

It is certified that this Structure Plan Amendment was approved by resolution of the Western Australian Planning Commission on 22/11/2018
 This Structure Plan expires on 19/10/2025
 Signed: [Signature]
 Director, Planning and Development
 File No. 110/179 Amendment 1



PLAN 1: REVISED STRUCTURE PLAN MAP
 Lots 1-4, 4-8, 132, 300 and 301 Hamilton Road and Lot 9 Entrance Road
 Spearwood
 City of Cockburn

SCALE 1:2500
 SHEET A3
 0 50 100m

180515
 171127 MW 1711270 01
 YYMMDD DRAWING NUMBER

B COLOUR MODS
 A STRUCTURE PLAN
 REV DESCRIPTION

Issued for design intent only. All areas and dimensions are subject to detail design + survey.

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**AMENDMENT TO
PACKHAM NORTH – ENTRANCE ROAD
STRUCTURE PLAN**

LOT 490 (NO. 47) ENTRANCE ROAD, COOGEE

CITY OF COCKBURN



Prepared by



April 2018

This structure plan is prepared under the provisions of the City of Cockburn District Zoning Scheme No. 3.

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

25 June 2012

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

Date of Expiry: 19 October 2025

Amendment No.	Amendment summary	Amendment Type	WAPC endorsed date
1	Increase to Local Centre Zone	Minor	22-May-2018

EXECUTIVE SUMMARY

This Amendment to the Packham North – Entrance Road Structure Plan applies to Lot 490 (No. 47) Entrance Road, Coogee, within the City of Cockburn.

The Structure Plan Amendment involves changing the land use classification of the subject land from 'Residential R60' to 'Local Centre'. Given its context, the Structure Plan Amendment identifies 'preferred' and 'non-preferred' uses for the site, and sets out design principles for future development proposals.

This Structure Plan Amendment has been prepared in accordance with Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Deemed Provisions) and the Western Australian Planning Commission's Structure Plan Framework.

The following summary table identifies the key statistics and planning outcomes of the Structure Plan Amendment.

Summary Table

Item	Data	Structure Plan Ref (section no.)
Total area covered by the structure plan amendment	1,273 square metres	1.2
Area of each land use proposed: • Local Centre	Hectares Lot Yield 0.1273 1	3.1
Total estimated lot yield	1	3.3
Estimated number of dwellings	12 multiple dwellings	3.3
Estimated residential site density	94 dwellings per site hectare	3.3
Estimated population	31	3.3
Estimated commercial floor space	150 square metres	3.6

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PART ONE: IMPLEMENTATION

1. Structure Plan Area

This Amendment to the Packham North – Entrance Road Structure Plan applies to Lot 490 (No. 47) Entrance Road, Coogee, being the land contained within the inner edge of the line denoting the Structure Plan Amendment Area on the plan at Appendix 1. The Structure Plan Amendment is illustrated on the Structure Plan Map (refer Plan 1).

2. Operation

This Structure Plan Amendment comes into effect on the day it is approved by the Western Australian Planning Commission.

3. Staging

Staging of development is unknown, but it is likely the site will contain a single development that will not be staged.

4. Subdivision and Development Requirements

4.1 Residential Density

The residential density for the Structure Plan Amendment Area is that applicable to the Local Centre zone under clause 4.8.3 of the City of Cockburn Town Planning Scheme No. 3.

4.2 Land Use Permissibility

Land use permissibility within the Structure Plan Amendment Area shall accord with the corresponding land use classification in the City of Cockburn Town Planning Scheme No. 3.

In considering an application for development approval for the Structure Plan Amendment Area, the local government is to have due regard to the following preferred uses with a view to protecting the amenity of the surrounding residential area:

- Multiple dwelling
- Consulting Rooms
- Health Studio
- Medical Centre
- Convenience Store
- Lunch Bar
- Shop
- Home Store
- Restaurant
- Reception Centre
- Veterinary Centre
- Recreation – Private

All other uses are non-preferred.

4.3 Development Requirements

In considering an application for development approval for the Structure Plan Amendment Area, the local government is to have due regard to the following design principles for proposed development.

4.3.1 Built Form

The built form should reflect the site's prominent location at the intersection of Hamilton Road and Entrance Road, including views of the site from the northern section of Hamilton Road.

Buildings fronting Hamilton Road and Entrance Road should be a minimum of two storeys in height, with any proposed non-residential uses located at ground level and dwellings on upper levels.

Buildings should appropriately address the street frontages, in particular:

- a) for the Hamilton Road frontage and its truncation, non-residential ground floor uses that promote activity and informal surveillance of the street, with facades that add interest and vitality to the public realm; and
- b) the Entrance Road frontage designed to be visually attractive when viewed from the residential area to the north.

Development should be designed to make provision for bin collection from Cetara Lane.

Development should be set back from Hamilton Road to accommodate the overhead powerline easement.

4.3.2 Landscaping

Landscaping should be provided along the Livorno Approach and Cetara Lane frontages as a buffer to the adjacent residential areas to the west and south.

4.3.3 Vehicle Access

The primary vehicle access should be from Livorno Approach. Secondary access may be provided from Cetara Lane, if required, having regard for the provision of bin pads and for waste truck movements in the lane.

5. Local Development Plans

Local Development Plan LDP15/39 is required to be amended to either delete Lot 490 or, if retained, refer to its Local Centre land use classification.

6. Other Requirements

Pursuant to City of Cockburn Town Planning Scheme No. 3, the following Developer Contribution Plan is applicable to the Structure Plan Amendment Area:

- a) Development Contribution Area 13 (DCA 13) – community infrastructure.

The liability under Development Contribution Area 12 – Packham North (Development Zone) (DCA 12), was previously paid when Lot 490 was created, so DCA 12 is not applicable.

