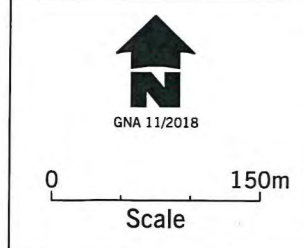
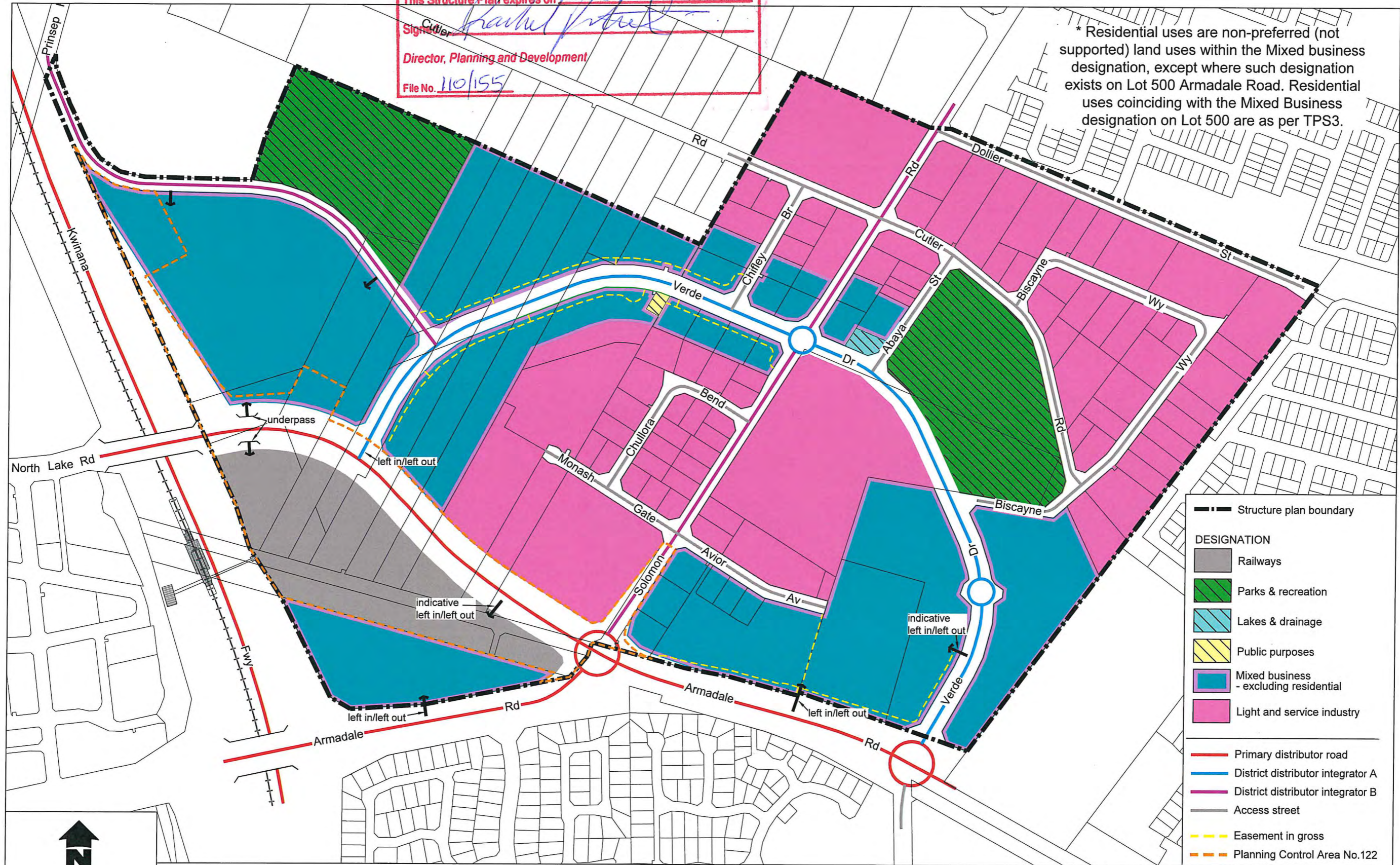


