

Western Australian Planning Commission
Approval: 26 June 2015

Local Structure Plan expires: 19 October
2031 (ECM Doc Set ID - 12017357)

File No: 110/108

0 50m

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All areas and dimensions are approximate and are subject to survey.

LEGEND
LOCAL PLANNING SCHEME ZONES /
RESERVES

- Parks and Recreation
- Residential (R60)
- Local Road

OTHER

- Structure Plan Area
- Indicative Location for Shared Path
- No Building Zone



STRUCTURE PLAN MAP
Lot 6 (210) Hammond Road, Success

Date: 20 May 2015
Scale: 1:1,000 @ A3
Drawing No. 714-320 ST Structure Plan.dwg

Designer: DR
Drawn: GW

TPG
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AND URBAN DESIGN

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Lot 6 (210) Hammond Road, Success

Structure Plan

May 2015



Prepared by TPG
Town Planning, Urban Design and Heritage



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ENDORSEMENT 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:

16 June 2015

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

Date of Expiry:

19 October 2031

TABLE OF VARIATION(S) FROM STRUCTURE PLAN

Change or Variation No.	Description of Change or Variation	Date Adopted by the Council	Date Endorsed by the WAPC (if required)

EXECUTIVE SUMMARY

The site the subject of this Structure Plan is described as Lot 6 (210) Hammond Road, Success. The site is approximately 2 hectares in area, located on the western side of Hammond Road and partly comprises a Conservation Category Wetland associated with Beeliar Regional Park. The intent of the Structure Plan is to secure the tenure of the wetland by transferring it to the Crown whilst allowing sufficient development on the eastern portion to justify ceding the wetland, part of the buffer, a new road and road widening for Hammond Road all at no cost to the Crown.

The site is proposed to be subdivided into three lots for residential development purposes (total 6,519sqm) accessed via a proposed new road along the southern boundary, with the remainder of the site to be transferred to the Crown for the purposes of wetland conservation and management. 413sqm of the north-eastern portion of the site will be ceded to facilitate the future road widening of Hammond Road.

This Structure Plan takes into account the statutory and strategic planning framework applicable to the site, outlines development principles, and contains assessments as they relate to environmental, engineering and servicing, transport impact and bushfire management issues.

Item	Data	Section number referenced within the Structure Plan Report
Gross Structure Plan Area	2.0260 hectares	2.2 Legal Description Structure Plan Map
Area of each land use proposed		5.2 Land Use 5.4 Public Open Space Structure Plan Map Public Open Space Plan
<u>Zones</u> Residential R60	0.6519 hectares	
<u>Reserves</u> Parks and Recreation	1.1798 hectares	
Estimated Lot Yield	2 residential lots plus balance lot	6.1 Subdivision
Estimated Number of Dwellings	40-60 dwellings	5.3 Residential Density
Estimated Residential Density		5.3 Residential Density
- dwellings per gross hectare <i>As per Directions 2031</i>	20 dwellings per gross hectare	
- dwellings per site hectare <i>As per Liveable Neighbourhoods</i>	60 dwellings per site hectare	
Estimated Population	88-132 people @ 2.2 people/household	5.3 Residential Density
Area Required for Road Widening	0.0413 hectares	Structure Plan Map

Part One – Structure Plan Report

1.0 Structure Plan Area

The Structure Plan is identified as Lot 6 (210) Hammond Road, Success.

This Structure Plan shall apply to the land contained within the inner edge of the line denoting the structure plan boundary on the Structure Plan Map.

2.0 Structure Plan Content

The Structure Plan comprises the following sections:

- (i) Part 1 – Statutory Section. This section includes the Structure Plan Map and any textual provisions, standards or requirements that require statutory effect.
- (ii) Part 2 – Explanatory Section (Non-Statutory). This section provides the planning context and justification for the Structure Plan Map and the textual provisions contained in Part One of the Structure Plan. Part Two is to be used as a reference to guide interpretation and implementation of Part One.
- (iii) Appendices, includes all specialist consultant reports and documentation used in the preparation of and to support the land use outcomes of the Structure Plan.

3.0 Interpretation and Relationship with City of Cockburn Town Planning Scheme No.3

3.1	Terms and Interpretations	As per Clause 6.2.6.3 of the City of Cockburn Town Planning Scheme No.3.
3.2	Relationship of the Structure Plan with City of Cockburn Town Planning Scheme No.3	This Structure Plan has been prepared under Clause 6.2 of the City of Cockburn Town Planning Scheme No.3 as the subject land is zoned 'Development' and contained within Development Area No. 13 which is shown on the Scheme Map and contained within Schedule No.11.
3.3	Provisions	Pursuant to Clause 6.2.6.3 and Clause 6.2.12.2 of the City of Cockburn Town Planning Scheme No.3.
3.4	Land Use Permissibility	As per Clause 4.3.2 of the City of Cockburn Town Planning Scheme No.3.

4.0 Operation

4.1	Operation Date	As per Clause 6.2.12 of the City of Cockburn Town Planning Scheme No.3.
4.2	Variation to Structure Plan	As per Clause 6.2.14 and Clause 6.2.15 of the City of Cockburn Town Planning Scheme No.3.

5.1	Residential Density	Residential densities applicable to the Structure Plan area shall be those residential densities shown on the Structure Plan Map.
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6.0 Subdivision / Development

6.1	Notifications on Title	<p>In respect of applications for the subdivision of land the Council shall recommend to the Western Australian Planning Commission that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate(s) of Title(s) to advise of the following: -</p> <ol style="list-style-type: none"> 1. Land or lots deemed to be affected by a Bush Fire Hazard as identified within the Bushfire Management Plan (BMP) contained within Appendix 5. 2. Building setbacks and construction standards required to achieve a Bushfire Attack Level (BAL) 29 –or lower in accordance with Australian Standards (AS3959-2009): Construction of buildings in bushfire prone areas. 3. Land or lots deemed to be impacted by a risk of mosquito born disease in the area.
6.2	Detailed Area Plans (Local Development Plans)	<ol style="list-style-type: none"> 1. Detailed Area Plans (DAP's) are required to be prepared and implemented pursuant to Clause 6.2.15 of the City of Cockburn Town Planning Scheme No.3 for lots comprising one or more of the following site attributes: <ul style="list-style-type: none"> (i) Lots with direct boundary frontage (primary or secondary) to an area of Parks and Recreation; (ii) Lots abutting Hammond Road where direct vehicle access is to be precluded; and (iii) Lots deemed to be affected by a recognised Bush Fire Hazard, as identified spatially in the accompanying BMP, under Appendix 5.
6.3	Designated Bushfire Prone Areas – Construction Standards	This Structure Plan is supported by a BMP located in Appendix 5 “Bushfire Prone Planning - Bushfire Management Plan Lot 6 (210) Hammond Road, Success Project number 14110”. Any land falling within 100 metres of a bushfire hazard identified in the BMP is designated as a Bushfire Prone Area for the purpose of the Building Code of Australia.

