

Legend

- Residential - medium density
- Residential - high density
- Mixed use
- Mixed business
- FS Education/ institutional
- District centre
- Public open space
- Public Purpose - Civic
- Lakes & Drainage
- Physical Processes Setback Line
- City of Cockburn community centre
- District Distributor - B
- Neighbourhood connector
- Pathway - dual use
- Rapid Bus Transit route
- Potential Bus Rapid Transit Stations
- Structure plan boundary
- Vehicle/ Pedestrian level crossing
- Pedestrian Bridge
- Road connections

Ordinary Council Meeting: 9/05/2013

Western Australian Planning Commission Approval: 16/07/2014

Amendment No.3 - Approved 26/9/2019

Structure Plan Expires: 19/10/2035 (Doc Set ID: 11799543) File No. 110/063

Amendment No. 3

Robb Jetty Local Structure Plan No. 33A

Date:
23 September 2019

Version 3.0

A Veris Company



ENDORSEMENT PAGE

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

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

14 April 2015

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 2035

TABLE OF AMENDMENTS TO STRUCTURE PLAN

Amendment No.	Summary of the Amendment	Amendment Type	Date approved by the WAPC
1	Public Purposes – civic reserve and minor updates	Minor	14 April 2015
2	Modify 'Figure 1 Local 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	Minor	19 October 2018
3	Modify 'Figure 1 Local Structure Plan Map' to recode Lots 218 – 221 & 234 Surada Street, North Coogee from 'Residential – Medium Density' R40 to 'Residential – Medium Density' R60 and minor updates	Minor	26 September 2019

***Note: to be read in conjunction with SPN/0477.
This report (SPN/0477M-2) is the final approved structure plan.***

Executive summary

Amendment No. 3 to the Robbs Jetty Local Structure Plan 33A ("LSP 33A") relates to Lots 217 – 221 & Lot 234 Surada Street, North Coogee ("the subject site") which are located within the central area of LSP 33A.

This Structure Plan Amendment report provides the planning rationale to support modification of the LSP 33A - 'Figure 1 Local Structure Plan Map' to recode the subject site from 'Residential – Medium Density' R40 to 'Residential – Medium Density' R60 and provide for associated minor updates.

The Structure Plan Amendment has been prepared in accordance with the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 Part 4 'Structure Plans'.

The Amendment provides for a minor increase in residential density, which enables delivery of smaller lots that are compatible with the surrounding residential densities. This will create opportunity for a minor increase in the number of dwellings and housing diversity.

The proposed Structure Plan Amendment is minor and will not result in any material or substantial changes to the existing approved LSP 33A. The Amendment will have no significant adverse impacts on the existing and planned LSP 33A development. No modifications are necessary as a result of the Amendment to the existing planned road network and infrastructure servicing requirements. Further detailed planning will occur at the subdivision and/or development approval stage for delivery of development at the R60 density.

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Acronyms

Acronyms	Description
LDP	Local Development Plan
LSP 33A	Robbs Jetty Local Structure Plan No. 33A
WAPC	Western Australian Planning Commission



**PART ONE
(IMPLEMENTATION)**

PART ONE (IMPLEMENTATION)

AMENDMENT NO. 3 TO ROBB JETTY LOCAL STRUCTURE PLAN NO. 33A

Pursuant to Part 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the above Structure Plan is hereby amended by:

1. Modify 'Figure 1 Local Structure Plan Map' to recode Lots 218 – 221 & 234 Surada Street, North Coogee from 'Residential – Medium Density R40' to 'Residential – Medium Density R60'.

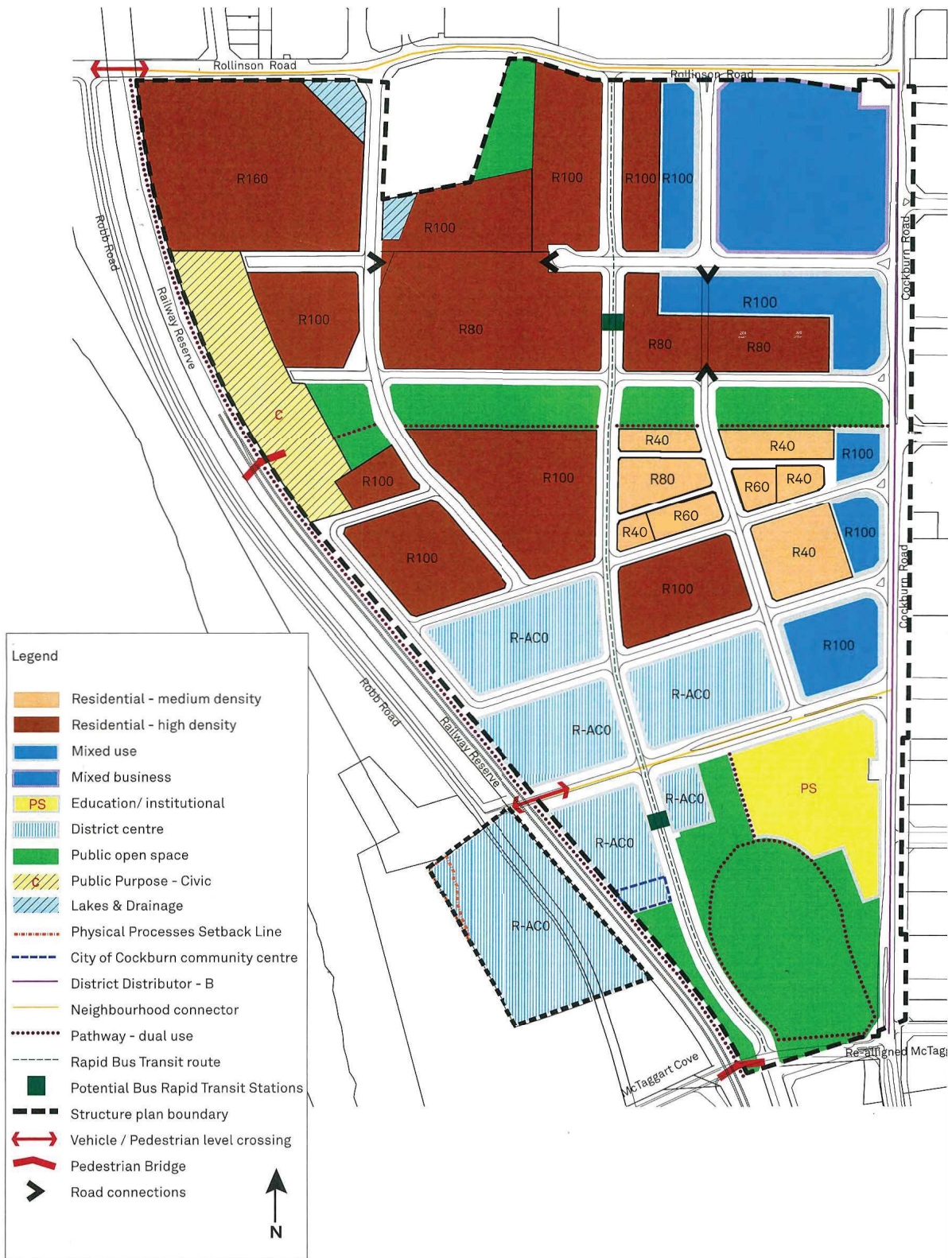
2. Modify the wording under Part One Clause 2.2 'Use Class Permissibility' by inserting the following sentence:

"A 'Single House' use is permitted for the Residential R60 coded Lots 218 – 221 & 234 Surada Street, North Coogee, provided:

- *Development achieves a minimum height of three storeys;*
- *The lot size is not greater than 230m²; and*
- *Vehicle access to the lot is via a rear laneway and all parking areas (garages and carports) are located at the rear of the lot".*

3. Inserting a new clause under Part 1 which states:

"Prior to subdivision or development of the land the additional DCA 14 requirement that has been precipitated by the increased coding is to be resolved to the satisfaction of the local government."



Robb Jetty Local Structure Plan No. 33A

North Coogee





**PART TWO
(EXPLANATORY)**

1 Introduction

Amendment No. 3 to the Robbs Jetty Local Structure Plan 33A ("LSP 33A") relates to Lots 218 – 221 & Lot 234 Surada Street, North Coogee ("the subject site" refer to **Figure 1**) which are located within the central area of LSP 33A.

This Structure Plan Amendment report provides planning rationale to to recode the subject site from 'Residential – Medium Density' R40 to 'Residential – Medium Density' R60 (refer to **Plan 1**) and to allow for development of 'Single House' on these lots.

The Structure Plan has been prepared taking into consideration the relevant planning framework and previous structure planning for Robbs Jetty (Cockburn Coast) precinct. To inform the Amendment preliminary discussions have been held with key stakeholders, which is set out in the 'Pre-Lodgement Consultation' (**Appendix 1**).

The purpose of the Amendment is to provide opportunity for increased housing diversity, built form and choice of accommodation through ability to create smaller narrow rear-loaded laneway lots. Such lots could support three storey terrace style (single house) development, which would complement the existing and planned housing stock in LSP 33A.

The report discusses the planning justification for the up-coding from R40 to R60 and the implications to LSP 33A.

2 Background

2.1 Robb Jetty Local Structure Plan No. 33A

The LSP 33A was endorsed by the Western Australian Planning Commission (WAPC) on 14 April 2015 and provides a guide to the coordinated subdivision and/or development of land. The subject site falls within LSP 33A and future development is currently identified as 'Residential – Medium Density R40'. The *Planning and Development (Local Planning Schemes) Regulations 2015* provides for consideration of variations to an approved Structure Plan.

