

- LEGEND**
- . - . - Structure Plan Boundary
 - 'Regional Centre'
 - R Codes
 - Primary Regional Road
 - Other Regional Road
 - Local Road
 - Rail Line
 - Existing Development
 - Indicative Town Square
 - Existing Main Street
 - Proposed Main Street
 - Driveway (D#)
(* Indicative Driveway Location)
 - Bus Route / Stop
 - Proposed Bus Stop
 - Principal Shared Path
 - Pedestrian / Cycle Route
 - P Future Pedestrian Footbridge

It is certified that this Structure Plan Amendment was approved by resolution of the Western Australian Planning Commission on 31/3/2020

This Structure Plan expires on 31/3/2030

Signed [Signature]
 Director, Planning and Development

File No. 110/006 Amendment 1

Plan 1 - Gateways Precinct Local Structure Plan - Amendment 1

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Gateways Precinct Local Structure Plan Amendment No.1

March 2020 | 712-281A



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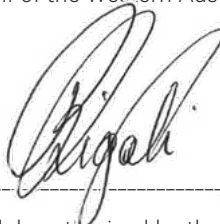
Endorsement Page

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

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

31 March 2020

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

1 May 2020


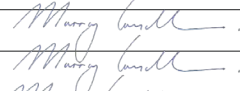
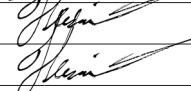
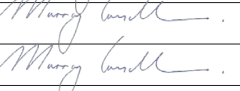
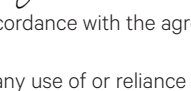
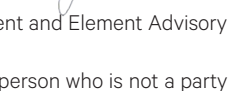
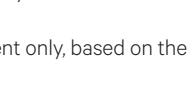
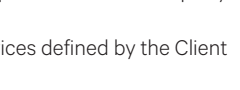
Date

31 March 2030

Date of Expiry

**This document acts to amend the Gateways Precinct
Local Structure Plan. In the event of any inconsistency with
the original structure plan, this amendment prevails.**

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Issue	Date	Status	Prepared by		Approved by	
			Name	Initials	Name	Initials
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2	08.10.2019	Draft	James Lewisson		Murray Casselton	
3	09.10.2019	Draft	James Lewisson		Murray Casselton	
4	06.03.2020	FINAL	James Lewisson		Murray Casselton	

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Executive Summary

This structure plan amendment request (structure plan amendment) has been prepared by Element Advisory Pty Ltd on behalf of The Perron Group and seeks to amend the operational Cockburn Gateways Structure Plan encompassing Lots 202, 203, 800 and 806 Beeliar Drive, Success. The Gateways Precinct is a highly prominent location within the Perth Metropolitan Region where it forms a vibrant activity centre and along with other precincts of the Cockburn Central area it contains a number of entertainment, residential and civic functions. The subject site is strategically located having excellent public transport access, strong vehicle linkages, within close proximity of the Perth CBD, the Kwinana Freeway as well as Fremantle and coastal areas to the west.

This structure plan amendment aligns with the overall strategic intent for the area, and ties seamlessly into the planning framework over the site including the Cockburn Central Activity Centre Strategy 2016 and the relevant City of Cockburn planning instruments and controls.

This proposed structure plan amendment has been written in accordance with the Western Australian Planning Commission guidelines for the format, preparation and lodgement of structure plans under the Planning and Development Regulations 2015.



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**PART ONE -
IMPLEMENTATION**

1. Implementation

1.1 Preamble

This structure plan amendment request (structure plan amendment) has been prepared by Element Advisory Pty Ltd (**element**) on behalf of The Perron Group (Perron Group) and seeks to amend the operational Gateways Precinct Local Structure Plan (the structure plan) encompassing Lots 202, 203, 800 and 806 Beeliar Drive, Success (the subject site). The Gateways Precinct is a rapidly developing location within the Perth Metropolitan Region where it forms a vibrant activity centre and along with other precincts of the Cockburn Central area contains a number of entertainment, residential and civic functions. The subject site is strategically located having excellent public transport access, strong vehicle linkages, within close proximity of the Perth CBD, the Kwinana Freeway as well as Fremantle and developing coastal areas to the west.

This structure plan amendment aligns with the overall strategic intent for the area, and ties seamlessly into the planning framework over the site including the Cockburn Central Activity Centre Strategy (CCACS) and the relevant City of Cockburn (the City) planning instruments and controls.

This proposed structure plan amendment has been written in accordance with the current Western Australian Planning Commission (WAPC) guidelines for the format, preparation and lodgement of structure plans under the Planning and Development Regulations 2015 (the Regulations).

The content and level of information provided herein has been the subject of liaison with officers from the Department of Planning, Lands and Heritage (DPLH), who under the Regulations now act as the assessing and approving entity. Noting the history of the planning relating to the site and the previous 'Stage 3' structure planning process, the concerns that the City and various referral agencies had previously expressed have largely been resolved to the satisfaction of all stakeholders, and accordingly the following structure plan amendment document reflects the level of detail that is now required under the Regulations and that might typically be provided in a minor structure plan amendment of this scale.

1.2 Structure Plan Amendment Area

This structure plan amendment relates to Lots 202, 203, 800 and 806 Beeliar Drive, Success (the subject site). It is considered that this structure plan amendment can be considered simultaneously for all lots making up the subject site on the basis of their common ownership, abutting boundaries, and the high level of integration between the sites. The subject site is also referred to as being part of the 'Gateways Precinct' within the CCACS. In terms of broad context, the subject site is in close proximity to the Cockburn Central Train Station, being immediately south of the Cockburn Central Town Centre and in close proximity to the Kwinana Freeway and Beeliar Drive which forms a connection west through to the coast and east to Armadale via Armadale Road.

Refer to Figure 1 - Aerial Plan

1.3 Operation

This structure plan amendment seeks to amend the endorsed Gateways Precinct Local Structure Plan 2012 (as amended) with the proposed variations coming into effect on the **31 Mar 2020** being the date of approval by the WAPC.



Figure 1. Aerial Plan

1.4 Staging

As a structure plan that has been operational for a number of years and approaching completion of the Stage 3 areas, staging considerations are not relevant to this amendment as it relates to a greater development stage covering the overall structure plan area. All necessary major infrastructure, services and roads are already in existence within the structure plan area, with additional servicing and capacity to support future staging explored in the servicing section of this report. Detailed resolution of development staging will form part of later planning and development application stages, and will relate primarily to construction and supporting infrastructure staging. Nevertheless, an indicative staging plan is provided in Part 2 of the structure plan amendment.

1.4.1 Local Commercial and Activity Centre Strategy

All staged development applications shall be supported by an assessment that addresses the LCACS 2012 “Significant Development Application Criteria”.

1.5 Proposed Structure Plan Amendment

A number of proposed changes to the approved structure plan are included within this report. To assist in this regard, all proposed structure plan changes have been tabulated into a consolidated format and are included within the modified provisions table provided at Appendix 1, while all graphical amendments are reflected on Plan 1 – Structure Plan Map.

In the event of any inconsistency with the original structure plan, this amendment prevails.

Refer to Plan 1 - Structure Plan Map and Appendix 1 – Structure Plan Modified Provisions Table.

1.6 Floor Space

This structure plan amendment allows for an upper floor space expansion of 90,000m² for retail expansion and 20,000m² for non-retail uses (a total of up to 110,000m² of floor space). To provide for any additional floor space beyond this amount will require a further structure plan amendment with accompanying justification, inclusive of a traffic impact assessment report.

1.7 Land Use Permissibility

Land use permissibility within the Structure Plan area shall be in accordance with the ‘Regional Centre’ Zone requirements under Table 1 and as detailed in Clause 3.3.2 of the LPS 3, except where varied below:

Table 1 - Land Use Permissibly

Use Class	Use Permissibility
Entertainment – Fast Food Outlet	P
Entertainment – Small Bar	P

1.8 Residential and Mixed Use (with a residential component) Development Requirements

In accordance with the R-ACO density coding displayed on Plan 1 - Structure Plan Map, (generally at the northern end of the structure plan area and straddling the main street) development that proposes stand-alone residential land uses or residential land uses in combination with other permissible land use shall be assessed against State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Volume 2) and the applicable local planning framework.

The primary controls for residential and mixed use development in the structure plan area are detailed in Table 2 below.

Table 2 - Primary Controls for Residential Development

Primary Control Description	Structure Plan Area Designation
Building height (storeys)	27
Boundary wall height - towers to ground level (storeys)	27
Podium wall height (storeys)	6
Minimum primary and secondary street setbacks	Nil
Minimum side setbacks	Nil
Minimum rear setback	Nil

1.8.1 Projected Dwelling Yield

It is anticipated that up to approximately 1,000 dwellings will be developed in the Gateways Precinct.

1.9 Access and Car Parking

Access to the subject site will remain as per the existing access points, being two access points off Beelias Drive and two off Wentworth Parade, with an additional access point to be created on Wentworth Parade roughly in line with Everard Close to assist in effective vehicle movement into the parking areas.

New car parking areas will be a combination of at grade, below and above grade car parking to maximize the efficient use of the land and provide the greatest convenience to patrons of the centre, with a focus on providing easy and equitable universal access. New car parks shall be designed to ensure slow speeds and create an environment of pedestrian priority and safety.

In particular, the main street extension and associated public realm is to be designed with a high standard of public amenity and urban design, with this to be achieved through the following key elements, including:

- Identifying new convenient locations to enable drop off and pick up of visitors and workers by private vehicles and taxis along the extended main street with provision for universal access.
- Continuing to manage and actively influence traffic behaviour and speed along the main street to provide greater confidence and safety to pedestrians and cyclists that utilise the main street extension component of any new development stages, building on the design characteristics and success of the Stage 3 elements.
- Expanding the use of shared surfaces, raised plateaus, on-street parking, street trees and built form, and other traffic management devices to lower through traffic speeds and raise driver awareness of pedestrians utilizing the main street environment, noting the dual sided nature of the connection will result in additional pedestrian crossing movements.
- Ensuring that the main street extension is suitably designed to continue to accommodate public transport in the form of buses utilizing the agreed transport routes. The design will continue to provide an attractive, high quality and safe environment for public transport users.

1.9.1 Transport Impact Assessment Report

Notwithstanding the Transport Impact Assessment Report provided at Appendix 2, a detailed transport impact assessment is required to support any future major development application on the subject site.

The Transport Impact Assessment will be required to demonstrate that the combined form of any future development is capable of being serviced by the transport network including any future network upgrades.

1.9.2 Public Domain and Access Plan

The landowner shall prepare to the satisfaction of the City, a Public Domain and Access Plan (PDAP) or if required an updated PDAP for each subsequent stage of development proposal.

The PDAP shall:

- relate to all existing and proposed thoroughfares, footpaths, directional signage, landscaping areas and public spaces within and interfacing with the structure plan area, including the Beelias Drive interface;
- provide for the integration and provision of the above referenced elements in relation to the existing and proposed pedestrian, bicycle, bus and vehicle networks, routes and stops, within and interfacing with the structure plan area and to the Beelias Drive interface;
- demonstrate a shift away from a car park dominated environment in favour of integrating the existing and planned land use/built form with the needs of pedestrians, cyclists and supporting bus routes and bus stops; and
- have due regard to the objectives and relevant provisions of State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP 4.2).

All staged development applications shall be supported by an assessment that demonstrates the requirements and deliverables of the PDAP, as relevant to that stage.

1.9.3 Parking Management Plan

In conjunction with the PDAP the landowner shall prepare to the satisfaction of the Council, a Parking Management Plan (PMP) or if required an updated PMP for each subsequent staged development proposal.

All staged development applications shall be supported by an assessment that demonstrates the requirements and deliverables of the PMP, as relevant to that stage.

1.9.4 Easement in Gross for public transport corridors

An easement in gross is to be provided for the bus corridor that contains the internal main street road and associated connecting internal road system (Driveways 1, 2 and 3) within the Gateway Shopping Centre to provide connections to Wentworth Parade and Beeliar Drive to the satisfaction of the City and the WAPC. The easement over Driveway 2 is to be maintained until such time as the Driveway 3/Wentworth Parade intersection is signalised at which time this section of the easement can be removed. The easement is to allow for further redevelopment and alteration of the easement area, with appropriate planning approvals from the City and the WAPC first being obtained.