7.0 Other Requirements

7.1	Development Contribution Items and Arrangements	<p>The developer is to make satisfactory arrangements with the City of Cockburn to provide proportional contributions towards those items of development infrastructure defined in the City of Cockburn Town Planning Scheme No. 3 for Developer Contribution Area No. 1 (DCA1) and DCA13.</p> <p>1. Road Upgrades.</p> <p>The following roads are to be upgraded to dual carriageway standard:</p> <p>(a) Hammond Road as per DCA1, Schedule 12 of the City of Cockburn Town Planning Scheme No.3.</p> <p>2. Infrastructure Upgrades.</p> <p>The following infrastructure contributions are to be made:</p> <p>(a) Contributions towards region-wide soft (community) infrastructure as per DCA13.</p>
7.2	Other land use, development and subdivision requirements	<p>1. In respect of applications for the subdivision of land the Council shall recommend to the Western Australian Planning Commission that a condition be imposed requiring the preparation and/or implementation of the following:</p> <p>(a) Wetland rehabilitation and landscaping strategy (b) Urban Water Management Plan (c) A Mosquito Management Plan</p> <p>2. In respect of applications for the subdivision of land the Council shall recommend to the Western Australian Planning Commission that condition(s) be imposed requiring the implementation of the BMP (Appendix 5) which has been prepared as part of this Structure Plan.</p> <p>3. No Class 1, 2, 3 or 10a structures (as defined by the Building Code of Australia) shall be approved or constructed within the area identified as 'No Building Zone' on the Structure Plan Map including minor projections and structures appurtenant to dwellings such as carports, garages, verandas, patios and outbuildings. But does not include barriers such as driveways, lawns or pathways as outlined in Appendix 5 BMP. Class 1, 2, 3 or 10a structures are to be wholly contained in the BAL 29, 19 and 12.5 areas as identified on figure 9 of Appendix 5 BMP. No Class 1, 2, 3 or 10a structures are permitted within the BAL 40 or FZ areas of figure 9.</p>



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LEGEND
LOCAL PLANNING SCHEME ZONES /
RESERVES

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- Residential (R60)
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STRUCTURE PLAN MAP
Lot 6 (210) Hammond Road, Success

Date: 20 May 2015
Scale: 1:1,000 @ A3
Drawing No. 714-320 ST Structure Plan.dwg

Designer: DR
Drawn: GW

**TOWN PLANNING
AND URBAN DESIGN**



Part Two – Explanatory Section

1. Introduction and Purpose

This Structure Plan has been prepared to define the land use and road access framework for the subject site, a significant part of which forms a portion of the Beeliar Regional Park and associated Conservation Category Wetlands.

Pursuant to Clause 6.2 of City of Cockburn Town Planning Scheme No. 3, approval of a Structure Plan is required to enable subdivision and development of the site.

The purpose and intent of the Structure Plan is to secure the tenure of the wetland by transferring it to the Crown whilst allowing sufficient development on the eastern portion to justify ceding the wetland, part of the buffer, a new road and road widening for Hammond Road all at no cost to the Crown.

2. Land Description

2.1 Location and Context

Lot 6 (210) Hammond Road (the subject site) is a 2 hectare site located between Hammond Road and the 'Bartram Road Buffer Lakes' in the suburb of Success, within the City of Cockburn. The subject site is located within proximity to a number of urban amenities including Jandakot Primary School, Emmanuel Catholic College and areas of public open space.

Located approximately 1.5 kilometres north-east of the subject site is Cockburn Central, which comprises high-order commercial, retail and mixed-use land uses as well as the Cockburn Train Station all of which is directly accessible by Transperth Bus services located within 400m of the site. Regionally the site has access to the Perth-Mandurah Railway, Kwinana Freeway, Beeliar Drive and Armadale Road, which provide users of the subject site with accessibility to the wider Perth metropolitan area.

The subject site is also located adjacent to a number of valued natural resources including the City of Cockburn central chain of lakes that is encompassed by Beeliar Regional Park and Thomsons lake Nature Reserve. Advice from PGV Environmental following a search of the Department of Parks and Wildlife (DPaW) online wetland

mapping and a site inspection revealed that a portion of the subject site lies within a wider Conservation Category Wetland (CCW), which typically carries a generic 50m buffer to protect its environmental qualities from development. In this instance however, it is noted that the existing dwelling and structures on the subject site are located entirely within this buffer zone and therefore erode its environmental value. Given the considerable size of the wetland and the buffer that is in private ownership, it is proposed to allow development in part of the buffer in order to secure the more important wetland into the care, control and management of the State.

Refer to Figure 1 - Context Plan

2.2 Legal Description

The relevant particulars of the subject site's Certificate of Title are summarised below:

Lot	Address	Diagram	Vol/Fol	Area
6	210 Hammond Road, Success	29141	1386/939	2.026ha

2.3 Existing Development and Land Use

The 2 hectare site currently comprises a single residential dwelling located entirely within the 50 metre buffer to the CCW. The property also contains numerous outbuildings associated with the agistment of horses.

Two lots to the south of the subject site has recently been developed for low-medium residential density (R20) with a portion of that site provided as public open space adjoining the wetland and its buffer. Road layouts within Lot 8 indicate the extension of vehicular access north to Lot 7 (immediately south of the subject site), as well as the extension of a pedestrian footpath from the south-west joining through the subject site to the east side of Hammond Road.