2.2 Existing Use and Surrounding Land Use

Since the inception of LSP 33A, subdivision and development has occurred within LSP 33A, most notably to the north as shown in **Figure 2**. Typically development has been two storey and three storey residential development as shown in Plates 1 & 2 below.



Plate 1. Three storey residential overlooking parkland



Plate 2. Two storey residential single dwellings

The subject site is vacant and there is no neighbouring development, except for Lot 234 which has a residential dwelling under construction on Lot 235 abutting its eastern boundary. Directly to the north of Lot 234 on the opposite side of Mordea Lane are rear-loaded three storey residential dwellings overlooking parkland. Single storey garages front onto Mordea lane. To the east and south are transitional two storey rear-loaded single dwellings. North of Lots 218 – 221 on Lots 215 & 216 are future R60 three storey single and grouped dwellings (as proposed under LSP 33A Amendment No. 2). South and west are vacant lots proposed for future R100 multiple dwellings with an allocated building height of 3 – 5 storeys.

3 Proposal

3.1 Up-coding from R40 to R60

The Amendment proposes an up-coding from R40 to R60 for the subject site (refer to Plan 1). The base 'Residential – Medium Density' zone will be retained and built form outcomes will not significantly deviate from the expectations outlined in the Cockburn Coast Design Guidelines for Robb Jetty and Emplacement Precincts and the Local Development Plan (Robb Jetty) Stage 1.

The increase in density to R60 is primarily to provide opportunity to create smaller lot sizes consistent with the R60 density, in lieu of the R40 lot size standards (refer to Table 1), which can result in higher lot yield and greater housing diversity.

Table 1. Comparison of R40 and R60 lot size

R-Code	R-Code Minimum Lot Size	R-Code Average Lot Size
R40	180m ²	220m ²
R60	120m ²	150m ²

The Amendment will provide opportunity for a minor density increase that will also result in a slight increase in projected target dwelling yield for LSP 33A. For instance, each of Lots 218 - 221 Surada Street could be developed to accommodate 3 x (three storey) single dwellings, as opposed to being limited to 2 x single dwellings under an R40 density.

The following Tables 2 & 3 outline the resultant minor increase in single dwelling/grouped dwelling and multiple dwelling development potential under the proposed Amendment.

Table 2. Comparison of Existing R40 density and Proposed R60 density for Single Dwelling/Grouped Dwelling development across the subject lots

	Existing R40 density	Proposed R60 density
Maximum No. of Dwellings	15	18*
Building Height	Minimum 3 storeys Maximum 4 storeys	Minimum 3 storeys Maximum 4 storeys
Street Setbacks	2.0m primary street 0.5m laneway	2.0m primary street 0.5m laneway
Vehicle Access	Rear laneway	Rear laneway

* Based on maximum development potential for Lot 234 more likely to be (6) dwellings due to vehicular access limitations

Table 3. Comparison of Existing R40 density and Proposed R60 density for Multiple Dwelling development across the subject lots

	Existing R40 density	Proposed R60 density
Maximum No. of Dwellings	No maximum (Estimated 30 dwellings) (conservative)	No maximum (Estimated 30 dwellings) (conservative)
Building Height	Minimum 3 storeys Maximum 4 storeys	Minimum 3 storeys Maximum 4 storeys
Plot Ratio	No maximum	No maximum
Street Setbacks	2.0m primary street 0.5m laneway	2.0m primary street 0.5m laneway
Vehicle Access	Rear laneway	Rear laneway

Essentially there is no change to the multiple dwelling development potential for the subject site under either R40 or R60 density code.

3.2 Indicative Development Concepts

Indicative development concept plans (**Plan 2 – Lot 220**) are provided to demonstrate how these lots could be subdivided under the proposed R60 density to accommodate R60 single dwelling (three storey) development. The indicative concepts are not the final design and further consideration of detailed design shall be undertaken at subdivision and/or development stage.

3.3 Density Transition

The proposed increase in density to R60 for the subject site will provide for a better transition and diversity in density within this area of LSP 33A. For instance, the medium density coded area around Surada Street between the R100 coded areas will now include an R60 density within the medium density R40 – R80 band.

The up-coding from R40 to R60 will not compromise existing and planned residential development under LSP 33A, as essentially the built form outcomes under R60 are virtually the same as R40 (refer to above Tables 2 & 3). Accordingly the proposed R60 density is considered appropriate for the subject site.

3.4 Built Form

The Amendment to provide for an R60 density will retain the desired built form character along the primary streets and laneways for the subject site. As demonstrated in Tables 2 & 3 above and in the indicative concept plans (Plans 2 & 3) the residential dwelling height and style, primary orientation towards streets and relationship with existing and planned residential development in LSP 33A will essentially be the same outcome. The difference being a minor increase in the number of dwellings on the subject site.

The Amendment will maintain the desired built form response of development to the streets (i.e. refer to Plate 3 desired built form outcome), with detailed residential design for the R60 density to be considered at the subdivision and/or development stage. A Local Development Plan (LDP) may be prepared to provide for any minor variations to the City of Cockburn residential development standards in response to the R60 lot design.



Plate 3. An example of Three Storey Terrace Housing (Source: Nicheliving, 2019 website)

3.5 Traffic & Parking

The increase in density to R60 for the subject site will not significantly increase traffic loading on local streets and intersections, due to the relatively small increase in additional persons being accommodated by the R60 up-coding. For instance, Table 4 shows the estimated increase in traffic as a result of the R60 up-coding.

Table 4. Estimated Additional Traffic Generated for Single Dwelling/Grouped Dwelling development

Lot	Dwelling Yield (R40)	Existing R40 forecast number cars generated	Dwelling Yield (R60)	Existing R60 forecast number cars generated
For multiple dwelling development there is no change to traffic as development of R40 and R60 is the same				
218	2	4	3	6
219	2	4	3	6
220	2	4	3	6
221	2	4	3	6
234	6**	12	6**	12
Total number of resident cars provided on-site*	14	28	18	36

* Forecast traffic generated based on (2) car bays per dwelling at maximum development potential

** Maximum development potential more likely to be (6) dwellings due to lot limitations

Table 5. Estimated Additional Visitor Parking Generated for Single Dwelling/Grouped Dwelling development

Lot	Dwelling Yield (R40)	Existing R40 forecast number visitor parking generated	Dwelling Yield (R60)	Existing R60 forecast number visitor parking generated
For multiple dwelling development there is no change as for development of R40 and R60 visitor parking is required to be provided on-site				
218	2	0.5	3	0.75
219	2	0.5	3	0.75
220	2	0.5	3	0.75
221	2	0.5	3	0.75
234	6**	1.5	6**	1.5
Total number visitor parking bays	14	3.5	18	4.5

* Forecast visitor parking generated based on average 1 visitor bay per (4) dwellings

Table 4 shows that the total number of additional cars being added into the residential environment, as a result of the up-coding to R60, would be approximately (8) cars, primarily due to an additional dwelling able to be achieved for each of Lots 218 - 221. The additional dwelling able to be achieved on these lots, plus the added additional two cars for each dwelling will result in negligible impact to the existing LSP 33A transport network.

Vehicular access will be from the rear laneway and this will result in there being no direct vehicular access/crossovers onto the local access streets abutting the lots. Due to the low speeds and volume of traffic using the laneways (and surrounding local streets) there is unlikely to be any significant safety issues with regards to vehicular movement and pedestrian access.

Table 5 shows that the total number of visitor parking bay demand added as a result of the up-code to R60 would be one visitor bay. There are already approximately 32 visitor on-street parking bays provided within the R40 – R80 medium density area around Surada Street, with (8) of the those on-street parking bays provided at the front of Lots 217 – 221 in the northern verge of Surada Street road reserve. There is also an additional visitor bay within Gage Road on the western side of Lot 221. As shown in Table 5, the up-code to R60 will not significantly impact demand for visitor parking due to the supply of existing street parking and the negligible increase in dwelling yield.

Tables 2 & 3 show that almost twice as many multiple dwellings can be developed in lieu of single dwellings at the current R40 density. Therefore any proposed increase in the number of single dwellings able to be achieved under the up-code to R60 is inconsequential in the context of multiple dwelling development potential. Accordingly the up-coding to R60 will not present any significant transport issues for LSP 33A.

3.6 DCA Contributions

The Structure Plan acknowledges that, based on the original coding of the land, the associated DCA14 was paid. Upon upcoding, as proposed by this Structure Plan amendment, there would have been an additional DCA14 amount required to be precipitated from the land. That is, for the purposes of calculating DCA requirements, the coding of the land drives specifically the quantum that each site is required to pay, based on theoretical plot ratio. This also informed the necessary infrastructure to support the community as it grew.

Given it is not possible to recalculate the entire DCA plan and per site liability, this amendment proposes civic improvements in the immediate surrounding public domain to the land. This will be proposed and agreed prior to subdivision and/or development occurring.

4 Conclusion

The Amendment to the Structure Plan constitutes a minor variation to the approved LSP 33A residential density and is for a small area (i.e. less than approximately 2%) of the overall LSP 33A total area.

The Amendment will have no significant material impact on the LSP 33A transport network, servicing, infrastructure, existing and planned residential development. In particular, the up-code to R60 will not increase the overall potential multiple dwelling development yield that can be currently achieved under the current R40 coding. This is due to the plot ratio and building height standards remaining the same for both R40 and R60 densities.

Development of single dwellings/grouped dwellings under the proposed R60 coding will not exceed the multiple dwelling development yield that could be achieved under the current R40 coding. The number of multiple dwellings that could be achieved (under the current R40 coding) is at least twice the maximum single dwelling and grouped dwelling development potential that could be achieved under the proposed R60 coding. In the instance of R60 single dwelling/grouped dwelling development, there would be less traffic envisaged and less demand for visitor parking (on-street) in the local environment, compared with a multiple dwelling development. Subsequently there is no net increase in pressure to the existing or planned transport infrastructure in LSP 33A, whether the subject site is coded R40 or R60.