It is certified that this Structure Plan was approved by resolution of the Western Australian Planning Commission on 5/12/2018
 This Structure Plan expires on 15/12/2028
 Signed Rachel [Signature]
 Director, Planning and Development
 File No. 110/155

* Residential uses are non-preferred (not supported) land uses within the Mixed business designation, except where such designation exists on Lot 500 Armadale Road. Residential uses coinciding with the Mixed Business designation on Lot 500 are as per TPS3.



Cockburn Central East Structure Plan Map

PLAN 1
November 2018



City of Cockburn
COCKBURN CENTRAL EAST STRUCTURE PLAN

Document Information

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Prepared by: City of Cockburn

Document status: Final

Version history:

Version	Description	OCM date	Stage
1.0	Draft		Advertising
2.0	Requested Modifications		Final approval

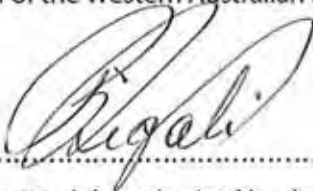
Endorsement page

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

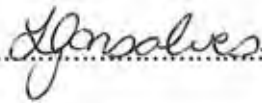
It is certified that this structure plan was approved by resolution of the Western Australian Planning Commission on:

5 December 2018

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

.....5 December 2018.....Date

.....5 December 2028.....Date of Expiry

TABLE OF AMENDMENTS

Amendment No.	Summary of the Amendment	Amendment type	Date approved by WAPC

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EXECUTIVE SUMMARY

This Structure Plan has been prepared to facilitate the planning framework requirements for the Armadale Road and North Lake Road Bridge Interchange Project. Main Roads Western Australia (MRWA) have finalised their design for the significant infrastructure upgrade and extension and as a result the new alignment requires a local planning framework response given the current alignment of Verde Drive identified in the Solomon Road Structure Plan is no longer proceeding. Furthermore, the Structure Plan seeks to address local planning framework planning requirements to guide the subdivision and development of land surrounding the emerging road network upgrades. The major road infrastructure project has also been funded for delivery by announcement as part of the 2017 Federal Budget.