Refer to Figure 2 – Site, Aerial and Conservation Assets Plan

CONTEXT PLAN

Lot 6 (210) Hammond Road, Success

Date: 22 Jul 2014

Scale: NTS @ A3

Project Manager: DR

Checked: AMH

Drawn: GW

Drawing No. 714-320 PL context.ai

source: nearmaps

- Subject Site
 - Freeway
 - Key Roads
 - Rail Line
 - Bus Routes
 - 1km radius
 - 400m walkable catchment
 - Cockburn Train Station
 - Bus Stops in proximity to site
 - Commercial / Retail / Mixed Use
 - Community Facilities
 - Pockets of higher density
 - Public Open Space
 - Walk Trail
- 1 Emmanuel Catholic College
 - 2 Jandakot Primary School & Educational Support
 - 3 Future Local Centre & Mixed Business
 - 4 Sports & Recreation Centre
 - 5 Cockburn Central Shopping Centre
 - 6 Cockburn Central Mixed Use
 - 7 Cockburn Central West Development Area

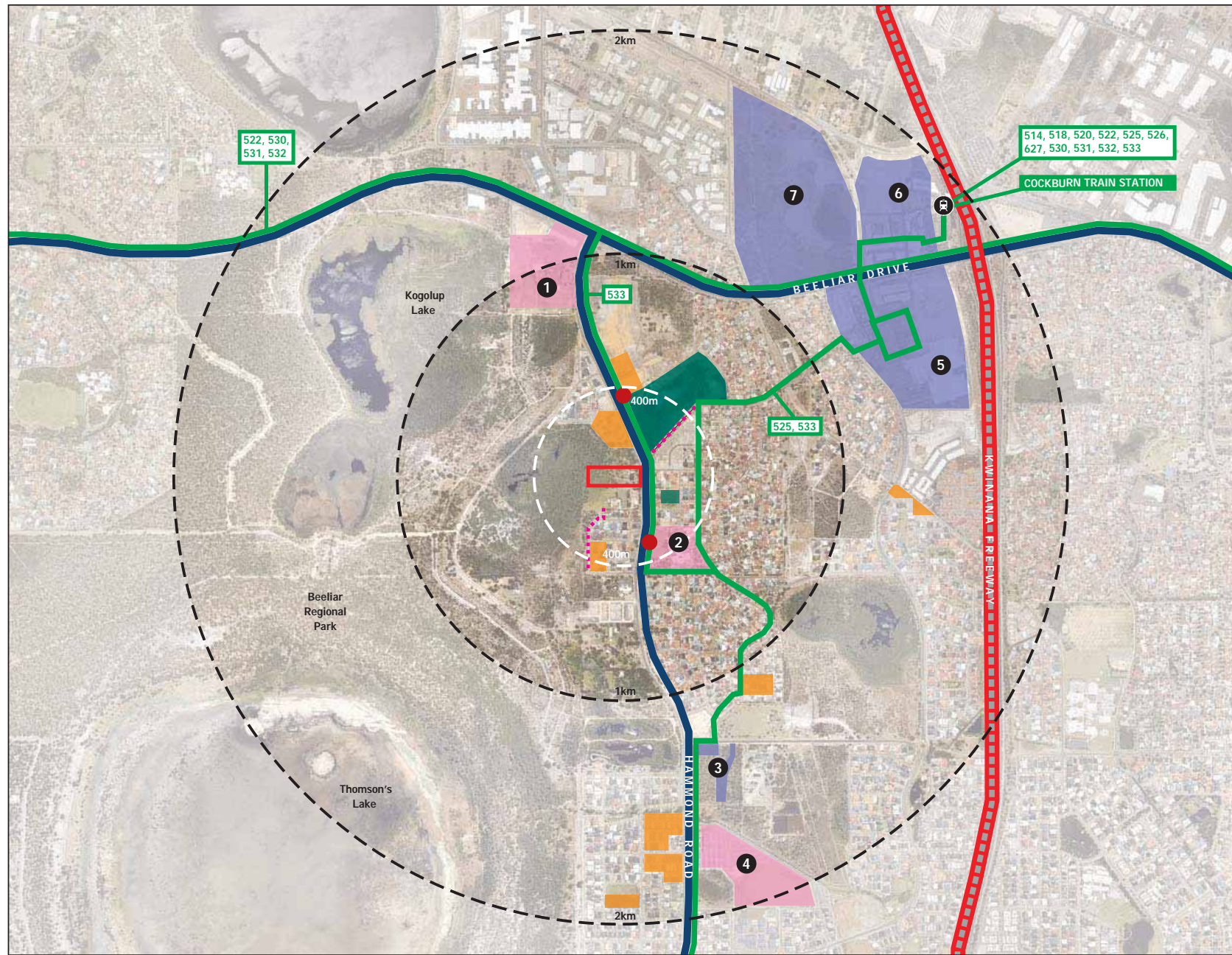


Figure 2 – Site, Aerial and Conservation Assets Plan



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- Legend**
- Subject Site
 - Conservation Category Wetland
 - 50m Offset from Conservation Category Wetland



SITE PLAN
Lot 6 (210) Hammond Road, Success

Date: 14 October 2014
Scale: 1:1,000 @ A3
Drawing No. 714-320 PL base.dwg

Designer: DR
Drawn: GW

**TOWN PLANNING
AND URBAN DESIGN**

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3. Planning Framework

3.1 City of Cockburn Town Planning Scheme No. 3

The subject site is zoned 'Development' under the City of Cockburn Town Planning Scheme No. 3 (TPS3 or Scheme) and is located in Development Area No. 13 (DA13) 'Hammond Road Development Zone'. The intended purpose of DA13 is to provide for residential development through coordinated subdivision and development.

The subject site is situated on the western side of Hammond Road and is bound by a 'Parks and Recreation' reservation on its northern and western boundaries and a portion of its eastern boundary is reserved for the purposes of 'Other Regional Road'. The Structure Plan reflects this reservation to accommodate the future widening of Hammond Road.

The subject site is also subject to Developer Contribution Area 1 (DCA1) 'Success North', which requires a monetary contribution to be made per developable hectare to ensure that infrastructure requirements are provided, in this case the widening of Hammond Road. DCA13 (region-wide soft infrastructure) also affects the subject site, which ensures that all developers contribute towards community infrastructure within the City of Cockburn on a per new lot basis. Contribution requirements are imposed as conditions of subdivision or development approval.

