

It is certified that this Structure Plan was approved by resolution of the Western Australian Planning Commission on 7/4/2017  
 This Structure Plan expires on 7/4/2027  
 Signed [Signature]  
 Director, Planning and Development  
 File No. 110/143

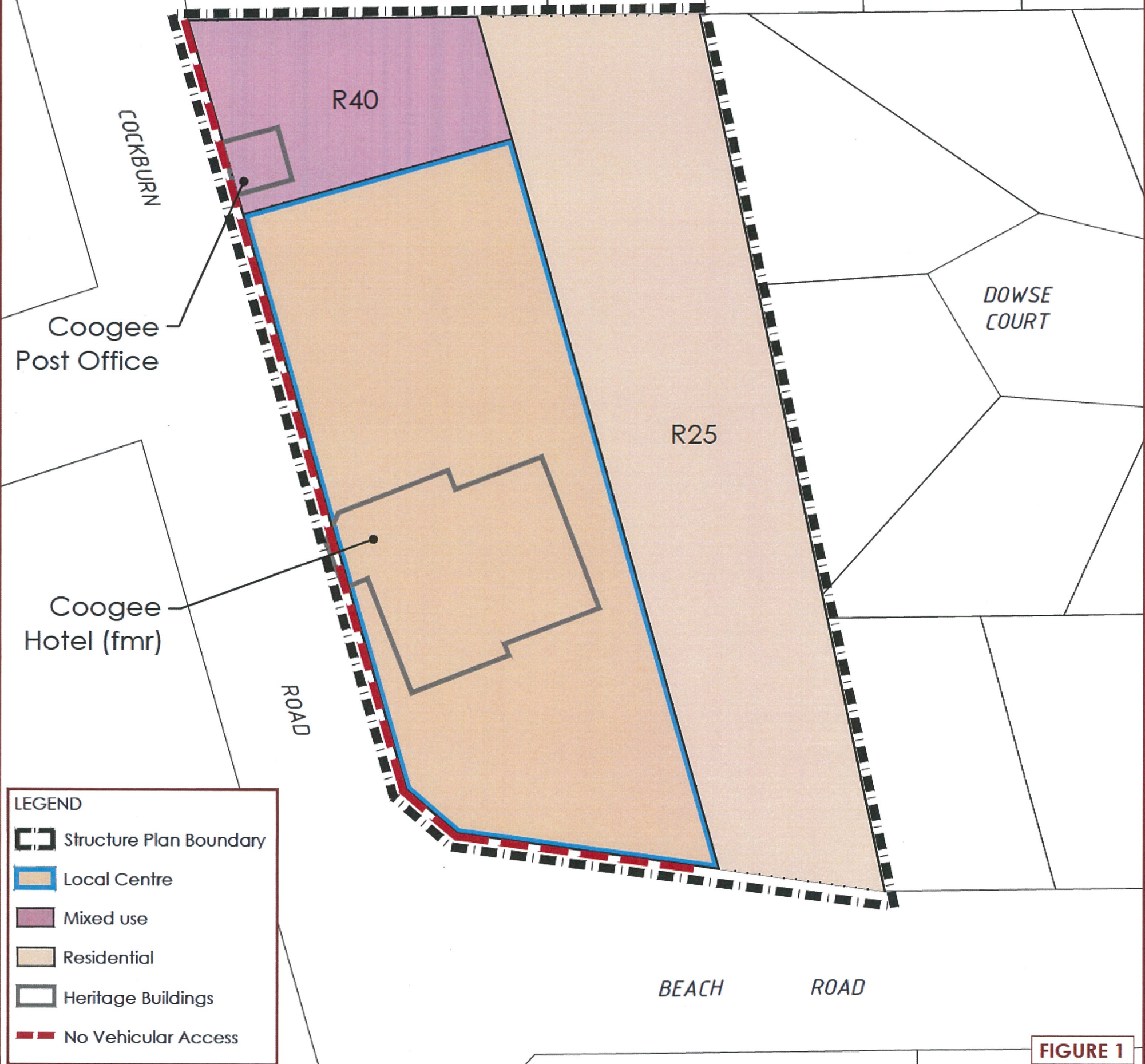
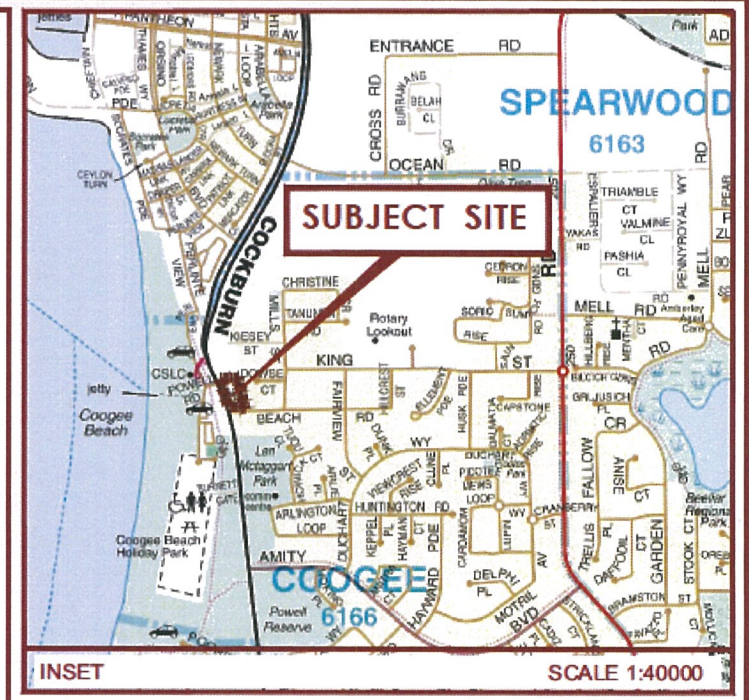
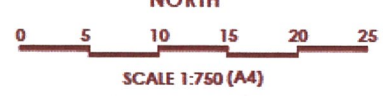


FIGURE 1



Planner: MB/MS  
 Client: SHO  
 Date: 20.03.17  
 Plan No: SHO COO 2-07

**STRUCTURE PLAN**  
**LOT 512 COCKBURN ROAD**

**COOGEE**

**CITY OF COCKBURN**





COOGEE HOTEL AND POST OFFICE  
STRUCTURE PLAN

LOT 512 COCKBURN ROAD, COOGEE  
CITY OF COCKBURN

**Coogee Hotel and Post Office  
Lot 512 (H371) Cockburn Road, Coogee**

City of Cockburn

**STRUCTURE PLAN**

March 2017

Prepared for: **State Heritage Office**

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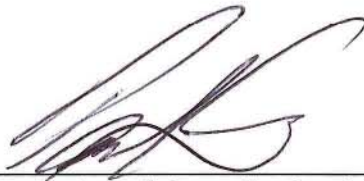
Project Planner: M.Szabo  
Job code: SHO COO  
File reference: 170206RLGA\_Coogee Hotel and Post Office Structure Plan (v6)  
Revision No: 7  
Quality Assurance

Issue/Version:	Date:	Author:	Reviewer:
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2a	10 November 2015	Zarina McDonald	Jaclyn Ward
2b	24 November 2015	Zarina McDonald	Jaclyn Ward
3	3 February 2016	Zarina McDonald	Jaclyn Ward
4	18 March 2016	Jaclyn Ward	Mark Szabo
5	01 April 2016	Zarina MacDonal	Mark Szabo
6	3 February 2017	Mitch Bisby	Mark Szabo
7	30 March 2017	Mitch Bisby	Mark Szabo

This structure plan is prepared under the provisions of the City of Cockburn  
Town Planning Scheme No.3

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY  
RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION  
ON: 7 APRIL 2017

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:

Amपालिन Witness

7 April 2017 Date

Date of Expiry: 7 APRIL 2027

**TABLE 1: TABLE OF AMENDMENTS**

<b>AMENDMENT NO.</b>	<b>SUMMARY OF THE AMENDMENT</b>	<b>AMENDMENT TYPE</b>	<b>DATE APPROVED BY WAPC</b>

## EXECUTIVE SUMMARY

This Local Structure Plan (LSP) applies to Lot 512 Cockburn Road, Coogee; being the land contained within the inner edge of the line denoting the 'Structure Plan Boundary' as shown on the Structure Plan Map.

The objective of the Structure Plan is to facilitate the development of residential, mixed use and local centre uses that will result in the adaptive re-use of the two existing heritage Places on the site, being the Coogee Hotel and Coogee Post Office.