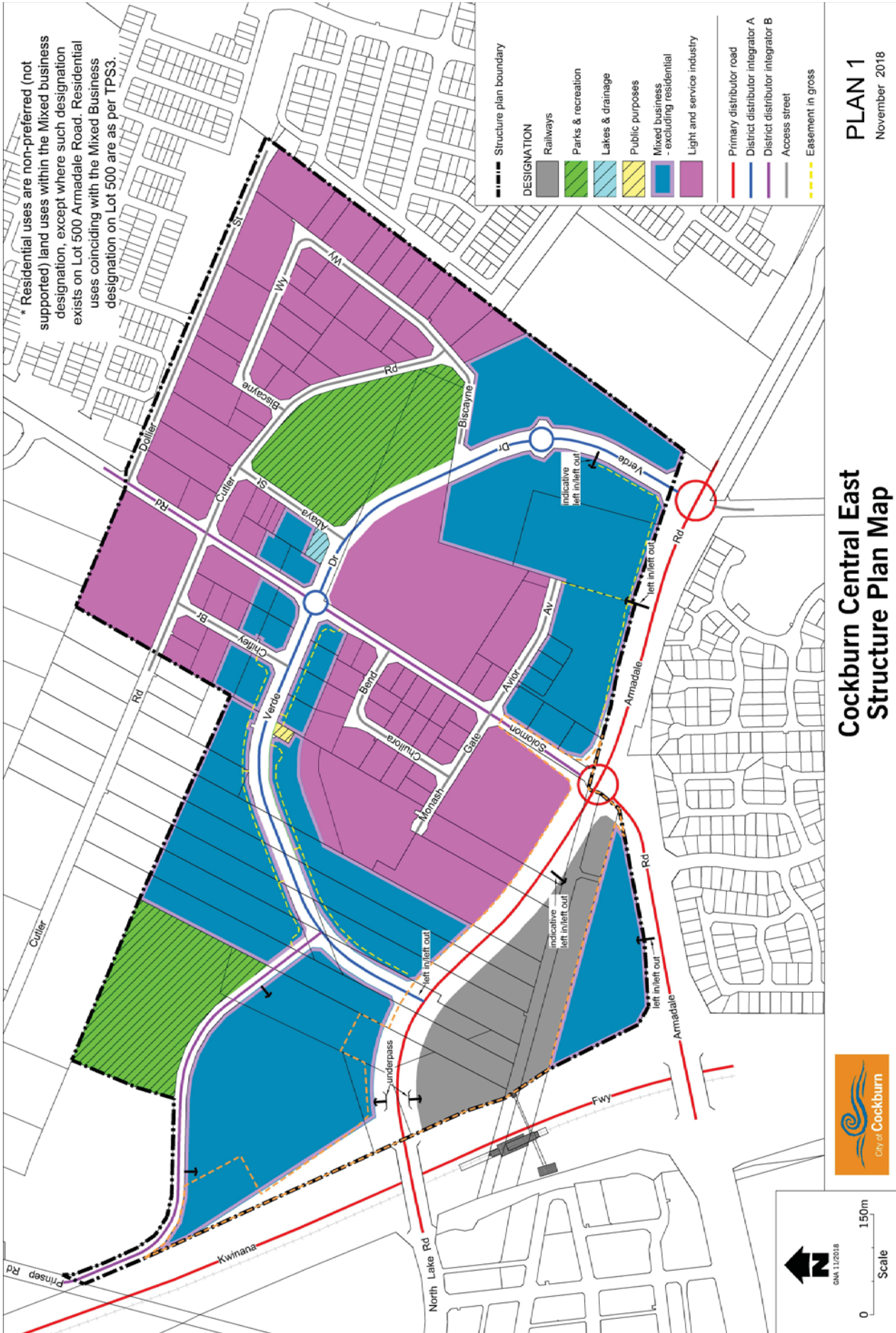
The Structure Plan area covers the land illustrated at the Structure Plan map ([Plan 1](#)). The Structure Plan area is consistent with the boundary of Development Area 20 of City of Cockburn Town Planning Scheme 3 (TPS3) and will replace the Solomon Road Structure Plan currently guiding land use within the area (See [Figure 6](#)). The Structure Plan area is 108.28 hectares however noting land use changes predominantly relate to a significantly smaller area within the western portion of the Structure Plan area ([Table 1](#)).

The primary objectives of the Structure Plan are to:

- Provide direction for future land use planning and the local road network needs as a result of the realignment and connection of Armadale Road and the North Lake Road Bridge, and its associated freeway interchange;
- Provide for the long-term Cockburn Train Station commuter car parking requirements for the Public Transport Authority;
- Promote accessibility to the Cockburn Train Station for the Structure Plan area and the growing urban corridor to the east of Cockburn Central;
- Promote the transition of key areas within the structure plan area into a mixed use transit oriented development;
- Retain and foster employment use over residential use, and;
- Identify staging requirements for short, medium and long term strategic planning land use needs within the immediate vicinity of the Cockburn Train Station, within the core area of the Cockburn Central Activity Centre.