3.2 Directions 2031 and Beyond

Directions 2031 and Beyond (Directions 2031) is a high-level spatial framework strategy to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate the future growth of Perth and Peel in a way that maximises land efficiency.

The five key themes embodied by Directions 2031 are a liveable city, a prosperous city, an accessible city, a sustainable city and a responsible city. Whilst the Structure Plan area itself is relatively small-scale, the following comments can be made against the five key themes of Directions 2031:

- The Structure Plan provides for residential living opportunities in close proximity to activity and employment centres and public transport corridors;
- The Structure Plan has the potential to contribute to the supply of strategically located affordable housing within the existing and developing urban fabric;

- The occupants and visitors of future development will enhance the economic activity of the lower order centres in the district;
- The proposal will increase the catchment for the Cockburn Train Station, enhance the economic efficiency of public transport, and has the potential to therefore reduce car dependency;
- The occupants and visitors of future development will be highly connected to employment, education, recreation and community services given the close proximity to Cockburn Central, Jandakot Primary School, Cockburn Train Station, and Kwinana Freeway and other regional roads;
- The proposal will ensure the efficiency of existing and proposal urban infrastructure; and
- The proposal will ensure that the value of adjoining environmentally sensitive areas is protected;

The site falls within the South-West Sub-region under Directions 2031 and Beyond, in which a total of 278,000 dwellings are required to meet housing demand for 2031. The City of Cockburn is identified to accommodate some 29,300 of these dwellings. Directions 2031 strongly encourages increased housing diversity, adaptability, affordability and choice. Key objectives of Directions 2031 relevant to the proposed Structure Plan include:

- Promote good urban design and development to enhance people's experience of the city;
- Design accessible, well-connected and sustainable urban communities; and
- Develop a coordinated approach to infrastructure and land use planning and development.

The proposed Structure Plan responds to the abovementioned objectives by introducing a planning framework to facilitate the orderly development of medium density multiple dwellings in close proximity to community infrastructure and that are well connected to efficient public transport.

On this basis, the proposal is considered to demonstrate State strategic planning merit.

3.3 Liveable Neighbourhoods

Liveable Neighbourhoods is an operational policy, adopted by the WAPC, for the design and assessment of structure plans and subdivisions. The elements of Liveable Neighbourhoods primarily relate to larger-scale structure plans and subdivisions, and accordingly a detailed

assessment of this structure plan against these elements is not considered necessary in this instance due to its small scale and simple nature.

However, it is acknowledged that the general intent and objectives of Liveable Neighbourhoods are considered relevant in terms of addressing such things as connectivity and walkability, public parkland, urban water management and utilities. To this end, a detailed description of the design rationale for the Structure Plan is provided in section 5 of this report.

3.4 City of Cockburn Local Planning Strategy

The City of Cockburn Local Planning Strategy was adopted in 2000 and is largely out of date, however contains some relevant principles as follows:

- Maximise development near public transport routes; and
- Ensure that wetlands are protected.

As outlined in this report, this Structure Plan will facilitate subdivision and development that is considered to meet these objectives of a liveable, connected and environmentally responsible proposal.

3.5 City of Cockburn Local Planning Policies

Future development of the subject site will be in accordance with this Structure Plan and any relevant local planning policies. The following local planning policies are considered relevant in this instance.

3.5.1 APD20 Incorporating Natural Areas in Public Open Space and/or Drainage Areas

Buffers to wetlands represent the important environmental, social, cultural and educational and aesthetic value of neighbouring natural areas. The purpose of APD20 'Incorporating Natural Areas in Public Open Space and/or Drainage Areas' is to ensure that public open space and drainage areas that are to include natural areas are located, designed and developed in accordance with principles which protect and enhance the area's environmental qualities and minimises the City's ongoing management and maintenance requirements.

This Structure Plan proposes to incorporate a portion of the wetland and its buffer which covers a portion of the subject site as restricted public open space. Environmental considerations such as weed management, nutrient filtering, reducing spread of rubbish and disturbance by human activity, among others, will be addressed at the detailed design stage of the proposal, with the requirement for a wetland rehabilitation and landscaping strategy to be prepared and implemented prior to development.

3.5.2 APD62 Vehicle Access

Policy APD62 'Vehicle Access' seeks to ensure that subdivision and development provide for safe and efficient movement of motorists, public transport users, pedestrians and cyclists, and waste management and other service vehicles, as well as providing for reasonable property access that is direct, convenient and safe. This is to be addressed by precluding direct vehicle access onto Hammond Road and instead creating a new road on the properties southern boundary where it can service the subject and future development.

A Transport Impact Statement has been prepared by KCTT and is discussed in section 5.5 and is attached as Appendix 2.

4. Site Conditions and Constraints

4.1 Environmental Assessment

PGV Environmental undertook investigations in June 2014 to assess the environmental impact of the proposed development in accordance with the attached Indicative Development Concept (prepared by TPG). The assessment considered environmental factors such as previous, current and surrounding land uses, soils, wetlands, groundwater and surface water, and flora and fauna.

The Environmental Assessment of the Indicative Development Concept resulted in the following conclusions:

- Surrounding land use will not be impacted by the proposed development;
- Geology and soil types are not an impediment to the development;
- Once detailed engineering design is complete any soil disturbance will need to be investigated and if required an ASS Management Plan prepared;
- Groundwater is highly unlikely to be impacted by the proposed development;

- Surface water will be managed in accordance with Department of Water requirements;
- The north-west half of the site contains a Conservation Category Wetland. The vegetation in the wetland has been significantly modified over time and is currently in Degraded to Completely Degraded condition. Nevertheless the proposed development retains the wetland in its entirety;
- A 0m to 50m modified wetland buffer is considered acceptable for this development as it excludes the existing house area, provides a low fuel zone outside the wetland area and will allow rehabilitation of the western part of the buffer to remove invasive weeds such as Arum Lily to better protect the wetland;
- The wetland values will be increased by weed control, removal of an existing structure and revegetation;
- Scattered native trees (Flooded Gum and Paperbark), shrubs and herbs occur in the wetland and adjacent areas. All native plants will be retained in the wetland area. Any trees lost in the buffer will be replaced in the rehabilitation of the degraded parts of the western buffer; and
- No significant fauna habitat will be impacted by the proposed development on the site.

