

AMENDMENT NO. 2
TO
ROBB JETTY
STRUCTURE PLAN No.33A

PART 1 - IMPLEMENTATION SECTION

Prepared by:



Project No. 3157Rep6C

October 2018

Structure Plan 33A

This Amendment to the Robb Jetty Structure Plan
is prepared under the provisions of Part 4 of the
Planning and Development (Local Planning Schemes) Regulations 2015

RECORD OF AMENDMENTS MADE TO THE ROBB JETTY STRUCTURE PLAN NO. 33A

Amendment No.	Description of Amendment	Finally Endorsed Council	Finally Endorsed WAPC
1.	Public Purposes – civic reserve and minor updates	11 December 2014	
2.	Modify 'Figure 1 Structure Plan Map' to recode Lot 215 Anchorage Drive and lot 216 Gage Road, North Coogee from 'Residential – Medium Density' R40 to 'Residential – Medium Density' R80.		

AMENDMENT NO. 2

TO

ROBB JETTY

STRUCTURE PLAN NO. 33A

The City of Cockburn, pursuant to Part 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, hereby amends the above Structure Plan by:

1. Modify 'Figure 1: Structure Plan Map' to recode Lot 215 Anchorage Drive and lot 216 Gage Road, North Coogee from 'Residential – Medium Density' R40 to 'Residential – Medium Density' R80.

IT IS CERTIFIED THAT AMENDMENT NO. 2 TO THE ROBB JETTY STRUCTURE PLAN
WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

.....19 October 2018..... Date

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.

AMENDMENT NO. 2
TO
ROBB JETTY
STRUCTURE PLAN NO. 33A

PART 2 – EXPLANATORY REPORT

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INTRODUCTION

The purpose of this Amendment is to modify the residential density coding of Lot 215 Anchorage Drive and lot 216 Gage Road, North Coogee (the subject site) on 'Figure 1 Structure Plan Map' of the Robb Jetty Structure Plan No.33A (LSP33A). The subject site is currently zoned 'Residential – Medium Density' R40, and this amendment proposes a zoning of 'Residential – Medium Density' R80.

This amendment will enable opportunities for lots of approximately 100m² in order to deliver innovative single house or grouped dwelling development outcomes. This amendment proposes the retention of the 'Residential – Medium Density' zoning and all associated built form requirements applicable within the local planning framework. The proposed R80 coding proposes no change to maximum development potential for multiple dwelling developments.

There are no textual modifications proposed as part of this amendment.

The amended 'Figure 1 Structure Plan Map' is included as Appendix 1.

A Location Plan is included as Appendix 2.

BACKGROUND

The Robb Jetty Structure Plan No.33A (LSP33A) was adopted by the City of Cockburn on the 11 December 2014 and was endorsed by the Western Australian Planning Commission on the 14 April 2015. LSP33A serves as the planning framework to guide subdivision and development of Landcorp's Shoreline Estate.

The applicable 'Residential – Medium Density' zone identifies precinct specific development expectations and built form requirements. These outcomes are controlled through the Cockburn Coast Design Guidelines for Robb Jetty and Emplacement Precincts (the Design Guidelines).

The Design Guidelines have notably removed maximum plot ratio requirements for multiple dwelling developments, set a minimum three storey building height and require mandatory minimum building setbacks. These controls determine building size, streetscape interface and indirectly dwelling density within a defined built form envelope. There is no difference in outcomes between R40 and R80 density codes for multiple dwellings.

Given plot ratio flexibilities available for multiple dwelling developments, the current R40 coding restricts innovation for alternative forms of medium density housing outside of the multiple dwelling typology. This amendment targets delivery of single houses or grouped dwellings due to their capability to provide an intermediate medium density outcome for the subject site. An R80 density coding is needed to achieve this.

PROPOSAL

This amendment proposes to increase the residential density coding from R40 to R80 within the 'Residential – Medium Density' precinct over Lot 215 Anchorage Drive, North Coogee and Lot 216 Gage Road, North Coogee. A density coding of R80 will enable the delivery of smaller lots to improve housing choice and diversity.

This amendment proposes to retain the 'Residential – Medium Density' zoning as a means of ensuring coordinated and consistent built form outcomes within the precinct. The 'Residential – Medium Density' zoning preserves current development expectations for the site and the surrounding locality.