The up-coding from R40 to R60 will provide opportunity for a minor increase in number of single dwelling/grouped dwelling accommodation type, thus leading to greater diversity and choice of dwelling accommodation. This can be achieved through ability to create smaller narrow rear-loaded laneway lots (i.e. 5.0m and 6.0m in width). Such lots could support three storey terrace style (single house) development, which would complement the existing and planned housing stock in LSP 33A and would be consistent with the desired built form expectations.



Figures



(Source: Landgate, December 2018 (January 2018 Aerial Image) – *modified*)

FIGURE 1
SUBJECT SITE CADASTRAL & AERIAL

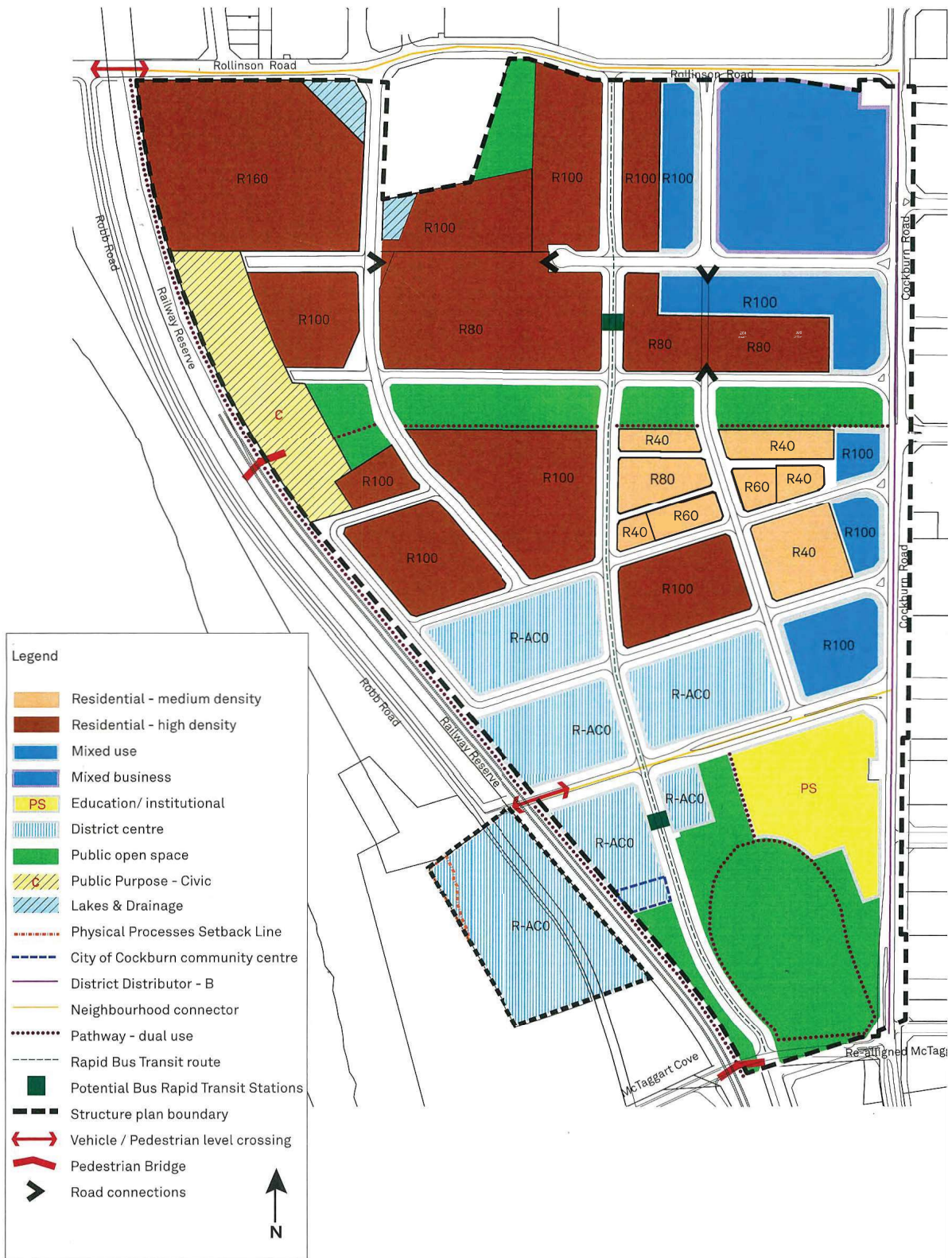


(Source: Nearmaps, October 2018 – *modified*)

FIGURE 2
EXISTING DEVELOPMENT

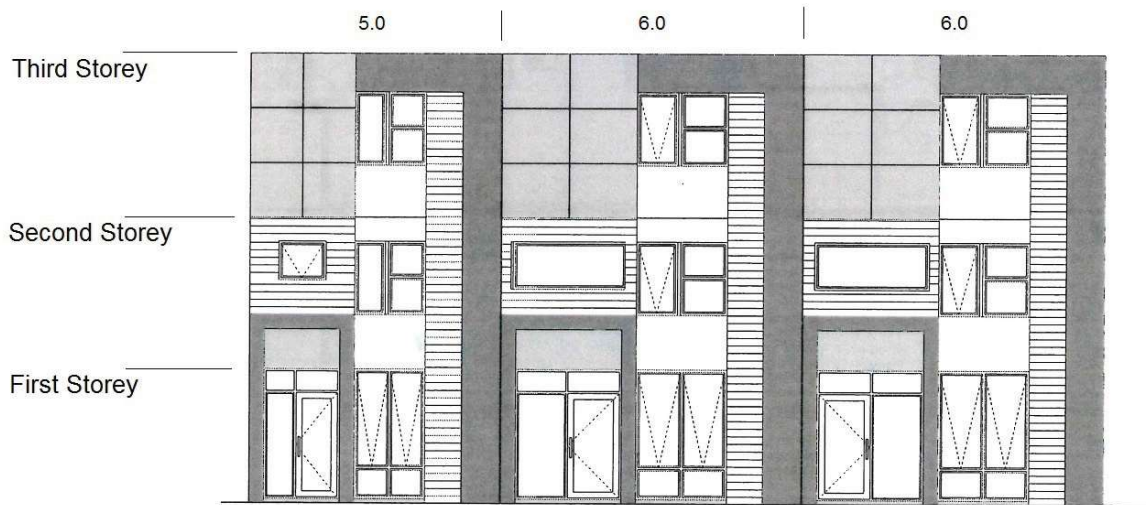
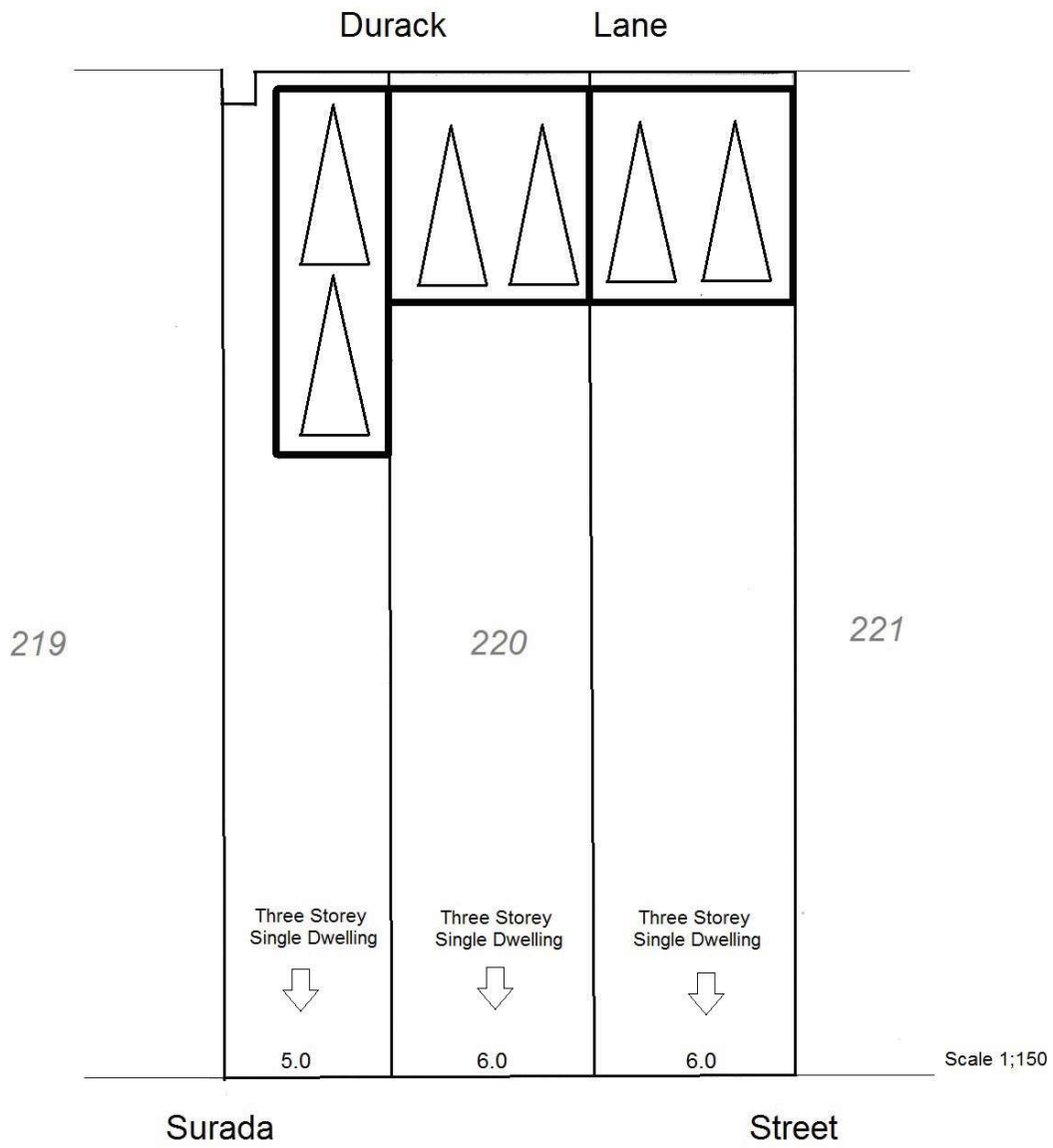


