

- 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

Date: 3 Mar 2020
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Gateways Precinct Local Structure Plan Amendment No.1

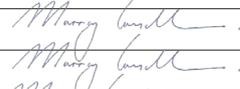
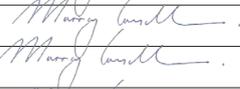
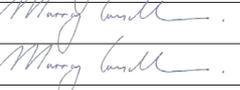
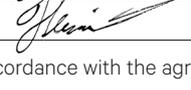
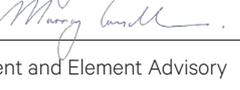
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the art and science of place

**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	
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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

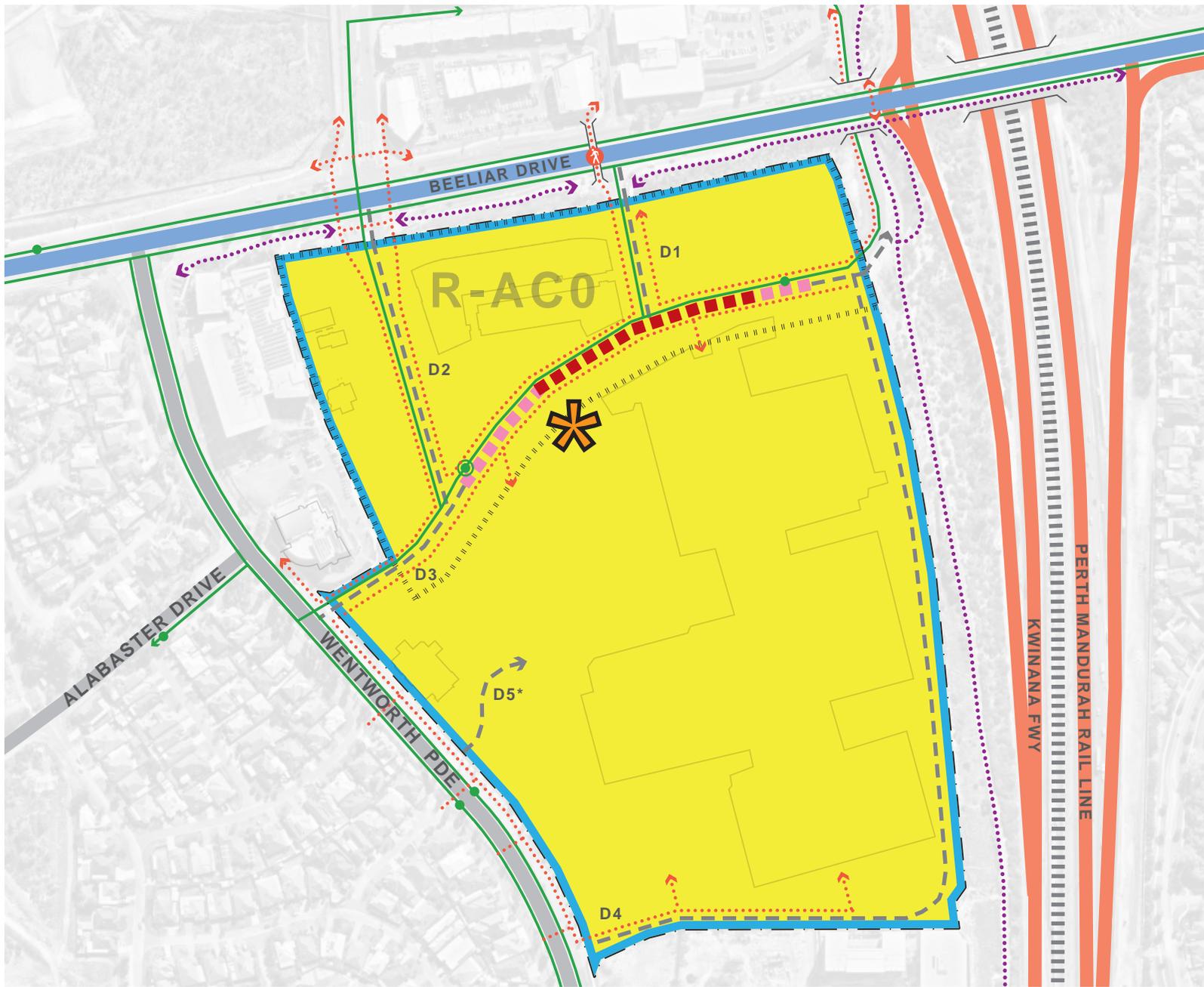
Existing servicing infrastructure is already in place for the subject sites, and given the evolving nature of the Cockburn Central area and the changing capacity in the networks as more demand and upgraded infrastructure comes online it is appropriate that any detailed analysis of the servicing infrastructure 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.

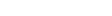
Based on the analysis of the availability of key services to the site in the existing structure plan document, it is not anticipated that servicing considerations will be a significant impediment to future development of the site.

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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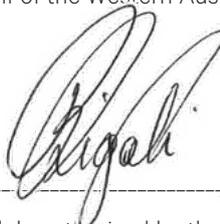
Endorsement Page

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