Table 1: Structure Plan Area

	Existing	Proposed	Difference
Parks and Recreation	18.717	10.075	-8.642
Lakes and drainage	0.1308	0.1308	0
Public purpose	0.0619	0.0619	0
Mixed business	24.5233	37.5219	12.9986
Light and service industry	47.4894	34.7113	-12.7781
Railway	4.0335	6.1442	2.1107
Total	94.9559	88.6451	-6.3108
Total structure plan area	109.1808	108.2888	-0.892



PART ONE: IMPLEMENTATION

1 STRUCTURE PLAN AREA

The Structure Plan applies to Development Area 20 of TPS3. The Structure Plan area is identified on the Structure Plan map (Plan 1) and is generally bound by the Kwinana Freeway, Armadale Road, Cutler Road and the western edge of the Banjup residential estate.

2 OPERATION

The Structure Plan shall come into operation when the Structure Plan is approved by the Western Australian Planning Commission (WAPC).

3 STAGING

Prior to the completion of the Armadale Road and North Lake Road Bridge Interchange Project, the infrastructure and road upgrades, and related matters identified in Table 2 are anticipated to be completed.

4 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

4.1 LAND USE DESIGNATIONS AND PERMISSIBILITY

Land use permissibility within the Structure Plan area shall be in accordance with the Structure Plan map (Plan 1) and its land use designations. Land use permissibility for each land use designation is as per the equivalent named zone and reserve within TPS3 except for the following:

Residential uses are non preferred (not supported) land uses within the Mixed business designation, except where such designation exists on Lot 500 Armadale Road. Residential uses coinciding with the Mixed business designation on Lot 500 are as per TPS3.

There is to be a primary presumption in favour of retaining and fostering employment use over residential use.

Residential use may be contemplated if it can be appropriately demonstrated that residential use will achieve the following outcomes:

- Support economic activity in the Cockburn Central Activity Centre;
- Is an appropriate component of a mixed use development;
- In respect of health and amenity, will not adversely impact, or be adversely impacted by existing, proposed or planned land uses on the subject development site and in the wider locality;
- The development will be of suitable density, design, form, height and scale, which responds to the applicable WAPC and City of Cockburn planning policies, and;
- The land use designation of the land under the Metropolitan Region Scheme (MRS) and the Structure Plan provides for residential uses (if, respectively, the land is zoned Urban and designated Residential).

An amendment to the Structure Plan that contemplates amending land use permissibility for residential uses is contingent upon the MRS first being amended to Urban (currently zoned Industrial except for Lot 500 Armadale Road). The MRS amendment will need to consider the form and function of the Cockburn Central Activity Centre at that point in time and address the adequacy and provision of employment land for the South West region and the locality, recognising the objectives of the operative strategic planning framework.

Table 2 – Staging and implementation requirements

	Item	When	Who	Section
1	Public access easement along the northern frontage of Armadale Road between Solomon Road and Verde Drive to integrate with the new Armadale Road alignment and intersections.	Subdivision stage for Armadale Road and North Lake Road Bridge Interchange Project.	MRWA	7.1
2	Construction of southern extension to Prinsep Road.	Prior to completion of the Armadale Road and North Lake Road Bridge Interchange Project.	"LandCorp" and "the D'Amatos" as per Deed of agreement dated 11 June 2004 requiring the upgrade of Prinsep Road.	7.1
3	Construction of Verde Drive between new Armadale Road alignment and Solomon Road.	Prior to completion of the Armadale Road and North Lake Road Bridge Interchange Project.	Landowners within the alignment (provision of land within easement) and the City of Cockburn (cost of construction).	7.5.1
4	Consolidate all Public Transport Authority commuter car parks into the newly created precinct to the east of the Cockburn Train Station.	Prior to/concurrently with the completion of the Armadale Road and North Lake Road Bridge Interchange Project	PTA to prepare subdivision and development application(s) that address the requirements in Table 3 .	Table 3 and 6.3

4.2 SUBDIVISION AND DEVELOPMENT OF LAND

4.2.1 ARMADALE ROAD AND NORTH LAKE ROAD BRIDGE INTERCHANGE PROJECT

As a result of the Armadale Road and North Lake Road Bridge Interchange project, the WAPC and MRWA in conjunction with other stakeholders will undertake land amalgamations to address the severing of lots and acquisition of land required as a result of the new road alignment. A Planning Control Area (PCA) is in place over the area affected by the realignment, providing the mechanism for acquisition of land.