This amendment will provide greater opportunity for single houses and grouped dwellings only (i.e. opportunities for development on lots of approximately 100m²). Well-designed R80 single house and grouped dwelling development outcomes are a direct alternative to apartments and are less invasive for surrounding landowners, whilst maintaining the density objectives of LSP33A.

The following tables summarise the development implications of the current and proposed density coding within the 'Residential – Medium Density' precinct.

Single House/ Grouped Dwelling Development Requirements		
	R40 (Current)	R80 (Proposed)
Building Height	Minimum 3 storeys Maximum 4 storeys	Minimum 3 storeys Maximum 4 storeys
Street Setbacks	2m Primary Street 0.5m Laneway	2m Primary Street 0.5m Laneway
Minimum dwellings	13 dwellings	23 dwellings
Maximum dwellings	15 dwellings	27 dwellings

Multiple Dwelling Development Requirements		
	R40 (Current)	R80 (Proposed)
Plot Ratio	No limit	No limit
Building Height	Minimum 3 storeys Maximum 4 storeys	Minimum 3 storeys Maximum 4 storeys
Street Setbacks	2m Primary Street 0.5m Laneway	2m Primary Street 0.5m Laneway
Minimum dwellings	13 dwellings	23 dwellings
Maximum dwellings	No maximum (approximately 45 dwellings)	No maximum (approximately 45 dwellings)

Indicative Grouped Dwelling Development Concept Plan

An indicative grouped dwelling development concept plan has been prepared by David Barr Architects to demonstrate an R80 grouped dwelling design for the subject site, refer Appendix 3. This plan is the intended development outcome for the site, which has necessitated this amendment. The proposal includes 23 grouped dwellings on survey-strata lots with a central area of common property. This design achieves the minimum dwelling yield required by LSP33A.

The development is three storeys in height and provides a built form consistent with LSP33A, the Design Guidelines, the Local Development Plan – Robb Jetty- Stage 1 (LDP) and the R-Codes. Lot sizes are approximately 100m² and comply with the minimum and average site area requirements of the R-Codes.

The site is bound by road reserves to each of its four boundaries and features primary street development frontage to Anchorage Drive and Gage Roads. The subject site has no direct interface with an adjoining lot, which mitigates any adverse impacts to surrounding landowners.

Indicative Multiple Dwelling Development Concept Plan

An indicative multiple dwelling development concept plan has been prepared by David Barr Architects to demonstrate the comparative potential of a multiple dwelling development proposal on the subject site, refer Appendix 4. This development outcome is possible under the current R40 coding as well as the proposed R80 coding. The proposed R80 coding does not increase multiple dwelling development potential.

This concept plan includes 45 apartments and represents compliance with the requirements of LSP33A, the Design Guidelines, the LDP and the R-Codes. The concept includes approximately twice the dwelling yield of the grouped dwelling concept plan within the same building envelope as the grouped dwelling concept plan.

Traffic Management

A Traffic Impact Technical Memorandum has been prepared by Cardno traffic consultants to support the proposed R80 residential density, Refer Appendix 5. The report demonstrates that the increase in minimum dwelling yield from 13 to 23 dwellings can be accommodated within the capacities of the existing road network and will have negligible impact to vehicle volumes.

The Memorandum also establishes that the an R80 grouped dwelling development will have less traffic impact than that of a compliant multiple dwelling development, which can be delivered under the current R40 coding or proposed R80 coding.

City of Cockburn Development Contribution Plan 14

Development Contribution Plan 14 (DCP 14) sets out the contribution requirements for the Robb Jetty and Emplacement Precinct Structure Plan areas. Contribution rates are based on a minimum number of dwellings at a ratio of 85% of the designated R-Code allocation. Landcorp has paid contributions for 13 dwellings at the R40 R-Code at the time of original subdivision.

Delivery of DCP 14 requirements to address the difference between R40 and R80 will be the subject of further discussions with the City of Cockburn separate to this amendment.