1.9.5 Pedestrian Bridge over Beeliar Drive

Contingent upon the expansion of floor space of 90,000m² for retail uses and 20,000m² for non-retail uses (i.e. a total of 110,000m² of floor space) on the subject site - will be the provision of a universally accessible pedestrian bridge to be constructed across/over Beeliar Drive connecting the Gateways Precinct with the Cockburn Town Centre Precinct, at or near Linkage Avenue.

The trigger for the construction and provision of the pedestrian bridge will be when the floor space (retail and non-retail uses) on the subject site exceeds 69,000m² NLA - which represents a cumulative additional increase in floor space on the subject site of approximately 10,000m² NLA.

The bridge shall demonstrate and be designed to respond to the following criteria:

- Universal accessibility;
- Openness and transparency;
- Provide for legibility of circulation;
- Connects seamlessly with the road reserve and built form;
- Architecturally and aesthetically pleasing, durable and of high quality, low maintenance materials and finishes;
- All weather conditions; and
- Safety and Security.

In respect of the above criteria, the development application is to include evidence of the prior consultation and outcomes of that consultation with the relevant stakeholders including the City and MRWA.

1.10 Uses and Diversity

The range of higher order goods and services to be provided within the centre will be expanded, and with the more traditional uses will come a wider range of retail, commercial and entertainment uses within the shopping centre proper, with the consideration of other 'mixed use' activities to the north of the main street.

As noted previously, the main street is a key feature of the success of the existing Stage 3 development, and any extension to the main street is to be designed with the same high standard of public amenity, architecture and urban design, with this to be achieved through the following key elements, including:

- Incorporating a diverse range of attractor tenants to the main street extension, with high visitation rates that encourage people to utilise the main street on a regular basis.
- Maximising the extent of any direct retail street-frontage along the main street to stimulate pedestrian activity.
- Incorporation of additional street-frontage retail on both sides of the main street to encourage people to cross from one side to the other.
- Expanding the range of uses within the centre and the main street that generate activity outside normal business hours including potential hospitality and entertainment venues, community facilities, gymnasiums, and indoor recreation facilities so as to generate additional evening and weekend activity and reinforce the role of the centre as a regional destination.
- Continuing to ensure that buildings accommodate ground floor uses that interact with the public realm along the main street, through both design and targeted leasing strategies.

Currently under consideration for inclusion within the tenancies of the future stages of development are a wide range of entertainment, commercial and retail uses that will be refined into a formal retail concept plan and ultimately form the basis for future planning processes.

1.11 Pedestrian Movement and Amenity

As per the existing Stage 3 development, a continuous footpath is to be provided along the accessible exterior building edges, other than where a loading bay abuts the building or where a vehicle crossover is present. Additionally, the key principles of the Stage 3 development are to be expanded throughout new development stages including:

- The provision of convenient, safe and direct pedestrian access to be provided, with buildings and streets to be well lit to encourage safe use after hours. The built form and public realm along the Beeliar Drive frontage is to provide well integrated, safe and legible access to a pedestrian bridge crossing that will provide mid-block access into the subject site from the north side of Beeliar Drive.
- The main street extension is to be designed to a high standard of public amenity, including:
 - Providing an obvious and direct pedestrian route along the main street, with appropriate activation and casual surveillance of public areas.
 - Providing continuous paved surfaces of sufficient width along the main street integrated with the prioritised pedestrian connections to enable equitable and universal access and to encourage 'cross patronage' of main street retail and other uses.
 - Providing shade and shelter for pedestrians along the full extent of the main street.
 - Employing Crime Prevention Through Environmental Design (CPTED) principles to create a safe and well-lit pedestrian environment with good surveillance along the main street, with particular emphasis placed upon night time hours.
 - Providing integrated resting opportunities for pedestrians along the main street such as bench seats or other street furniture and landscape elements that encourage sitting in the public domain as an extension of the existing high quality streetscape design.

1.12 Landscaping

Landscaping of the centre will build on the principles of the Stage 3 development, and incorporate a range of high quality hard and soft landscaping to the public realm, exterior areas, pedestrian linkages and car parking areas. Further detail relating to landscaping specifics will form part of future planning processes and conditions of approval.

1.13 Urban Water Management Plan (UWMP)

An updated UWMP shall accompany all staged development applications.

1.14 Infrastructure and Servicing

Existing servicing infrastructure is already in place for the subject sites, and given the evolving nature of the Cockburn Central area and the changing capacity in the networks as more demand and upgraded infrastructure comes online it is appropriate that any detailed analysis of the servicing infrastructure required to accommodate the proposed expansions should form a part of future planning processes, once detailed design relating to expected demand can be more accurately projected. It is anticipated that if upgrades to infrastructure or connections to the subject sites are required they can be undertaken at that time.

Based on the analysis of the availability of key services to the site in the existing structure plan document, it is not anticipated that servicing considerations will be a significant impediment to future development of the site.

1.14.1 Developer Contributions to Infrastructure

The landowner of the Shopping Centre [Perron Investments Pty Ltd] ('Perron') will fund in its entirety during the future construction of the Shopping Centre:

- A pedestrian bridge over Beeliar Drive, landing in the vicinity of Linkage Avenue.
- The signalisation of Beeliar Drive and Driveway 3 as shown on the Transport Impact Assessment Report.
- The extension of the third lane in Beeliar Drive eastbound east of Poletti Road to provide three through lanes at Beeliar Drive – Wentworth Parade as shown in the Transport Impact Assessment Report.
- Minor modifications to the Beeliar Drive – Midgegooroo Avenue signalised intersection as shown in the Transport Impact Assessment Report.



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Plan 1 - Gateways Precinct Local Structure Plan - Amendment 1

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**PART TWO -
EXPLANATORY
REPORT**

2. Explanatory Report

2.1 Preamble

The purpose of Part Two of this report is to support the structure plan amendment request operational elements contained in Part One by providing the planning background and explanatory guiding information used to prepare the structure plan amendment and inform the controls detailed in Part One. The following information is directly relevant and is deemed to be more than sufficient to support the structure plan amendment for the subject sites and provide further information to assist decision-making noting that an increased level of detail will be required through future planning and development application processes.

2.2 Proposed Structure Plan Amendment

2.2.1 Proposed Structure Plan Amendment Purpose

In summary, the following amendments to the structure plan are requested:

- Variation to future built form guidance for the Cockburn Gateways Shopping City, including the extended 'main street';
- Variation to floorspace requirements and limitations listed under the current structure plan document;
- The identification of landmark elements and architectural focal points including the potential for a future 'Town Square';
- The identification of proposed interface areas and the edge treatments associated with those interfaces;
- Vehicle and pedestrian access and egress locations;
- Various changes to future car parking location and general layout associated with the future staged development of the precinct; and
- Various other changes to the operative and explanatory sections of the structure plan required to bring the document into line with the requirements of the current Regulations.

The structure plan amendment requirements have been developed based on preliminary retail development concepts for the subject sites that are continuing to evolve in accordance with contemporary retail research and other design factors. The intention is that the amended structure plan retains a maximum level of flexibility to amend the detailed design of the precinct to accommodate this evolving centre design, whilst giving the DPLH and the City sufficient comfort that higher level planning and design issues have been addressed – noting that additional detail and justification will be required and provided as part of all further planning processes and future proposals.

Specific regard has been had to ensuring that any future development of the subject sites integrates with the existing Public Transport Authority (PTA) bus connections to the Cockburn Central Train Station, and that the integration of the subject sites into the precinct wide planning has been addressed. This includes strong linkages with the Cockburn Central Town Centre and Cockburn Central Train Station in accordance with the CCACS.

The structure plan amendment in summary seeks to amend the operative structure plan to allow for the future staged development of the Gateways Precinct. This will include expansion of the built form and core retail areas of the shopping centre and 'main street' component, as well as mixed use and potentially residential uses with associated parking, servicing areas, and access. Connection with external sites that also form part of the wider Cockburn Central area is also a key focus of the structure plan amendment.



Figure 2. Local Structure Plan

To assist with the interpretation of the structure plan amendment and with the assessment of future development proposals, a modified provisions table has been prepared and is provided at Appendix 1. The modified provisions table clearly sets out those provisions which remain or have been deleted or amended.

Importantly, the modified provisions table specifically retains those provision relating to the provision of public transport routes through the Main Street and eastern boundary road and the annual review process to allow for increases in bus routes until the parties agree that further reviews are unnecessary.

Refer to Appendix 1 – Structure Plan Modified Provisions Table.

2.2.2 Structure Plan Amendment Approval Requirements

The structure plan variation request requires approval from the WAPC, with reference to any comments and submissions from the City. The purpose of this structure plan amendment report is to address relevant structure planning requirements under the current legislation, and to also demonstrate why the structure plan variations as requested form the logical progress and evolution of the Gateways Precinct and will assist in realising the objectives and built form envisaged by the CCACS and other State level planning instruments that promote the progressive development of activity centres and Transit Oriented Development (TOD).

2.2.3 Amendment Effect

The proposed structure plan amendment for the subject sites will facilitate the expansion of a quality retail and mixed use centre that will become increasingly more integrated with planned developments and constructed developments within the immediate context of the Gateways Precinct. The proposed amendments will:

- Ensure a high degree of built form engagement with the public realm while addressing the retail and entertainment needs of existing and future residents as the catchment of the precinct evolves.
- Provide for a greater diversity of uses, including the potential for residential (subject to future investigation) in addition to appropriately located commercial, retail and entertainment facilities all within close proximity to public transport services and transport arteries.
- Incorporate additional high quality and publicly accessible landscaped main street areas.
- Increase the level of integration with the greater Cockburn Central area and assist in providing greater pedestrian connectivity throughout the precinct and through to the Cockburn Central Train Station.
- Be designed to make highest and best use of the subject sites, and allow efficient development that will reduce at grade parking while increasing off grade parking opportunities behind activated and attractive facades.
- Will lend support and add to the viability of existing public transport services that run through the subject sites, as well as increase passive surveillance and activation in the precinct.
- Ensure that the proposed retail and entertainment areas are well designed and located appropriately within the subject sites so as to encourage the activation of the public spaces to the maximum extent.

The evolving development concepts for the subject sites will create a high quality retail environment that is well integrated with planned developments in the Cockburn Central. This structure plan is intended to unlock the potential for the consideration of extensions to the centre in accordance with higher-level principles, with detailed analysis of refined development options to occur at future development stages.

Refer to Figure 2 - Local Structure Plan Area

2.2.4 Site Planning and Built Form

The indicative development framework for the subject sites will create high quality developments that are well integrated with planned developments in the Cockburn Central in terms of height and built form. This would be achieved through sensitive site planning and built form design that:

- Ensures a high degree of engagement with the adjacent public realm while protecting the privacy of future residents.
- Provides for a greater diversity of uses, including the potential for residential developments in addition to appropriately located commercial, retail and entertainment facilities all within close proximity to public transport services and transport arteries.
- Incorporates additional high quality and publicly accessible landscaped main street areas.
- Increases the level of integration with the greater Cockburn Central area and assists in providing greater pedestrian connectivity throughout the precinct and through to the Cockburn Central Train Station.