Properties abutting Armadale Road will not have access to Armadale Road other than that permitted by MRWA.

4.2.2 MINIMUM LOT SIZE WITHIN THE MIXED BUSINESS ZONE

Subdivision should be based on a minimum lot size of 2,500 square metres for the subdivision and development of land designated Mixed business, in order to facilitate long-term land use transition potential. The objective of the minimum lot size is to provide sufficient land area to provide for functional land use options that can evolve over time. This minimum lot size is deemed suitable for a range of warehouse, office, and light and service industrial development in the short to medium term, as well as the option to evolve to mixed use development in the long term.

4.2.3 PUBLIC TRANSPORT AUTHORITY (PTA) COMMUTER CAR PARK - SUBDIVISION AND/OR DEVELOPMENT APPLICATION REQUIREMENTS

Any subdivision and / or development application for the creation of the PTA commuter car park precinct should address the requirements identified within [Table 3](#). Further information regarding the precinct is provided within [Section 6.3](#) (Part 2).

4.2.4 PRESENCE OF BANKSIA WOODLAND OF THE SWAN COASTAL PLAIN

Within the Structure Plan area is Commonwealth listed threatened ecological community 'Banksia Woodland of the Swan Coastal Plain'. Therefore any subdivision and / or development application that will necessitate the clearing of land may be subject to obligations under the Environmental Planning and Biodiversity Conservation Act 1999. See [Section 5.1](#) (Part 2) and the Flora and Fauna Level 1 Survey at [Appendix 2](#) for further details.

4.2.5 PROXIMITY TO JANDAKOT AIRPORT

In the event that sensitive land use is proposed by way of a subdivision and / or development application, in accordance with State Planning Policy 5.3 Land Use Planning in the Vicinity of Jandakot Airport, consideration is to be given to the imposition of a condition on the certificate of title of the subject land advising of the potential for noise amenity impact associated with the operations of Jandakot Airport.

Table 3 - PTA commuter car park precinct subdivision and/or development application requirements

Requirement	Intent/functional requirements
<p>A concept plan demonstrating staging options for the transition of the precinct over the long term to accommodate mixed use development.</p>	<p>The application for the PTA commuter car park should be accompanied by a concept plan that illustrates an example configuration option for the transition of the precinct to mixed use. The concept plan should illustrate the manner mixed use development can front Knock Place and the new public amenity area while addressing the primary function of priority access for all transit modes to and from the Cockburn Train Station.</p> <p>A key outcome sought is how to deliver mixed use development and concurrently consolidate car parking while providing for access needs.</p>
<p>A public amenity area of a similar size, scale and development to the Cockburn Town Centre.</p>	<p>The application for the PTA Commuter car park should provide:</p> <ul style="list-style-type: none"> • A suitable pick up and drop off area for commuters. • Quality design and amenity levels appropriate for a transit oriented development in a town/activity centre environment. • Suitable connection with the Cockburn Train Station entrance and cycle and pedestrian path network. • Landscaping proposals to: <ul style="list-style-type: none"> • Include suitable mature tree plantings commensurate and appropriate with the scale of the precinct. • Address the interface between the public space and car parking areas. • Address the drainage requirements set out within the Local Water Management Strategy (LWMS) at Appendix 3.
<p>Road network connections</p>	<p>The application for the PTA commuter car park should provide:</p> <ul style="list-style-type: none"> • Suitable internal road movement network to connect with the ingress and egress points into the precinct and upgraded to a local road standard. • Evidence of the opportunities to realign Knock Place along the northern boundary of Lot 500 Armadale Road. <p>The required internal road / movement network connecting the underpass with Prinsep Road should be constructed concurrently with the construction of the PTA commuter car park precinct.</p>
<p>Integrated and connected pedestrian and cycle path network</p>	<p>The application for the PTA commuter car park should provide:</p> <ul style="list-style-type: none"> • Pedestrian and cycle path connections with the wider network via the ingress and egress points into the precinct. • Suitable mature tree plantings along the pedestrian and cycle path network.