A summary of all key statistics and planning outcomes of the LSP is provided in Table 2 below:

**TABLE 2: SUMMARY TABLE**

ITEM	DATA	STRUCTURE PLAN REF (SECTION NO.)
Gross Structure Plan Area	0.6445hectares	Section 1.2.2
Area of each land use proposed:		
<u>Local Centre</u>	0.3083 hectares and 48%	Section 3.1
<u>Residential (R25)</u>	0.2632 hectares and 41%	Section 3.1.2
<u>Mixed Use (R40)</u>	0.0730 hectares and 11%	Section 3.1.1
Estimated Residential Lot Yield <i>(should residential land uses be developed)</i>	<b>TOTAL 7 Lots:</b> 6 Residential Lots @ R25 1 Multiple Dwelling @ R40	Section 3.1.3 Section 3.1.3
Estimated Number of Dwellings <i>(should residential land uses be developed)</i>	0 - 10 dwellings (depending on type of development)	Section 3.1.3
Estimated residential site density <i>(should residential land uses be developed)</i>		Section 1.3.4
- dwellings per gross urban hectare <i>As per Directions 2031</i>	15 dwellings per gross hectare	
- dwellings per site hectare <i>As per Liveable Neighbourhoods</i>	29 dwellings per site hectare	
Estimated Population <i>(based on maximum residential land uses potential)</i>	28 people @ 2.8 people/household	N/A



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## 1. STRUCTURE PLAN AREA

This Structure Plan is identified as the Coogee Hotel and Post Office Structure Plan. This Structure Plan shall apply to the land contained within the inner edge of the line denoting the Structure Plan Boundary on the Structure Plan Map (Figure 1).

## 2. OPERATION

The date the Structure Plan comes into effect is the date the Structure Plan is approved by the WAPC.

## 3. SUBDIVISION AND DEVELOPMENT REQUIREMENTS

### 3.1 LAND USE

Land use permissibility shall be in accordance with the corresponding zone or reserve under the Scheme.

### 3.2 HERITAGE

The Structure Plan area includes two places listed on the *State Register of Heritage Places* under the *Heritage of Western Australia Act 1990*; being the 'Coogee Hotel (fmr)' (Coogee Hotel) and 'Coogee Post Office', both of which fall under the parent site 'Coogee Hotel and Post Office'. As such, development within the Structure Plan area shall have due regard to any requirements under the Act, together with any provisions of this Structure Plan and relevant Conservation Plan/s.

### 3.3 DEVELOPMENT CONDITIONS

#### 3.3.1 Design Guidelines

Development shall have due regard for the provisions of the Design Guidelines prepared to support this Structure Plan (refer Appendix E), which sets out requirements for both residential and mixed-use/commercial uses.

#### 3.3.2 Vehicle Access

- i. No vehicular access shall be permitted to Cockburn Road and part of Beach Road as depicted on the Structure Plan map.
- ii. A single, shared access arrangement to Beach Road shall be provided for all future development.
- iii. Development shall be designed to facilitate the safe and efficient movement of waste vehicles within the site.

#### 3.3.3 Local Development Plans

A Local Development Plan shall be prepared:

- i. To support an application for development approval where said application does not constitute a comprehensive and/or integrated proposal over the site, to the satisfaction of the City of Cockburn; and/or,
- ii. As a condition of subdivision approval,

And shall set out:

- a) Siting and orientation of development to provide adequate passive surveillance and a complementary relationship with heritage values, such as that set out in the Design Guidelines;
- b) Building setbacks and heights that respond to the character of the area, and that have due regard to the requirements of the City of Cockburn's Local Planning Policy 1.7: *Coogee Residential Height Requirements*;
- c) Vehicle access and parking arrangements that provide for the safe and efficient movement of vehicles throughout the site, including waste vehicles, with a single point of access to Beach Road;
- d) Fencing requirements, including materials, heights and permeability, that respond to the heritage values of the site and the need for adequate passive surveillance; and,
- e) Noise management and attenuation requirements, as required by the Acoustic Assessment.

#### 3.3.4 BUILDING HEIGHTS

The maximum building height of all development, including non-residential development, shall comply with the requirements of Local Planning Policy 1.7: *Coogee Residential Height Requirements* and therefore be limited to:

- i. Top of external wall (roof above) – 7m
- ii. Top of external wall (concealed roof) – 8m
- iii. Top of pitch – 10m

## 4. OTHER REQUIREMENTS

### 4.1 DEVELOPMENT CONTRIBUTIONS

The Structure Plan Area falls within Development Contribution Area 13 (DCA13). Development may therefore be subject to cost contributions in accordance with the Development Contribution Plan contained at Schedule 12 of the Scheme.

Additional proportional contributions may be required as a condition of subdivision or development approval for the upgrade of the intersection of Cockburn Road and Beach Road. The appropriate proportion shall be determined at the time.

### 4.2 NOISE ATTENUATION

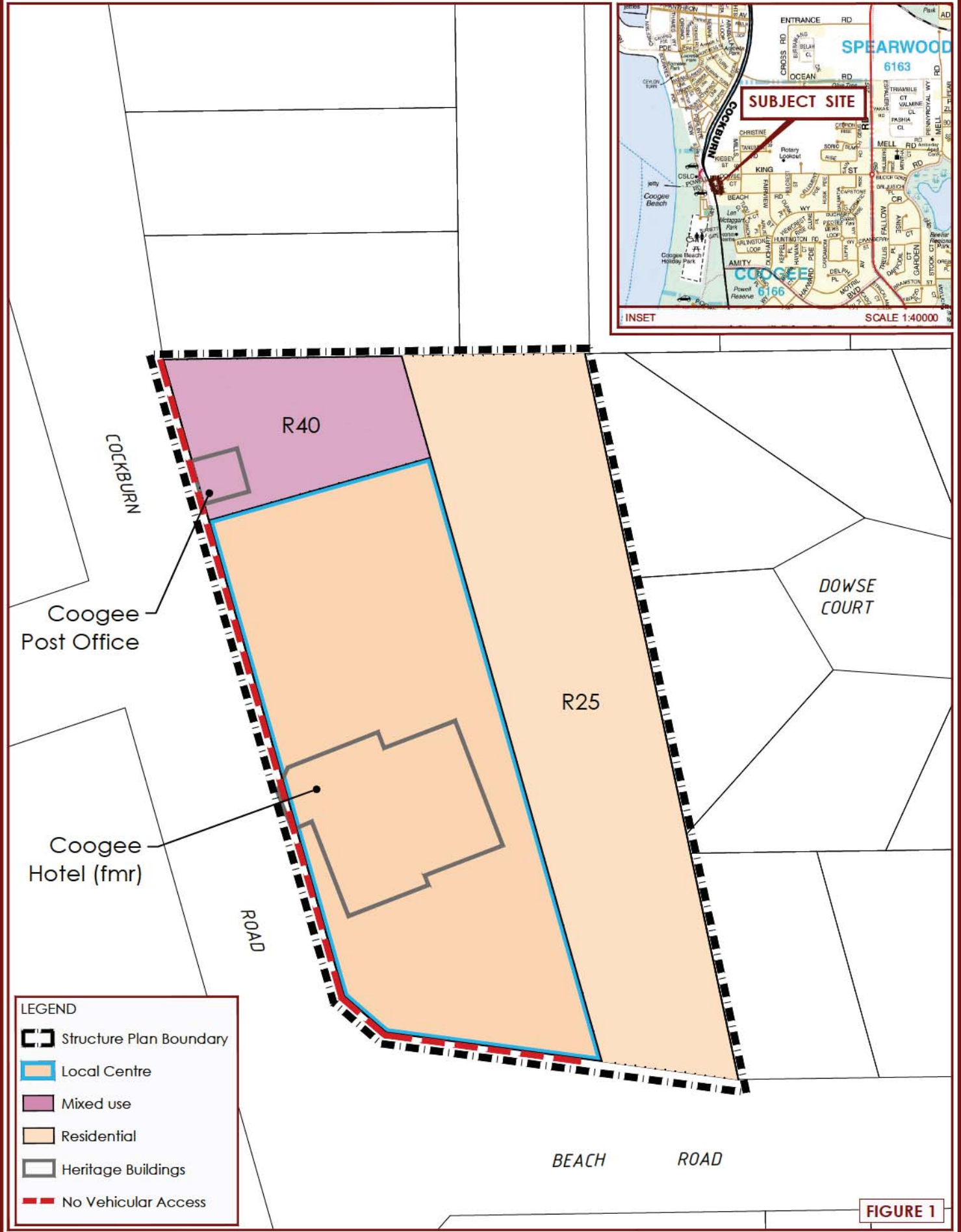
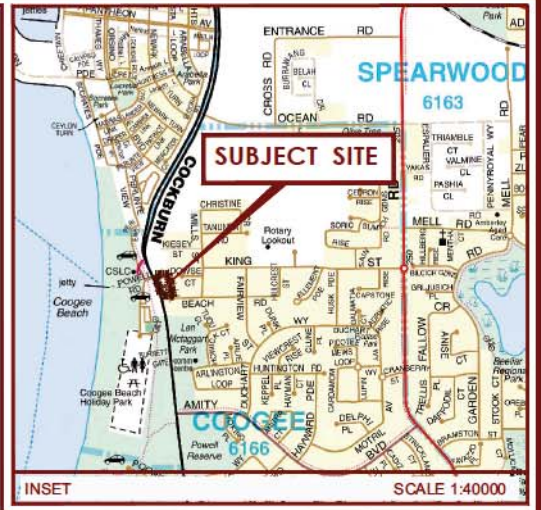
Development undertaken in accordance with the Concept Development Plan (Figure 7) shall comply with the recommendations listed in Section 6 of the Acoustic Assessment (Appendix D). Development that deviates from the Concept Development Plan may require an updated Acoustic Assessment to demonstrate compliance with SPP5.4, to the satisfaction of the decision maker.