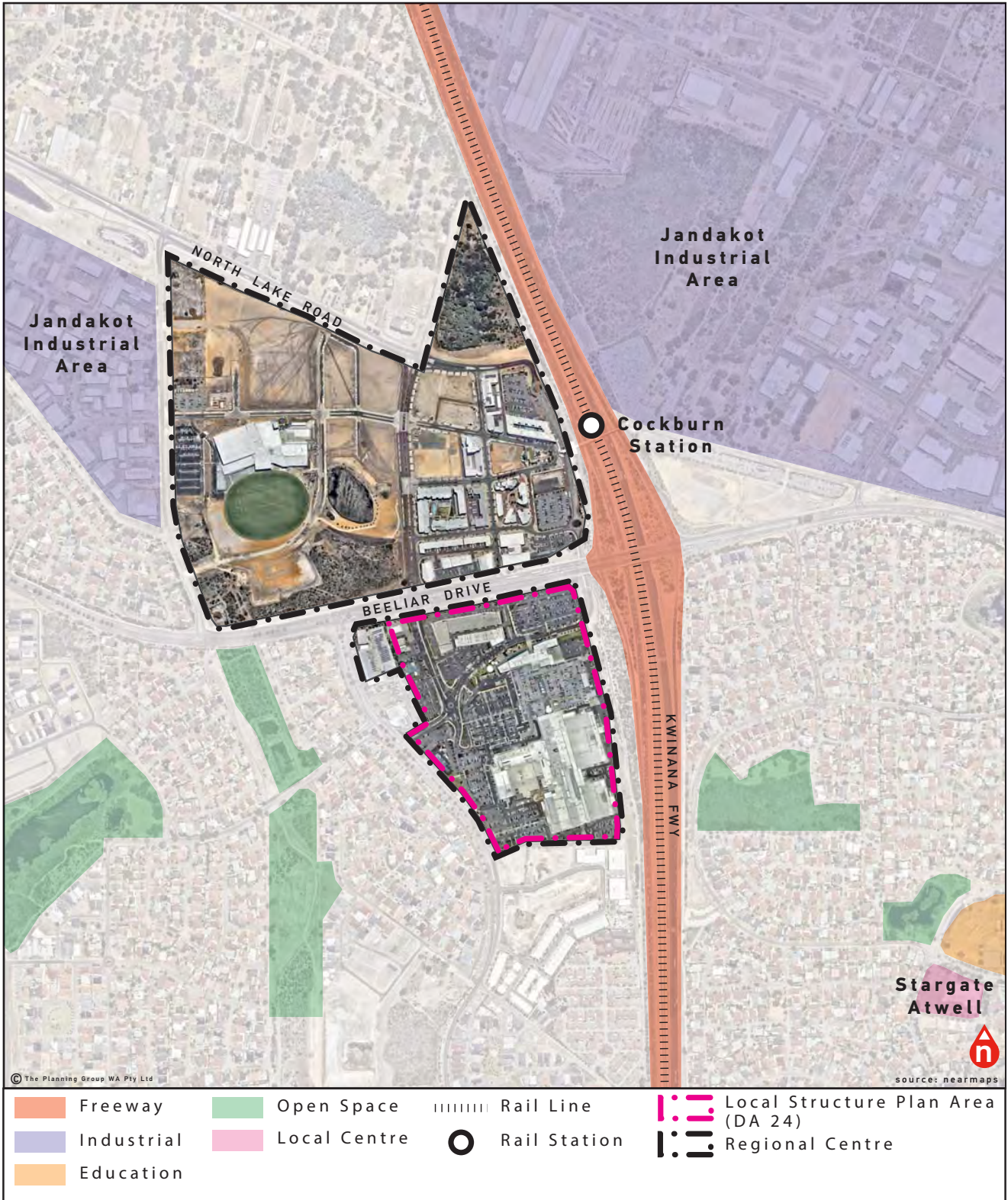


Figure 3. Local Context Plan

- Will be designed to make highest and best use of the subject sites, and allow efficient development that will reduce at grade parking while increasing off grade parking opportunities behind activated and attractive facades.
- Will lend support and add to the viability of existing public transport services that run through the subject sites, as well as increase passive surveillance and activation in the precinct.
- Ensures that the proposed retail and entertainment areas are well designed and located appropriately within the subject sites so as to encourage the activation of public spaces to the maximum extent possible.

2.3 Land Description

2.3.1 Location and Regional Context

The subject sites are located at the corner of Beeliar Drive and the Kwinana Freeway.

The subject sites accommodate the existing Cockburn Gateway Shopping Centre and other retail uses external to the shopping centre, including the Southgate commercial complex and various fast food, service station and other uses. The centre comprises of a number of tenants, with anchors such as Big W and Kmart discount department stores, in addition to Coles, Woolworths and large number of mini majors and specialty stores. 'Bulky good' type showrooms are located as a separate adjoining development in the Southgate commercial complex, accommodating peripheral retail and homemaker uses as well as a medical centre that frames the 'main street' on the northern side. The 'main street' itself currently consists of a number of smaller food and beverage retailers creating an 'eat street' and vibrant public space.

The adjoining Cockburn Central Town Centre is located immediately north of the subject sites adjacent to the Cockburn Central Train Station, with the station itself linked through to the centre via a bus and pedestrian underpass.

Refer to Figure 3 - Local Context Plan

The Cockburn Central Town Centre located immediately to the north is evolving into a dynamic hub for Perth's rapidly growing south western corridor and includes established high density residential directly adjacent to the train station. The development of this precinct has been progressed by the DPLH, the WAPC, the City and LandCorp through the development of the Cockburn West precinct which includes the new Fremantle Dockers training facility, emerging regional aquatic recreational centre and proposed additional residential. The precinct is strategically located on Beeliar Drive, west of the Kwinana Freeway, and is a TOD, which incorporates a major bus and train interchange adjacent the Cockburn Central Train Station on the southern Perth to Mandurah railway line.

The subject sites are situated in the south west corridor of the Perth Metropolitan Region. The subject sites is located approximately 21 kilometres south of the Perth City Centre and 17 kilometres west from the Armadale City Centre. The regional road network includes the Kwinana Freeway, running in a north-south direction immediately to the east and providing a high level of accessibility to the Cockburn Central Regional Centre. The Perth to Mandurah Railway line runs parallel to the Kwinana Freeway, linking Cockburn Central with the Murdoch Activity Centre Rail Station to the north and the Kwinana Rail Station to the south.

Refer to Figure 4 - Regional Context Plan

2.3.2 Legal description and ownership

The subject sites are located immediately south of the Cockburn Central Train Station and Cockburn Central Town Centre Precinct. The eastern perimeter of the subject sites abuts the Kwinana Freeway. The western perimeter adjoins Wentworth Parade, with Beeliar Drive located immediately to the north. The total frontage to Beeliar Drive is in the order of 446.5 metres and the subject sites combined have has a total area of 21.4058ha. The boundary of the structure plan area is depicted in Figure 2 – Local Structure Plan Area.

Current ownership and title details relating to the subject sites are as follows:

- Lot 203 (No. 816), Vol. 2219 Fol. 463 owned by Perron Investments Pty. Ltd.
- Lot 202 (No. 810), Vol. 2219 Fol. 462 owned by Perron Investments Pty. Ltd.
- Lot 800, Vol. 2555 Fol. 129 owned by Perron Investments Pty. Ltd.
- Lot 806, Vol. 2555 Fol. 133 owned by Perron Investments Pty. Ltd.

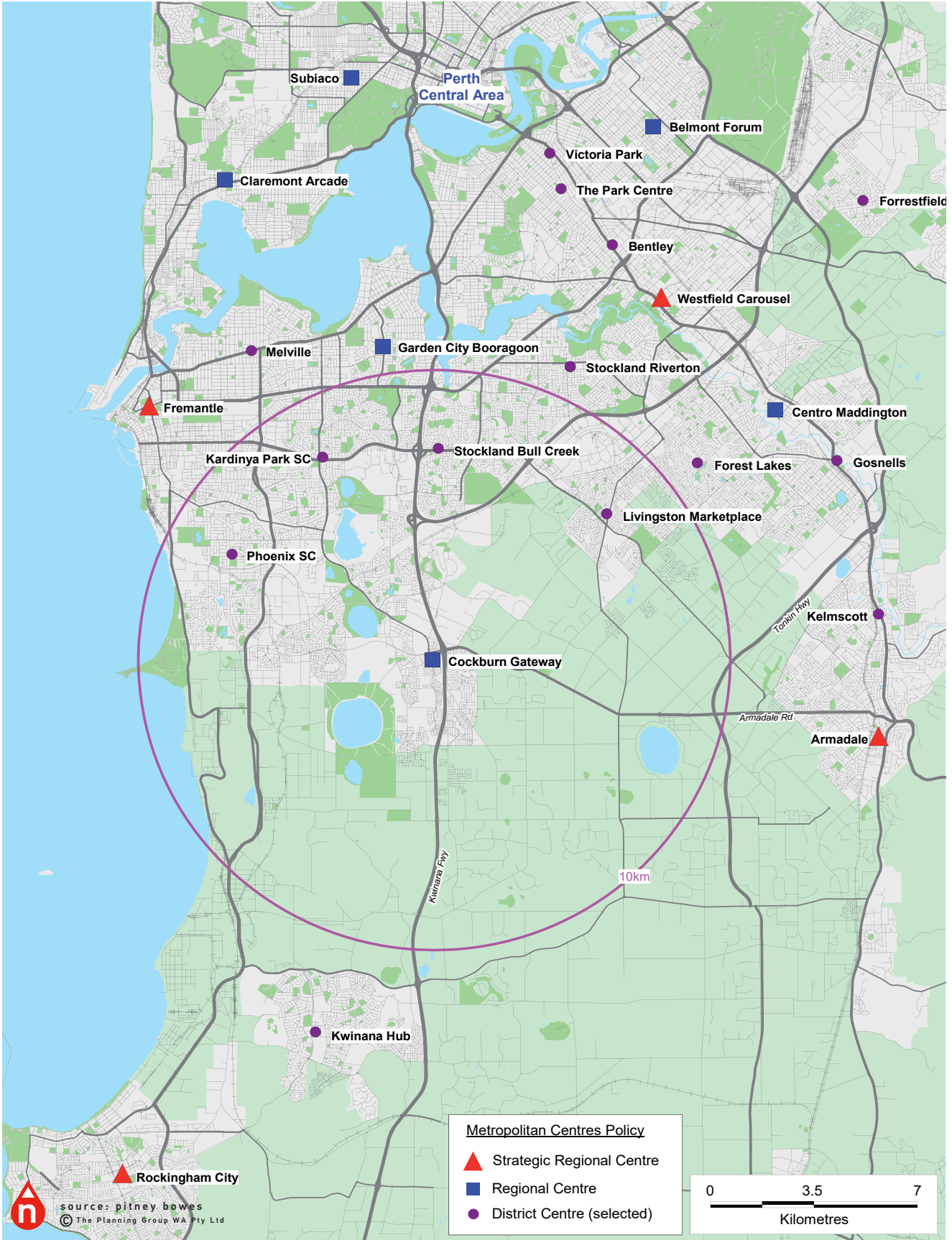


Figure 4. Regional Context Plan

2.4 Planning Framework

2.4.1 Metropolitan Region Scheme

The subject sites are located to the west of the Kwinana Freeway and is zoned 'Urban' under the Perth Metropolitan Region Scheme (MRS). This indicates that the subject sites may be developed for a range of urban purposes.

Refer to Figure 5 - Metropolitan Regional Scheme

2.4.2 City of Cockburn Local Planning Scheme No. 3

The Gateways Precinct is zoned 'Regional Centre' under the City of Cockburn Local Planning Scheme No. 3 (LPS 3). The subject sites are also depicted as 'Development Area 24' (DA 24) under LPS 3. LPS 3 provides details relating to development within DA 24 in Table 9. Table 9 indicates that the preparation and adoption of a structure plan by the City is required where the combined Gross Leasable Area (GLA) of retail floor space in the Gateways Precinct 'is proposed to exceed 35,000m² GLA shop/retail floor space' as was the case with the previous Stage 3 development. A review of the shopping centre design and access arrangements was also undertaken through the structure planning process as part of the Stage 3 development, with the majority of access and external issues having been resolved through the existing development.

Refer to Figure 6 - Local Planning Scheme No.3

2.4.2.1 Specific Scheme Provisions

The specific provisions relating to development within DA 24 are included in Table 9 of LPS 3. Clause 6.1 of LPS 3 identifies that development areas are a form of 'Development Area'. Under these circumstances, the provisions of the special control area (Table 9 – DA 24) and the provisions applying to the underlying zoning of the subject land under LPS 3 apply.