7. Additional Information

Additional information	Approval stage	Consultation required
Amend Local Development Plan LDP15/39	Prior to development	City of Cockburn
Acoustic Assessment	Development	City of Cockburn



- STRUCTURE PLAN AREA
- ▭ AREAS SUBJECT TO DAP's
- ▨ QUIET HOUSE DESIGN REQUIREMENTS
- R25 RESIDENTIAL DENSITY CODE
- AREA WHERE "OFFICE" IS PERMITTED
- ▨ LOTS AFFECTED BY BUSHFIRE MANAGEMENT PLAN
- DUAL USE PATH
- FOOTPATH
- ON ROAD CYCLE PATH
- * WOODLANDS HERITAGE STEPS
- NORFOLK PINE TREES
(to be retained by location within road reserve and ensuring that the configuration of lots enables the trees to be practically retained)

REGIONAL SCHEME RESERVES (MRS)

RESIDENTIAL

LOCAL SCHEME ZONES

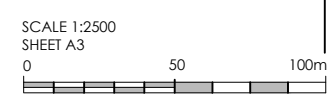
PARKS & RECREATION

LOCAL CENTRE

LOCAL SCHEME RESERVE - LOCAL ROAD

- NOTE:
1. Road and lane reserves and carriageways are indicative only and subject to detailed engineering design.
 2. The development of habitable buildings is not permitted within location which are deemed to be above the noise limits prescribed by Table 1 of the Western Australian Planning Commission's State Planning Policy No. 5.4. (Road and Rail Transport noise and Freight Considerations in Land Use Planning).

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PART TWO: EXPLANATORY REPORT

1. Planning Background

1.1 Introduction and Purpose

This Amendment to the Packham North – Entrance Road Structure Plan has been prepared by MW Urban on behalf of the current landowner, George Weston Foods Ltd.

The Amendment involves changing the land use classification for Lot 490 (No. 47) Entrance Road, Coogee, from 'Residential R60' to 'Local Centre'.

This Structure Plan Amendment has been prepared in accordance with clause 29 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Deemed Provisions) and the Western Australian Planning Commission's Structure Plan Framework.

Pursuant to clause 27 of the Deemed Provisions, a decision-maker is to have due regard to, but is not bound by, an approved structure plan, including approved amendments, when deciding on a development or subdivision application.

1.2 Land Description

1.2.1 Location

The land the subject of this Structure Plan Amendment is located on the south-western corner of the intersection of Hamilton Road and Entrance Road, Coogee, within the Eliza Ponds estate. The site also has frontage to Livorno Approach to the east and Cetara Lane to the south.



Figure 1: Local Context (Source: City of Cockburn IntraMaps)

The subject land is approximately six kilometres south of Fremantle, approximately eight kilometres west of Cockburn Central and about 18 kilometres south of the Perth central area.

1.2.2 Area and Land Use

The subject land comprises one lot of 1,273 square metres, with frontages of 39.3 metres to Hamilton Road, 15.8 metres to Entrance Road, 25.5 metres to Livorno Approach and 33.9 metres to Cetara Lane. The site is currently cleared, undeveloped and vacant.

1.2.3 Legal Description and Ownership

The subject land is described on Certificate of Title Volume 2876 Folio 545 as Lot 490 on Deposited Plan 404195. The registered proprietor is George Weston Foods Ltd. A Copy of the certificate of title is included in Appendix 2.

1.3 Planning Framework

1.3.1 Zoning and Reservations

The subject land is zoned 'Urban' under the Metropolitan Region Scheme and 'Development' under the City of Cockburn Town Planning Scheme No. 3.

Pursuant to clause 5.2 and Table 9 of Town Planning Scheme No. 3, the land is located within Development Area 31: Packham North (Development Zone). For Development Area 31, the provisions of Table 9 state:

- 1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision, land use and development in accordance with clause 27(1) of the Deemed Provisions.*
- 2. To provide for residential development and compatible land uses.*
- 3. Each subdivision and development application in the Development Area shall achieve at least 85% of the potential number of dwellings achievable under the R-Code designated for the application area in the endorsed Structure Plan.*

Pursuant to clause 5.3 and Table 10 of Town Planning Scheme No. 3, the land is located within Development Contribution Area 13 – Community Infrastructure (DCA 13). DCA 13 is applicable if any residential development is undertaken.

Part 4 of the Deemed Provisions deals with the preparation, approval and amendment of structure plans. The subject land is located within the Packham North – Entrance Road Structure Plan and is currently classified as 'Residential R60'.

Part 6 of the Deemed Provisions deals with the preparation, approval and amendment of local development plans.

1.3.2 Regional and Sub-Regional Structure Plan

Directions 2031

Directions 2031 was released by the WA Planning Commission in August 2010 as a spatial framework and strategic plan to guide future growth of the Perth and Peel metropolitan region. The vision set by Directions 2031 includes a more compact city supported by a hierarchy of activity centres. Directions 2031 seeks a 50 per cent improvement on current infill residential development trends and sets a target of 47 per cent of new dwellings as infill development.

The Structure Plan Amendment is consistent with the strategic objective of facilitating increased residential densities by retaining the opportunity for medium density residential development on the subject site, while also providing for a greater mix of compatible uses that are complementary to the existing local centre.

Perth and Peel@3.5million draft frameworks

In May 2015, the Western Australian Planning Commission (WAPC) released the draft Perth and Peel@3.5 Million documents to realise the vision set out by Directions 2031, which include strategies for accommodating an expected population of 3.5 million by 2050.

The Perth and Peel@3.5 Million strategy is supported by four draft sub-regional planning frameworks, with the subject land located within the draft South Metropolitan Peel Sub-Regional Planning Framework. Under the spatial plan for the sub-region, the subject land is identified as 'Urban'.

The Structure Plan Amendment addresses important issues identified in the Perth and Peel@3.5 Million strategies, in particular:

- accommodating significant population growth;
- the consolidation of urban areas;
- increasing housing diversity;
- strengthening mixed-use activity centres;
- increasing local employment opportunities; and
- maintaining liveability.

The Structure Plan Amendment addresses these issues by providing an opportunity for increased housing diversity within a mixed-use development, and increasing local employment opportunities, without adversely impacting on the local amenity and quality of life.

1.3.3 Planning Strategies

Local Planning Strategy

The Structure Plan Amendment is consistent with the City of Cockburn's Local Planning Strategy, in particular the objectives of promoting a range of commercial centres, a greater mix of compatible land uses, increased employment self-sufficiency and a greater diversity of housing types.

Local Commercial and Activity Centres Strategy

The Local Commercial and Activity Centres Strategy was adopted by the Council in 2012 to set a vision for the planning and development of the City's commercial centres over the following 10-15 years. The City is currently reviewing the Strategy.

The Strategy identifies the function/role of local centres as providing "for daily and some weekly household shopping needs, and a very small range of other convenience services." The current Strategy pre-dates the Packham North – Entrance Road Structure Plan and identifies the 'Watsons local centre' as a future local centre within the Structure Plan area.

The population demand analysis that informs the Strategy identifies a potential demand for 955 square metres to 1,592 square metres of convenience retail within the Watson's local centre by the year 2026.