### 4.3 CONDITIONS OF SUBDIVISION APPROVAL

The City of Cockburn shall recommend to the Western Australian Planning Commission that a condition be imposed on the grant of any applicable subdivision approval that a notification be placed on Certificates of Title advising: -

- i. The lot/s is/are situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by, transport noise.
- ii. The lot/s is/are subject to Design Guidelines.



**FIGURE 1**



0 5 10 15 20 25  
SCALE 1:750 (A4)

**STRUCTURE PLAN**  
**LOT 512 COCKBURN ROAD**  
**COOGEE**  
**CITY OF COCKBURN**

Planner: MB/MS  
Client: SHO  
Date: 20.03.17  
Plan No: SHO COO 2-07

**PART TWO | EXPLANATORY SECTION**



## 1. PLANNING BACKGROUND

### 1.1 INTRODUCTION AND PURPOSE

This Structure Plan (SP) has been prepared on behalf of the State Heritage Office and Main Roads WA in order to facilitate the re-use of heritage places and development of surrounding land located at Lot 512 (No.371) Cockburn Road, Coogee (subject land).

This SP has been prepared by Burgess Design Group in accordance with the WAPC's Structure Plan Preparation Guidelines and the City of Cockburn Town Planning Scheme No.3 (the Scheme), with technical inputs from a multidisciplinary team comprising:-

- Kctt – Transport Impact Assessment
- Lloyd George Acoustics –Acoustic Assessment

### 1.2 LAND DESCRIPTION

#### 1.2.1 Location

The subject land is located in Coogee, approximately 28 kilometres south-west of the Perth CBD and 10.5 kilometres west of Cockburn Central, forming part of the City of Cockburn. The site is located at the corner of Cockburn Road and Beach Road, approximately 50m east of Coogee Beach Reserve. Refer to **Figure 2 – Location Plan**.

#### 1.2.2 Area and Land Use

The subject land incorporates a single landholding; being Lot 512 Cockburn Road, Coogee. The site is 0.6445 hectares in area and accommodates two heritage listed buildings, being the Coogee Hotel and Old Post Office, as seen in **Figure 3 – Aerial Photo**.

#### 1.2.3 Legal Description and Ownership

The subject land is legally described as:

- Lot 512 on Deposited Plan 30417 Volume: 2520 Folio: 407.

The land is owned by Main Roads Western Australia (MRWA); which, with the assistance of the Heritage Council of Western Australia (HCWA), is considering options for the future disposal of the site. Both heritage buildings have been privately leased, primarily for office, storage and residential purposes.

The Certificate of Title is attached at **Appendix A**.





FIGURE 2



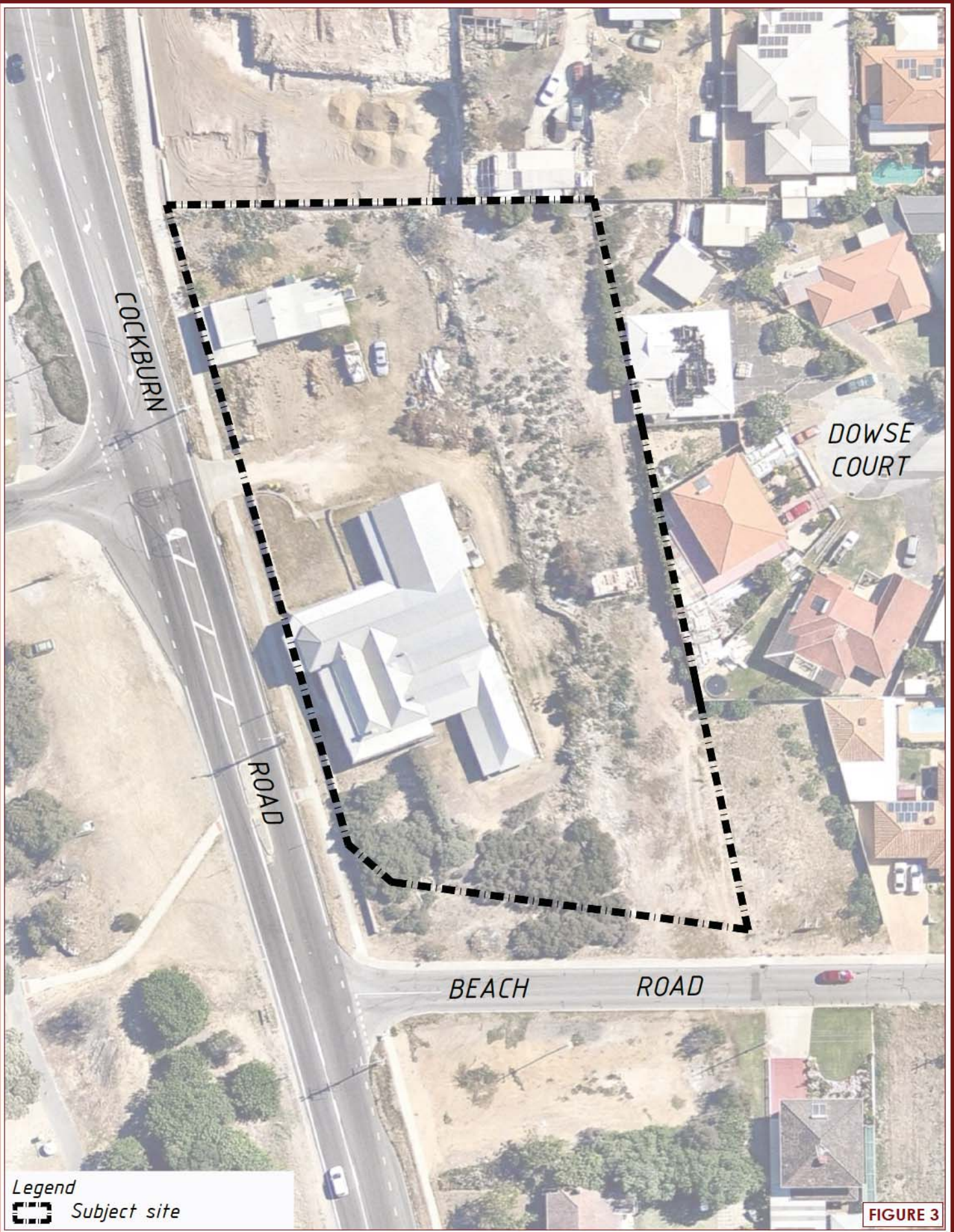
NORTH




Planner: JD/ZM  
 Client: SHO  
 Date: 13.04.15  
 Plan No: SHO COO 9-01

**LOCATION PLAN**  
**LOT 512 COCKBURN ROAD**  
**COOGEE**  
**CITY OF COCKBURN**





**Legend**  
 Subject site

**FIGURE 3**



0 10 20 30 40 50 60 70m  
 SCALE 1:750 (A4)

Planner: JD/ZM  
 Client: SHO  
 Date: 13.04.15  
 Plan No: SHO COO 9-01

**AERIAL**  
**LOT 512 COCKBURN ROAD**  
**COOGEE**



## 1.3 PLANNING FRAMEWORK

### 1.3.1 Zoning and Reservations

The subject land is zoned 'Urban' and abuts a 'Primary Regional Road Reserve', being Cockburn Road, under the Metropolitan Region Scheme (MRS). Refer Figure 4

The Scheme depicts the land as being within the 'Development Zone', 'Development Area 32' (DA32), and 'Development Contribution Area 13' (DCA13). Refer Figure 5.