4.2.6 LOT 500 ARMADALE ROAD - PROVISION OF RESIDENTIAL DEVELOPMENT

Any subdivision and/or development application proposing residential development on Lot 500 shall address the requirements of:

- State Planning Policy 5.4 Road and Rail Transportation Noise and Freight considerations in Land Use Planning.
- State Planning Policy 5.3 Land Use Planning in the Vicinity of Jandakot Airport.
- The City of Cockburn Noise Attenuation Policy 1.12.
- The Environmental Protection Authority Guidance for the Assessment of Environmental Factors No. 3 June 2005.
- The Bushfire Management Plan prepared by Bushfire Prone Planning (Dated 21 September 2018) at [Appendix 5](#).

Residential development may be the subject of impacts from aircraft transport and the activities undertaken in the industrial area north of Armadale Road. These impacts (noise, dust, odour, vibration, light) may give rise to separation of sensitive residential land uses and / or measures to mitigate the identified impacts.

4.2.7 DEVELOPER CONTRIBUTIONS

The western portion of the Structure Plan area as depicted in [Figure 5](#) is subject to the requirements of Development Contribution Area (DCA) 8. Landowners within DCA 8 shall make a proportional contribution to the cost of common infrastructure for the Solomon Road Arterial Drainage System. The recommendations of the Local Water Management Strategy (LWMS) at [Appendix 3](#) supporting this Structure Plan details no change or implications for DCA 8. Rather the requirements of the LWMS and subsequent Urban Water Management Plan (UWMP) are required in addition to the requirements of the arterial drainage system within DCA 8 as established within the Solomon Road Structure Plan (now superseded by this Structure Plan).

4.2.8 WETLAND MANAGEMENT PLAN

Any subdivision and/or development application for Lot 800 and/or Lot 802 Prinsep Road shall be supported by a wetland management plan for Lot 802 Prinsep Road.

4.2.9 ACID SULPHATE SOILS

The Study Area is mapped as mostly having a moderate to low risk of Acid Sulphate Soils (ASS) occurring within 3 m of natural soil surface or deeper, with hotspots of high to moderate risk in the north-eastern and north-western portion of the Study Area. The ASS map is shown on [Figure 4](#) in [Appendix 3](#). The LWMS recommends that an Acid Sulphate Soil investigation be undertaken across the site prior to construction activities and if required an Acid SULPHATE Soils and Dewatering Management Plan (ASSDMP) be prepared for the site prior to construction works.

4.2.10 NOISE SENSITIVE DEVELOPMENT

Any subdivision and/or development application proposing sensitive land uses in the Structure Plan area, noting these are non-preferred, must address the requirements of State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning.

4.2.11 BUSHFIRE MANAGEMENT

This Structure Plan is supported by a Bush Fire Management Plan (BFMP) at [Appendix 5](#), including a Bushfire Hazard Level (BAL) Assessment.

Any land falling within 100 metres of a bushfire hazard identified in the Bushfire Hazard Level Assessment (BAL) is designated as a Bushfire Prone area for the purpose of the Building Code of Australia.

Subdivision and development shall be in accordance with the requirements of the BFMP (Bushfire Prone Planning, September 2018). However it is recognised that a significant part of the Structure Plan area is already developed and that the future subdivision of lots located towards the freeway are unknown. As a result subsequent subdivision and development applications should address the BFMP at [Appendix 5](#) and undertake further detailed bushfire assessments as required to identify BAL ratings for lots yet to be identified.