The Structure Plan Amendment would provide for only limited additional retail/commercial floor space and is consistent with the Local Commercial and Activity Centres Strategy, as discussed in section 3.6.

1.3.4 Planning Policies

State Planning Policy 3: Urban Growth and Settlement

State Planning Policy 3 outlines the objectives for sustainable urban growth and settlement throughout the State. The Structure Plan Amendment addresses key objectives of this policy in respect to managing urban growth in the Perth metropolitan area, including the promotion of mixed-use urban development in existing areas.

State Planning Policy 3.1: Residential Design Codes

Under clause 4.2 of the City of Cockburn Town Planning Scheme No. 3, the development of land for residential purposes is required to comply with the provisions of the Residential Design Codes (R-Codes).

Under clause 4.8.3 of Town Planning Scheme No. 3, residential development in the Local Centre Zone shall be in accordance with the R60 density code. As such, the potential residential density of the site is maintained by the Structure Plan Amendment.

Pursuant to Part 6 of the Deemed Provisions, a local development plan may be prepared to provide specific and detailed guidance for the development of particular sites, which may include variations to the R-Codes.

State Planning Policy 4.2: Activity Centres for Perth and Peel

State Planning Policy 4.2 seeks to ensure the hierarchy of activity centres is well distributed throughout the Perth and Peel area to meet the different levels of community need. Local centres are the smallest centres, which provide for the day-to-day needs of the community within walking distance. The Structure Plan Amendment is consistent with the objectives of strengthening mixed-use activity centres, and maximising access to these centres by walking, cycling and public transport, while reducing reliance on private cars.

Liveable Neighbourhoods

Liveable Neighbourhoods is an operational policy of the WA Planning Commission, which is used to guide the preparation and approval of structure plans and subdivisions. The Structure Plan Amendment is consistent with the relevant Liveable Neighbourhoods elements, including the provision of well-designed local centres based on the town centre, main street model.

1.3.5 Other Approvals and Decisions

Packham North District Structure Plan

The Packham North District Structure Plan was adopted by the City of Cockburn in August 2011 to guide the preparation of local structure plans within the Packham North Development Area. Lot 490 is designated as 'Residential' in the District Structure Plan.

Packham North – Entrance Road Structure Plan

Lot 490 is located within the area covered by the Packham North – Entrance Road Structure Plan (also known as the 'Eliza Ponds' estate), which was originally adopted by Council in October 2011 and endorsed by the Western Australian Planning Commission in June 2012.

In July 2014, the Council approved various minor modifications to the Packham North – Entrance Road Structure Plan.

Lot 490 was originally classified as 'Residential R60' under this Structure Plan. It is also identified as a site adjacent to the local centre where offices are permitted.

Subdivision

Lot 490 was created from the subdivision approval issued in August 2014 for the George Weston Foods Ltd landholding west of Hamilton Road (WAPC Ref: 149928).

Local Development Plan

Lot 490 is located within the portion of the estate subject to Local Development Plan LDP15/39, which was approved by the City on 8 January 2015 for the purpose of identifying various site-specific development requirements, including R-Code variations.

1.3.6 Pre Lodgement Consultation

Prior to its preparation and lodgement, the proposed Structure Plan Amendment was discussed via various emails between MW Urban and the City of Cockburn throughout August and September 2017. The Structure Plan Amendment was also discussed at a meeting on 19 September 2017 between Anthony Morcombe of MW Urban, and Tiffany van der Linde (Strategic Planning Officer) and Rachel Pleasant (Senior Strategic Planner) of the City of Cockburn.

2. Site conditions and Constraints

2.1 Landform and Soils

The subject land is located on a high point in the locality, with views to the coast to the west and the scarp to the east. The site is flat, and filled and stabilised so as to be capable of development.

2.2 Bushfire Hazard

The site is subject to the requirements of the Bushfire Management Plan that was previously prepared and adopted as part of the Packham North – Entrance Road Structure Plan.

2.3 Context and Other Land Use Constraints and Opportunities

The subject site is located within the 'Eliza Ponds' housing estate, which commenced development following endorsement of the Packham North – Entrance Road Structure Plan and approval of the associated subdivision.

The existing Eliza Ponds local centre is located on either side of Entrance Road on the east side of Hamilton Road. To date, the local centre has been developed with a three storey, mixed-use building on the south-east corner of Entrance and Hamilton Roads comprising retail/commercial uses at ground floor and apartments above.

Lot 490 is located in the residential area of the estate west of Hamilton Road. As it is surrounded by roads, the site does not directly abut any other residential properties. Lot 490 was identified in the endorsed Structure Plan as one of the residential sites adjacent to the local centre where offices are permitted, hence there is currently an opportunity for a limited mix of residential and non-residential uses on the site.

The north eastern corner of Lot 490 fronts onto a roundabout at the intersection of Hamilton Road and Entrance Road. The site is within a significant view corridor resulting from the deviation in Hamilton Road to the north.

Given Lot 490 is effectively an 'island site' in a prominent location opposite the existing local centre, there is an opportunity for a well-designed, mixed-use development that appropriately addresses its different street frontages, is similar in scale to the existing mixed-use building, and comprises land uses that are compatible with the surrounding residential area. The City of Cockburn has advised that an acoustic assessment should be prepared at development application stage to confirm that the proposed uses and built form will not be detrimental to the amenity of the adjacent residential areas.

The City of Cockburn advises the preferred vehicle access to the site is via Livorno Approach, with the possibility of a second access point along Cetara Lane if required. This would minimise any traffic impacts on Entrance Road and Hamilton Road. Further, the preferred bin collection is along Cetara Lane, as the City's waste trucks already use this lane to service surrounding development. If access to the site via Cetara Lane is proposed, this will need to be mindful of waste trucks and bin pads.

The site is affected by an easement in favour of Western Power associated with the 132kV overhead powerline that runs along Hamilton Road. The easement extends up to around five metres into the site's Hamilton Road frontage and restricts most types of buildings and structures.

3. Land Use and Subdivision Requirements

3.1 Land Use

The subject site was identified as 'Residential R60' under the previously endorsed Packham North – Entrance Road Structure Plan. The Structure Plan Map also identified the site as one of those adjacent to the existing local centre where offices are permitted.

The Structure Plan Amendment involves amending the Structure Plan Map to reclassify the site from 'Residential R60' to 'Local Centre'. Under clause 3.2 of Town Planning Scheme No. 3, the objective of the Local Centre Zone is:

To provide for convenience retailing, local offices, health, welfare and community facilities which serve the local community, consistent with the local - serving role of the centre.