In conclusion PGV Environmental considers the proposed development in accordance with the Indicative Development Concept will not impact on the environment and should result in enhanced environmental values due to rehabilitation of the wetland and buffer that would not be achievable if the standard 50m buffer were applied, rendering the site undevelopable.

Refer to Appendix 1 – Environmental Assessment

4.2 Acid Sulphate Soils

A desktop review of the Shared Land Information Platform indicates that the subject site and its surrounds have a medium to low risk of acid sulphate soils occurring within 3m of the ground surface.

4.3 Heritage

A search of the Heritage Council of Western Australia's Register of Heritage Places and Department of Aboriginal Affairs' Aboriginal Heritage Inquiry System revealed no known places of significance within or immediately surrounding the subject site.

5. Structure Plan

5.1 Design Rationale and Objectives

The proposed Structure Plan has been prepared to demonstrate the intended development pattern for the subject site. The objectives of the Structure Plan are as follows:

- Protect the environmental values of the Conservation Category Wetland;
- Provide diversity in housing choice and size;
- Orientate development to address both Hammond Road and the proposed new road and to take advantage of the adjoining wetland as an area of high amenity and outlook;
- Facilitate passive sustainable design approaches in terms of solar orientation of dwellings; and
- Provide for logical connections of pathways and road access.

5.2 Land Use

Town Planning Scheme No. 3 states that development and land use of land within a 'Development Zone' is to be in accordance with a Structure Plan. Part 1 of this Structure Plan states that the land use permissibility within the Structure Plan area shall be in accordance with the zones and reserves designated under the Structure Plan as if the zones and reserves were incorporated into the Scheme.

This Structure Plan identifies a 'Residential' zoning over the eastern portion of the site with a corresponding density of R60 (0.6519ha), and a Parks and Recreation Reserve over the western portion of the site (1.1798ha). On this basis, the Structure Plan once adopted will facilitate the development of residential dwellings, including the potential for multiple dwellings.

5.3 Residential Density

The Structure Plan proposes a residential density of R60. Based on the corresponding plot ratio for R60 development, a total of approximately 60 multiple dwellings can theoretically be accommodated in the 'Residential' zoned area. The Indicative Development Concept proposes to develop 54 multiple dwellings on proposed Lots 1 and 2. Any future development will be subject to the residential density of R60 and the provisions contained within Part One of the Structure Plan (including the need for a Detailed Area Plan where stated) and the Residential Design Codes.

5.4 Public Open Space

The provision of Public Open Space (POS) within new development areas is a key factor in the consideration of Structure Planning, particularly in terms of the extent of POS provision and of the dimensions and functions of the POS areas provided. There are several City policies that are relevant in terms of assessing the POS provision, however it is ultimately the Western Australian Planning Commission that determines the level of POS provision, having regard for Liveable Neighbourhoods or Development Control (DC) Policy 2.3 'Public Open Space in Residential Areas'.

Both DC Policy 2.3 and Liveable Neighbourhoods require a minimum contribution of 10% of the gross subdivisible area to be given up for public parkland. The City's Policy APD20 'Incorporating Natural Areas in Public Open Space and/or Drainage Areas' seeks to ensure that POS and drainage areas that include natural areas are located, designed and developed in accordance with principles which protect and enhance the areas' environmental qualities and minimise the City's ongoing management and maintenance requirements.

Discussions with the City of Cockburn have acknowledged the objectives of securing the right planning outcome for the site and understanding the principles of trade-offs with quite constrained sites. Due to the extent of the Conservation Category Wetland across the subject site, the developable area of the site is greatly diminished. Accordingly, this Structure Plan has taken the developability of the subject site and conservation of the wetland into consideration when determining the location and extent of POS whilst attempting to provide a consolidated area of POS. This Structure Plan provides 0.3654 hectares of restricted use POS, being the open space located within the wetland buffer and which represents approximately 18% of the site area, or 30% of the gross subdivisible area. An additional 0.8 hectares or 40% of the site area is set aside for the conservation of the wetland. Together, 1.1798 hectares of land is reserved for Parks and Recreation.

Whilst it is acknowledged that Liveable Neighbourhoods limits the amount of restricted POS which can contribute to the total (2% of the 10% required), it is considered that the variation is appropriate in this instance as:

- A substantial portion of encumbered POS is provided, being the equivalent of 18% of the overall site area;
- The land is surrounded by already substantial areas of open space including the Beeliar Regional Park, Bandar Park and Jubilee Avenue open space, which will provide adequate POS areas for residents within the subject site as well as ovals within the nearby Jandakot Primary School;
- Providing unencumbered POS in addition to the buffer within the site would render the site undevelopable and would not secure the wetland in the ownership and management of the Crown; and
- The POS located within the 50m wetland buffer will be designed and managed with the objective of securing and enhancing the environmental value of the wetland. The detailed design stage of future development will address considerations such as filtering nutrient rich runoff, reducing spread of midgets, weed management, revegetation, reducing spread of rubbish and waste in the wetland area and reducing the outward disturbance of fauna by human activities. To this end, the Structure Plan requires that a wetland rehabilitation and landscaping strategy be prepared and implemented prior to development, to satisfy the requirements of the City's Policy APD20.

It is noted that the City may request cash-in-lieu of POS, however this is considered unreasonable given the comments above.

As the area of restricted POS is a natural area, it is also considered unreasonable to require the developer to develop or contribute to the development of the POS.

Refer to Figure 3 – Public Open Space Plan

5.5 Vehicular and Pedestrian Movement Networks and Access

Access to the site is provided via a 15m wide road reserve ('Road 1') along the southern boundary of the site, as shown on the Structure Plan Map.