The objective of the Development Zone is to generally provide for the subdivision and development of land in accordance with an approved structure plan. Schedule 11 of the Scheme sets out specific requirements for each Development Area. The Scheme provisions applicable to DA32 are:

- 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 Structure Plan is to provide for residential development and may include the sympathetic adaptation of the Heritage places for commercial and tourist related uses that are compatible with residential amenity and consistent with the Conversation Plan.*
- 3. The Structure Plan is to facilitate the conservation and protection of the cultural heritage significance of the Heritage Places and their setting, consistent with a Conservation Plan.*
- 4. No subdivision or development will be supported within the Development Area until the Structure Plan has been adopted by Council and endorsed by the Western Australian Planning Commission (WAPC).*
- 5. The maximum building height of any development shall be in accordance with the City of Cockburn's Local Planning Policy 1.7– Coogee Residential Height Requirements.*

The subject site falls within Development Contribution Area 13 (DCA13) and development is therefore subject to cost contributions in accordance with Schedule 12 of the Scheme. DCA13 applies to all land within the City to be subdivided and/or developed for residential, rural residential or resource zone purposes. DCA13 provides for proportional contributions toward regional, sub-regional and local infrastructure items.

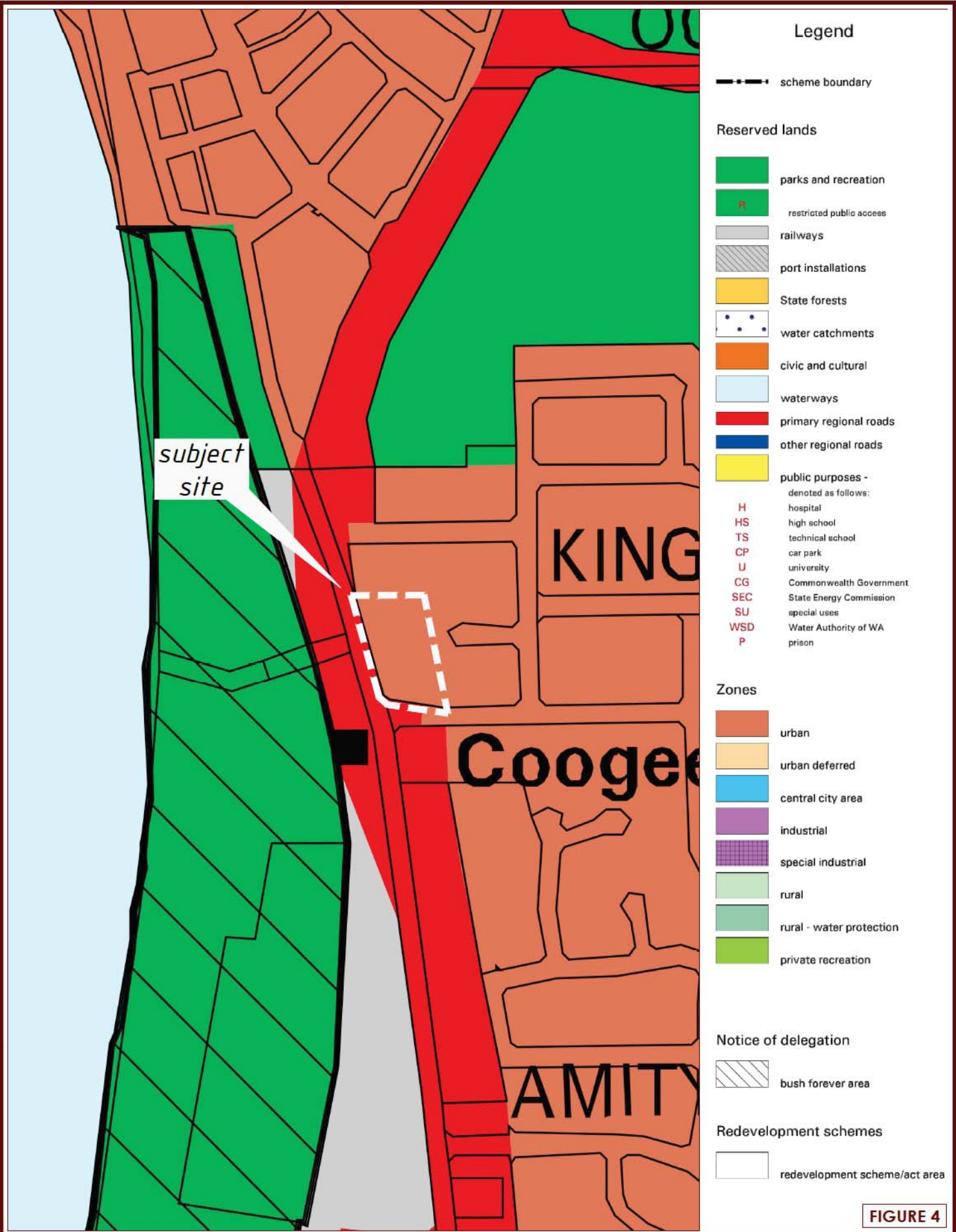
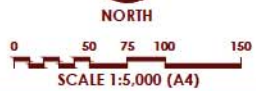