CONCLUSION

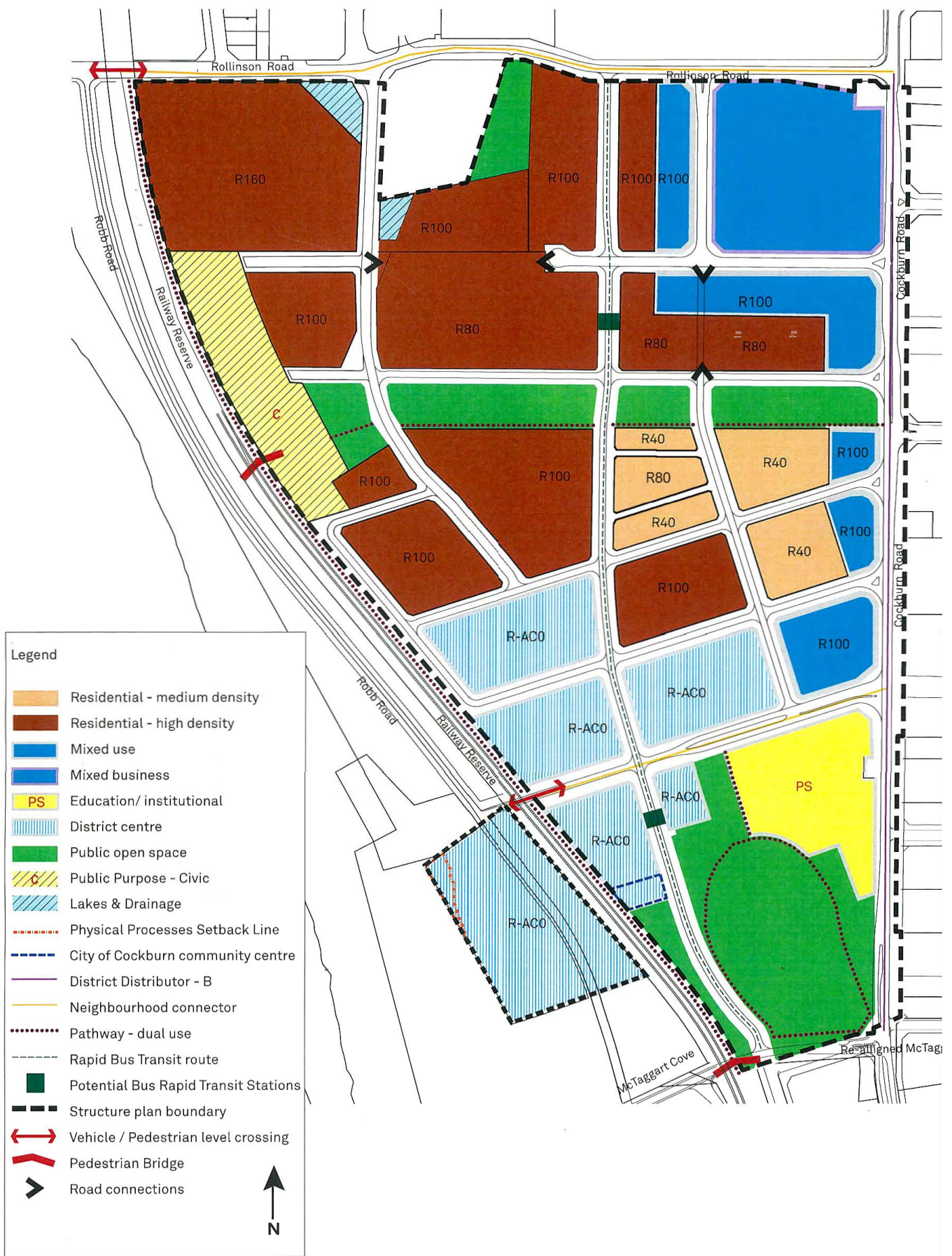
This amendment will increase the residential density coding of lot 215 Anchorage Drive and lot 216 Gage Road, North Coogee within the LSP33A from 'Residential – Medium Density' R40 to 'Residential – Medium Density' R80. This amendment will give greater flexibility for opportunities to deliver innovative development outcomes and provide a greater range of housing choice within the Shoreline Estate. The density increase is consistent with the objectives of 'Residential – Medium Density' precinct envisioned as part of LSP33A and will have no adverse impact to the built form or the local road network.

APPENDICES

APPENDIX 1

Proposed Figure 1: Structure Plan Map (CLE Ref: 3157-04B-01)

This plan has been prepared for general information purposes only and uses potentially uncontrolled data from external sources. CLE does not guarantee the accuracy of this plan and it should not be used for any detailed site design. This plan remains the property of CLE.



Source: Hassell Robb Street Jetty Local Structure Plan