The Structure Plan Amendment, therefore, increases the range of permissible land uses for the site under the provisions of Town Planning Scheme No. 3. As noted in section 3.4, however, the Structure Plan Amendment also identifies preferred and non-preferred uses for the land, having regard to its residential context and site constraints.

3.2 Public Open Space

The Packham North – Entrance Road Structure Plan area features good quality and quantity public open space, with at least 10 per cent of the subdivisible area set aside as public open space in accordance with Liveable Neighbourhoods requirements. The Structure Plan Amendment does not generate the need for additional public open space, given there is no increase in the residential development potential of the site.

3.3 Residential

For multiple dwellings, the R-Codes set a maximum plot ratio of 0.7 for the R60 code, which equates to 891.1 square metres of plot ratio area for the site. Assuming an average floor area of around 70 square metres per dwelling unit, the site could potentially be developed with 12 multiple dwellings. This equates to approximately 94 dwellings per site hectare. Based on an average household size of 2.6, the estimated population would be 31. However, the actual household size for apartments on this site is likely to be less.

For single houses and grouped dwellings on land coded R60, the R-Codes identify a minimum site area per dwelling of 120 square metres, and a minimum average of 150 square metres per dwelling. As such, the site could potentially yield eight single houses or grouped dwellings. It is more likely and preferred, however, that the site is developed with a mixed-use building, rather than being subdivided.

3.4 Non-Residential

The Structure Plan Amendment increases the range of permissible land uses for the site in accordance with the Local Centre Zone provisions of Town Planning Scheme No. 3. However, given the western side of Hamilton Road is predominantly residential, and having regard for potential traffic impacts (refer to section 3.5.1), the Structure Plan Amendment identifies preferred and non-preferred uses for the site for the purpose of identifying compatible uses that will preserve the amenity of the surrounding area.

Accordingly, preferred land uses are identified as:

- Multiple Dwelling;
- Consulting Rooms;
- Health Studio;
- Medical Centre;
- Convenience Store;
- Lunch Bar;

- Shop;
- Home Store;
- Restaurant;
- Reception Centre;
- Veterinary Centre;
- Recreation – Private.

All other uses are considered non-preferred land uses for the subject land.

In view of the above, the Structure Plan Amendment provides for an appropriate transition of land use and development from the existing Local Centre Zone on the east side of Hamilton Road to the Residential Zone on the west side of Hamilton Road.

3.5 Movement Networks

3.5.1 Road Network

The subject site is bounded on all four sides by Hamilton Road, Entrance Road, Livorno Approach and Cetera Lane. These roads are classified as follows:

- Hamilton Road is classified as a district distributor B road in the Main Roads *Functional Road Hierarchy*. It is constructed as a two-lane boulevard style road adjacent to the subject site.
- Entrance Road is classified as an access street in the Main Roads *Functional Road Hierarchy* and is constructed as a two-lane boulevard style road.
- Livorno Approach is classified as an access street. It is constructed with a six metre road pavement with a footpath to its eastern side.

The Structure Plan amendment does not involve any modifications to the existing road network.

A Traffic Assessment has been prepared by Riley Consulting to determine the likely impacts of the potential development of the site (Appendix 3). The assessment considers various development options and 'worst case scenarios' in terms the highest number of traffic movements that could be generated by a development on the site. It should be noted that while the assessment considers service station and fast food uses for the land, this is only for the purpose of measuring worst case scenario traffic generation; such uses are not preferred for the site given the likely adverse impacts on residential amenity and due to access constraints.

The assessment concludes that the forecast traffic increases as a result of the possible maximum development opportunity of the site are less than 10 per cent of road capacity and would be deemed to have no material traffic impact on the surrounding local road network under Western Australian Planning Commission guidelines.

3.5.2 Public Transport

The site is well served by public transport. Transperth bus route 532 operates between Fremantle and Cockburn train stations, via Hamilton Road, with stop on Hamilton Road in front of the site.

3.5.3 Pedestrian and Cyclist Facilities

Footpaths abut the Hamilton Road, Entrance Road and Livorno Approach frontages of the subject site. Cycle lanes are provided on Hamilton Road.

3.6 Activity Centres and Employment

The Structure Plan Amendment is consistent with State and local planning objectives for the provision of mixed-use, local activity centres that cater for the daily needs of local residents and workers and provide local employment opportunities. In particular, the minor expansion of the subject local centre is consistent with the City's Local Commercial and Activity Centres Strategy in terms of its location, scale and function.

The Structure Plan Amendment provides for limited expansion of the existing local centre. As noted above, a number of uses that are normally permissible in the Local Centre Zone are likely to be incompatible with the surrounding residential area and are therefore identified as being 'non-preferred' for the subject site.

The extent of retail/commercial floor space that could be provided on the site is mostly limited by the amount of on-site car parking that can be provided. At best, the site could possibly accommodate up to 32 car parking spaces through the use of a basement structure. At the local planning scheme rate of one bay per 12 square metres of shop floor space, this would restrict retail floor space to 384 square metres. Realistically, however, a basement is probably not commercially viable and the maximum on-site parking provision would be more like 24 car bays, which equates to a maximum of 288 square metres of retail floor space. This assumes no residential or others uses are provided.

The preferred form of development would include shop-top housing. If 12 apartments were provided at upper levels, at least 12 car bays would be required. This scenario would leave an additional 12 bays at grade for non-residential uses (assuming a basement is not viable), which would limit retail floor space to 144 square metres.

In view of the above, it is likely the site could accommodate no more than around 150 square metres of retail floor space, which is a relatively minor expansion of the existing local centre, consistent with the City's Local Commercial and Activity Centres Strategy.

Adopted in 2012, the Local Commercial and Activity Centres Strategy identifies the 'Watsons local centre' as having a potential demand for 955 square metres to 1,592 square metres of shop floor space by the year 2026. The Packham North – Entrance Road Structure Plan currently identifies this local centre as comprising Lot 349 on the south-east corner of Hamilton and Entrance Roads, and Lots 369 and 370 on the north-eastern corner of Hamilton and Entrance Roads.

The existing mixed use development on Lot 349 comprises a total of 577 square metres of commercial/retail floor space. Of this, 395 square metres is currently used as 'shop' (being three restaurant/café tenancies), 74 square metres is used as a Pilates fitness centre and a 108 square metre tenancy is currently vacant. Assuming the vacant tenancy is approved as a 'shop', the total 'shop' floor space for this development would be 503 square metres.