Plans



Rob Jetty Local Structure Plan No. 33A

Plan 1



Scale 1:100

Surada Street Elevation

(Source: Nicheliving, 2018)



Appendices

Appendix 1

Pre-Lodgement Consultation

AGENCY	DATE OF CONSULTATION	METHOD OF CONSULTATION	SUMMARY OF OUTCOME
City of Cockburn	September 2018	Meeting & Emails	<p>Initial officer advice:</p> <ul style="list-style-type: none"> - Up-coding from R40 to R60 is generally supported in-principle (subject to further investigations as per below). - Amendment documentation format to follow previous Amendment No. 2 (CLE). - Any anticipated loss of street parking needs to be addressed. - R60 built form needs to be (3) storey minimum. - DCA contributions (e.g. \$10K) could comprise contribution to community art (or amenity improvements within POS or neighbourhood streetscapes). <p>LSP Amendment matters that should be addressed:</p> <ul style="list-style-type: none"> - Anticipated desired built form outcomes; - Density transition; - Traffic implications and parking; and - DCA contributions.



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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

Prepared by:



Project No. 3157Rep6C

October 2018

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

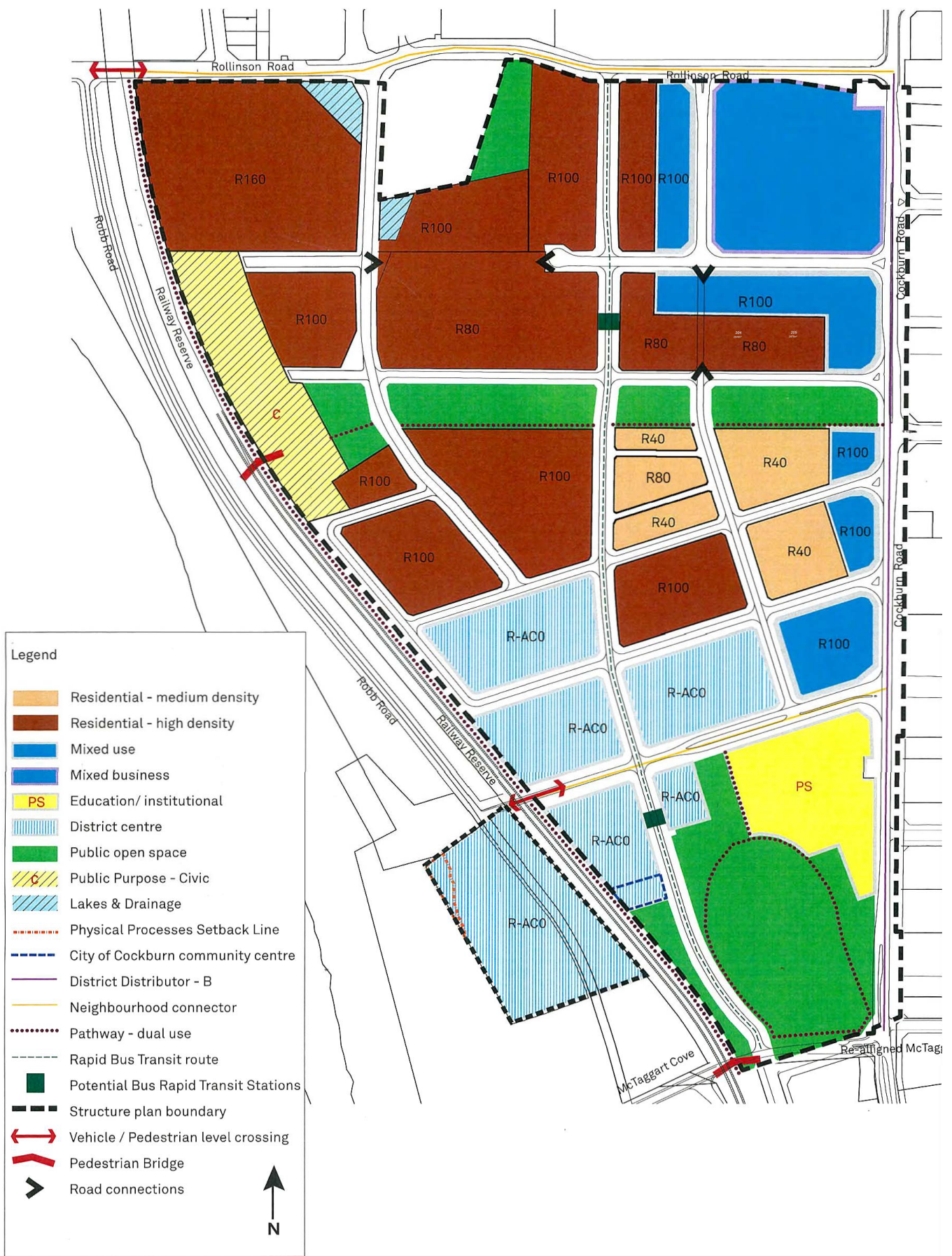
This amendment will increase the residential density coding of lot 215 Anchorage Drive and lot 216 Gage Road, North Coogee within the LSP33A from 'Residential – Medium Density' R40 to 'Residential – Medium Density' R80. This amendment will give greater flexibility for opportunities to deliver innovative 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.



Legend

- Residential - medium density
- Residential - high density
- Mixed use
- Mixed business
- PS Education/ institutional
- District centre
- Public open space
- Public Purpose - Civic
- Lakes & Drainage
- Physical Processes Setback Line
- City of Cockburn community centre
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- Neighbourhood connector
- Pathway - dual use
- Rapid Bus Transit route
- Potential Bus Rapid Transit Stations
- Structure plan boundary
- Vehicle / Pedestrian level crossing
- Pedestrian Bridge
- Road connections

N

Source: Hassell Robb Street Jetty Local Structure Plan



Architecture
Interior Design
Landscape Architecture
Planning
Urban Design

Australia
China
Hong Kong SAR
Singapore
Thailand
United Kingdom



ROBB JETTY LOCAL STRUCTURE PLAN

Prepared for LandCorp
January 2015

ENDORSEMENT PAGE

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

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

14 April 2015

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 2035

TABLE OF VARIATION(S) TO STRUCTURE PLAN

Variation No.	Description of Variation	Date Adopted by Council	Date Endorsed by the WAPC (if required)
01	Public purposes - civic reserve and minor updates	11 December 2014	

Note: to be read in conjunction with SPN/0477M-2, which includes the final approved structure plan.

Version Control

Version Number	Date Published	Checked By	Authorised	Notes
1	July 2013	Gary McCullough	Chris Melsom	
2	01 April 2014	Scott Davies	Robina Crook	Incorporate WAPC comments and revised Cockburn Coast Foreshore Management Plan (March 2014) and Coastal Vulnerability Study (14 March 2014)
3	04 April 2014	April Davies	Robina Crook	Incorporate WAPC changes
4	09 April 2014	April Davies	Robina Crook	Incorporate further WAPC changes
5	05 June 2014	Ishta Kristal	Robina Crook	Incorporate City of Cockburn changes
6	16 July 2014	Scott Davies	Chris Melsom	Incorporate City of Cockburn and LWMS changes. Note: internal document only. Not published.
7	20 August 2014	Scott Davies	Chris Melsom	Updates to incorporate modifications noted in schedule dated 08.08.14: \\per.work.hassell.info\sites\Projects\001592\Reports\Planning
8	09 October 2014	Scott Davies	Chris Melsom	Modifications to POS schedule and Public Purposes Civic reserve and resultant text changes.
9	07 January 2015	Scott Davies	Scott Davies	Mapping error update based on City of Cockburn approval resolution.

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00 Executive Summary

In Robb Jetty the beach comes to the main street, and the stories of the past and its people are part of everyday life. A variety of small but connected public places offer a range of experiences from the quiet to the communal, the sheltered to the open, the organic to the formal.

It has long been acknowledged that Cockburn Coast presents a unique opportunity to create an exciting mixed use community that celebrates the best of the West Australian coastal lifestyle. Following the endorsement of the District Structure Plan (DSP) 2009 by the Western Australian Planning Commission and later the adoption of the District Structure Plan 2 (DSP2) 2012 by the City of Cockburn, the Robb Jetty Local Structure Plan (henceforth referred to as the 'Local Structure Plan') provides the next step in bringing to fruition this unique project.

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The Local Structure Plan sets out to establish a sustainable community that celebrates the area's past as well as promoting creative ideas, innovation and development. By embracing the targets founded by the DSP and DSP2 the contemporary urban Local Structure Plan will provide a guiding framework for subdivision and development through the coordination of land use, community facilities, services and infrastructure. Given the fragmented nature of land ownership within the structure plan area it is important to ascertain a common development objective to ensure a cohesive and fluent development outcome. The local structure plan has been subject to full landowner consultation to ensure this occurs.