KCTT prepared a Transport Impact Assessment and concluded that the intersection with Hammond Road should be limited to Left In Left Out movement only for the following reasons:

- Hammond Road has a significant volume of vehicles on a daily basis and allowing right turning traffic may not meet all Austroads Design Standards;
- The City intends to upgrade Hammond Road to have a dual carriageway and median, potentially by 2017/2018, thereby excluding right turn movements from the subject site within 3 years of starting development on the site;
- KCTT believe the dominant movement from the subject site will be to the south (less than 20%); and

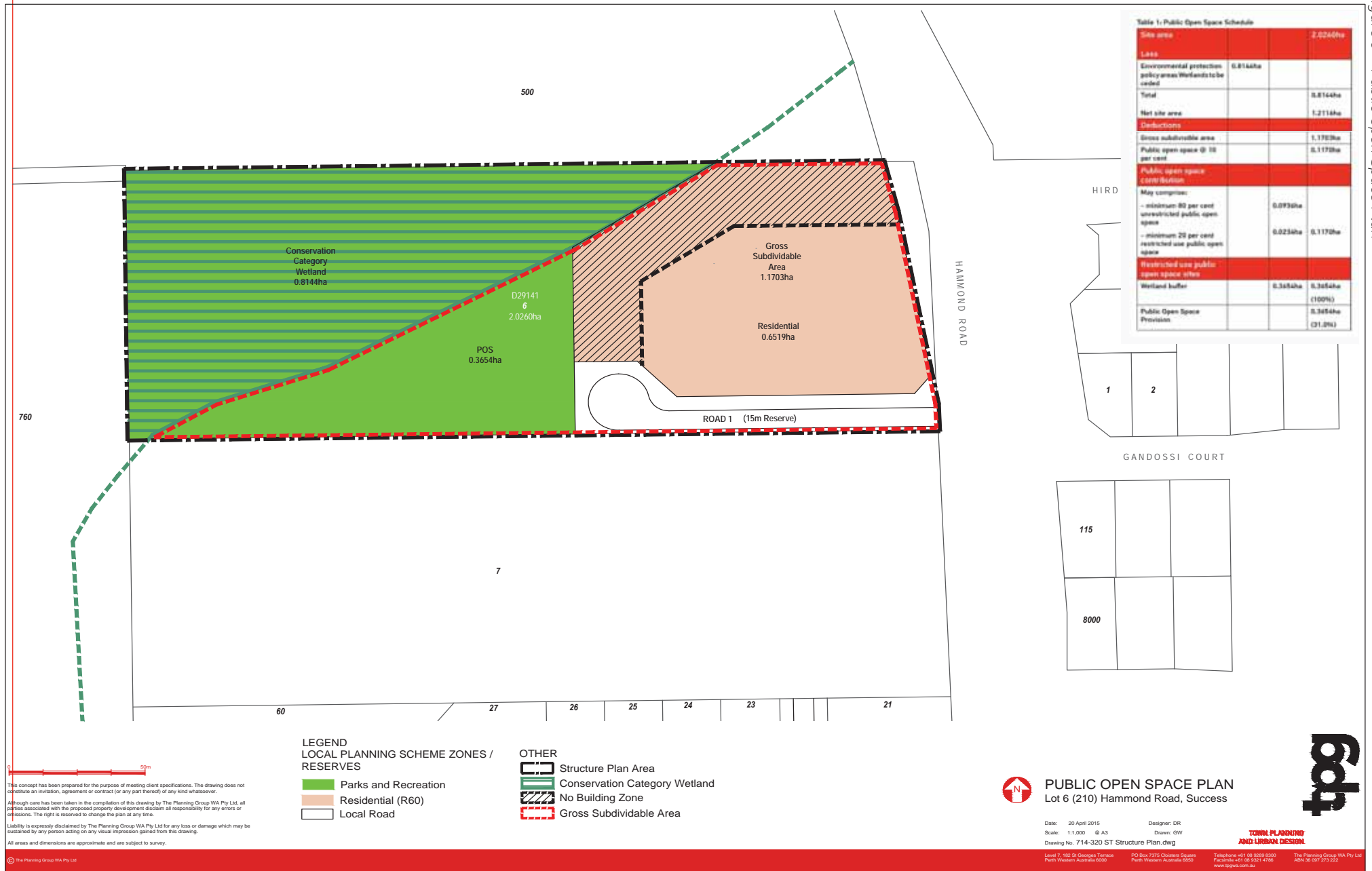


Figure 3 – Public Open Space Plan

- There is insufficient distance between the intersection of the proposed new road and the intersection of Hird Road to generate two right turn deceleration lanes.

KCTT also believe that the peak vehicle volumes from the envisaged development are not high enough to warrant a left turn deceleration lane.

The Structure Plan and Indicative Development Concept remove the existing crossover to Hammond Road and shifts access to the proposed lots to the proposed cul-de-sac road. This hazard is therefore eliminated from this section of Hammond Road. The proposed road will also allow for the movement of service vehicles and makes provision for a footpath to extend along its length.

'Road 1' comprises a 15m wide road reserve in accordance with Liveable Neighbourhoods for short, low volume and low parking demand access streets. It is acknowledged that the proposed road has a reduced road reserve width contained on the subject site of 11.5m, which includes the road pavement of 6m and a footpath on the northern side, with the additional 3.5m contained on adjoining Lot 7. However it is considered that the arrangement can be justified in this circumstance as the proposed road will only be serving one side of the road in the short term and any future development of adjoining Lot 7 will have regard for the need for a 15m road reserve.

The Structure Plan also proposes to extend the existing pedestrian footpath which runs north-east and south of the subject site, in an orderly manner along the southern road that will allow for the eventual connection of the footpath through adjoining Lot 7, thereby improving the walkability and connectivity of the subject site and its future development with the surrounding existing movement network.

The subject site is serviced by public transport with bus stops for two bus routes located within 400m (5 minute walking distance). These bus stops provide connectivity to Cockburn Central Train Station, which is in 15 – 20 minutes walking distance from the subject site.

Refer to Appendix 2 - Transport Impact Assessment

5.6 Engineering Servicing and Utilities

Development Engineering Consultants Pty Ltd prepared an Engineering Servicing Report to address various servicing requirements for the indicative development concept.

The Engineering Servicing Report concludes that the development of the subject site can occur independently with

servicing and infrastructure such as sewer, water supply, gas, electricity and telecommunications being within close proximity to the subject site and able to be extended without significant upgrades.

The Department of Water has advised that a formal Local Water Management Strategy is not required for the preparation of this Structure Plan, however water management issues should be addressed, detailing how stormwater is proposed to be disposed of on-site without interfering, altering or polluting the wetland which covers a portion of the subject site.

As the Development Concept is indicative only and subject to change through Development Applications, preliminary runoff calculations and management are included as part of this Structure Plan. To this end, an Urban Water Management Plan (UWMP) is required as a condition of subdivision.