An approved development on Lots 369 and 370 comprises a total of 1,281.5 square metres of commercial/retail floor space. Of this, 378.5 square metres is approved as 'shop',

including four fast food and restaurant tenancies, and 903 square metres is approved as office and medical centre floor space, which do not fall under the definition of 'shop'. Development is yet to commence and the site is currently vacant.

Given the above, the total existing and approved 'shop' floor space for the local centre is currently only 881.5 square metres, plus 977 square metres of non-shop floor space (excluding dwellings). The potential 150 square metres of shop floor space on the subject land (Lot 490) would result in an overall total of 1,031.5 square metres of shop floor space, which is well within the maximum shop floor space of 1,592 square metres identified in the Local Commercial and Activity Centres Strategy for this local centre.

The total existing and approved retail/commercial floor space for the local centre is currently 1,858.5 square metres. The estimated maximum retail floor space of 150 square metres on Lot 490 represents a minor increase of only eight percent (8%) of the existing and approved commercial/shop floor space.

The Structure Plan Amendment will provide an opportunity for an increased mix of uses within the local centre, and will complement existing and approved uses within the local centre, while also being compatible with the surrounding residential area. In particular, preferred uses for the site such as Convenience Store, Lunch Bar, Shop, Reception Centre and Veterinary Centre are currently not provided in the local centre. The Structure Plan already permits offices on the site.

The minor increase in non-residential floor space and limited preferred uses are likely to have no material impact on the viability of the existing local centre, or other centres such as the Phoenix District Centre, approximately one kilometre to the north-east, and the Hamilton Road Local Centre (Lot 502), approximately 600 metres to the south.

The Phoenix activity centre is identified in the Local Commercial and Activity Centres Strategy as a large district centre, with a walkable catchment of 400 metres, which services the daily and weekly needs of local residents. The Phoenix District Centre is anchored by Phoenix Shopping Centre. This centre comprises four major stores, including two supermarkets, and a wide variety of specialty stores. The Local Commercial and Activity Centres Strategy suggests the Phoenix District Centre could ultimately contain over 42,000 square metres of commercial floor space, including over 37,000 square metres of 'shop' and 'retail' floor space. In comparison, the subject local centre is targeted to have a maximum of approximately 1,500 square metres of shop floor space servicing a walkable catchment of 200 metres. It is therefore expected that the minor expansion of the subject local centre, within the targeted range of shop floor space and with a limited range of uses, will not have a significant impact on the Phoenix District Centre, given the vastly different scales, roles, services and catchments of the two centres.

The Hamilton Road (Lot 502) Local Centre, known as Coogee Plaza, is identified in the Local Commercial and Activity Centres Strategy as a small local centre with a walkable catchment of 200 metres. This local centre is a similar size to the subject local centre, and has similar uses, including restaurants/cafes, fast food, bakery, lunch bar and medical. Given the distance between the two local centres (over 600 metres), the minor expansion of the subject local centre for a limited range of uses will not have a significant impact on Coogee Plaza.

3.7 Infrastructure Coordination, Servicing and Staging

All relevant infrastructure and services are in place and available to facilitate the development of the subject site. Staging of development is unknown, but it is likely the site will contain a single development that will not be staged.

3.8 Developer Contributions Arrangements

There is one Development Contribution Plan under Town Planning Scheme No. 3 applicable to the subject land:

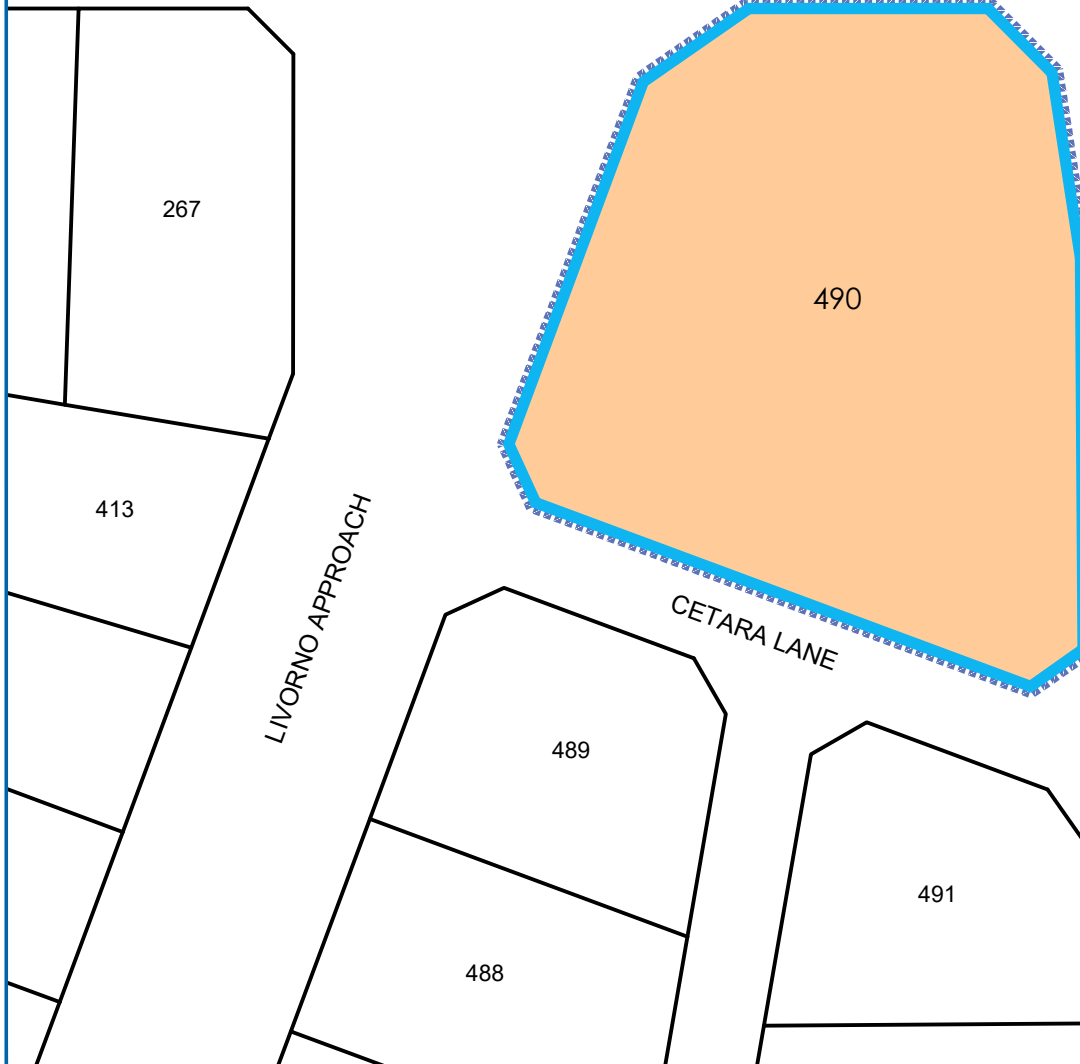
- Development Contribution Area DCA 13 of Town Planning Scheme No. 3 applies across the City, and requires a contribution to be made towards community infrastructure for each new lot or dwelling. DCA 13 will be applicable should dwellings be developed on the land.