FIGURE 4



**METROPOLITAN REGION SCHEME**

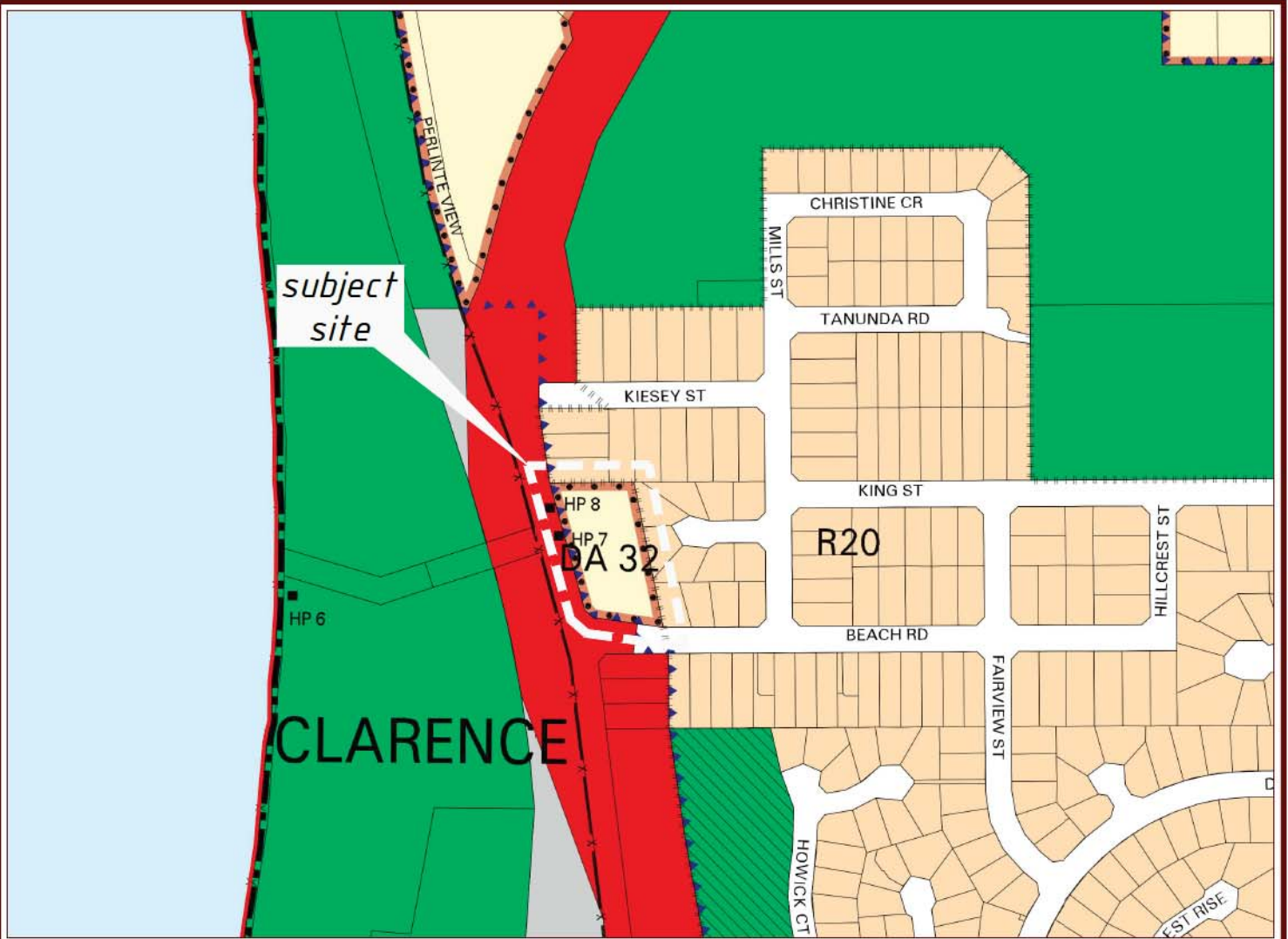
**LOT 512 COCKBURN ROAD**

**COOGEE**

**CITY OF COCKBURN**

Planner: JD/ZM  
 Client: SHO  
 Date: 13.04.15  
 Plan No: SHO COO 9-01





**LEGEND**

**METROPOLITAN REGION SCHEME RESERVES**

- |                                   |                                       |
|-----------------------------------|---------------------------------------|
| PARKS AND RECREATION              | PRIMARY REGIONAL ROADS                |
| RESTRICTED PUBLIC ACCESS RAILWAYS | OTHER REGIONAL ROADS                  |
| PORT INSTALLATIONS                | PUBLIC PURPOSES - DENOTED AS FOLLOWS: |
| STATE FORESTS                     | H HOSPITAL                            |
| WATER CATCHMENTS                  | HS HIGH SCHOOL                        |
| CIVIC AND CULTURAL                | TS TECHNICAL SCHOOL                   |
| WATERWAYS                         | CP CAR PARK                           |
|                                   | U UNIVERSITY                          |
|                                   | CG COMMONWEALTH GOVERNMENT            |
|                                   | SEC STATE ENERGY COMMISSION           |
|                                   | SU SPECIAL USES                       |
|                                   | WSD WATER AUTHORITY OF WA             |
|                                   | P PRISON                              |

**LOCAL SCHEME RESERVES**

- |                                     |                                     |
|-------------------------------------|-------------------------------------|
| LAKES & DRAINAGE                    | PUBLIC PURPOSES DENOTED AS FOLLOWS: |
| LOCAL ROAD                          | TE TELSTRA                          |
| PARKS & RECREATION                  | WC WATER CORPORATION                |
| PUBLIC PURPOSES                     | WP WESTERN POWER                    |
| PUBLIC PURPOSES DENOTED AS FOLLOWS: |                                     |
| AG DEPT OF AGRICULTURE              |                                     |
| C CIVIC                             |                                     |
| DOT DEPT OF TRANSPORT               |                                     |
| FPA FREMANTLE PORT AUTHORITY        |                                     |
| FS FIRE STATION                     |                                     |
| GS GAS PIPELINE                     |                                     |
| K PRE-SCHOOL                        |                                     |
| DP OIL PIPELINE                     |                                     |
| P POLICE STATION                    |                                     |
| PO POST OFFICE                      |                                     |
| PS PRIMARY SCHOOL                   |                                     |
| TAB TOTALISATOR AGENCY BOARD        |                                     |

**ZONES**

- |                 |                            |
|-----------------|----------------------------|
| DEVELOPMENT     | INDUSTRY                   |
| DISTRICT CENTRE | LIGHT AND SERVICE INDUSTRY |
| LOCAL CENTRE    | CONSERVATION               |
| REGIONAL CENTRE | RESOURCE                   |
| RESIDENTIAL     | RURAL                      |
| BUSINESS        | RURAL LIVING               |
| MIXED BUSINESS  |                            |
| SPECIAL USE     |                            |

**OTHER**

- |       |                                    |       |   |
|-------|------------------------------------|-------|---|
| R20   | R CODES                            | DA 72 | DEVELOPMENT CONTRIBUTION AREA (SEE SCHEME TEXT) |
| A1    | ADDITIONAL USES                    | JA    | JANDAKOT AIRPORT (SEE SCHEME TEXT)              |
| R1    | RESTRICTED USES                    |       | BUILDING ENVELOPE                               |
|       | SCHEME BOUNDARY                    |       | PEEL-HARVEY COASTAL PLAIN CATCHMENT AREA        |
|       | LOCAL GOVERNMENT BOUNDARY          |       | HERITAGE PLACE (SEE SCHEME TEXT)                |
|       | TOWNSITE - LAND ACT                |       | NO ZONE   |
| SU 3  | SPECIAL USE AREA (SEE SCHEME TEXT) |       |   |
| DA 30 | DEVELOPMENT AREA (SEE SCHEME TEXT) |       |   |

**FIGURE 5**



**TOWN PLANNING SCHEME NO.3**

**LOT 512 COCKBURN ROAD**

**COOGEE**

Planner: JD/ZM  
 Client: SHO  
 Date: 13.04.15  
 Plan No: SHO COO 9-01

**CITY OF COCKBURN**



### 1.3.2 Planning Strategies

#### Directions 2031 and Beyond

Directions 2031 is a long-term strategic plan for the Perth Metropolitan and Peel Regions, and provides a framework for urban growth with a focus on urban consolidation and an efficient built form.

Directions 2031 establishes a minimum density target of 15 dwellings per gross Urban zoned hectare, based upon an integrated and diverse approach to housing provision. The LSP supports residential development in accordance with the dwelling targets set out in Directions 2031, enabling the equivalent of 15 dwellings per gross Urban zoned hectare of land.

This Structure Plan will ensure the integrity of the heritage place is not compromised. This is considered to address other objectives set out by Directions 2031 of protecting and enhancing our heritage.

### 1.3.3 Planning Policies

#### State Planning Policy 2.6: State Coastal Planning Policy (SPP2.6)

SPP2.6 provides guidance for decision-making within the coastal zone including managing development and land use change; establishment of foreshore reserves; and to protect, conserve and enhance coastal values.

As the Structure Plan Area is within 300 metres of the horizontal shoreline datum, maximum height limits apply to all development within the site as set out in Part One of this Structure Plan.

#### State Planning Policy No. 3.5: Historic Heritage Conservation

State Planning Policy No.3.5 Historic Heritage Conservation (SPP 3.5) acknowledges that in some cases, the conservation and protection of a heritage place may require a change of use to ensure a reasonable beneficial use or return. Adaptive re-use of a heritage building without compromising its heritage qualities can often be one of the best ways of ensuring its future conservation.

As such, the proposed Structure Plan provides flexibility to the uses permitted within and surrounding the heritage buildings.

#### State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP3.7)

SPP3.7 directs how land use should be addressed in bushfire risk management in Western Australia, and applies to all land that is identified as being 'Bushfire Prone' by the Fire and Emergency Services Commissioner as highlighted on the Map of Bushfire Prone Areas.

The Structure Plan Area falls within a designated Bushfire Prone Area, and in accordance with the requirements of State Planning Policy 3.7: *Planning in Bushfire Prone Areas* (SPP3.7), a Bushfire Hazard Level (BHL) Assessment has been prepared to support the Structure Plan (refer **Appendix G** and **Section 2.1.4**).

### State Planning Policy 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP5.4)

SPP5.4 aims to mitigate adverse noise-impacts on noise sensitive development in the vicinity of major road or rail infrastructure.

The Structure Plan Area abuts a 'major road'; being Cockburn Road, which is reserved as a 'Primary Regional Road' under the MRS, classified as a 'Primary Distributor' by Main Roads WA, and is estimated to carry upwards of 16,000 vehicles per day. As such, an Acoustic Assessment has been prepared to identify potential noise impacts and set out suitable management measures (refer **Appendix D** and Section 2.1.6 for details).

### Liveable Neighbourhoods

Liveable Neighbourhoods is a state-wide development control policy that facilitates the development of sustainable communities. It provides an integrated planning and assessment policy for the preparation of Structure Plans and subdivision designs and represents an alternative performance-based approach to conventional subdivision policies.

This Structure Plan has been prepared with the principles of the *Liveable Neighbourhoods* policy in mind and should be assessed against the objectives and requirements of each of the *Liveable Neighbourhoods* design elements.