It is anticipated that the levels of fill will be determined at the time of detailed development, road and drainage design in conjunction with the findings of geotechnical investigations and site survey. This will ensure that subdivision works and eventual development will not interfere, alter or pollute any wetland, watercourse, surface water expression or groundwater in the area, and will be implemented through the UWMP.

Refer to Appendix 3 - Engineering Servicing Report

5.7 Bushfire Management

Bushfire Prone Planning Pty Ltd prepared a Bushfire Management Plan (BMP) to identify the Bushfire Attack Level and provide guidance on how to plan for and manage the potential bushfire threat to the site and its development. The BMP addresses requirements of local government and the responsibilities for both the developers and property owners, and details the specific fire management requirements that will be implemented within the development and design.

Generally speaking, bushfire hazard management of the Structure Plan Area will be controlled by:

- Implementing and maintaining Hazard and Building Protection (low fuel) Zones;
- Maintaining appropriate fire breaks;
- Ensuring building structures comply with construction standards;
- Lodging a Section 70A Notification on the Certificates of Title to alert purchases of land and successors in title of the responsibilities of the BMP; and

- Dwellings will need to maintain a 20m setback to the northern and western lot boundaries as illustrated on the Structure Plan Map ('No Building Zone') to ensure an adequate distance from bushfire hazards.

The BMP concludes that the proposed design of structures and the modification to vegetation are such that with implementation of the BMP, the fire threat to persons and property within the development is reduced.

Refer to Appendix 4 – Bushfire Management Plan

6. Indicative Subdivision and Development Concept

An Indicative Subdivision and Development Concept has been prepared for the subject site and outlines one possible approach to developing the subject site in line with this Structure Plan.

6.1 Indicative Subdivision

The Indicative Subdivision Concept proposes a 2 lot green title subdivision for residential purposes on the eastern portion of the site (3,791sqm and 2,728sqm) and a balance lot for Parks and Recreation to the west of the developable area.

A new 15m wide road reserve is proposed along the southern boundary and a 413sqm portion of the site is set aside for the widening of Hammond Road. Due to the upgrading and widening of Hammond Road, all access to the proposed lots will be via the new road, and the existing crossover removed.

Refer to Figure 4 – Indicative Subdivision Concept

6.2 Indicative Development

The Indicative Development Concept has been prepared in consultation with the City of Cockburn and technical input to demonstrate that the subject site is capable of providing a built form layout that balances conflicting design elements such as orientation, access, parking, wetland conservation, and bushfire safety.

The Concept envisions a yield of 54 multiple dwellings and associated parking over 2 lots bound by the wetland to the north and west, and accessed via the new southern road. This is intended to facilitate the delivery of a range of dwellings positioned adjacent to and oriented towards the proposed area of Parks and Recreation, which will offer a high level of amenity for future occupants. Dwelling

orientation also addresses Hammond Road and the new southern road, whilst optimising the capture of northern sunlight where possible. Areas of parking are limited to the central portion of the site where practical to maximise outlook and interaction with the wetland, with space identified for additional parking if required.

Development is envisaged over two storeys in accordance with the R-Codes for R60. A 4m setback is provided to Hammond Road and the new southern road, which is consistent with the prevailing setback in the area.

The built form layout demonstrates an acceptable bushfire risk by combining fire setbacks with enhanced construction standards. This has allowed the envisaged development to protect the integrity of the wetland by containing the Low Fuel Zone to within the wetland buffer, without requiring the clearing of vegetation within the wetland itself.

To further guide and control development within the Structure Plan area, Detailed Area Plans and an Urban Water Management Plan are required in accordance with Part One, with development giving due regard to the Bushfire Management Plan.

Refer to Figure 5 – Indicative Development Concept

6.3 Interface of Development with Open Space

The Indicative Development Concept shows dwellings oriented towards the open space with raised outdoor living terraces with open fencing and balconies overlooking the wetland to provide resident amenity and an interactive façade whilst maintaining resident safety and security.