Under Clause 3.2.1 (b) of LPS 3, the Regional Centre Zone objectives are to 'provide for a full range of shopping, office, administrative, social, recreation, entertainment and community services consistent with the region-serving role of the centre and including residential uses'. Those land uses permitted in the Regional Centre Zone are listed in Table 1 of LPS3, and future development of the centre must accord with the use permissibility noted within that table.

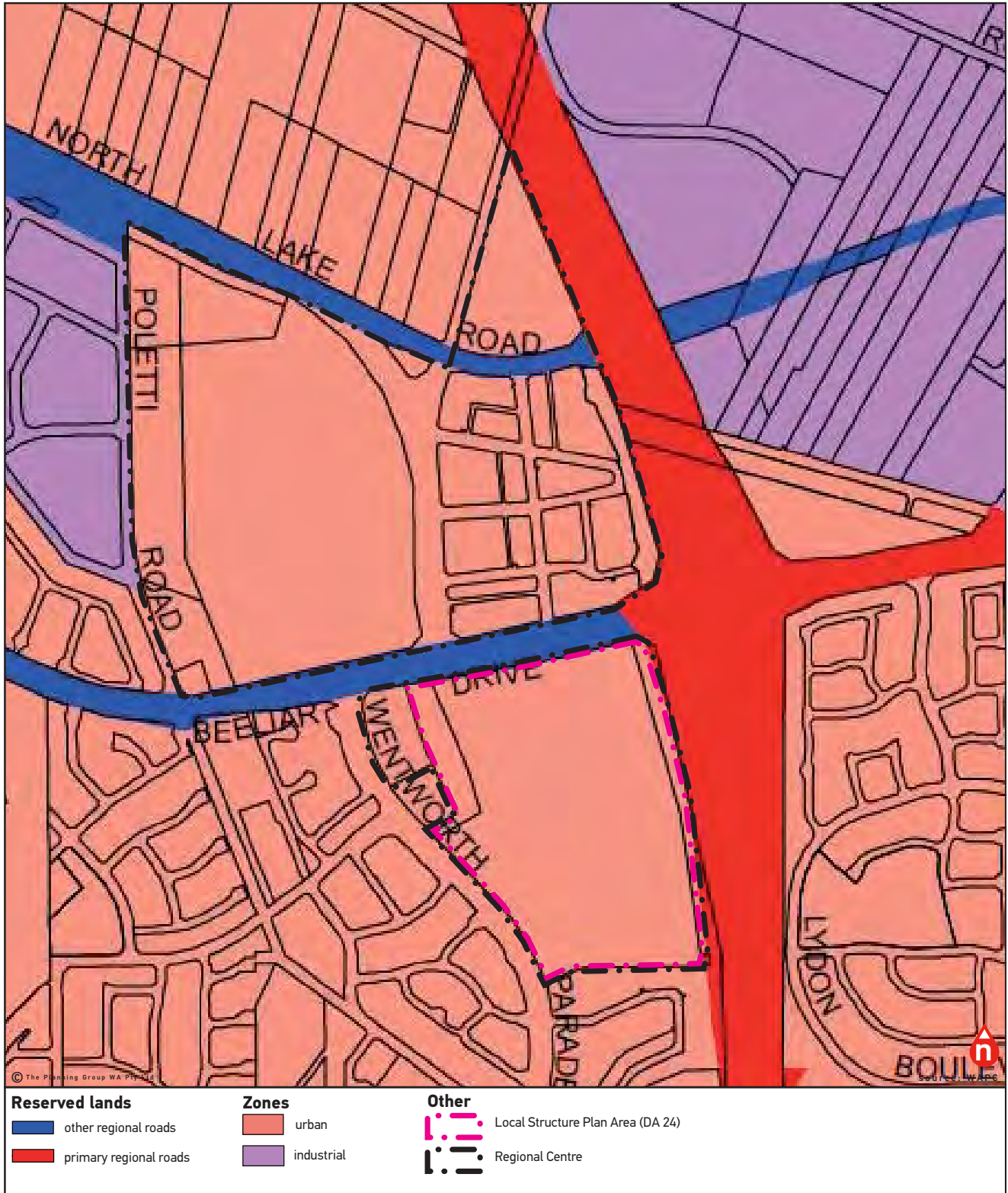


Figure 5. Metropolitan Regional Scheme

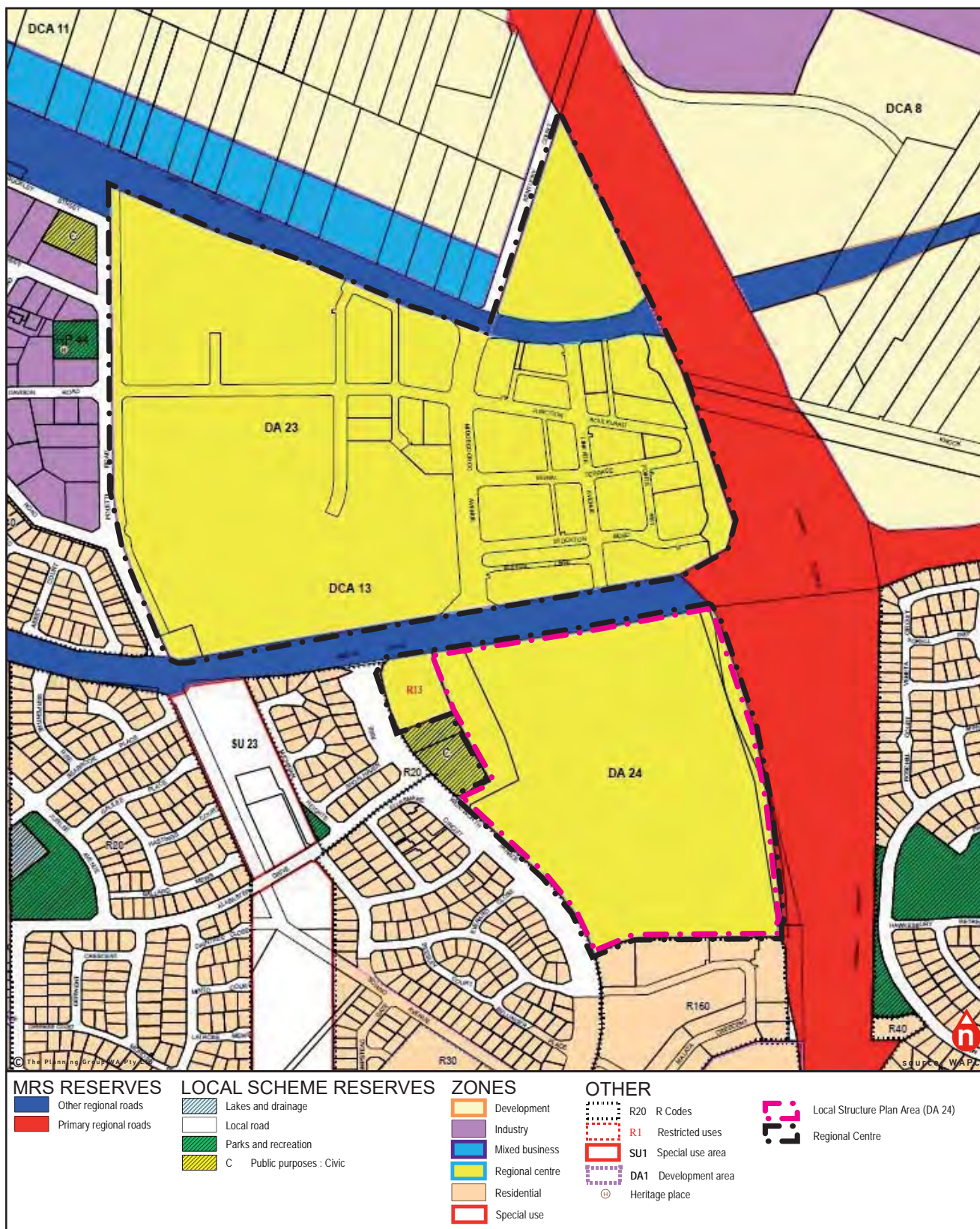


Figure 6. Local Planning Scheme No.3

2.4.2.2 LPS 3 Provisions Relating to Development Area 24

The requirements of Table 9 relating to the subject sites have been adhered to as described below:

Table 3 – DA 24 Provisions

REF. NO.	AREA	PROVISIONS	COMMENT
DA 24	COCKBURN CENTRAL (Gateways Precinct) AMD 1 GG 5/1/06	<ol style="list-style-type: none"> 1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions. 2. The combined Gross Leasable Area (GLA) of retail floor space within the Gateways Precinct shall not exceed 35,000 square metres (GLA) until a review of the shopping centre design and associated access arrangements has been undertaken to the satisfaction of Council. In this respect particular attention is to be given to access arrangements to Beeliar Drive and to the provision of a suitable public transport corridor through the Gateways Precinct to the Town Centre Precinct on advice from the Public Transport Authority. 	In the existing Stage 3 development of the centre all access arrangements have been resolved through consultation with the PTA, MRWA and the City. Future access arrangement detail will be the subject of future planning processes in consultation with service authorities and the City.
		<ol style="list-style-type: none"> 3. The Structure Plan shall facilitate the development of a Precinct that includes regional shopping, showroom, office, entertainment, and community facilities supported by a highly interconnected transport system. 	The existing development of the Gateways Precinct accommodates both retail and nonretail floorspace, with the proposed structure plan amendments facilitating the future development of an increased range of shopping, entertainment and non retail commercial.
		<ol style="list-style-type: none"> 4. The local government may approve Local Development Plan(s) for any part of the Development Area as defined on the approved Structure Plan, pursuant to clause 52 of the Deemed Provisions. 	Due to the provisions of the amended structure plan, the R-Codes Volume 2 and the other applicable local and State planning framework documents, Local Development Plans are not required.
		<ol style="list-style-type: none"> 5. The Structure Plan is to provide for safe and efficient pedestrian connections between the Cockburn Central Railway Station, the Town Centre Precinct and the Gateways Precinct. 	Appropriate pedestrian and public transport connections are already provided between the Gateways Precinct and the Cockburn Central Train Station with an underpass provided under Beeliar Drive.

2.4.3 Regional and Sub-regional Structure Planning Framework

2.4.3.1 State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2)

The SPP4.2 document was produced by the DPLH, and is a state planning policy prepared principally to assist with the strategic planning of metropolitan activity centres in order to meet the aims of Directions 2031. The policy is focused around identifying broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. It is mainly concerned with the distribution, function, broad land use and urban design criteria for the development of commercial activity centres, and with coordinating their land use and infrastructure planning.

Relevant objectives of SPP4.2 include the following:

- Activity centres should be planned to support a wide range of retail and commercial premises and promote a competitive retail and commercial market.
- The range of employment in activity centres should be increased and they should contribute to the achievement of sub-regional employment self-sufficiency targets.
- Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and support centre facilities.
- Ensure activity centres provide sufficient development intensity and land use mix to support high-frequency public transport.
- Maximise access to activity centres by walking, cycling and public transport while reducing private car trips.
- Plan activity centre development around a legible street network and quality public spaces.
- Concentrate activities, particularly those that generate high numbers of trips, within activity centres.

Consistent with other policy noted herein, the Cockburn Central Regional Centre is now identified as a 'Secondary Centre' under SPP4.2, with the noted ambition of the CCACS ultimately to allow the centre to evolve into a Strategic Centre. The primary function of secondary centres as described within SPP4.2 is to provide for a range of services, facilities and employment opportunities including retail, office, health, community services and entertainment facilities. The retail types promoted in secondary centres are department stores, discount department stores, supermarkets and specialty stores and the existing centre currently contains all of these elements.

The broad level of development depicted in the proposed structure plan amendments will satisfy the objectives of SPP4.2 through offering an increased range of employment, goods, services and community facilities in a location offering sustainable transport opportunities.