In particular, the Structure Plan provides a site responsive approach in its design and provides a reliable framework to coordinate the more detailed development and planning process that is to follow.

This Structure Plan is considered to:

- effectively integrate future development with the adjacent existing land uses and minimise land use conflict;
- ensure lots and streetscapes have a suitable level of amenity;

Liveable Neighbourhoods states that urban densities of at least 15 dwellings per urban hectare and an average of 22 dwellings per site hectare should be provided in new urban areas. Whilst the subject land is not a new urban area, a residential site density of 29 dwellings per hectare can be achieved, which is consistent with the target of Liveable Neighbourhoods.

### City of Cockburn Policy ADP64 Heritage Conservation Design Guidelines

The key objectives of this Policy that relate to Lot 512 are considered to be:

- *To ensure that works, including conservation, restoration, alterations, additions, changes of use and new development, respect the heritage significance associated with heritage places; and*
- *To encourage opportunities for interpretation where it can enhance understanding and enjoyment of heritage places, and strengthen the relationships between the community and its heritage.*



The following policy provisions have therefore been considered in the preparation of this Structure Plan for the Coogee Hotel and Post Office site:

### *3. Change of Use*

#### *(a) Adaptive reuse of heritage places may be supported provided:*

- (i) The proposed use(s) will not impact negatively on the amenity of the surrounding area.*
- (ii) Any required modifications do not substantially detract from the heritage significance of the place and are consistent with the provisions of this policy.*
- (iii) The use is consistent with the Scheme and other relevant Council policies.*

#### *(b) Where there is a Conservation Plan for a heritage place any proposed new use(s) will be assessed on the basis of the recommendations contained within the Conservation Plan.*

#### *(c) Where possible, evidence of the original use of a building should be retained, and in some circumstances interpretation may be appropriate to help understand the former use where it is not readily apparent (refer to 7.0).*



### City of Cockburn Local Planning Policy 1.7 Coogee Residential Height Requirements (LPP1.7)

The maximum building height of any development shall be in accordance with the City of Cockburn's Local Planning Policy LPP1.7 – Coogee Residential Height Requirements.

Maximum building height of residential development shall be limited to:

- (i) Top of wall (roof over) – 7m
- (ii) Top of Wall (parapet) – 8m
- (iii) Top of pitched roof – 10m

### City of Cockburn On-site Drainage Requirements (Residential Lots)

The City's requirement for stormwater disposal is that all stormwater falling within the lot boundaries is contained within the lot, either through soak wells or other approved methods. The City requires the onsite storage capacity for residential lots be designed to contain the 1 in 20 year storm of 5 minutes duration. This is based on the requirements for gutter & downpipe sizing by Building Codes of Australia.

Any future development will need to comply with the City of Cockburn's drainage requirements in this regard.

## 2. SITE CONDITIONS AND CONSTRAINTS

### 2.1 SITE ANALYSIS

The subject site contains two single-storey limestone, brick and iron heritage buildings; being the Coogee Hotel and the Coogee Post Office. Both are located in the western portion of the site, addressing Cockburn Road. The remainder of the site is vacant.

The former Hotel has been extended to the north and occupies a total footprint of around 885m<sup>2</sup>, with an internal building area of around 640m<sup>2</sup>. A portion of the western verandah extends beyond the existing cadastral boundary.

The former Post Office has been extended to the east and occupies a total footprint of around 172m<sup>2</sup>, with an internal building area of around 98m<sup>2</sup>.

Detailed physical descriptions of the buildings can be found in the Coogee Hotel and Post Office Conservation Plan 1999 (refer to **Appendix B**).

There is a steep bank or ridge, running in a north-south direction, along the eastern third of the site. An existing, low limestone retaining wall defines the western boundary of the site, and presently extends beyond the cadastral boundary at the south-west corner truncation.

The eastern portion of the site remains largely un-developed, except for a small brick and iron outbuilding in a ruinous condition which will be removed to facilitate further development of the site.

#### 2.1.1 Biodiversity and Natural Area Assets

The subject land is observed as being cleared of any remnant vegetation and is not considered to provide any habitat of significance for native fauna.

#### 2.1.2 Landform and Soils

Geological mapping of the site shows the surface geology of the site as including Tamala Limestone, and sand derived from Tamala Limestone. The site is further identified as containing no known risk of Acid Sulfate Soil (ASS) within 3 metres of natural soil surface.

The DoW Perth Groundwater Atlas indicates that the site slopes gradually towards the south west, with surface levels ranging from 10 mAHD in the north east corner to 6 mAHD in the south west corner.

#### 2.1.3 Groundwater and Surface Water

No surface water features are identified within the site. The site is not located within any surface or groundwater protection areas and does not contain any wetlands, streams or water courses. The regional groundwater levels at the site are estimated to be at 1m Australian Height Datum (AHD) or 5m below natural surface level as based on regional groundwater mapping and topography data.

#### 2.1.4 Bushfire Hazard

The subject site is located within a designated Bushfire Prone Area, as shown on the Department of Fire and Emergency Services' *Map of Bushfire Prone Areas*.



In accordance with the requirements of State Planning Policy 3.7: *Planning in Bushfire Prone Areas* (SPP3.7), a Bushfire Hazard Level (BHL) Assessment has been prepared to support the Structure Plan (refer **Appendix G**). This Assessment found that vegetation within and surrounding the site has a 'Low' BHL, primarily due to it comprising managed or non-vegetated areas, or areas that are subject to exclusions under Australian Standard 3959-2009 due to fragmentation and limited size. As such, the Structure Plan and subsequent development does not require the application of SPP3.7.

### 2.1.5 Heritage

#### Aboriginal Heritage

A search of Department of Aboriginal Affairs' Aboriginal Heritage Inquiry System reveals there are no known or registered aboriginal heritage sites.

#### European Heritage

The subject site is a State Registered place under the *Heritage of Western Australia Act 1990* (place number 3648). The place contains two significant buildings: the Coogee Hotel; and, the Coogee Post Office.

This Structure Plan facilitates the protection of these places as they are listed for conservation under the Act. To that end, the land is also the subject of a Heritage Agreement requiring present and future owners to conserve and maintain the existing heritage places. A Conservation Plan was prepared for the Coogee Hotel and Post Office in December 1999 on behalf of Main Roads WA. It outlines the heritage significance of Coogee Hotel and Post Office, and identifies general conservation policies to provide guidance and direction in their future use, development and conservation. This conservation plan is required to be reviewed and updated, if necessary, by the State Heritage Office (SHO) prior to any development works taking place, in consultation with landowners. The Coogee Hotel and Post Office Conservation Plan is the primary guiding document for the conservation and future use of the place.

#### Archaeology

A professional archaeological survey of the site was carried out in 2006 as recommended in the Conservation Plan, under the authorship of Dr Shane Burke.

The survey objective was to 'Investigate for physical evidence of past development and assess the significance of any evidence found'.

The methodology was as follows:

- Excavation of 20 test squares located across the site, and one large pit of 1 m x 1 m
- Location of test pits chosen to 'test subsurface artefact richness and provide stratigraphic data'.
- Excavation by trowel with all soil deposits sieved by a 3mm screen.

Materials found: 430 artefacts were discovered, mostly fragments of glass bottles, plus some fragments of crockery, mostly dating from the period 1901-1927.



The conclusions of the study were:

- i. 'The material remains are common components at many other WA archaeological site – both residential and retail – from this period'
- ii. 'The archaeological test pitting and excavation...concludes that there is low significance at a State level but moderate significance at a regional level'

The report recommended that "No further archaeological assessment is necessary due to the place's low archaeological significance".

### 2.1.6 Noise Attenuation

An Acoustic Assessment has been prepared to identify potential noise impacts arising from Cockburn Road and set out suitable management measures (refer **Appendix D**).

The Assessment found that noise impacts can be effectively managed across the site. Specific noise levels applicable to development and acceptable treatment packages, as outlined in SPP5.4, will depend upon the siting and design of development, together with the types of uses that are proposed. For the purposes of the Assessment, the Concept Development Plan contained at **Figure 7** has been assessed and determined to comply with the policy measures; subject to 'Package A' treatments to the ground floor and 'Package B' treatments to upper floors, together with appropriate siting of outdoor living areas and other potentially sensitive uses or activities.

Development undertaken in accordance with the Concept Development Plan (**Figure 7**) shall comply with the recommendations listed in Section 6 of the Acoustic Assessment. Development which deviates from the Concept Development Plan may require an updated Acoustic Assessment to demonstrate compliance with SPP5.4, to the satisfaction of the City of Cockburn.