Refer to Figure 6 – Open Space Interface Section

Figure 4 – Indicative Subdivision Concept

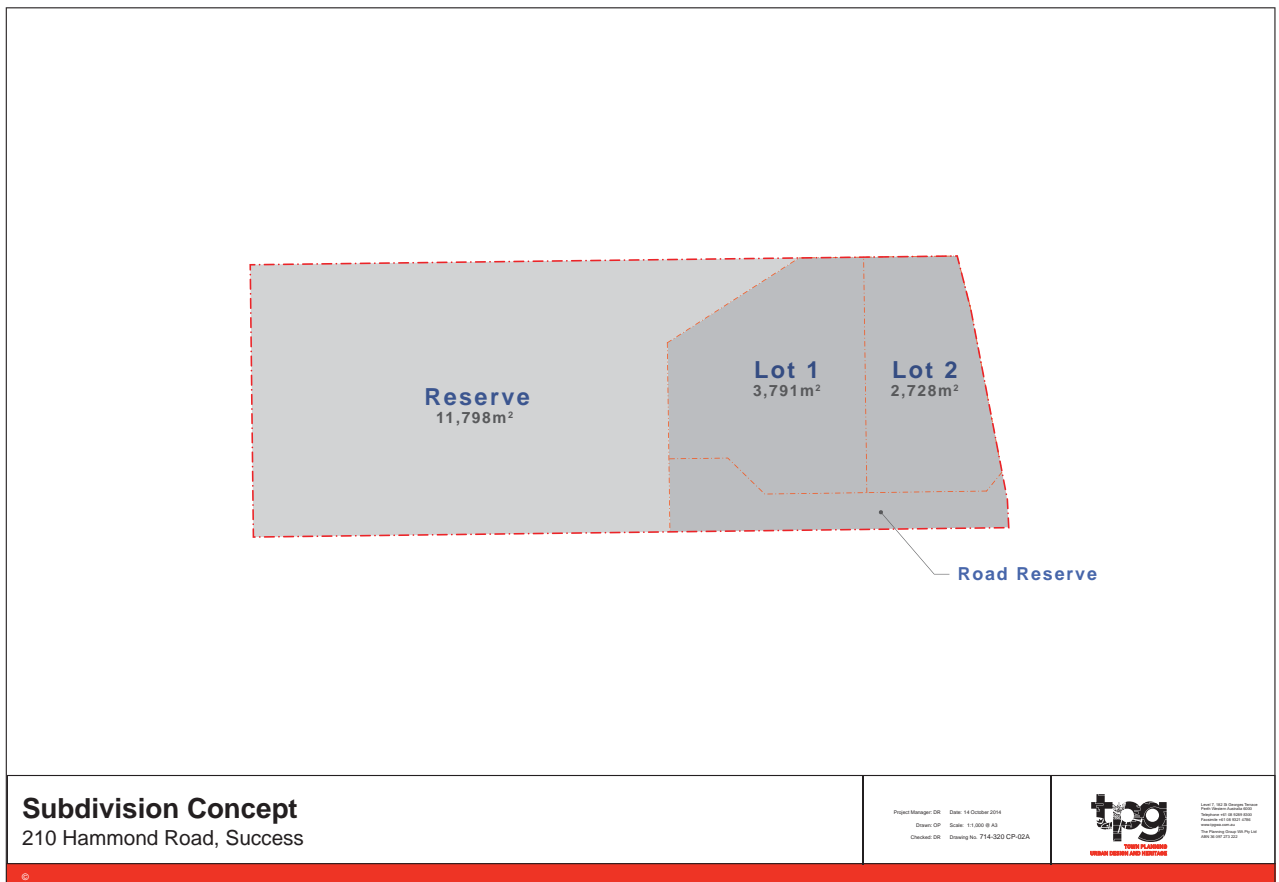




Figure 5 – Indicative Development Concept

Development Concept

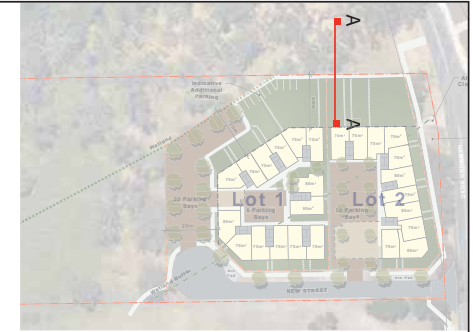
210 Hammond Road, Success

Project Manager: DR Date: 22 April 2015
 Drawn: OP Scale: 1:500 @ A3
 Checked: DR Drawing No: 714-320 CP-01A



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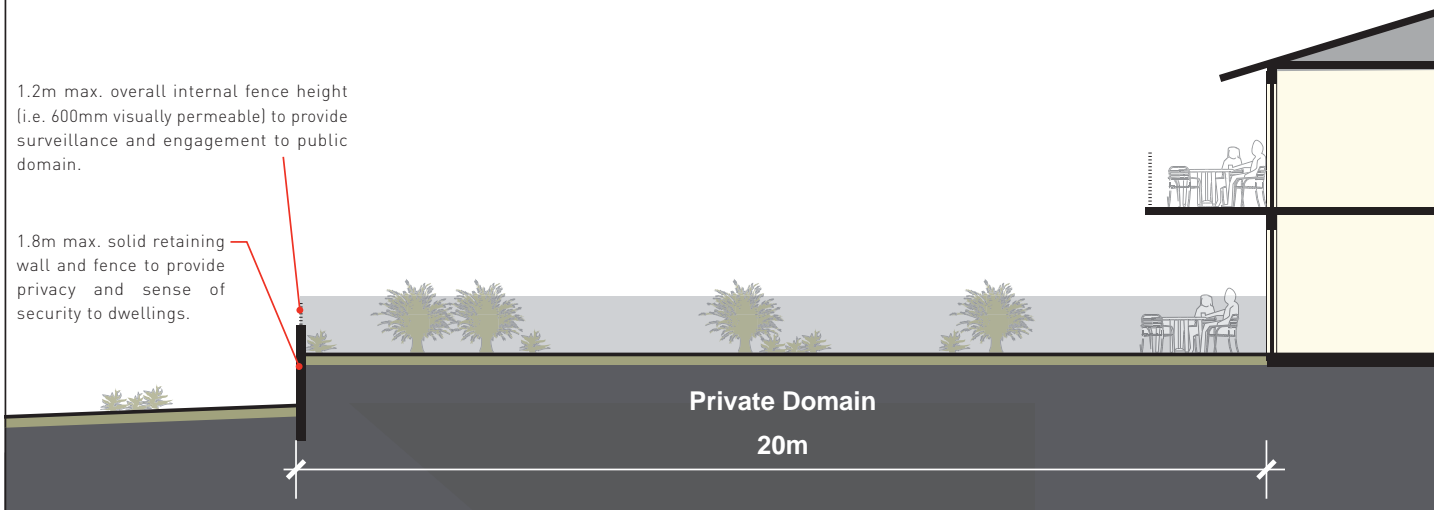
Figure 6 – Open Space Interface Section



SECTION LOCATION PLAN

1.2m max. overall internal fence height (i.e. 600mm visually permeable) to provide surveillance and engagement to public domain.

1.8m max. solid retaining wall and fence to provide privacy and sense of security to dwellings.



SECTION AA DETAIL (1:100)



SECTION AA

Indicative Open Space Interface Section

210 Hammond Road, Success

Project Manager: DR Date: 22 April 2015
 Drawn: OP Scale: 1:1,000 @ A3
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7. Conclusion

This Structure Plan has been prepared under Clause 6.2 of the City of Cockburn Town Planning Scheme No. 3 in order to facilitate the orderly and proper development of Lot 6 (210) Hammond Road, Success. Notable features of this Structure Plan include:

- Protection of the environmental values of the Conservation Category Wetland;
- Provision of diversity in housing choice and size;
- Orientation of development to address both Hammond Road and the southern road, and to take advantage of the adjoining wetland as an area of high amenity;
- Facilitation of passive sustainable design approaches in terms of solar orientation of dwellings;
- Provision for logical connections of pathways and road access;
- Peripheral building protection zones for fire management to the west and north of the dwellings;
- Requirement for localised planning of drainage to manage storm water events in accordance with water sensitive design principles; and
- Provision of large lots to accommodate development flexibility whilst upholding good urban design principles.

This Structure Plan has been prepared in conjunction with the preparation of technical reports referred to above and illustrates the appropriate development potential and land capability of the site.