2.4.3.2 Directions 2031 and Beyond (Directions 2031)

Directions 2031 and Beyond (Directions 2031) estimates that the population of the Perth Metropolitan Region will have grown to 2.2 million within the next 20 years. To mitigate some of the negative impacts of continued urban expansion, Directions 2031 has set a target to accommodate 47 percent of that new growth as infill development within existing urban areas and evolving and established residential development within the immediate context of the subject site reflects these ambitions, with additional medium and high residential proposed within the town centre itself, as well as to the north in the Muriel Court precinct and to the west in the Cockburn West development.

Towards Perth and Peel@3.5million (Sub Regional Strategy) which identifies Cockburn Central as having the potential to be a key commercial and retail service provider in the sub region and identifies Cockburn Central as a 'Secondary Centre'.

The established Cockburn Central components clearly demonstrate that the centre is already functioning at the level of a Secondary Centre, and will continue its evolution into a Strategic Centre (the next level in the hierarchy of centres) as the different components and precincts of the centre develop in the short to medium term. The intention of this structure plan amendment is to guide the development of the Gateways Precinct component of the centre, and build in flexibility that anticipates the continued evolution of the centre into a Strategic Centre over time.

2.4.3.3 South Metropolitan Peel – Sub-regional Planning Framework 2018

In August 2010, the State Government released the Draft South Metropolitan Peel Sub-regional Planning Framework. This document has since been finalised and released as the South Metropolitan Sub-regional Planning Framework 2018.

Secondary Centres under Directions 2031 are 'mixed use centres that provide a mix of retail, office, community, entertainment, residential and employment activities' well serviced by public transport. The intention is that these centres provide wide range of services to the communities within their catchments in order to reduce the requirement to travel outside the locality for their goods and services.

The framework provides the following in relation to Cockburn Central:

Cockburn Central has the potential to be a key commercial and retail service provider in the sub-region while also leveraging potential synergies with health, sport/recreation and education facilities to become a sports/recreation and health precinct.

The framework proposes transit corridors between Cockburn Central and both Armadale and Fremantle. These will enhance accessibility for areas to the east and west. Also, extension of North Lake Road over the Kwinana Freeway to connect to Armadale Road will reduce the effects of through traffic. As Cockburn is an extensively established centre, the economic aim will be to increase the diversity and mix of land uses

2.4.4 Strategic Planning Framework

2.4.4.1 Cockburn Central Structure Plan

The Cockburn Central Structure Plan was approved in 2002 and covers the broader district area generally in relation to the Regional Centre zoning. The Cockburn Central Structure Plan identifies the subject sites as being 'Highway Commercial' (for the area fronting Beeliar Drive) and as 'Gateways Shopping Centre' with associated car parking areas. Due to the age of this document being in excess of 17 years old now, it is understood that the Cockburn Central Structure Plan period of approval has now expired under Clause 28 of the Regulations. Notwithstanding, it is noted that the Cockburn Gateways Precinct has also been operational for a number of years (with Stage 3 works completed), and the Cockburn Central Structure Plan has therefore largely been superseded by the finer grained level of detailed Local Structure Planning which now occurred.

2.4.4.2 Cockburn Central Activity Centre Strategy (CCACS) 2016

The now adopted CCACS (previously identified as the draft Cockburn Central Activity Centre Structure Plan of 2015 or CCACSP) has been produced by the City in conjunction with stakeholders and provides a broad planning framework for the development of Cockburn Central and its various precincts, in order to cater for the projected growth of the City 'to over 170,000 residents by 2031'. The key objectives of the CCACS are to:

1. *Coordinate the delivery of key infrastructure items required to support the maturity of the activity centre;*
2. *Identify urban design related strategies appropriate for a Strategic Metropolitan Centre;*
3. *Ensure the emerging urban precincts continue to emerge in their own right but also contribute to a coordinated whole*
4. *Provide an action plan to coordinate key tasks and ensure it is clear on mechanisms to ensure measurable targets are implemented over time – identifying what needs to be done and when.*

The proposed structure plan amendments herein accord with the intent of the CCACS, and the form of the proposed structure plan – in particular the external interfaces and linkages – integrates with the wider CCACS and reflects the shared vision that the activity centre is evolving beyond its designated role as a Secondary Centre into a Strategic Metropolitan Centre under the State planning framework.

A key element of unlocking development potential within the greater CCACS area is the resolution of regional traffic capacity issues, which have been the subject of investigation for an extended period. The CCACS aspires to facilitate the completion and implementation of these regional traffic upgrades, and the proposed structure plan amendments support these initiatives and consider them to be integral to the future of Cockburn Central and achieving the objectives of State level policy such as Directions 2031.

The subject sites are identified within the CCACS as being located within the Precinct 3 - Gateways Shopping Precinct, and the CCACS notes that Precinct 3 'provides the focus for retail uses and has a significant impact on the public realm'. The CCACS notes the recently completed main street and night time (food and beverage) that was a key component of the Stage 3 development of the centre, and acknowledges the importance of the site as a gateway onto the activity centre and 'for visual connections for passing trade'.

Precinct 3 is identified within the CCACS with a number of specific objectives:

- To protect and enhance visual links with the surrounding key streets, precincts and residential areas and improve the relationship with surrounding built form;
- Provide a strong street address to Beeliar Drive;
- To minimise the impact of vehicle movement in the Core Area;
- Consolidate car parking by finding alternatives to at grade parking particularly when seen from surrounding streets and public places.
- Connect the high quality eat street that sleeves the shopping centre, with the surrounding street network and specifically the north-south access that connects through to the Town Centre;
- Provide strong pedestrian links with adjacent residential areas.

The proposed structure plan amendment specifically addresses and facilitates the achievement of all of the above objectives, and also identifies the 'opportunity sites' noted within the CCACS (notably at-grade parking areas) as being development areas.

Refer to Figure 7 - CCACS Extract

2.4.4.3 Development Control Policy 1.6 - Planning to Support Transit Oriented Development (DC Policy 1.6)

This policy seeks to maximize 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, and which will achieve the more effective integration of land use and public transport infrastructure.

Key objectives and statements identified in the policy of most relevance to the subject sites include:










- Retail development and other forms of appropriate higher density development such as apartment residential and non retail commercial should be encouraged close to transit facilities, to help in creating a sense of place that makes a TOD precinct more than just a place where transit is available, giving places an individual identity within the urban fabric.
- Retail development in close proximity to established rail infrastructure increase the potential for those occupants and residents to look to public transit as a travel option, with a corresponding increase in patronage and reduction in private car usage.
- Streetscapes should include features that will help to promote walking by improving the general level of amenity along pedestrian routes to and from the transit facility and connecting bus routes. Climate moderation in the form of verandas, canopies and arcades, and landscaping, will help to increase the level of comfort for pedestrians and the likelihood that people will see walking to the transit stop as an attractive option. Well-lit pedestrian routes and waiting areas are also essential for convenience and safety, and these have been key considerations in the development to date and will be carried through in future development stages.

The development concepts for the subject sites would directly support the objectives and intent of DC Policy 1.6 as detailed below:

- The proposed structure plan amendment would provide the planning framework allowing a greater diversity of retail and entertainment offerings located within very close proximity of the Cockburn Central Train Station. This would have a two-fold benefit in that it would generate a demand for the use of the existing transit infrastructure and services and make it easier to plan and efficiently operate public transport services, and in turn the occupants and residents of greater Cockburn Central benefit from their proximity and accessibility to excellent public transport.
- DC Policy 1.6 states that "within existing developed areas, there are clear opportunities to intensify existing activities and to promote new uses that will make better use of transit facilities and services." The subject sites have outstanding access to the Cockburn Central Train Station and bus services along Beeliam Drive and within the development itself along the main street bus route.
- The proposed structure plan amendment would provide the planning framework for the delivery of improved amenity along Beeliam Drive, which provides an important pedestrian route for people to access the Cockburn Central Train Station. In time the reclassified nature of this connection (assuming larger regional network upgrades) will provide for increased pedestrian surveillance and activity along this route, which would promote walking by improving the general amenity of the area. The proposed structure plan amendment would provide the planning framework that would lead to increased activity and vitality within an area that currently is limited by the nature of the primary access routes that run through it.



Figure 7. Cockburn CCACS Extract

-  Potential Access / Egress Locations
-  Existing Underpass Pedestrian Link
-  Important At-Grade Pedestrian Linkages
-  Focal Point / Important Site Linkage
-  Indicative Future Vehicle Connection
-  Existing Retained Internal Roads
-  Future Built Form to address Internal & External Streets
-  Existing Built Form
-  Indicative Structure Plan Boundary

2.4.4.4 City of Cockburn Local and Commercial Activity Centres Strategy (LCACS)

The LCACS document produced by the City 'sets the strategic vision and broad framework to guide the planning and development of the City's activity centres and to help guide planning for the City's strategic employment centres over the next 15 years'.

Within the LCACS document are nine identified principles that form the core of the LCACS that have been used 'to guide all planning, decision making and investment' undertaken by the City relating to its activity centres. These principles are:

Principle 1 - Efficient, Intense and Compact Centres

Principle 2 - Optimise Frequency, Concentration and Quality of Transactions

Principle 3 - Support Maturation of Centres

Principle 4 - Support Integrity of the Network of Activity Centres

Principle 5 - Optimise Access To and Within Centres

Principle 6 - Match Use with Purpose of Place

Principle 7 - Place Identity, Amenity and Integrity

Principle 8 - Place Equity

Principle 9 - Coherent, Logical and Legible Places The LCACS has been based on wider state planning policies such as Activity Centres policy and Directions 2031, and reflects the ambitions of these documents to create diverse, integrated centres that provide a level of employment self-sufficiency.

The Cockburn Central Regional Centre is identified within the document as a Secondary Centre with the primary role of the centre identified as 'Secondary centres share similar characteristics with strategic metropolitan centres but serve smaller catchments and offer a more limited range of services, facilities and employment opportunities. They perform an important role in the city's economy, and provide essential services to their catchments'. The established Gateways Precinct already functions in this capacity, and the proposed structure plan amendment will increase the diversity of offering and allow the centre to continue to evolve beyond the role of a Secondary Centre.

As the LCACS document was prepared in 2012, many of the metrics and assessment (such as the ratings of the centres against the principles identified above) are becoming dated and do not reflect the current standard of development both within the Gateways Precinct (including the Stage 3 development) and the wider development of Cockburn Central West and ongoing evolution of the town centre proper.

It is noted that all staged development applications shall be supported by an assessment that addresses the LCACS 2012 under 'Clause 5.6.1 – Significant Development Application'.

2.4.5 Local Planning Policies

Future development applications on the subject site are required to address the City's applicable local planning policies. The below list details current local planning policies which may be applicable to different types of development, however, it is noted that this list may not be comprehensive dependant on the nature of the development and is subject to change over time.

- Local Planning Policy 1.12 – Noise Attenuation
- Local Planning Policy 1.14 – Waste Management in Multiple Unit Developments
- Local Planning Policy 3.1 – Child Care Premises
- Local Planning Policy 3.3 – Health Studios
- Local Planning Policy 3.5 – Alfresco Dining
- Local Planning Policy 3.6 – Licensed Premises (Liquor)
- Local Planning Policy 3.7 – Signs and Advertising
- Local Planning Policy 3.10 – Discretion to Modify Development Standards – Non-Residential Development
- Local Planning Policy 5.3 – Control Measures for Protecting Water Resources in Receiving Environments
- Local Planning Policy 5.6 – Vehicle Access
- Local Planning Policy 5.9 – Renewable Energy Systems
- Local Planning Policy 5.13 – Percent for Public Art
- Local Planning Policy 5.16 – Design Review Panel
- Local Planning Policy 5.18 – Subdivision and Development – Street Trees

2.5 Site Conditions and Constraints

2.5.1 Urban Water Management (UWMP)

An addendum to the UWMP has been prepared by Aurora environmental based on the proposed structure plan amendments. The addendum notes no impediments to the proposed scale of development, and as the majority of the proposed and development areas are already hardstand the basic characteristics of the urban water management do not change, and incorporate the use of onsite and offsite retention utilizing existing infrastructure connections and the offsite retention and disposal facility.