The Robb Street Jetty Local Structure Plan forms one of three Local Structure Plans for the larger Cockburn Coast Project area, being the largest in area and containing the greatest land use mix. Specifically, the Structure Plan is 46.67 hectares in area, and is located approximately 18km southwest of the Perth CBD and 4km south of Fremantle between the recent developments of Port Coogee and South Beach. The Structure Plan area is generally bound by Cockburn Road to the east, Rollinson Road to the North, the South Fremantle Power Station and Switchyard to the South, and the Indian Ocean to the West.

The City of Cockburn Town Planning Scheme No. 3 sets out that the provisions, standards and requirements specified under Part 1 of this Local Structure Plan shall have the same force and effect as if it were a provision, standard or requirement of Town Planning Scheme Provisions. The Local Structure Plan will apply to the subdivision and development of all land located within its boundaries.

The history of Robb Jetty is characterised by industrial development including the once pulsating Robb Jetty, Cockburn Coast cattle industry and South Fremantle Power Station. By recognising and learning from the past, the Robb Jetty Structure Plan lays the foundations for an exciting future, transcending from under utilised industrial land to an active residential community. The future for the Robb Jetty Structure Plan area is one to be formed around a diverse mix of people and land uses. These land uses include:

- _A dense activity centre forming the core of the structure plan area;
- _Residential zones with densities ranging from R40 to R160;
- _A mixed business centre allowing for the transition of existing industrial uses to an Integration with residential uses;
- _Mixed use zoning allowing for an interface between Residential Zones and areas of dense activity or traffic flow; and
- _A public purpose site to allow for the development of the Primary school.

00 Executive Summary

vi Through the creation of a vibrant activity core, a sound public transport system and mix of land uses, Robb Jetty will achieve the stated vision and objectives established by the DSP and DSP2.

Total Area Covered by Structure Plan	46.67 hectares
Area of Specific Land Use	
Mixed Use	1.60 hectares
Activity Centre	2.79 hectares
Mixed Business	2.45 hectares
Residential	15.10 hectares
Public Purpose	3.18 hectares
Estimated Lot Yield	98 lots
Estimated Number of Dwellings	2,321 dwellings
Estimated Population	4,247 people
Number of High Schools	Zero (0) high schools
Number of Primary Schools	One (1) primary school
Estimated Retail Floor Space	10,800 square metres
Estimated Employment Provided	780 jobs
Area of Public Open Space	
_District Open Space	0.2712 hectares
_Neighbourhood Parks	1.3039 hectares
_Local Parks	1.5573 hectares

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PART ONE - STATUTORY

1.0 Structure Plan Area

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1.1 Structure Plan Area

The Local Structure Plan applies to the land contained within the inner edge of the broken line shown on the Local Structure Plan Map and specifically comprises of the lots identified in Table 01 below.

1.2 Existing Lots

Lot	Area (ha)	Lot	Area (ha)
Lot 70 Bennett Av	1.500ha	Lot 20 Darkan Av	0.001ha
Lot 126 Bennett Av	0.003ha	Lot 45959R (2121) Rollinson Rd	0.174ha
Lot 4569R (2120) Bennett Av	0.243ha	Lot 65 Rollinson Rd	1.731ha
Lot 125 Bennett Av	0.004ha	Lot 69 Rollinson Rd	1.500ha
Lot 111 Bennett Av	1.757ha	Lot 2107 Cockburn Rd	0.077ha
Lot 110 Bennett Av	1.002ha	Lot 38992R Cockburn Rd	0.658ha
Lot 124 Bennett Av	0.003ha	Lot 38993R (2103) Cockburn Rd	14.055ha
Lot 109 Bennett Av	1.631ha	Lot 2109 McTaggart Cove Road	0.231ha
Lot 108 Bennett Av	0.100ha	Lot 4 Darkan Av	0.637ha
Lot 102 Bennett Av	0.655ha	Lot 2110 (Railway reserve)	11.990ha
Lot 101 Bennett Av	0.490ha		
Lot 100 Bennett Av	0.402ha		
Lot 99 Bennett Av	0.263ha		
Lot 65 Bennett Av	0.261ha		
Lot 64 Bennett Av	0.202ha		
Lot 63 Bennett Av	0.243ha		
Lot 62 Bennett Av	0.410ha		
Lot 61 Bennett Av	0.465ha		
Lot 2082 Bennett Av	0.097ha		
Lot 1 Bennett Av	2.104ha		
Lot 2108 Bennett Av	4.284ha		
Lot 2012 Garston Way	0.140ha		
Lot 18 Garston Way	0.120ha		
Lot 17 Garston Way	0.100ha		
Lot 16 Garston Way	0.100ha		
Lot 12 Garston Way	0.100ha		
Lot 11 Garston Way	0.100ha		
Lot 10 Garston Way	0.100ha		
Lot 9 Garston Way	0.166ha		
Lot 8 Garston Way	1.196ha		
Lot 303 Garston Way	0.621ha		
Lot 67 Garston Way	0.150ha		
Lot 68 Garston Way	0.150ha		
Lot 66 Garston Way	1.731ha		

Table 01_Existing Lots within Robb Jetty Local Structure Plan

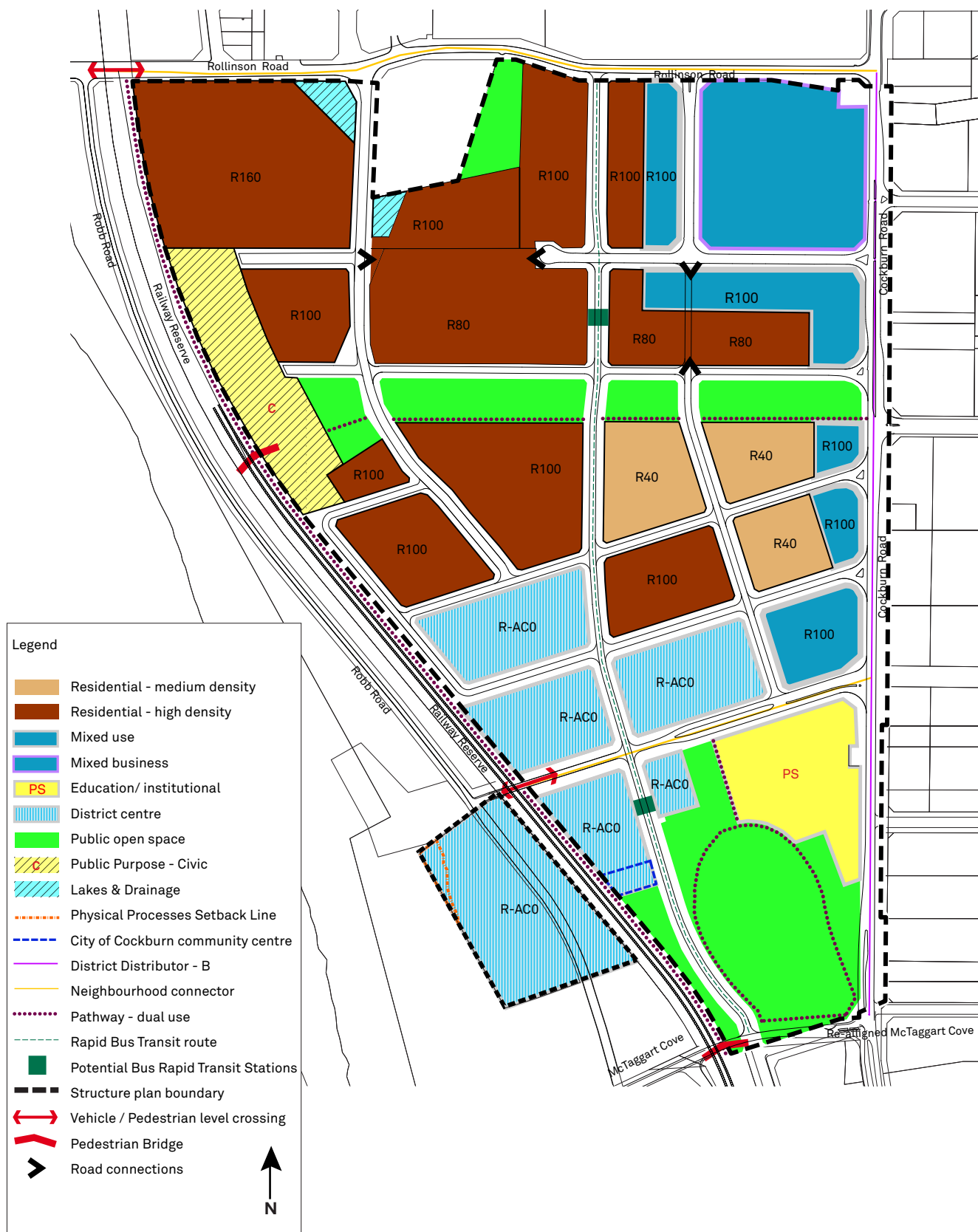


Figure 01_Local Structure Plan Map

1.3 Document Outline

The Local Structure Plan has been prepared in accordance with the requirements of Clause 6.2.6 of the City of Cockburn Town Planning Scheme No. 3 (Town Planning Scheme No. 3) and the Draft Structure Plan Preparation Guidelines (WAPC, August 2011).

This document comprises;

- _Part One - Includes only the Local Structure Plan Map and those provision standards and requirements that require statutory effect.
- _Part Two - Justifies and clarifies the provision standards and requirements within Part One and is used as a reference guide to interpret and implement Part One.
- _Appendices - Contains all relevant technical reports.

2.0 Interpretations

2.1 Definitions

Unless the context requires otherwise, the words and expressions used within the Local Structure Plan have the same definition as given within the City of Cockburn Town Planning Scheme No. 3. Where not defined by the Town Planning Scheme No. 3 the definition of words and expressions used are as set out by the Local Structure Plan within the context in which they are applied.