## 2.2 OPPORTUNITIES AND CONSTRAINTS

A context plan has been prepared and is included at **Figure 6** which broadly describes the context of the subject land by illustrating the opportunities and constraints associated with the site.

Key matters identified within the context plan are discussed below and have been considered in the preparation of the LSP. Specifically the relationship of the subject site and:

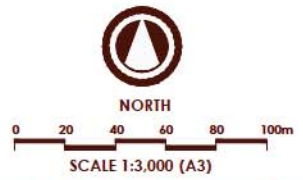
- The adjacent Coogee Beach public access and Bus Public Transport routes, in terms of considering appropriate land uses and densities applicable to the site;
- The surrounding R20 single residential development and the need for an appropriate interface and transition with the established local residential area;
- The proximity of Cockburn Road to the site and possible access and noise implications that required detailed assessment and consideration;
- The location of 'Category A' heritage buildings on site and the need to support re-use of the structures and ensure future development integrates with the existing structures.





All areas and dimensions are subject to survey, engineering and detailed design and may change without notice. © Copyright of Burgess Design Group.

FIGURE 6





### 3. LAND USE AND SUBDIVISION REQUIREMENTS

The Structure Plan designates 'Local Centre', 'Mixed Use' and 'Residential' uses over the site, with a view to facilitating development that will both respond to the context of the site and surrounding development, and enhance the heritage values of the place (refer Figure 1).

Land use permissibility shall be in accordance with the corresponding zone under the Scheme.

#### 3.1 Local Centre

The Structure Plan designates 'Local Centre' uses over the majority of the site, which comprises 0.3083ha of land and contains the Coogee Hotel.

The Local Centre area has been designated to:

- a) Provide for the adaptive re-use of the Coogee Hotel and enhance the heritage values of the place; and
- b) Encourage tourist-orientated commercial uses that support local job-creation.

##### 3.1.1 Mixed use (R40)

'Mixed Use R40' uses are designated over the north western corner of the lot, which comprises approximately 0.0730ha of land and includes the Coogee Post Office.

The 'Mixed Use R40' area has been designated to:

- a) Provide for the adaptive re-use of the Coogee Post Office; and,
- b) Provide for the development of suitable residential and small-scale commercial uses.

The preferred development scenario for the 'Mixed Use R40' portion of the site includes an adaptive re-use of the Coogee Post Office for commercial uses, such that its heritage value is preserved or enhanced, together with a residential component developed at a scale that is commensurate with and complementary to the heritage character of the site.

##### 3.1.2 Residential R25

The balance of the site is designated 'Residential R25', comprising approximately 0.2632ha of the site.

The 'Residential R25' area has been designated to:

- a) Provide for the development of single-dwellings, generally in accordance with the R25 development standards set out in the R-Codes, of a type and scale that is compatible with the heritage character of the site;
- b) Provide a suitable interface with and transition to existing low density (R20) residential development to the east; and,
- c) Provide for limited small-scale commercial uses that are compatible with both the residential zone and the heritage values of the site.



### 3.1.3 Concept Plan

A Concept Development Plan has been prepared to illustrate a preferred development scenario for the site (refer Figure 7). The Plan is intended to guide applications for residential development over the site, and to that end depicts:

- A single shared access point to Beach Road;
- Vehicle parking arrangements;
- Location of a strategic visual linkage between the Coogee Hotel and Post Office;
- A low-density (R25) residential interface, comprising approximately 6 lots, with existing development to the east;
- The adaptive re-use of the Post Office building, including the development of a multiple dwelling; and,
- Building orientation to achieve passive surveillance and a suitable built-form relationship with heritage buildings.

### 3.1.4 Coogee Hotel Public Open Space

A sufficient supply of public open space exists in the vicinity of the site; notably comprising:

- Coogee Beach Reserve – 4.4574ha, comprising a beach, jetty, active recreation areas (grass playing fields, playgrounds), cafe, and walking and cycling paths (60 metres west);
- Len McTaggart Park – 1.4397ha, comprising grass playing fields, a playground and a community centre (80 metres south);
- Mills Street Playground – 0.1950ha, comprising grassed area and a playground (170 metres north east); and
- Perlinte Park – 0.9765ha, comprising passive recreation areas, and walking and cycling paths (200 metres north west).

Given the existing supply of excellent recreation facilities surrounding the site, together with the limited size of the structure plan area itself, being approximately 0.6445ha, no public open space is proposed as part of the Structure Plan.

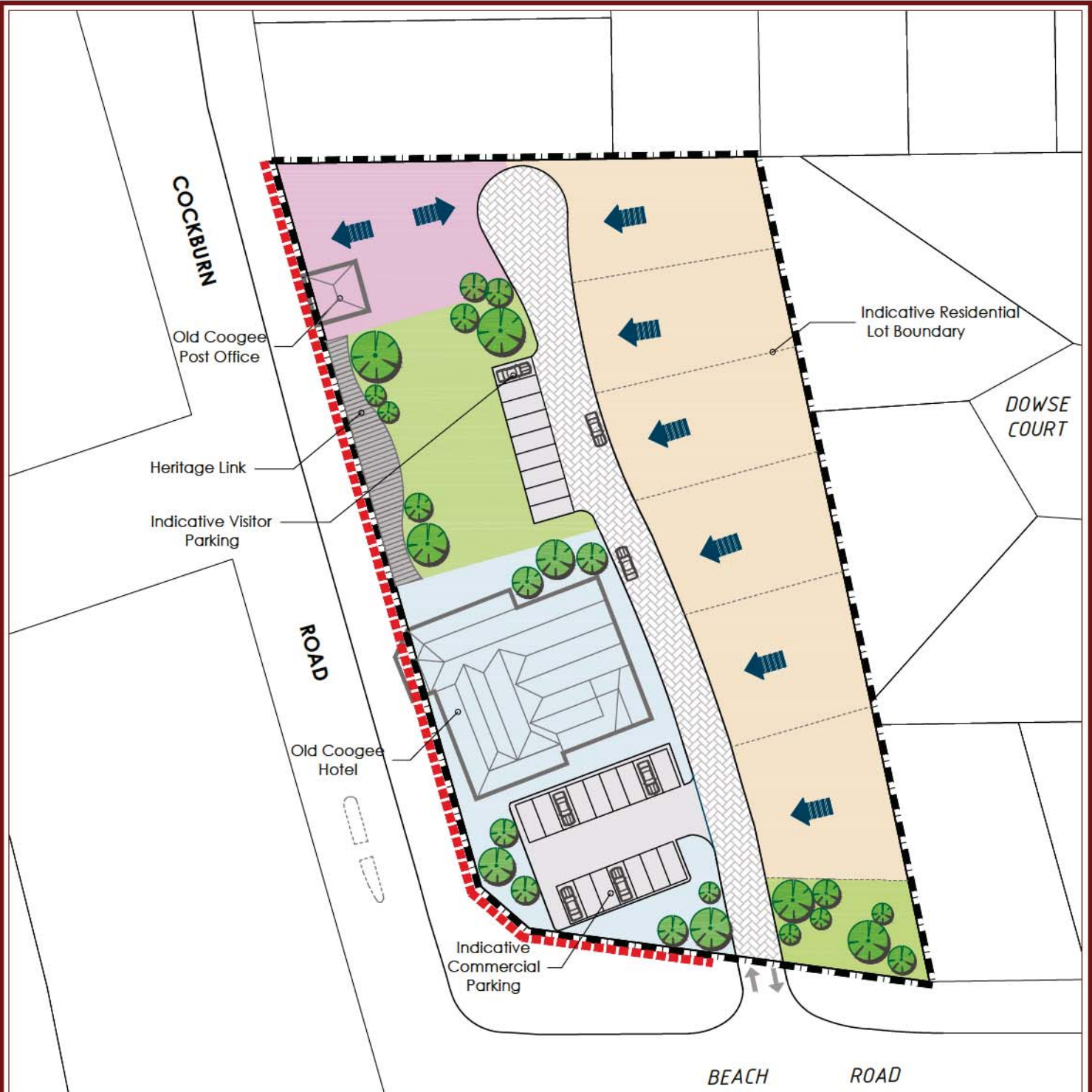
Two areas of communal private open space have been allocated under the Concept Development Plan (Figure 7), one located centrally between the two heritage buildings and another to the east of the proposed site access.

Given the very small size of any Public Open Space that would be required for this development the City has indicated that it does not support its provision. Small areas of Public Open Space are difficult and expensive to maintain.