Appendix 1: Structure Plan Amendment Area Map

STRUCTURE PLAN AMENDMENT AREA MAP

Lot 490 (No. 47) Entrance
Road, Coogee
City of Cockburn

ENTRANCE ROAD



LEGEND

 STRUCTURE PLAN
AMENDMENT AREA

LOCAL SCHEME ZONES

 LOCAL CENTRE

HAMILTON ROAD

349



SCALE 1:500
SHEET A4

D	LOCAL CENTRE COLOUR	180515
C	LOCAL CENTRE COLOUR	180111
B	TITLE, COLOUR	171212
A	STRUCTURE PLAN	171127 MW 1711270 01
REV	DESCRIPTION	YYMMDD DRAWING NUMBER

Issued for design intent only. All areas and dimensions are subject to detail design + survey.



3/210 Queen Victoria Street
North Fremantle WA 6159
www.mwurban.com.au

PO Box 214
North Fremantle WA 6159

Appendix 2: Certificate of Title

WESTERN



AUSTRALIA

REGISTER NUMBER 490/DP404195	
DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 19/6/2015

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME **2876** FOLIO **545**

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 490 ON DEPOSITED PLAN 404195

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

GEORGE WESTON FOODS LTD OF LEVEL 1, BUILDING A, 11 TALAVERA ROAD, NORTH RYDE, NEW SOUTH WALES

(AF N009503) REGISTERED 15/6/2015

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. *N009505 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. LODGED 26/5/2015.
2. N009507 EASEMENT TO ELECTRICITY NETWORKS CORPORATION FOR ACCESS PURPOSES. SEE INSTRUMENT AND DEPOSITED PLAN 404195. REGISTERED 26/5/2015.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP404195
PREVIOUS TITLE: 2847-396
PROPERTY STREET ADDRESS: 47 ENTRANCE RD, COOGEE.
LOCAL GOVERNMENT AUTHORITY: CITY OF COCKBURN

Appendix 3: Traffic Assessment

LOT 490, 47 ENTRANCE ROAD, COOGEE

DEVELOPMENT OPPORTUNITY TRAFFIC
ASSESSMENT

January 2018



Riley Consulting (WA) Pty Ltd

PO BOX Z5578

Perth WA 6831

0413 607 779 Mobile

Issued on	11 January 2018	Amendments	Date
Version	V2	V2 Edits requested by City	11-1-18
Reference	951		

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3. POSSIBLE DEVELOPMENT SCENARIOS	5
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6. CONCLUSIONS	9

1. EXECUTIVE SUMMARY

- 1.1. Riley Consulting has been commissioned through MW Urban to consider the traffic generating potential of Lot 490, located at the intersection of Hamilton Road and Entrance Road, Coogee. The key findings of the traffic review are:
- 1.1.1. It is considered that the subject site will be constrained in regard to future development scenarios by its ability to provide adequate car parking. It is estimated that approximately 32 parking bays could be provided on the site with the use of a basement.
 - 1.1.2. Ignoring the car parking constraint, assessment of a mixed-use development has been undertaken. It is calculated that the maximum traffic generation of the site would be generated by a general practitioners surgery, a restaurant and a shop (small IGA). A development of this nature could generate about 1,200 vehicle movements per day.
 - 1.1.3. Other development scenarios, such as a service station, have also been considered as a means of determining the worst case scenario traffic generation, acknowledging that a service station is a non-preferred use at this site.
 - 1.1.4. Assessment of the maximum development opportunity of the site indicates that the level of traffic generated would be deemed to have no material traffic impact under *WAPC Transport Assessment Guidelines for Developments*.

2. THE LOCAL ROAD NETWORK

2.1. The subject site is located at the corner of Hamilton Road, Entrance Road and Livorno Approach in the new suburb of Eliza Ponds (Coogee) in the City of Cockburn. Figure 1 shows the location of the site. The surrounding road network is discussed below.

