location, highlighting the need to provide a suitable level of density through development of Lot 558. As the estimated population of 80-160 people provided for by SP558 will partly reconcile this demonstrated population shortfall, a density coding of R100 is considered to accord with planned density for the locality.

Refer Figure 7 – Existing Residential Density Plan

3.3 Open Space

Public Open Space for the area was delivered under the guidance of the former planning framework for the locality, the Phase 2 & 3 Magnolia Gardens Structure Plan. The area previously allocated for Local Centre under the former planning framework was designated as a deduction for the purposes of calculating Public Open Space. As such, Public Open Space will need to be provided on the basis of 10% applicable to the Residential proportion of the previously classified `Local Centre' portion of the site under the Phase 2 & 3 Magnolia Gardens Structure Plan, whether physically or as cash-in-lieu.

Figure 7: Existing Residential Density Plan

Structure Plan Area

R40 Zone Area

Existing Lot Boundary

LOTS TYPES	LOTS	DW	TOTAL LOT m²	LOTS %
151-180m²	2	2	321.6	1.83%
181-220m²	3	3	629.9	2.75%
221-260m²	3	3	717.8	2.75%
261-300m²	9	9	2598.9	8.26%
301-350m²	20	20	6801.4	18.35%
351-450m²	55	55	21947.7	50.46%
451-571m²	14	14	6803.5	12.84%
667-800m²	1	1	675.2	0.92%
Duplex	1	2	587.4	0.92%
Multiple	1	6	771.4	0.92%
	109	**115**	**41854.8**	100.00%

3.4 Movement Network

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

3.4.1 Movement Hierarchy

The Structure Plan does not provide for the creation of any additional public road reserves. The SP area integrates with the existing local street network, which is described in Table 5 below.

Street	Classification	Reserve width	Pedestrian Path
Russell Road	District Distributor	40 metres	Northern side only – 2.5 metres
Lamar Court	Local Access Street	15 metres	Western side only – 2.0 metres
Lauderdale Drive	Local Access Street	15 metres	Northern side only – 2.0 metres*
Aubin Grove Station Entry Road (Future)	PTA Access Way	15 metres	Western side only - 2.0 metres

* Lauderdale Drive - it is recommended that any subsequent development extents the path on the southern side of the road reserve which currently stops immediately west of the site.

Table 5: Local Movement Hierarchy

3.4.2 Pedestrian Movement

The surrounding pedestrian network provides a high level of accessibility and connectivity between the SP area and the surrounding locality, with all abutting roads containing dedicated pedestrian paths which provide for safe and easily navigable pedestrian movement.

3.4.3 Cycling

The SP area adjoins dedicated on-street cycling lanes within the Russell Road carriageway, facilitating safe cycling activity within a high-traffic environment. Russell Road directly connects to the Kwinana Freeway Pedestrian Shared Path, providing cyclists with dedicated connection to the wider metropolitan region. Due to low levels of traffic on other adjoining roads, on street cycling may be safely accommodated.

3.4.4 Public Transportation

The SP area is well-serviced by public transportation, with the Aubin Grove Train Station less than a 5 minute walk (250 metres) from the site.

A number of connecting bus services are available at the Aubin Grove Train Station, including Transperth Routes 525, 526, 527, 534, 535, 536 and 537. These bus services connect residents of the site to the broader locality and essential services available at Cockburn District Centre and beyond.

3.4.5 Private Vehicle Access and Parking

Private vehicle access and parking has been planned for in consideration of potential impacts upon the existing street network. All car parking associated with residential development within the SP area will be accommodated on site, in accordance with Part 1, section 4.5 - Development.

3.5 Traffic

Utilising the highest yield threshold within the ranges provided in this Structure Plan (ie. 80 dwellings and 200sqm commercial floorspace), traffic analysis conducted by Transcore indicates that any proposal is likely to generate less than 500 vehicle movements per day. With reference to the WAPC's TIA Guidelines, peak hour traffic generation is typically around 10% of daily traffic generation.

The WAPC TIA Guidelines state that "As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road.. ..For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent capacity." Given the overall daily traffic movements generated, the peak hour maximum vehicle movements per hour will be significantly less than 100 vehicles per hour, and the impact on the surrounding road network is considered to be insignificant.

On 3 November 2015, the Minister for Transport provided a letter stating that any vehicular access onto Ricci Way is subject to further consideration at the detailed design stage. This Structure Plan requires access onto Ricci Way to be addressed through the preparation of a Local Development Plan, that would require consultation with the Public Transport Authority prior to Approval, and would need to be supported by a Traffic Impact Assessment.

The preparation of a Traffic Impact Asessment shall include existing and future traffic using Aubin Grove Train Station, via Ricci Way and the bus only interchange.

Any proposal that contemplates vehicular access onto Ricci Way shall be supported by a Traffic Impact Assessment in accordance with the LDP requirements listed in Part 1 of this Structure Plan.

Refer Appendix A - Traffic Impact Statement and Appendix B - Letter from the Minister for Transport.

3.6 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 Phases 2 and 3 Structure Plan.

4.0 CONCLUSION

This Structure Plan will enable the development of Lot 558 Lauderdale Drive, Success as a Mixed Use site with an applicable residential density of R100. The provisions of SP558 will ensure that future development is of a high quality and appropriately responds to surrounding development. SP558 supersedes the approved Magnolia Gardens Phases 2 and 3 Structure Plan as it applies to the subject site, which otherwise coordinates development of the broader locality.

It is expected that the Structure Plan will accommodate approximately 40-80 multiple dwellings, accommodating approximately 80-160 people.

The subject site is ideally positioned to take advantage of the future Aubin Grove Train Station, approximately 250 metres due east 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.

The Structure Plan responds to State-directed density targets outlined in the Perth and Peel @ 3.5 Million Draft South Metropolitan Peel Sub-Regional Strategy by contributing density at a level appropriate for a transit-oriented location. Additionally, the Structure Plan accords with the higher level objectives of City of Cockburn's Strategic planning framework in providing transit-oriented, mixed-use development which will increase the number and diversity of smaller dwellings within the Success locality.