It is noted that the Heritage Conservation Plan requires the retention and protection of the open space area between the two heritage buildings. The plan does not completely restrict the potential development of this area as it may be useful for certain functions associated with the eventual re-use of the heritage buildings, but it is important that this open area remains generally open in nature and that any potential development is controlled. This control will come through the referral of any development application on the land requiring referral and assessment by the State Heritage Office.

The area of private open space fronting Cockburn Road also provides an opportunity for varying forms of heritage interpretation such as, public art, walkways, plaques, memorials or signage. This area of private open space forms part of the Development Conditions for the site, and applies to all types of development with the aim to maintain the relationship between the two heritage buildings, which is a key component of the structure plan.





**LEGEND**

-  Subject Land
-  Building Orientation
-  Open Space
-  Heritage Building (to be retained)
-  Private Access Way (6m)
-  No Vehicular Access

**FIGURE 7**



0 10 20 30 40 50 60 70m  
SCALE 1:750 (A4)

**CONCEPT DEVELOPMENT PLAN**  
**LOT 512 COCKBURN ROAD**  
**COOGEE**

Planner: JD/ZM  
 Client: SHO  
 Date: 3.03.16  
 Plan No: SHO COO 2-06

A second area of communal private open space is shown on the concept plan located at the vehicle access point to the site. This area of open space would primarily assist in providing separation of residential uses from Beach Road, as well as general landscaping and drainage functions.

Future planning applications for both commercial and residential land uses will need to address drainage and landscaping of private open space areas in greater detail.

### 3.2 MOVEMENT NETWORKS

A Transport Assessment Report has been prepared by Kctt over Lot 512 Cockburn Road, Coogee, to assess access opportunities, parking capabilities and to estimate the generation and distribution of traffic associated with future development of the site (refer to **Appendix C**).

A summary of the key transport findings is provided below.

#### 3.2.1 Existing Road Network

The current road network comprises Cockburn Road, forming the southern boundary of the subject site, and Beach Road, forming the western boundary of the site.

**Cockburn Road** is classified as a Primary Distributor and is reserved as a Primary Regional Road under the MRS. It is currently constructed as two lane divided carriageway in this area and has a posted speed limit of 70km/h. Access to the site is currently via Cockburn Road.

**Beach Road** is classified as an Access Road and intersects as a full movement intersection with Cockburn Road. No access to the site is currently provided by Beach Road.

#### 3.2.2 Vehicle Access and Traffic Management

No vehicular access or egress will be allowed from the subject site to Cockburn Road in order to limit the interaction with Cockburn Road and therefore to improve safety. The LSP therefore proposes any access/egress to be from Beach Road only, Access should be located at least 30 metres from the intersection of Beach Road and Cockburn Road.

At full residential development, as per the DGP, the site is expected to generate 113 vehicular movements per day with a forecasted impact of around 22 vehicular movements per hour during peak hour. The expected peak operating times for the proposed development will coincide with AM and PM peak times for traffic on Cockburn Road, however the predicted yields for the proposed development are relatively low and the intersection of Beach Road and Cockburn Road is not considered to exhibit a decreased Level of Service (LOS).

With reference to the Residential Design Codes and LSP3, the proposed development configuration shown on the concept plan (Figure 7) would require a total of 19 car parking bays, plus provision of on-site parking within each of the proposed residential allotments to suit the residential yield. The current indicative layout shows a total of 22 parking bays, plus 1 ACROD bay and 1 loading bay. The site can therefore accommodate a development of this size and scale.

#### 3.2.3 Public Transport

Existing public transport services in the area consist of two (2) bus services, Route 532 Fremantle Station to Cockburn Central Station, and Route 825 Rockingham Station to Fremantle Station, travelling along Cockburn Road. A bus stop is located on Beach Rd (Stop No.23777), and Cockburn Rd (Stop No.10661).



The operating Bus Routes are as follows:

- Bus route No.522 – Cockburn Central Station – Spearwood, twice a day on working days;
- Bus route No.825 – Fremantle Station – Rockingham Station (via Cockburn Road and Patterson Road); with 20 minute minimum intervals on working days and one hour intervals on Saturdays;

The subject site has substantial access to public transport within convenient distances that should promote the use of public transport.

### 3.2.4 Pedestrian and Bicycle Network

Concrete footpaths are located on the east side of Cockburn Road and the north side of Beach Road. There are two uncontrolled pedestrian crossing points on Cockburn Road in proximity to the site, which link to existing footpath networks within the Woodman Point Reserve:

- Approximately 25m north of Kiesey Street (about 10m from the north boundary of the subject site);
- Approximately 25m north of Beach Road, near the southwest corner of the Hotel; and
- Pedestrian connectivity available to Coogee Beach.

The following is a list of the major cyclist infrastructure (Perth Bicycle Network) within an 800 metre radius of the subject site:

- Beach Road, King Street, Amity Boulevard and Ocean Road are all classified as “Good Road Riding Environments”.
- Beach Road and Cockburn Road have footpath connections to bus stops.
- Cockburn Road is classified as a “Poor Road Riding Environment”.

Orsino Boulevard and Cockburn Road are both classified as “Bicycle Lanes or Sealed Either Side”. Shared path networks exist along Orsino Boulevard and Amity Boulevard.

## 3.3 INFRASTRUCTURE COORDINATION AND SERVICING

### 3.3.1 Power

Existing high and low voltage overhead distribution powerlines run along Cockburn Road and Beach Road. There is sufficient power capacity in the area to cater for the demand of the proposed lots. Western Power’s Network Capacity Tool shows the greater than 25MVA capacity is available for at least the next 5 years.

### 3.3.2 Telecommunications

Existing Telstra services are available nearby and extensions can be undertaken to service the site.

### 3.3.3 Water

Reticulated water is currently available to the subject site, with an existing 225mm diameter water steel water distribution main located within the Cockburn Road reserve. Additionally, a 100mm diameter ductile steel water main is located within the Beach Road reserve.

An existing water connection is located off Cockburn Road however a new water service from Cockburn Road will be required to service the residential R25 portion of the site.

#### 3.3.4 Sewer

Reticulated sewerage is currently available to the subject area by extension. An existing 150mm gravity fed sewer main runs along the western boundary of the site. This sewer is up to 4.5m deep with levels of 5.59 and 5.07 R.L recorded by the Water Corporation. It should be noted that the site can only be connected to the existing gravity sewer network subject to the land achieving minimum site levels.

#### 3.3.5 Gas

A gas connection is available feeding from an existing low pressure gas pipe line occurring in Cockburn Road. ATCO Gas will provide gas reticulation at no additional cost to the developer other than the cost to supply a common trench.

#### 3.3.6 Drainage

The proposed development is considered suitable for on-site stormwater disposal for all lots. Any access road will need to be set below the lot levels to ensure runoff from extreme stormwater events flows away from properties.

### 3.4 GENERAL SUBDIVISION AND DEVELOPMENT REQUIREMENTS

The following matters should be considered at subsequent planning and development stages:

- Implementation of the Heritage Agreement.
- Implementation of the Coogee Hotel and Post Office Design Guidelines.
- Implementation of the Acoustic Assessment.
- The provision of Developer Contributions in accordance with Schedule 12 of the Scheme.
- Preparation of a Local Development Plan in accordance with Part One of this Structure Plan.

### 3.5 DEVELOPMENT CONTRIBUTIONS

The subject site falls within Development Contribution Area 13 (DCA13) and development is therefore subject to cost contributions in accordance with Schedule 12 of the Scheme.

DCA13 applies to all land within the City to be subdivided and/or developed for residential, rural residential or resource zone purposes. DCA13 provides for the proportional contribution of costs toward regional, sub-regional and local infrastructure items.

The Contribution rates are subject to annual review and any necessary variations and amendments. As of January 2017, the Contribution Rates for the 2016-17 financial year for Coogee are listed as \$5,248.00 per lot or dwelling.



## 4. CONCLUSION

The Structure Plan as described in this report satisfies the planning frameworks adopted by the City of Cockburn and the Western Australian Planning Commission, and the advice received during consultation with other agencies.

The proposed development has been shown to be an ideal and timely addition to the area. Additionally, the proposed land uses will support the ongoing growth of local and regional services and amenities, whilst capitalising on the capacity of existing infrastructure, whilst enhancing the special heritage values of the site.

In light of the information presented herein, the Structure Plan is shown to be a logical and well planned addition to the community of Coogee.