Refer to Appendix 3 - UWMP Addendum

2.5.2 Geotechnical Conditions

As part of previous planning processes including the preparation of the Gateways Precinct Structure Plan and the Stage 3 development of the centre, MPA Williams and Associates undertook a comprehensive geotechnical investigation and preliminary acid sulphate soils investigation for the subject sites, with the overall aim to obtain sufficient geotechnical and acid sulphate soil information to establish that the site conditions would be suitable for future development concepts noting that any more detailed studies (if required) to be completed at development application stage.

The outcomes of the investigations are reiterated below with reference to the proposed structure plan amendments where appropriate.

2.5.2.1 Geology

The geology of the site is described in the Geological Survey of Western Australia, Fremantle sheet (Gozzard et al., 1983). Soils adjacent to the west of the subject land consist of a swamp deposit. The land to the northwest and north of the subject land are mapped as thin Bassendean sand over Guildford Formation. The site itself and majority of surroundings are Bassendean Sands. The geological descriptions of the major elements are as follows:

- Bassendean Sand – Very light grey at the surface, yellow at depth, fine to medium sub-rounded quartz, moderately sorted.
- Swamp Deposit – Dark brownish grey silt with disseminated fine grained quartz sand, firm, variable clay content, of lacustrine origin.
- Thin Bassendean Sand over Guildford Formation (S10) – Bassendean Sand as a relatively thin veneer over strong, blocky, brown silts and clays.

2.5.2.2 Groundwater

The subject land is located approximately two kilometres to the east of Yangebup Lake. The site is underlain by an unconfined superficial aquifer that extends to a depth of approximately 57 - 61 metres below ground level.

2.5.2.3 Contaminated Soils

According to previous investigations the subject sites were not classified 'contaminated', nor were sites in the immediate vicinity. Overall, there is no evidence in the available data to suggest there are contamination issues at the site. Given that the regional groundwater flow direction is to the west, there is limited potential for groundwater impact due to land use to the north of the site.

2.5.2.4 Acid Sulphate Soils

Based on current concepts and the proposed structure plan amendments, dewatering is unlikely to be required during development of the site as no significant deep excavation is currently entertained. The ground or floor level at the site is approximately 37.8 metres AHD and assuming a maximum single basement excavation depth of 5.5 metres, this corresponds to a final 'disturbance' level of 32.3 metres AHD, which is well above the water table level beneath the site of 23-24 metres AHD, as indicated in the Groundwater Atlas.

2.6 Land Use and Development Requirements

2.6.1 Land Use

Land use permissibility for an 'Entertainment - Fast Food Outlet' use is to be changed from a Discretionary permissible (D) use to a Permissible (P) use under the provisions of the Cockburn Central (Gateways Precinct) LSP. There are already several established Fast Food Outlets already located within the LSP area, and it stands to reason that this is a land use which is entirely consistent with the objectives of the 'Regional Centre' zone and therefore ought to be permissible as of right.

Land use permissibility for an ‘Entertainment - Small Bar’ use is to be changed from a Discretionary permissible use which requires advertising (A) in accordance with Clause 16(1)(c) of the Deemed Provisions to a Permitted (P) use under the provisions of the structure plan. This change has been made as the use is considered to be consistent with the ‘Regional Centre’ zone objectives and typically located in a contemporary shopping centre environment. It is noted that a ‘Tavern’ is a ‘P’ use in the Regional Centre Zone under LPS3. A small bar will be limited to a maximum occupancy of 120 persons and must also be licenced separately under the Liquor Control Act 1988, under the definition provided by LPS 3. Notwithstanding, when considering either a ‘D’ or ‘A’ use, the local government will still have regard to the matters set out in Clause 67 of the Deemed Provisions.

2.6.2 General External Interface Treatments

As part of the structure plan amendment specific interface treatments have been identified and are shown spatially on Figure 8 – Interface Treatments Plan.

Refer to Figure 8 – Interface Treatments Plan.

2.6.2.1 Main Street Frontage

Main street frontages are intended to include food and beverage uses, alfresco dining, active shop fronts, awning treatments for weather control, street furniture, specific pavement treatments, bespoke wall and window treatments and other treatments to encourage vibrancy and use.

The main street is expected to include buildings that are built to the edge of the adjacent pedestrian path other than to allow for the continuation of the existing piazza or the provision of the Town Square, alfresco dining, high amenity public spaces (such as playgrounds and performance space), landscaped areas, building articulation or other architectural elements.

Examples of the types of development envisaged for the Main Street are provided in the images below.



2.6.2.2 Active Frontage

Active frontages are anticipated to be similar to main street frontages and are also intended to include active shop fronts, awning treatments for weather control, specific pavement treatments, bespoke wall and window treatments and other treatments to encourage vibrancy and use.



2.6.2.3 Passive Frontage

Passive frontages are anticipated to include treatments generally associated with secondary type interfaces and would potentially include glazing, awnings, high quality wall and window treatments, weather protection to pedestrian linkages and other high quality hard and soft façade treatments.



2.6.2.4 Aesthetic Frontage

Aesthetic frontages are the fourth-tier type of façade treatment and are generally to be used in service areas, other less accessible frontages to the centre such as Wentworth Parade and the Kwinana Freeway, near major traffic access points or where closely abutting other development outside of the precinct. These facades are still expected to be treated to a high standard utilizing variations in form, texture, colour and materials to ensure a consistently high standards of façade presentation external to the precinct.





LEGEND

- Existing Built Form
- Retail, Commercial, Entertainment
- Main Street Precinct
- Mixed Use
- Landmark Element
- Architectural Focal Point
- Existing Pedestrian Underpass
- Potential / Planned Pedestrian Linkage
- Active Edges
(active shop frontages, awnings, footpaths)
- Passive Edges
(footpaths, high quality facades, public)
- Aesthetic Edges
(high quality and varied facades, lands)
- Residential Investigation Area
- Key Vehicle Access
(At grade and internal road)
- Public Transport Routes

Figure 8. Interface Treatments Plan.

2.6.2.5 General Criteria

In considering the proposed treatment of all façades:

- Blank façades to buildings are to be avoided, except where a building abuts a loading bay, or another building.
- Service areas, loading areas, bin and storage areas and services such as air conditioners and other machinery are to be screened and located away from public areas, including roof mounted equipment.

2.6.3 Main Street Specific Considerations

As a key element of the existing Stage 3 development and future expansion of the precinct, the evolution of the Main Street is expected to take into consideration factors set out below.

2.6.3.1 Uses and Diversity

- Incorporating attractors with high visitation rates that encourage people to utilise the Main Street on a regular basis;
- Maximising the extent of direct retail street-frontage along the Main Street to stimulate pedestrian activity;
- Incorporation of street-frontage retail on both sides of the Main Street to encourage people to cross from one side to the other;
- Concentrating uses within the Main Street that generate activity outside normal business hours (e.g. hospitality and entertainment venues, community facilities, gymnasiums, and indoor sports facilities) so as to generate additional evening and weekend activity;
- Ensuring buildings accommodate ground floor uses that interact with the public realm along the Main Street; and
- Ensuring buildings comprise a compatible form of horizontal and vertical integration of uses.

2.6.3.2 Main Street Environment

The main street in particular is a key feature of the Stage 3 development, and any proposed extension to the main street as part of future development stages is to be designed with a high standard of public amenity, architecture and urban design, with the reinforcement of the following key elements:

- Ensuring buildings continue to address the main street in a manner whereby pedestrian access to the majority of individual businesses can be achieved directly from the main street, and ensuring that large car parking areas remain behind the main street areas;
- Continuing the attractive building scale to the main street through the use of building façade heights, with full awnings;
- Establishing new frontages with high proportions of glazed openings and doors with alfresco opportunities at the street level to encourage human activity on the adjacent main street and optimise interaction between people inside and outside buildings;
- Encouraging continued diversity in any new shop front treatments, with detailing to give the impression of an organic main street that has developed over time; and
- Creating high quality, weather protected activated spaces along the new areas of the main street through the use of canopies, arcades and other shade structures, to provide shade to window displays and shelter to pedestrians.

2.6.3.3 Built Form

- Ensuring buildings face the Main Street in a manner whereby pedestrian access to the majority of individual businesses can be achieved directly from the Main Street, and where car parks do not separate the Main Street from the front of any building;
- Ensuring buildings are robust and capable of changing their use over time;
- Maintaining an attractive building scale to the Main Street through the use of building facade heights, particularly for the lower and most visible levels of buildings where they define the edge of the Main Street;
- Establishing building frontages with glazed openings and doors at the street level to encourage human activity on the adjacent Main Street and optimize interaction between people inside and outside buildings;
- Maximising continuity of the building frontage along the Main Street;
- Providing architectural richness through the City of Cockburn promoting and rewarding innovative design with development bonuses;

- Creating interstitial or ‘inside-outside’ spaces along the Main Street through the use of canopies, arcades and other shade structures, to provide shade to window displays, shelter to pedestrians and to create a softer transition between the inside and outside;
- Locating service areas behind buildings, or screened from view, to avoid the intrusion of noise, odour, or visual pollution along the Main Street; and
- Enabling the opportunity for the overspill of activities into the Main Street such as alfresco dining and external displays that provide additional interest to the Main Street.

2.6.3.4 Pedestrian Movement and Amenity

- Providing an obvious and direct pedestrian route along the Main Street, with appropriate attractors/anchors to make walking a legible and convenient choice;
- Providing continuous paved surfaces of sufficient width along the Main Street integrated with the prioritised pedestrian connections to enable equitable and universal access;
- Providing shade and shelter for pedestrians along the full extent of the Main Street;
- Employing crime prevention through environmental design principles to create a safe and well-lit pedestrian environment with good surveillance along the Main Street, with particular emphasis placed upon night time hours; and
- Providing resting opportunities for pedestrians along the Main Street such as bench seats or other street furniture and landscape elements that encourage sitting in the public domain.

2.6.3.5 Vehicle Access and Movement

- Identifying convenient locations to enable drop off and pick up of visitors and workers by private vehicles and taxis along the Main Street. At least one drop off point should be tailored to provide a safe and sheltered environment for disabled visitors;
- Managing traffic behaviour and speed along the Main Street to provide greater confidence and safety to pedestrians and cyclists;
- Using shared surfaces, raised plateaus, on-street parking, street trees and built form, and other traffic management devices to create ‘friction’, reduce traffic speeds and raise driver awareness of pedestrians along the Main Street; and
- Ensuring that the Main Street is wide enough to accommodate on-street parking to support adjacent uses and reduce ambient traffic speeds.
- Ensuring that the main street is suitably designed to accommodate public transport in the form of buses. This it to specifically ensure that an attractive, high quality and safe environment is provided for public transport users, as well as pedestrian users of the main street environment generally (refer to ‘Public Transport’ section below).
- Ensuring safe, high quality stops and interchange facilities are provided within the main street to support a positive perception of public transport (refer also to ‘Public Transport’ section below).
- As per road infrastructure upgrade requirements depicted in the Structure Plan, the upgrading of Driveway 1 is to include a continuous central medium strip which prevents turning movements across Driveway 1 in either direction from either Driveway 1 or adjoining development.

2.6.3.6 Landscaping

- Creating an attractive well-landscaped environment along the Main Street which creates a unique character and experience within the public realm;
- Using vegetation to provide a desirable microclimate that offers shade in summer and allows sun penetration into buildings and the Main Street environment during winter; and
- Using paving materials and street furniture along the Main Street that are robust and easy to clean and maintain.

2.6.3.7 Signage

- Relating signage directly to the building containing the service or to which the advertising of the product refers, to avoid excessive, gratuitous and unnecessary signage along the Main Street; and
- Integrating signage and service infrastructure into the overall design of buildings along the Main Street so that it does not appear to be attached as an afterthought or create a cluttered appearance.

2.6.3.8 Energy Efficiency

- Orientating building openings along the Main Street (where possible) to benefit from passive climatic heating and cooling opportunities to reduce fixed energy consumption; and
- Ensuring that energy-saving design and technology is incorporated into new buildings along the Main Street.