For the purposes of this Local Structure Plan, 'affordable housing' refers to either of the following:

- _Dwellings that are sold to Eligible Households at or below the benchmark price outlined in Table 4; or
- _Dwellings that are sold or transferred to a recognised affordable housing provider, which in turn leases or sells the properties to Eligible Households (under an approved affordable housing program); or
- _Private Provider selling to Eligible Households; or
- _Commonwealth or State endorsed affordability program'.

'Eligible Household' is defined as:

Eligible Households: are households that meet the eligibility criteria for the affordable housing program (e.g. Keystart shared equity loans, National Rental Affordability Scheme) that affordable housing dwellings are delivered through. Criteria are determined by the government organisation responsible for each program and may change from time to time.

Dwellings sold at or below the benchmark price in Table 4 do not have any eligibility criteria for purchasing households'.

'Recognised Affordable Housing Provider' is defined as:

'Recognised Affordable Housing Provider': are those providers considered under the Department of Housing's Affordable Housing Strategy to be a Growth Provider, Not for Profit Housing, Public Housing or Social Housing.'

2.2 Use Class Permissibility

The use class permissibility for each zone is as set out in Table 02 of this Local Structure Plan.

The permissibility of any uses is determined by cross reference between the list of use classes on the left hand side of the Zoning Table and the list of zones at the top of the Zoning Table.

The symbols used in the cross reference in the Zoning Table have the following meanings;

- _ 'P' means that the use is permitted by the Local Structure Plan providing the use complies with the relevant development standards and requirements of Town Planning Scheme No. 3.
- _ 'D' means that the use is not permitted unless the local government has exercised its discretion by granting planning approval
- _ 'A' means that the use is not permitted unless the local government has exercised its discretion and has granted planning approval after giving special notice in accordance with clause 9.4 of Town Planning Scheme No. 3
- _ 'X' means a use that is not permitted by the Local Structure Plan

Single Detached house ('Single House') are included in the dwelling mix of Cockburn Coast, but it should be noted that this typology is only considered appropriate as forming a small portion of dwellings. As a result, Single Detached house ('Single House') are to be approved at the discretion of Council and will be considered only when:

- _ Development is located within Residential zones coded R40; and
- _ Development achieves a minimum height of three storeys; and
- _ The lot size is not greater than 230m²; and
- _ Vehicle access to the lot is via a rear laneway and all parking areas (garages and carports) are located at the rear of the lot

Development seeking large amounts of Single Detached house ('Single House') is inappropriate in achieving the aims and objectives of the Local Structure Plan.

Use Class Permissibility

		Residential	Mixed Use	District Centre	Mixed Business
Residential Uses					
Ancillary Accommodation		P	D	X	X
Bed and Breakfast		A	D	X	X
Child Care Premises		A	D	P	X
Civic Use		D	P	P	P
Dwelling	Aged or Dependant Persons	P	P	P	X
	Caretaker's	P	P	P	X
	Grouped	P	P	P	X
	Multiple	P	P	P	X
Educational Establishment		D	D	D	X
Home Business		A	P	P	X
Home Occupation		D	P	P	X
Home Office		P	P	P	X
House	Lodging	A	D	D	X
	Single	D	X	X	X
Place of Worship		D	D	D	P
Residential Building		D	D	D	X
Tourist Accommodation		D	D	D	X
Commercial Uses					
Commercial	Bank	A	P	P	P
	Garden Centre	X	X	X	P
	Market	X	A	A	P
	Nursery	X	X	X	P
	Office	X	P	P	P
	Showroom	D	D	X	D
	Veterinary Consulting Room	X	D	D	P
	Veterinary Hospital	D	D	X	D
Entertainment Uses	Amusement Parlour	X	D	D	X
	Betting Agency	X	P	P	P
	Club Premises	A	D	D	P
	Fast Food Outlet	X	P	P	P
	Hotel/Tavern	D	P	P	A

Use Class Permissibility

		Residential	Mixed Use	District Centre	Mixed Business
	Motel	A	P	D	A
	Public Amusement	A	D	D	D
	Reception Centre	A	X	A	D
	Recreation-Private	X	P	P	D
	Restaurant	A	P	P	P
Health Services	Consulting Rooms	D	A	P	D
	Health Studio	A	D	P	D
	Medical Centre	D	X	P	D
	Hospital	A	X	A	X
Shop	Convenience Store	A	P	P	P
	Lunch Bar	A	P	P	P
	Shop	X	P	P	D
	Home Store	A	A	A	X
Transport	Commercial Vehicle Parking	D	X	X	P
	Motor Vehicle, Boat and Caravan Sales	X	X	X	P
	Motor Vehicle Hire Premises	X	X	X	P
	Motor Vehicle Wash	X	X	X	D
	Petrol Filling Station	X	A	X	A
	Service Station	X	A	X	A
Animal Establishment		X	X	X	X
Cinema/Theatre		X	X	A	X
Funeral Parlour		X	X	X	D
Hardware Store		X	X	D	P
Night Club		X	X	A	X
Restricted Premises		X	X	A	A
Trade Display		X	X	X	D
Veterinary Centre		X	X	A	D
Vehicle-Disused		X	X	X	D
Industrial Uses					
Industry	Cottage	A	A	A	D
	Extractive	X	X	X	X
	General	X	X	X	X
	General (Licensed)	X	X	X	X
	Light	X	X	X	A
	Noxious	X	X	X	X
	Service	X	X	X	X

Use Class Permissibility

		Residential	Mixed Use	District Centre	Mixed Business
Storage	Fuel Depot	X	X	X	X
	Storage Yard	X	X	X	X
	Warehouse	X	X	X	X
Transport	Motor Vehicle Repair	X	X	X	D
	Motor Vehicle	X	X	X	X
Wrecking					
	Transport Depot	X	X	X	X
Marine Engineering		X	X	X	X
Rural Uses					
Agriculture Extensive		X	X	X	X
Agriculture Intensive		X	X	X	X
Agroforestry		X	X	X	X
Animal Husbandry - Intensive		X	X	X	X
Farm Supply Centre		X	X	X	X
Hobby Farm		X	X	X	X
Rural	Industry	X	X	X	X
	Pursuit	X	X	X	X
Uses Not Listed					
Uses not Listed		In accordance with Clause 4.4.2 of the City of Cockburn Town Planning Scheme No. 3			

Table 02_Use Class Table

3.0 Operation Date

In accordance with Clause 6.2.12.1 of Town Planning Scheme No. 3 this Local Structure Plan shall come into effect once endorsed by the Western Australian Planning Commission.

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The Local Structure Plan will be reviewed by the City of Cockburn in five years from its date of endorsement by the Western Australian Planning Commission. The review of the Local Structure Plan will relate only to affordable housing provision for Cockburn Coast and parking standards in relation to the Integrated Transport Plan. The review will consider the progress made towards the achievement of the 20% affordable housing targets and parking standards for Cockburn Coast as prescribed by the District Structure Plan (DSP) 2009 and DSP2 2012.

The review may make recommendations in respect of variations to provisions, standards and requirements to facilitate affordable housing outcomes and targets.

4.0 Relationship to the Scheme

The provisions, standards and requirements specified under Part 1 of this Local Structure Plan shall have the same force and effect as if it were a provision, standard or requirement of Town Planning Scheme No. 3. In the event of there being any inconsistencies or conflict between the provisions, standards or requirements of Town Planning Scheme No. 3 and the provisions, standards or requirements of this Local Structure Plan, then the provisions, standards or requirements of Town Planning Scheme No. 3 shall prevail with the exception of the Use Class Permissibility for which the Local Structure Plan shall prevail.

5.0 Public Open Space Provision

The following Table lists public open spaces shown on the Local Structure Plan.

5.1 Schedule of Public Open Space

Public Open Space	Approx. Size
Local Park	1.5573 ha
Neighbourhood Park	1.3039 ha
District Park	0.2712 ha