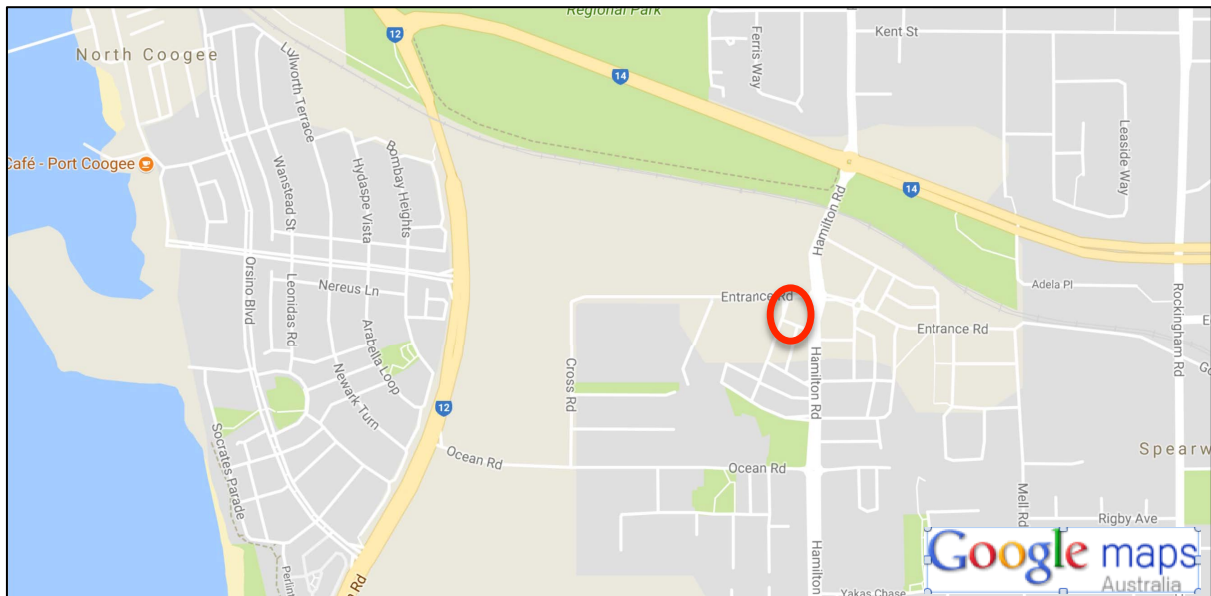


Figure 1 Site Location

Hamilton Road

- 2.1. Hamilton Road is classified as a district distributor B road in the Main Roads *Functional Road Hierarchy*. It is constructed as a two-lane boulevard style road adjacent to the subject site.
- 2.2. Traffic data from the Main Roads website is shown in Table 1 and attached at Appendix A. A daily demand of 7,500 vehicles per day (vpd) is shown.

Table 1 Hamilton Road South of Spearwood Avenue

Volume	AM Peak (8-9)	PM Peak (17-18)	HGV	Capacity
7,560vpd (2015)	500 North 216 South	319 North 471 South	7%	15,000vpd

The capacity is derived in Appendix B and based on maintaining a Level of Service D.

Entrance Road

- 2.3. To the north side of the subject land is Entrance Road. It is classified as an access street in the Main Roads *Functional Road Hierarchy* and is constructed as a two-lane boulevard style road. No traffic data is available for Entrance

Road, but reference to the structure plan traffic report prepared by Uloth and Associates indicates an ultimate flow of 1,000vpd to the west of Hamilton Road.

- 2.4. Entrance Road would have capacity to pass 13,500vpd, but a maximum flow of 3,000vpd is desirable to maintain residential amenity.

Livorno Approach

- 2.5. Livorno Approach is classified as an Access street and services approximately 20 residential lots. It is constructed with a 6 metre road pavement with a footpath to its eastern side. Google Maps shows this street to be called Santorini Boulevard.
- 2.6. No traffic data is available for Livorno Approach. Reference to the RTA *Guide to Traffic Generating Developments* suggests typical dwellings can generate up to 9 trips per lot per day. On this basis, Livorno Approach could carry up to 180vpd. A target maximum daily traffic flow of 1,000vpd is desirable to maintain residential amenity. However, it would have capacity to pass significantly greater traffic demands.

3. POSSIBLE DEVELOPMENT SCENARIOS

- 3.1. The purpose of this traffic assessment is to review the potential development scenarios of the land area and determine the maximum anticipated traffic generation.
- 3.2. The site area is approximately 1,273m² with access expected to be from the southern laneway. It is understood that there is no plot ratio restriction or height limit. However, it is considered unlikely that a building greater than 3 storeys would be viable. It is also considered that basement parking would not be commercially viable at this time.
- 3.3. For the purpose of determining the development ability of the site, an assessment of the potential car parking capacity is made. For the purpose of this study a basement level is assumed.
- 3.4. The area of the site would permit a car park of about 24 bays to be provided in a basement (ignoring ramp requirements etc.). At grade parking off the rear lane could also be provided and allowing a 6 metre basement ramp, up to 8 bays could be feasible. The parking would require at least 250m² from the ground level.
- 3.5. In total it is unlikely that more than 32 car parking bays would be commercially viable for a development on the subject site.
- 3.6. Appendix C calculates the maximum floor area of commercial uses that could be accommodated based on the maximum number of car parking bays

considered possible on the site. It is assumed that restaurant type uses will lose 30% of floor area for kitchens etc. (factor of 0.7) and 4 persons equates to 5m². To allow for reciprocal parking arguments, the floor areas have been factored up by 10%.

- 3.7. It can be seen from Appendix C that commercial land uses on the ground level will require significantly greater car parking than the site could allow.

Service Station

- 3.8. The site could accommodate a service station with 8 refuelling positions and a convenience store. The daily generation of this option would be about 1,348 trips per day, with 110 during the peak period. However, up to 45% of trade would be expected to pass the site and therefore the peak generation would add about 60 new trips to the surrounding road network. It is noted that the development of a service station is not a desirable outcome for the City.

Residential

- 3.9. With a maximum of 32 parking bays available for the site, it is calculated that up to 32 residential units could be provided (assuming visitor parking is provided on-street). The RTA *Guide to Traffic Generating Developments* suggests the use of 5 trips per dwelling per day with 10% during the peak periods. Therefore a purely residential development would be expected to generate (32 x 5) 160 trips per day with 16 trips during the peak period.

Fast Food

- 3.10. A fast food operator may consider the subject site, although it is noted that the site is too small for a major outlet (such as McDonald's). Reference to the RTA *Guide to Traffic Generating Developments* suggests a second tier outlet can be expected to generate about 100 peak hour movements, or about 1,000 movements per day. The RTA guide also suggests that 50% of traffic to a fast food outlet will be passing by. It is noted that the development of fast food is not a desirable outcome for the City.

Mixed Use Site

- 3.11. Based on the provision of 24 basement parking bays, it could be assumed that the upper floors could provide 24 dwellings. The ground level with a floor plate of 1,000m² could accommodate a local medical centre of say 500m², a restaurant of 250m² and a shop of 250m². Based on the RTA *Guide to Traffic Generating Developments* a development of this nature would be expected to generate about 1,216 trips per day.
- 3.12. It is noted that the commercial uses used for this option would require a total of 89 parking bays under current TPS requirements. It is evident that parking will

be the main constraint in regard to any future development of the site. For the purpose of this study the car parking deficiency is ignored.

- 3.13. Table 2 provides a summary of the possible traffic generation based on the above development opportunity.

Table 2 Development Opportunity Traffic Generation

Use	AM	PM	Daily
Service Station	97	111	1,348
Service station pass-by 45%	-44	-50	-607
<i>New Trips</i>	+53	+61	+741
Fast Food	60	100	1,000
Fast food pass-by 350	-30	-50	-500
<i>New Trips</i>	+30	+50	+500
Mixed Use residential	12	12	120
Medical (general practitioners surgery)	75	75	750
Restaurant	0	13	150
Shop	30	63	302
shop pass-by 35%	-11	-22	-106
<i>New Trips</i>	+106	+141	+1,216

4. DAILY TRAFFIC VOLUMES AND VEHICLE TYPES

- 4.1. Based on Table 2 it can be seen that the maximum development opportunity of the site could generate up to 1,216 new trips per day to the surrounding road network.