2.6.4 Retail Floorspace

In terms of specific regional network upgrades, issues with road capacity in the immediate vicinity of the site mean that key infrastructure development items such as the North Lake Road bridge and the associated downgrading of Beeliar Drive to a boulevard type connector are closely linked to any significant floorspace increase, and whilst noting the significant progress made in the detailed design of these upgrades by MRWA and the efforts of the City to progress the development of the bridge the timing and sequence of the delivery of these key infrastructure items remains uncertain with large portions of funding as yet uncommitted.

Noting the above, smaller road capacity upgrades may take place in the interim, and the flexibility of the landowner to develop the subject sites is facilitated through these structure plan amendments whereby the detailed analysis of the impacts and appropriateness of any floorspace expansion are examined in the context of the development at the time. Whilst we note that the proposed infrastructure upgrades have been modeled by MRWA at a nominal retail floorspace of 90,000m² retail NLA, we also note that this is considered to be a baseline for modeling purposes and that future increase above and beyond what is modelled within the MRWA work would require additional technical justification. This is discussed more in the following sections.

2.6.5 Residential Development Component

Noting the requirements of SPP4.2 in relation to the diversification of centres and roles, there is a contemporary expectation for activity centres to include a residential component as they evolve to become higher order centres. In the case of Cockburn Central, residential density targets have already been met within the activity centre boundaries and as such there is no requirement to include a residential component to achieve the desired commercial expansion.

As noted previously there is potential to develop residential land uses within the structure plan area and the R-AC0 density coding and associated primary controls have been included in this structure plan amendment to facilitate residential development. The R-Codes Volume 2, in association with the applicable local planning framework will guide the development of any multiple dwellings (apartments) on the site.

2.6.6 Traffic, Transport and Movement

The Transport Impact Assessment Report (Appendix 2) has been prepared as a part of this structure plan amendment and to guide future development expansion on the site to 90,000m² of retail floorspace (plus an additional 20,000m² of non-retail floorspace, bringing the total commercial development to 110,000m²).

MRWA has previously carried out detailed micro-simulation traffic modelling of the Cockburn area as part of the proposed realignment and extension of Armadale Road across Kwinana Freeway to North Lake Road. The modelling already assumed an expansion of Cockburn Gateway Shopping City to 90,000m² of retail floorspace as part of the overall ongoing development of the Cockburn Central area, and on the basis of this modelling it was concluded that the proposed road network upgrades will be sufficient to accommodate the assumed overall development. Since that time, however, the MRWA overall Regional Operations Model (ROM) has also been updated to include the now committed road network upgrades, and it was therefore agreed that the updated ROM data should be used as the basis for the preparation of a more-detailed traffic model specific to the proposed structure plan amendment.

The overall objective of this study is therefore to prepare a Transport Impact Assessment Report for the structure plan amendment, identifying all of the key requirements within the WAPC Transport Assessment Guidelines, together with the preparation of a detailed micro-simulation traffic model for the surrounding road network to confirm any further road network upgrades that may be required.

2.6.6.1 Existing Situation

Access to the subject site is currently via two main access roads off Beeliar Drive, being a left-in/left-out access (Driveway 1) opposite Linkage Avenue and a major signalised access (Driveway 2) opposite Midgegooroo Avenue, and 2 access driveways off Wentworth Parade. However, there is also an additional left-in/left-out access off Beeliar Drive directly servicing the petrol station adjacent to the Midgegooroo Avenue traffic signals, and a left-in/left-out driveway off Wentworth Parade (just south of Driveway 3) for the existing tavern drive-through bottleshop.

The structure plan is currently approved for a total of 60,000m² NLA including 50,000m² of retail floorspace. The existing centre currently comprises a total of 58,430m², with 48,480m² within the shopping centre proper. The remaining 9,950m² includes 7,600m² within the South Gate Commercial showrooms along Beeliar Drive, plus the BP petrol station, the adjacent fast food developments and the tavern.

The overall centre also provides a total parking supply of 3,056 spaces, which translates to an overall parking ratio of 5.09 spaces per 100m² NLA of approved total floorspace (3,056 spaces for 60,000m² NLA).

Surveys show that the overall site bound by Beeliar Drive, Wentworth Parade and Kwinana Freeway (including the Youth Centre and Health Facility on the adjacent lots but excluding buses), currently generates a total of 3,500 vehicle trips per hour during a Thursday PM peak hour, with 3,300 trips to/from the shopping centre site at a rate of 5.65 trips per 100m². This is significantly less than the 7.6 trips per 100m² identified during the 2011 traffic studies, and confirms that overall shopping centre trip generation rates continue to fall as shopping centres mature and overall shopping patterns continue to evolve.

In order to prepare a detailed traffic model to assess the structure plan amendment, it was first necessary to prepare an existing traffic model to replicate the existing shopping centre access arrangement and traffic operations along Beeliar Drive.

The calibrated existing traffic model was then expanded to include the overall road network upgrades identified by MRWA, and the ROM outputs were utilised to determine the future base case traffic flows for the 2031 traffic scenario. Shopping centre traffic flows were then refined to reflect the anticipated car park locations and internal traffic circulation, and the overall road network was tested to confirm acceptable peak hour traffic operations.

2.6.6.2 Future Vehicular Access and Circulation

Vehicular access to the overall site is predominantly already in place, with two main access driveways off Beeliar Drive and two off Wentworth Parade. However, it is proposed to now also include a third access driveway off Wentworth Parade to provide greater flexibility for access to additional basement and rooftop parking expected to occur along the Wentworth Parade frontage.

The proposed new access driveway is recommended approximately 140 to 170 metres south of the existing Driveway 3, in compliance with Liveable Neighbourhoods requirements for intersection spacing along a Neighbourhood Connector road. However, it is acknowledged that construction of this new access can only proceed after the removal of (or modifications to) the existing access driveway for the tavern drive-through.

It is also necessary to install traffic signals at the existing junction of Driveway 3 (the Main Street) and Wentworth Parade, in order to cater for increased traffic flows as well as bus movements to and from the Main Street.

Figure 9 provides an overview of the recommended vehicular access to the existing and indicative future parking areas throughout the site, together with opportunities for internal circulation.