Table 03_Public Open Space

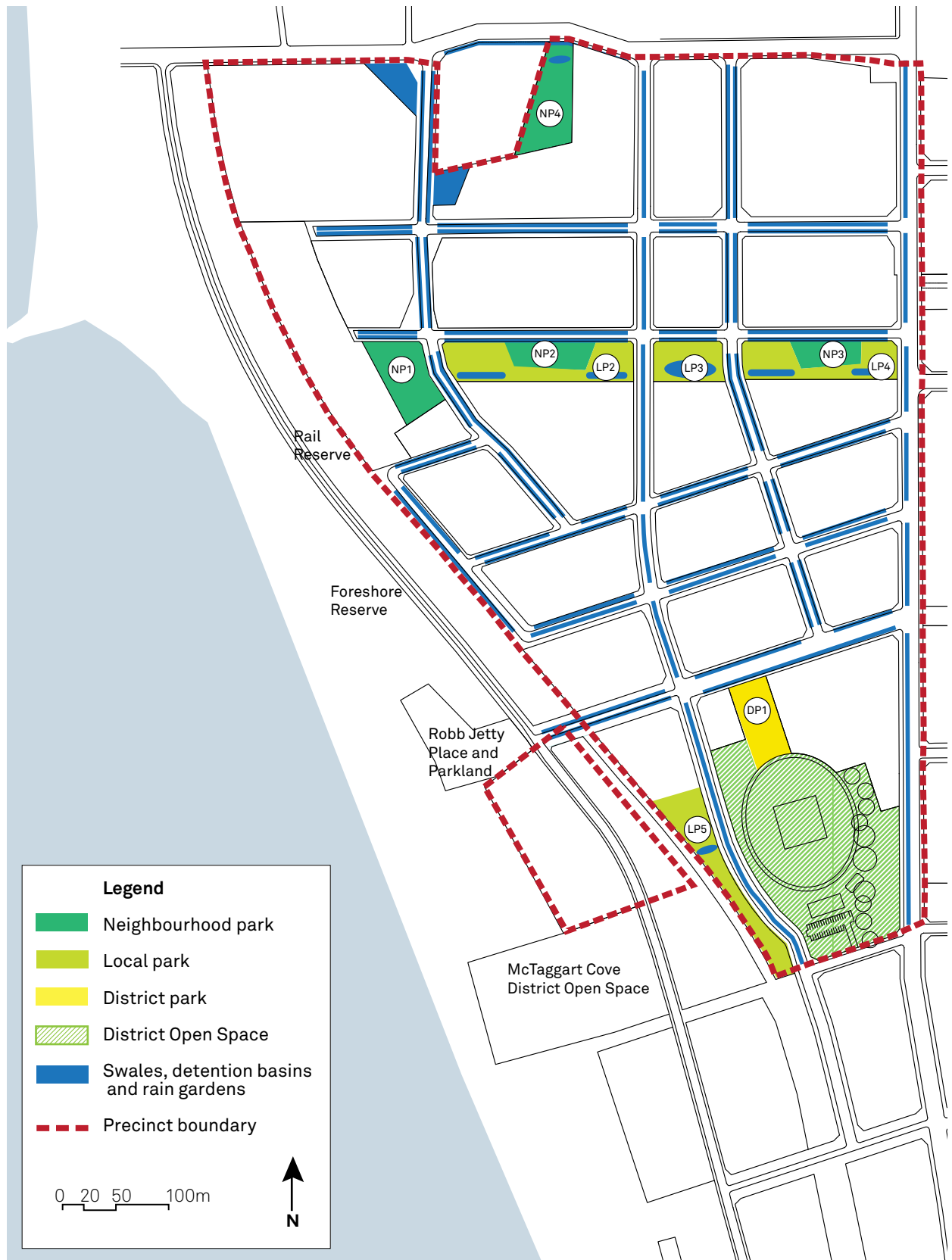


Figure 02_Open Space Plan

6.0 Residential

6.1 Proposed Residential Density

The residential density of a lot shall be in accordance with the Residential Design Code shown on the Local Structure Plan Map.

Development within a Mixed Use or District Centre zones (Figure 1) is to be in accordance with the Residential Design Code as designated below:

_Mixed Use: Residential R100

_District Centre: R-AC 0

The development standard for each are specified in the Cockburn Coast Design Guidelines for Robb Jetty and Emplacement (June 2013), as amended.

Calculation Methodology to ascertain achievement of residential density targets is prescribed in Town Planning Scheme No. 3 for the Cockburn Coast Development Area (DA33).

7.0 Affordable Housing

In calculating low income households Table 4 shall be used as a guide and is based on the percentiles of income distribution as set out in section 2.1. of the Cockburn Coast Affordable Housing Strategy 2012. Within the Local Structure Plan affordable housing will target the low to moderate income household.

Median Household Income	\$79,861	
Moderate Income Bracket	80% Median	120% Median
Annual Income	\$63,889	\$95,833
Weekly Income	\$1,229	\$1,843
Affordable Weekly Rental Benchmark (30%)	\$369	\$553
Affordable Purchase Benchmark	\$264,057	\$396,085

Table 04_Affordable Housing Benchmarks for Perth Statistical Division

Source: Department of Planning

Table 04 is to be applied consistent with any necessary updates.

	Calculation	Sources
Median Household Income	Median Weekly Household income for Perth, multiplied by 52, then indexed by Wage Price Index for WA (with Sept 2011 as baseline)	ABS Census 2011, Basic Community Profile, Greater Perth GCCSA, table B02, "Median Total Household Income". ABS Cat 6345.0 Wage Price Index, Table 2B, Total Hourly Rates of Pay Excluding Bonuses; WA; Private and Public; All Industries.
Affordable Purchase Benchmark	Present Value of a 25 year loan, with monthly repayments at 30% of Household Income, an interest rate of 6.45%p.a, plus a 10% deposit.	Reserve Bank of Australia, Indicator Lending Rates, Table F5, Housing Loans, Banks, Variable, Standard.

7.1 Affordable Housing Target

The DSP sets an aspirational target of 20% Affordable Housing product. The tenure, type and manner of affordable housing shall be guided by the Affordable Housing Strategy.

7.2 Floorspace Bonus

The local government may grant a floorspace bonus in the event that a development includes the provision of affordable housing at the following ratio:

- _Affordable yield 10% = 30% floorspace bonus
- _Affordable yield 20% = 40% floorspace bonus
- _Affordable yield 25% = 45% floorspace bonus

All floorspace bonuses will be based on the maximum floorspace allowable for the site as per the Cockburn Coast Design Guidelines for Robb Jetty and Emplacement (June 2013), as amended. Where deemed appropriate the local government may allow for the transfer of a floor space bonus within Cockburn Coast development area, as defined by the Cockburn Coast District Structure Plan (Part 2 - 2012).

Where dwellings with two bedrooms are provided a further floorspace bonus at the following ratio may be granted:

- _ Affordable yield 10% = 15% floorspace bonus

This bonus is to be applied only to the provided affordable dwellings.

Where family housing (i.e dwellings with three or more bedrooms) is provided, a further floorspace bonus may be granted at the following ratio:

- _Affordable yield 10% = 30% floorspace bonus

This bonus is to be applied only to the provided affordable dwellings.

8.0 Subdivision and Development Requirements

8.1 Affordable Housing Development Application Information

Where an application proposes to use the floorspace bonus as outlined by Section 7.2 of this Local Structure Plan the application for Planning Approval shall include an Affordable Housing Report. This report shall include, but not be limited to, the following information:

- _Evidence of an agreement between the developer and a recognised affordable housing provider to manage housing and tenants
- _Target eligible households for affordable housing product (as defined by the most up to date ABS data)
- _Demonstration of ongoing tenure arrangement for affordable housing product

8.2 Finished Floor Levels

8.2.1 Coastal Process Impacts

All development is to achieve a minimum finished floor level of +3.5 Australian Height Datum (AHD) to ensure development takes into account coastal erosion and accretion patterns. Non habitable rooms and the provision of basement parking are exempt from the finished floor level stated above.

8.2.2 Finished Floor Levels Adjacent Drainage Reserves

Habitable floors will be set at least 500 mm above the 100-year ARI flood level at any basin location and 300 mm above road level.

8.3 Lot Design Guidance

Lot size within areas coded R80 and above shall be of a minimum area of 800m² with a minimum depth of 20 metres and a minimum width of 40 metres. Should an alternative lot size be proposed it will be considered on its planning merits having regard to the aims and objectives of this Local Structure Plan.

8.4 Noise and Vibration Attenuation

Where it is deemed necessary, development applications shall address the issue of noise and vibration attenuation.

To ensure sustainable development occurs, the local authority will require that certain development be accompanied by a report prepared by a qualified acoustic consultant, certifying that the design features of the development will achieve a satisfactory level of noise and vibration attenuation.

Where residential development may be exposed to noise and vibration impacts from existing non-residential uses and activities, the onus will be on the designers and developers of the new residential development to demonstrate to the satisfaction of the local authority that impacts have been assessed and addressed. This includes, but is not limited to, development abutting the freight rail line and Cockburn Road.

8.4.1 Cockburn Road

For developments located adjacent to Cockburn Road, as part of the design process, an acoustic assessment shall be undertaken and included as part of the development application with the aim being to demonstrate the construction method will adequately reduce internal noise levels to meet the standards stated in SPP5.4. Given the proposed layout, the first row of buildings along Cockburn Road will act as an acoustic barrier to developments located behind. Hence improvement constructions are required for the first row of buildings only.

The following source noise levels should be used for development located adjacent to Cockburn Road;

- _ Facing Cockburn Road – 62dB (A)
- _ Perpendicular to Cockburn Road – 59dB (A)

SPP5.4 requires a notification be placed on the Certificate of Title for lots where residences are exposed to transport noise and that noise received exceeds the SPP 5.4 outdoor 'Noise Target'.

8.4.2 Freight Rail

Train Noise Level

A noise study shall be undertaken for any subdivision or development application on land located within 150 metres of the centre line of the nearest railway track.

To provide “future proofing” of the railway and the Fremantle Port, studies should use the following noise levels from a single train movement of two minutes’ duration as the bases of acoustical assessments:

Northern Residential -	LA _{eq, 2min} of 65 dB(A) at 25 metres from centre of nearest track.
District Centre -	LA _{eq, 2min} of 68 dB(A) at 25 metres from centre of nearest track.

For noise study purposes, the District Centre area comprises land shown in the key as “District centre” in Figure 01_ Local Structure Plan Map, and the Northern Residential area comprises all remaining residential-zoned land.

Internal Noise Criteria

Where a noise study must be undertaken, internal noise levels received from a single train movement shall comply with the following criteria:

LA_{eq, 2min} of 45 dB(A) in utility areas (laundries and bathrooms);

LA_{eq, 2min} of 40 dB(A) in living and work areas; and

LA_{eq, 2min} of 35 dB(A) in bedrooms.

Additional to the above, where it is not practicable for noise received at all residential outdoor living areas within a development to achieve compliance with an LA_{eq, 2min} of 50 dB(A), then a common outdoor area that is protected from rail transport noise shall be included in the development’s design.

Vibration

A ground vibration assessment and report is to be provided for any development application on land located within 80 metres of the centre line of the nearest railway track. Vibration assessors should seek advice from the Public Transport Authority on identifying a representative train pass.