Distribution

- 4.2. Based on a recent study in the locality, the potential development would be expected to attract traffic predominantly from the surrounding residential areas. The following distribution of traffic to the external road network is used for this study.

- Hamilton Road north 50%
- Entrance Road east 10%
- Hamilton Road south 35%
- Entrance Road west 5%

5. TRAFFIC IMPACTS

- 5.1. Reference to the WAPC Transport Assessment Guidelines for Developments states that:

“As a general guide, an increase in traffic of less than 10% of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10% may. All sections of road with an increase greater than 10% of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10% of capacity. Therefore any section of road where traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis. An intersection may be considered materially affected if flows on any leg increase by more than 10% or any individual movement by more than 20%”.

- 5.2. The traffic generation of the possible mixed-use development scenario is distributed to the surrounding road network in Table 3. Table 3 also shows the expected traffic impacts based on the WAPC guidelines.

Table 3 Forecast Daily Traffic Movements

Road	Flow	Capacity	LoS	Increase	%	LoS
Hamilton Road north	7,560	15,000	C	+608	4%	D
Entrance Road west	1,000	13,500	A	+61	<1%	A
Hamilton Road south	7,560	15,000	C	+425	2.8%	D
Entrance Road east	3,000	13,500	B	+122	<1%	B

- 5.3. Table 3 indicates that the forecast traffic increases as a result of the possible maximum development opportunity of the site are less than 10% of road capacity and would be deemed to have no material traffic impact under WAPC guidelines.
- 5.4. Hamilton Road is shown to experience a lower Level of Service as a result of the development scenario. However, the current traffic demands only just fall into a Level of Service C and other recent developments would be expected to result in Level of Service D already occurring.
- 5.5. During the peak period of site activity, it is estimated that a generation of 141 trips could occur. With 70% of traffic expected in the peak direction and the maximum demand of 50% heading to/from Hamilton Road, the expected maximum increase to any traffic lane will be 50 vehicles.

- 5.6. It can be seen that based on the WAPC guidelines, an increase up to 100 vehicles to any traffic lane is considered to have no significant traffic impact.
- 5.7. It is concluded therefore the maximum development opportunity of Lot 47 Eliza Ponds would be expected to have no material traffic impact.
- 5.8. It is noted that a recent study in the area undertook Sidra analysis of the Hamilton Road / Entrance Road roundabout. The analysis applied traffic growth to the network to 2026. The analysis showed that Level of Service A could be expected on all approaches. It is concluded that the maximum development opportunity of the subject site would not result in a significant decrease to forecast Levels of Service.

6. CONCLUSIONS

- 6.1. This assessment has identified the potential land uses permissible for the subject site and made assumptions of possible development scenarios. The assessment indicates that a mixed-use type development providing medical facilities, such as general practitioners surgery, would be likely to generate the highest level of traffic.
- 6.2. The level of traffic generated by the maximum development opportunity would be considered to have no material traffic impact to the surrounding local road network, based on WAPC guidelines.

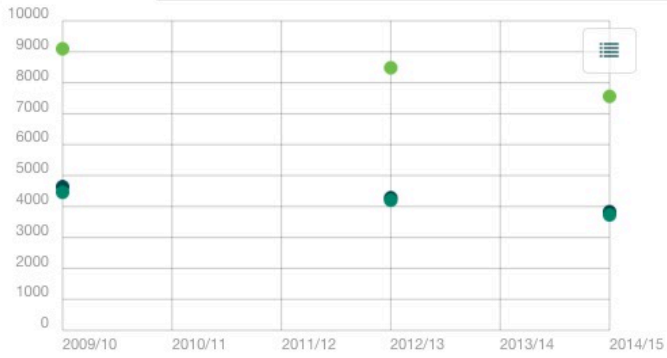
APPENDIX A TRAFFIC DATA

Hamilton Rd [↗](#)

SITE 1979

South of Spearwood Av

Traffic Volume Hourly Speed [Monday to Friday](#) [Download](#)



	Vehicles	
	Total	Heavy
2014/15	7560	7%
2013/14		
2012/13	8483	4%
2011/12		
2010/11		
2009/10	9097	4%

APPENDIX B

Levels of Service by Road Type

LOS	Single Carriageway ¹	2-Lane Boulevard ²	Dual Carriageway (4-Lanes) ³	Dual Carriageway (4-lane Clearway) ³
A	2,400vpd	2,600vpd	24,000vpd	27,000vpd
B	4,800vpd	5,300vpd	28,000vpd	31,500vpd
C	7,900vpd	8,700vpd	32,000vpd	36,000vpd
D	13,500vpd	15,000vpd	36,000vpd	40,500vpd
E	22,900vpd	25,200vpd ⁴	40,000vpd	45,000vpd
F	>22,900vpd	>25,200vpd ⁴	>40,000vpd	>45,000vpd

¹ Based on Table 3.9 Austroads - Guide to Traffic Engineering Practice Part 2

² Based on single carriageway +10% (supported by Table 3.1 Austroads - Guide to Traffic Engineering Practice Part 3) – Boulevard or division by medians.

³ Based on RRR Table 3.5 - mid-block service flow rates (SF.) for urban arterial roads with interrupted flow. Using 60/40 peak split.

⁴ Note James Street Guildford passes 28,000vpd.

For the purposes of planning, the capacity of a road can be taken as the value between Level of Service E and F. However, a Level of Service D is the lowest preferred operational Level of Service.

APPENDIX C Maximum Floor areas based on 32 parking bays.

	Parking required 1 bay:			Max floor area
	per m ²	per person	factor	
Consulting Rooms	15		1	528
Health Studio	15		1	528
Medical Centre	15		1	528
Convenience Store	15		1	528
Lunch Bar	15		1	528
Shop	12		1	422
Home Store	12		1	422
Restaurant (70% seating)	5	4	0.7	251
Reception Centre	5	4	0.7	251
Veterinary Centre	20		1	704
Recreation – Private	5	4	0.7	251
Office	50		1	1760
Non-preferred land uses				
Fast food outlet	15		1	528
Service Station			1	0
Hotel/Tavern	2		1	70
Small Bar	2		1	70
Vehicle – Disused			1	0
Motor Vehicle Repair			1	0
Betting Agency	15		1	528
Club Premises	50		1	1760
Amusement Parlour	5	4	0.7	251