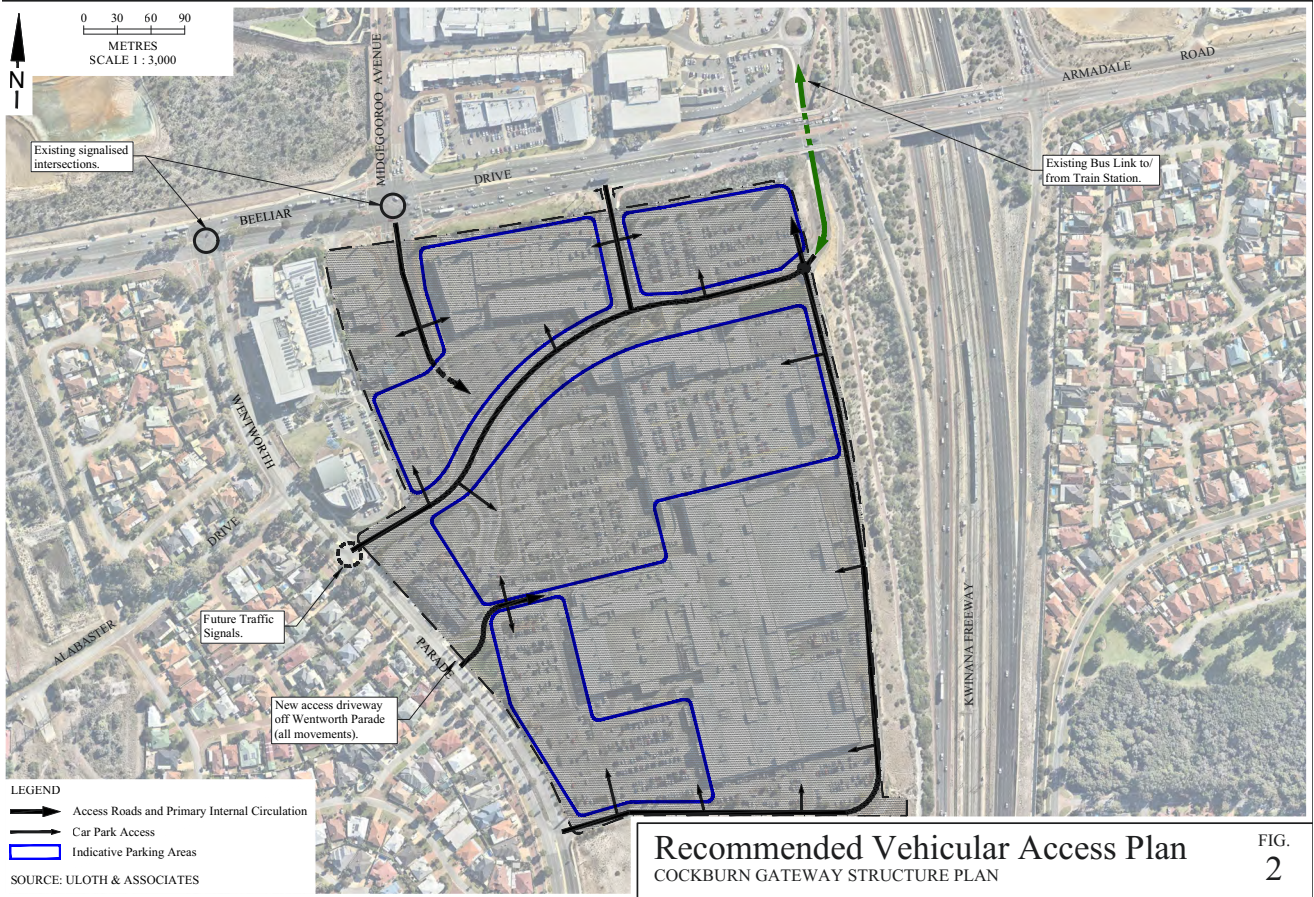


Figure 9. Recommended Vehicular Access Plan, Uloth & Associates

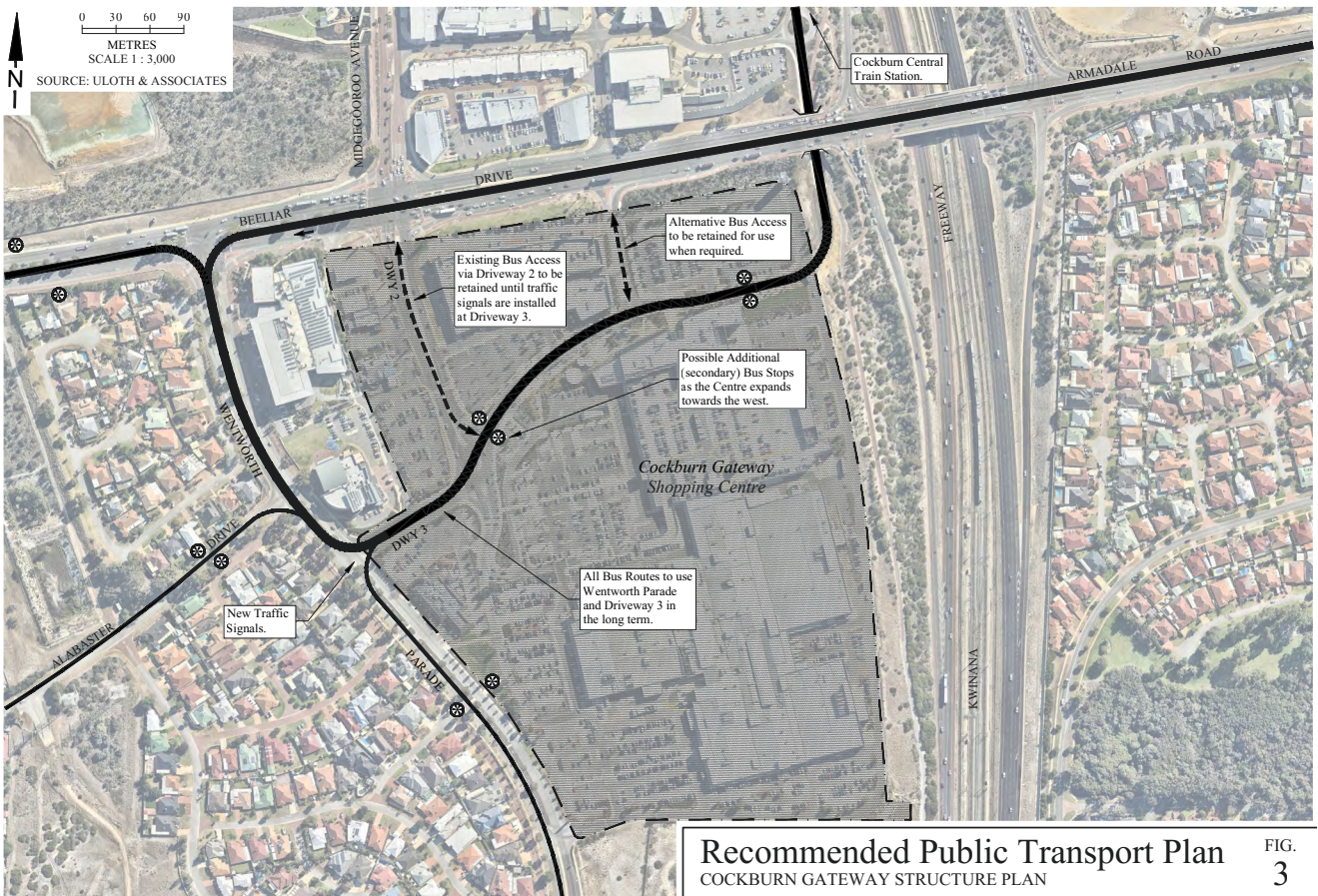


Figure 10. Recommended Public Transport Plan, Uloth & Associates

2.6.6.3 Future Parking Requirements

SPP4.2 recommends a parking requirement of between 4 and 5 spaces per 100m² for Activity Centre developments. Advice from Department of Transport, however, regarding approvals recently granted for other major shopping centres within the Perth Metropolitan Area, is for a long-term maximum parking provision of close to 4 spaces per 100m² for retail uses.

It is therefore recommended that a maximum parking provision of 4.5 spaces per 100m² of retail floorspace and 2.0 spaces per 100m² of 'Other' or non-retail development should be adopted for the anticipated maximum development on the overall site in the long term, and that a maximum parking cap should be implemented on this basis. This translates to a maximum parking provision of 4,450 spaces for the proposed development of 90,000m² of retail floorspace (110,000m² of total development).

However, it is also recommended that a higher parking ratio of up to 5 spaces per 100m² should be permitted during various stages of development (as long as the specified overall parking cap is not exceeded) in order to satisfy current lease conditions and construction staging requirements.

Parking for residential development should be provided separately, in addition to the above provisions, with specific parking requirements to be determined at individual development application stages.

2.6.6.4 Future Public Transport Services and Pedestrian/Cyclist Facilities

Overall public transport operations in the vicinity of the structure plan area will generally remain the same as the current situation, except for the possible long term addition of up to five new bus routes to/from the east (as residential development in that corridor continues to grow) and one possible additional route to/from the west, with the progressive addition of extra bus routes through the Main Street under the terms of review in the current structure plan. However, as the centre grows and multi-level car parks are constructed, access from the Main Street to the traffic signals at Beeliar Drive - Midgegooroo Avenue will become more convoluted, with this access (Driveway 2) expected to feed directly to/from a future basement car park. It is therefore recommended that all bus routes should be adjusted to access the Main Street via Driveway 3 off Wentworth Parade, with the inclusion of traffic signals to assist buses to turn right out of the subject site. It is acknowledged, however, that the traffic signals at Driveway 3 will need to be installed prior to any re-routing of these bus services. It may also be appropriate to provide an additional bus stop at the western end of the Main Street, as indicated in Figure 10.

The easement over Driveway 2 is to be maintained until such time as Driveway 3 / Wentworth Parade intersection is signalised at which time this section of the easement can be removed. The easement is to allow for further redevelopment and alteration of the easement area, with appropriate planning approvals from the City and the WAPC first being obtained.

Pedestrian/cyclist facilities within the Structure Plan area will continue to be strengthened as the overall Centre expands, with prominent pedestrian walkways to be extended along both sides of the east-west Main Street, together with strong connections to both Beeliar Drive and Wentworth Parade, as well as to Kwinana Freeway and Cockburn Central Train Station, as indicated in Figure 11.

Both signalised and grade-separated crossings are already provided across Beeliar Drive, however a new footbridge is also proposed just west of Linkage Avenue to improve connectivity of the Centre with ongoing future development north of Beeliar Drive. Future traffic signals in Wentworth Parade at Driveway 3 will also provide improved connectivity to/from the residential areas to the west of the Structure Plan.

2.6.6.5 Road Network Upgrades and Intersection Modifications

The detailed traffic model confirms that the overall road network in the vicinity of Cockburn Central (including the currently committed road upgrades identified by MRWA) will operate at acceptable Levels of Service during the 2031 critical Thursday PM peak hour, with full development of the overall Cockburn Central area and with the proposed expansion of Cockburn Gateway Shopping City, with additional intersection upgrades as shown in Appendix 2 – Transport Impact Assessment Report.

It is also important to note that City has indicated that they may pursue a possible upgrading of Poletti Road as a major link between Beeliar Drive and North Lake Road, in order to reduce traffic flows and hence facilitate a downgrading of Midgegooroo Avenue. An additional traffic model scenario has therefore been tested, confirming that traffic flows on Midgegooroo Avenue could be reduced from approximately 19,400 vehicles per day to 16,900 vehicles per day under this scenario (compared to existing traffic flows on Midgegooroo Avenue of 23,600 vehicles per day).

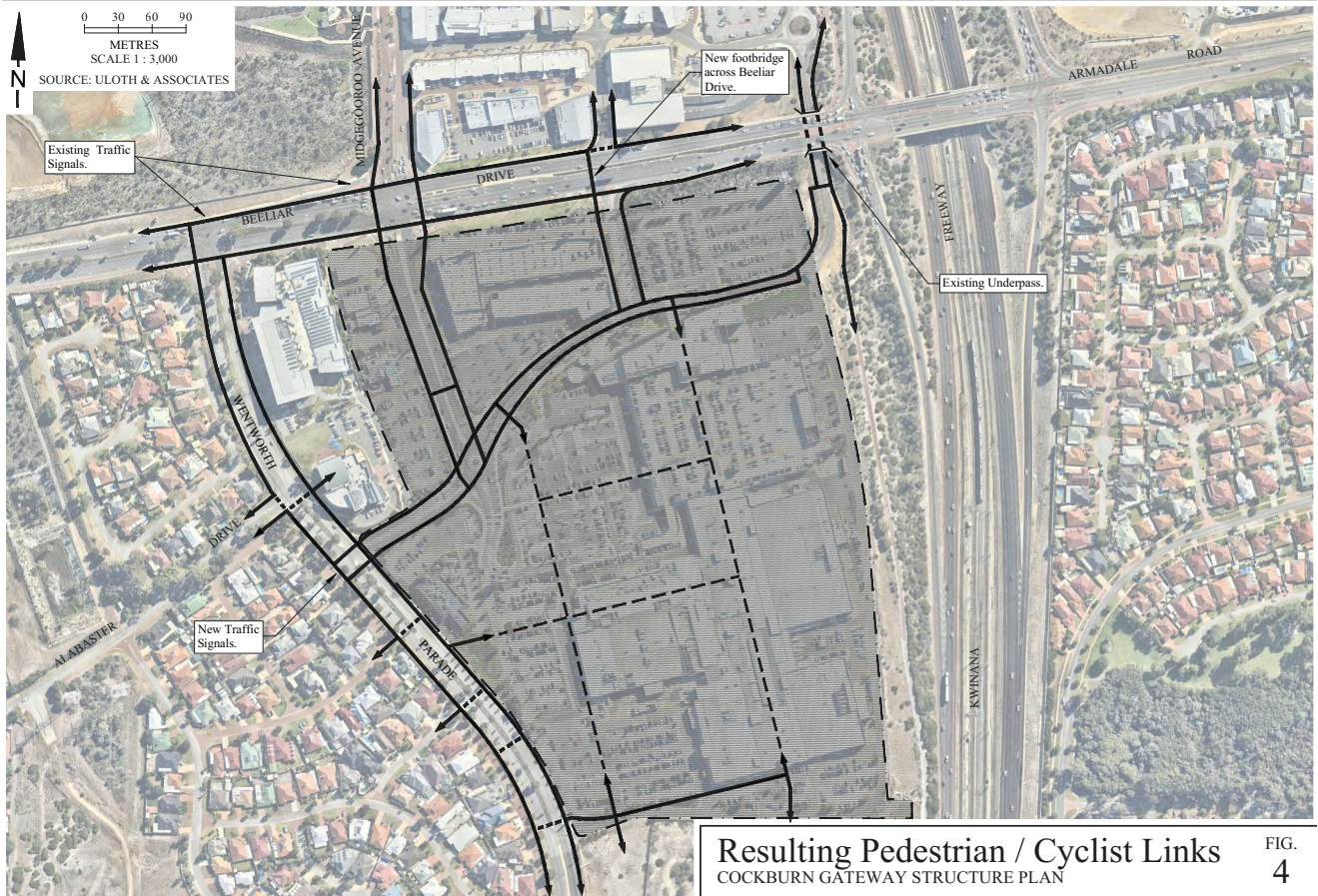


Figure 11. Resulting Pedestrian / Cyclist Links, Uloth & Associates

It is not recommended to modify the existing cross-section or layout of Midgegooroo Avenue itself under this scenario. However, Appendix 2 – Transport Impact Assessment Report shows possible alternative layouts for both the Beeliar Drive intersection and the North Lake Road intersection (at each end of Midgegooroo Avenue), which may be achievable, and should be further investigated.

2.6.6.6 Pedestrian Bridge over Beeliar Drive

The built form and public realm along the Beeliar Drive frontage is to provide well integrated, safe and legible access to a pedestrian bridge crossing that will provide mid-block access into the subject site from the north side of Beeliar Drive.

Contingent upon the expansion of floor space of 90,000m² for retail uses and 20,000m² for non-retail uses (i.e. a total of 110,000m² of floor space) on the subject site - will be the provision of a universally accessible pedestrian bridge to be constructed across/over Beeliar Drive connecting the Gateways Precinct with the Cockburn Town Centre Precinct, at or near Linkage Avenue. As noted, the trigger for the construction and provision of the pedestrian bridge will be when the floor space (retail and non-retail uses) on the subject site exceeds 69,000m² NLA - which represents a cumulative additional increase in floor space on the subject site of approximately 10,000m² NLA.

2.6.7 Infrastructure coordination and servicing

As noted previously in Part 1, existing servicing infrastructure is already in place for the subject sites, and given the evolving nature of the Cockburn Central area and the changing capacity in the networks as more demand and upgraded infrastructure comes online it is appropriate that any detailed analysis of the servicing infrastructure required to accommodate the proposed expansions should form a part of future planning processes, once detailed design relating to expected demand can be more accurately projected. It is anticipated that if upgrades to infrastructure or connections to the subject sites are required they can be undertaken at that time.

Based on the analysis of the availability of key services to the precinct in the existing structure plan, it is not anticipated that servicing considerations will be a significant impediment to future additional staged development of the precinct.

2.6.8 Developer contributions arrangements

Given the uncertain nature and timing of the regional network upgrades, any developer contributions or external road upgrade requirements should be considered as part of future planning processes and applications, accompanied by appropriate studies identifying the nexus between the proposed development and the specific contributions attributed to that development. As these structure plan amendments do not propose specific developments it would be premature to identify any specific funding arrangements as the scale and composition of future development stages is yet to be finalised.

2.6.9 Technical studies appendices index

Appendix 1 - Structure Plan Modified Provisions Table

Appendix 2 - Traffic Impact Assessment Report

Appendix 3 - UWMP Addendum

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