Habitable areas of buildings within these developments shall comply with the maximum vibration criterion of 1.4 x base curve, based on Curve 4a of AS 2670.2-1990 “Evaluation of human exposure to whole-body vibration; Part 2: Continuous and shock-induced vibration in buildings (1 to 80 Hz)”.

Where ground vibration levels exceed 1.4 x base curve, the vibration report shall contain an outline of proposed mitigation measures to reduce ground vibration within the development’s buildings to below the above criterion.

Development Applications must demonstrate to the local authority’s satisfaction that the design features and/or construction methods to be adopted will meet the vibration criterion.

Notifications on Titles

Any lot within 150 metres of the centre line of the nearest railway track shall have the following notification placed on its title:

This lot is situated in the vicinity of a major freight railway line serving the Port of Fremantle and is currently affected, or may in the future be affected, by noise and vibration from 24-hour freight operations. Further information on any noise and vibration assessments or plans is available on request from the relevant local government offices.

8.4.3 BRT/LRT

To accommodate the future Bus Rapid Transit/Light Rail Transit public transit alignment similar measures as stated to accommodate development adjoining Cockburn Road may be required by the local authority.

8.5 Existing Industrial Buffer Zones

Where residential, or other sensitive land use is proposed, within an existing industrial land use buffer, applicants shall provide a technical analysis to seek to reduce or mitigate that buffer. Such analysis must be in accordance with the requirements of the relevant State Planning Policy relating to industrial buffers.

There shall not be any residential/habitable building within 25 metres of the boundary of the lot containing the waste water pump station.

8.6 Traffic/Management Assessment

As required by Western Australian Planning Commission's Liveable Neighbourhoods, an assessment of the impacts on current and future traffic movements is to be provided with all subdivision and development proposals, where development exceeds the development identified within the Integrated Transport Plan.

8.7 Bushfire Hazard and Risk Assessment

All land within the Local Structure Plan which is located within 100 metres of moderate or extreme bushfire hazard areas (as shown in the Bushfire Management Plan September 2012, or as amended) shall be deemed to be a Bushfire Prone Area.

All subdivision and development proposals within this Bushfire Prone Area shall provide a statement or report that demonstrates all relevant bushfire protection acceptable solutions, or alternatively all relevant performance criteria, contained in Western Australian Planning Commission's Planning for Bushfire Protection Guidelines (Edition 2) 2010 (as amended) have been considered and compiled with, and effectively address the level of bushfire hazard applying to the land.

The Bushfire Attack Levels (BAL) to be used are included in Table 1 of the Bushfire Management Plan September 2012 (or as updated).

Notifications on Titles

There is a requirement for a notification on title of any lot within 100 metres of moderate or extreme bushfire hazard and the requirement to implement the Bushfire Management Plan (Figure 3).



Figure 03_Bushfire hazard ratings based on Western Australian Planning Commission's Planning for Bushfire Protection Guidelines (Edition 2) 2010 (as amended)

8.8 Drainage Contributions

Development, including subdivision, adjacent and proposing to utilise existing drainage basins for drainage purposes shall be required to contribute proportionally to the upgrading of the relevant basin based on best practice water management principles. The apportionment of cost will be determined on the proportional use of the drainage basin.

9.0 Building Heights & Landmark Development

9.1 Building Heights

Development within the Local Structure Plan shall generally be in accordance with the Building Height Plan (Figure 4). The local government will consider variations to the Building Height Plan. Variations must accord with the aims and objectives of the local Structure Plan and the Cockburn Coast Design Guideline for Robb Jetty and Emplacement (June 2013).

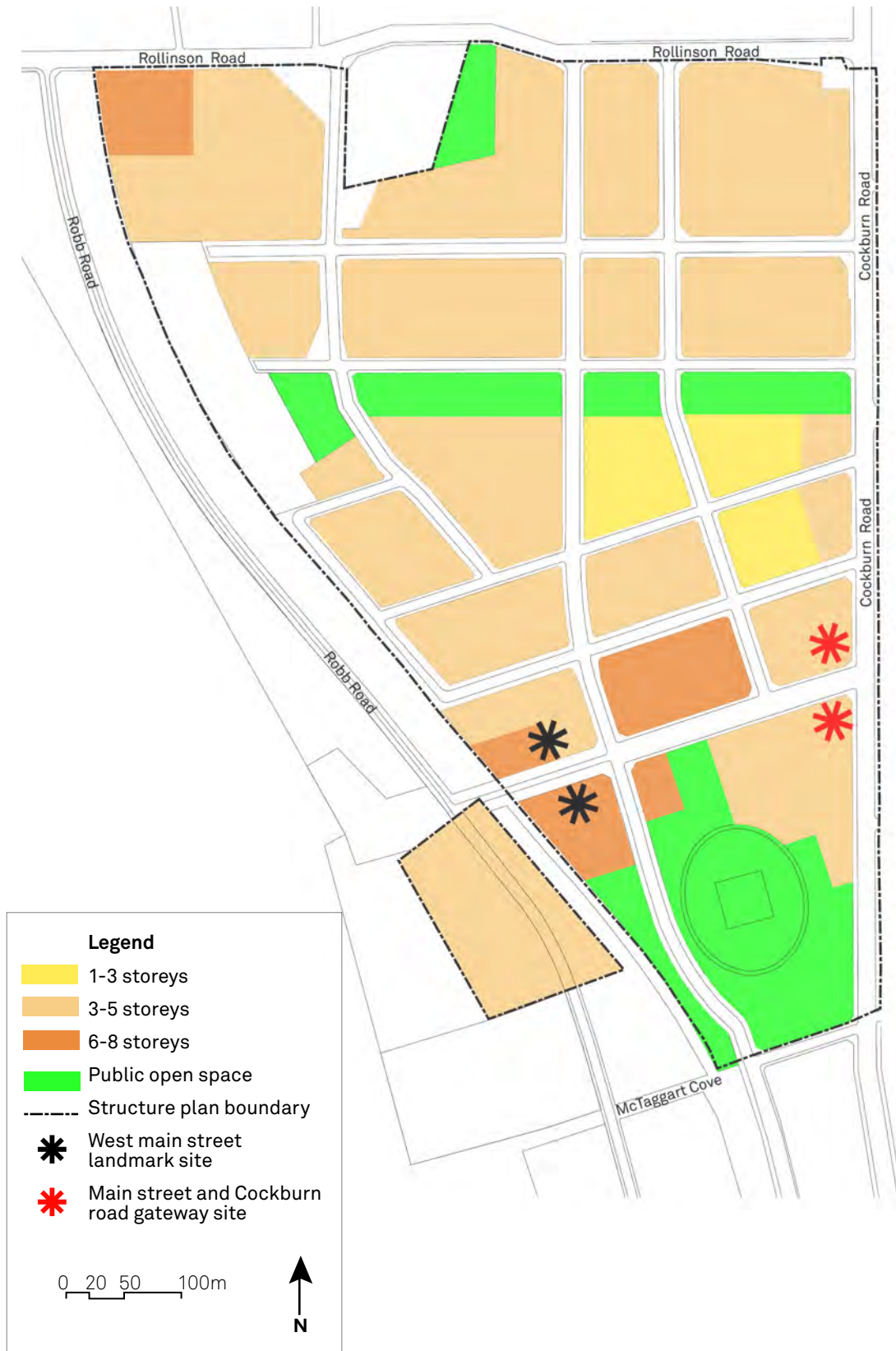


Figure 04_Building Height Plan

9.2 Landmark and Gateway Sites

The Building Height Plan (Figure 4) identifies a number of landmark or gateway sites. These sites are to be developed in a manner as per the Local Structure Plan. Within the Robb Jetty Local Structure Plan two sites are identified being:

_ West Main Street

West Main Street shall be developed with a diverse and interactive facade as well as weather protection at a scale suitable for a local community retail centre. This section of the main street should be a casual and relaxed experience that supports pedestrians and provides strong delineation between the carriage way and kerb side activity.

_Main Street and Cockburn Road

A multi storey development at this junction should provide a gateway to the Main Street identifying it as a community hub and local centre.

All development within these sites shall be in accordance with the Cockburn Coast Design Guidelines for Robb Jetty and Emplacement (June 2013), as amended.

10.0 Detailed Area Plan Requirements

10.1 Application of Detailed Area Plans

Detailed Area Plans are required prior to development within the Local Structure Plan Main Street located within the following zones:

- _District Centre
- _Primary School
- _Mixed Use

Detailed Areas Plans are to be applied to the street block to ensure the coordination of development.

10.2 Detailed Area Plan Principles

Detailed Area Plans are required to specifically address (but not limited to) the following design elements and variations at a street block level to coordinate development:

- _Identify variations to Cockburn Coast Design Guidelines for Robb Jetty and Emplacement, as required
- _Coordinate access to car parking to and from the Robby Jetty Main Street, with a preference for access via other local streets
- _Identify and coordinate the location, access and use of shared end of trip facilities
- _Provide a continuous and consistent approach to landscaping within each street block
- _Coordinate the location and access to pedestrian access ways where in fragmented land ownership
- _Coordinate the location and form of landmark development
- _Require the primary school to provide three storey activated built form addressing the Robb Jetty Main Street for the length of the area zoned 'Education/Institutional', as a minimum
- _Identify preferred land uses within each street block
- _Provide guidance on staging of development
- _Provide guidance in relation to buffering or attenuating noise and vibration impacts, as required

11.0 Operation and Implementation

11.1 Variations to the Residential Design Codes

Unless otherwise specified in the Cockburn Coast Design Guidelines for Robb Jetty and Emplacement (June 2013), as amended or an adopted detailed area plan the Residential Design Codes shall apply.