

LEGEND

Structure Plan boundary

Land Use Classification

Local Centre

Mixed Business

Local Scheme Reserve

Local Road

NOTES

1. Maximum permissible retail floorspace in the Local Centre is 8,100m².
2. Refer to the Structure Plan report text for sensitive land uses that are not supported.

It is certified that this Structure Plan was approved by resolution of the Western Australian Planning Commission on 14 / 11 / 2018

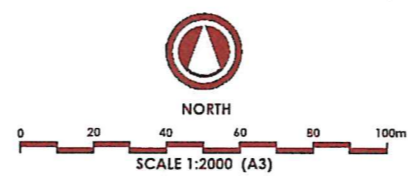
This Structure Plan expires on 14 November 2028

Signed *[Signature]*

Director, Planning and Development

File No. 110/149

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**PLAN 1: HAMMOND ROAD NORTH
STRUCTURE PLAN MAP
COCKBURN CENTRAL
CITY OF COCKBURN**



HAMMOND ROAD NORTH STRUCTURE PLAN

THE HAMMOND ROAD NORTH STRUCTURE PLAN FOR LOTS 1, 300
AND 803, YANGETUP ROAD; LOTS 7, 99, 146, AND 147 HAMMOND
ROAD; AND LOT 4308 BEELIAR DRIVE, COCKBURN CENTRAL

CITY OF COCKBURN

NOVEMBER 2018

Issue 3



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THE HAMMOND ROAD NORTH STRUCTURE PLAN FOR LOTS 1, 300 AND 803 YANGETUP ROAD;
LOTS 7, 99, 146 AND 147 HAMMOND ROAD; AND LOT 4308 BELLAR DRIVE, COCKBURN CENTRAL

City of Cockburn

HAMMOND ROAD NORTH STRUCTURE PLAN

Issue 3: November 2018

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Quality Assurance

Issue/Version:	Description	Date:	Author:	Reviewer:
1	First issue	11/02/16	Mitch Bisby	Mark Szabo
2	WAPC Modifications	03/09/18	Mitch Bisby	Mark Szabo
3	WAPC Modifications 19/10/18	5/11/18	Zarina MacDonald	Mark Szabo

APPROVAL OF THE LOCAL STRUCTURE PLAN FOR LOTS 1, 300 AND 803 YANGEBUP ROAD, LOTS 7, 99, 146 AND 147 HAMMOND ROAD, AND LOT 4308 BEEILIAR DRIVE, COCKBURN CENTRAL, CITY OF COCKBURN

This structure plan is prepared under the provisions of the City of Cockburn Town Planning Scheme No.3 (TPS3).

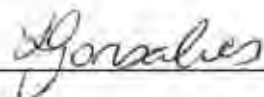
IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

_____ 14 November 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, in the presence of:


_____ Witness

_____ 15 November 2018 _____ Date

_____ 14 November 2028 _____ Date of Expiry

TABLE 1: TABLE OF AMENDMENTS

AMENDMENT NO.	SUMMARY OF THE AMENDMENT	AMENDMENT TYPE	DATE APPROVED BY WAPC

EXECUTIVE SUMMARY

This Structure Plan applies to Lots 1, 300 and 803 Yangebup Road, Lots 7, 99, 146 and 147 Hammond Road, and Lot 4308 Beeliar Drive, Cockburn Central.

This Structure Plan intends to facilitate the development of a neighbourhood centre. To that end, the Structure Plan designates a combination of 'Local Centre' zone and 'Mixed Business' zone over the land, and requires that development is in accordance with a Local Development Plan.

A summary of the areas and land uses proposed is provided in **Table 2**, below.

TABLE 2: SUMMARY TABLE

ITEM	DATA	STRUCTURE PLAN, PART TWO, (SECTION NO.)
Total area covered by the structure plan	7.5235 hectares	1.2.2
Area of each land use proposed:	Hectares	
- Local Centre	3.5533	3.1.1
- Mixed Business	3.2763	3.1.2
Estimated commercial floor space	8,100m ² net lettable area	3.5
Estimated number of jobs created	648 jobs	3.5

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ABBREVIATIONS

AS3959 Australian Standard 3959: Construction of buildings in bushfire-prone areas
ASS Acid Sulphate Soils
CCACP Cockburn Central Activity Centre Plan
DA35 Development Area 35
DCP13 Development Contribution Plan 13
LCACS City of Cockburn's Local Commercial Activity Centre Strategy
LDP Local Development Plan
mAHD Metres Australian Height Datum
MRS Metropolitan Region Scheme
Scheme/TPS3 City of Cockburn Town Planning Scheme No.3

PART ONE | **IMPLEMENTATION**

1. STRUCTURE PLAN AREA

The Structure Plan is identified as the Hammond Road North 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 (refer **Plan 1 – Structure Plan Map**).

2. OPERATION

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

3. STAGING

As all infrastructure and services are readily available to the site, development of the Structure Plan area for various land uses is not dependent on a staged approach.

4. SUBDIVISION AND DEVELOPMENT REQUIREMENTS

4.1 LAND USE

Land use permissibility within the Structure Plan area shall be in accordance with that identified in the Scheme for the applicable zone. Pursuant to the principles identified by State Planning Policy 4.1 State Industrial Buffer (Amended), the following sensitive land uses are not supported within the Structure Planning area:

- Bed and Breakfast;
- Child Care Premises;
- Dwelling – Aged or Dependent Persons;
- Dwelling – Caretakers;
- Dwelling – Grouped;
- Dwelling – Multiple;
- Home Business;
- Home Occupation;
- Home Office;
- House – Lodging;
- House – Single;
- Residential Building; and
- Tourist Accommodation.

4.2 RETAIL FLOORSPACE

Retail floorspace within the Structure Planning area shall not exceed 8,100m².

4.3 LANDSCAPING PLAN

A Landscaping Plan to be provided at the subdivision and/or development stage that provides for the management of the interface between the western portion of the subject land and the abutting Bush Forever area.

4.4 BUSHFIRE HAZARD ASSESSMENT

A bushfire hazard assessment will be required to accompany subdivision or development application(s), whichever comes first.

4.5 URBAN WATER MANAGEMENT PLAN

An urban water management plan will be required at the subdivision stage.

4.6 ROAD INFRASTRUCTURE

The Developer shall make arrangements with the City of Cockburn detailing timing and cost sharing for the upgrade of the Hammond Road, Cooper Road, and Yangebup Road intersection, and the upgrade of Yangebup Road to an urban standard where it abuts the Structure Plan Area.

5. LOCAL DEVELOPMENT PLANS

Local Development Plan/s will be prepared for the Structure Plan area pursuant to the WAPC's Local Development Plan Framework and Schedule 2, Part 6, 'Deemed Provisions for Local Planning Schemes' of the *Planning and Development (Local Planning Schemes) Regulations 2015*. To inform the subdivision and/or development stages, the Local Development Plan/s will encompass all the Structure Plan area and as a minimum each Local Development Plan is to respond to the following intended outcomes:

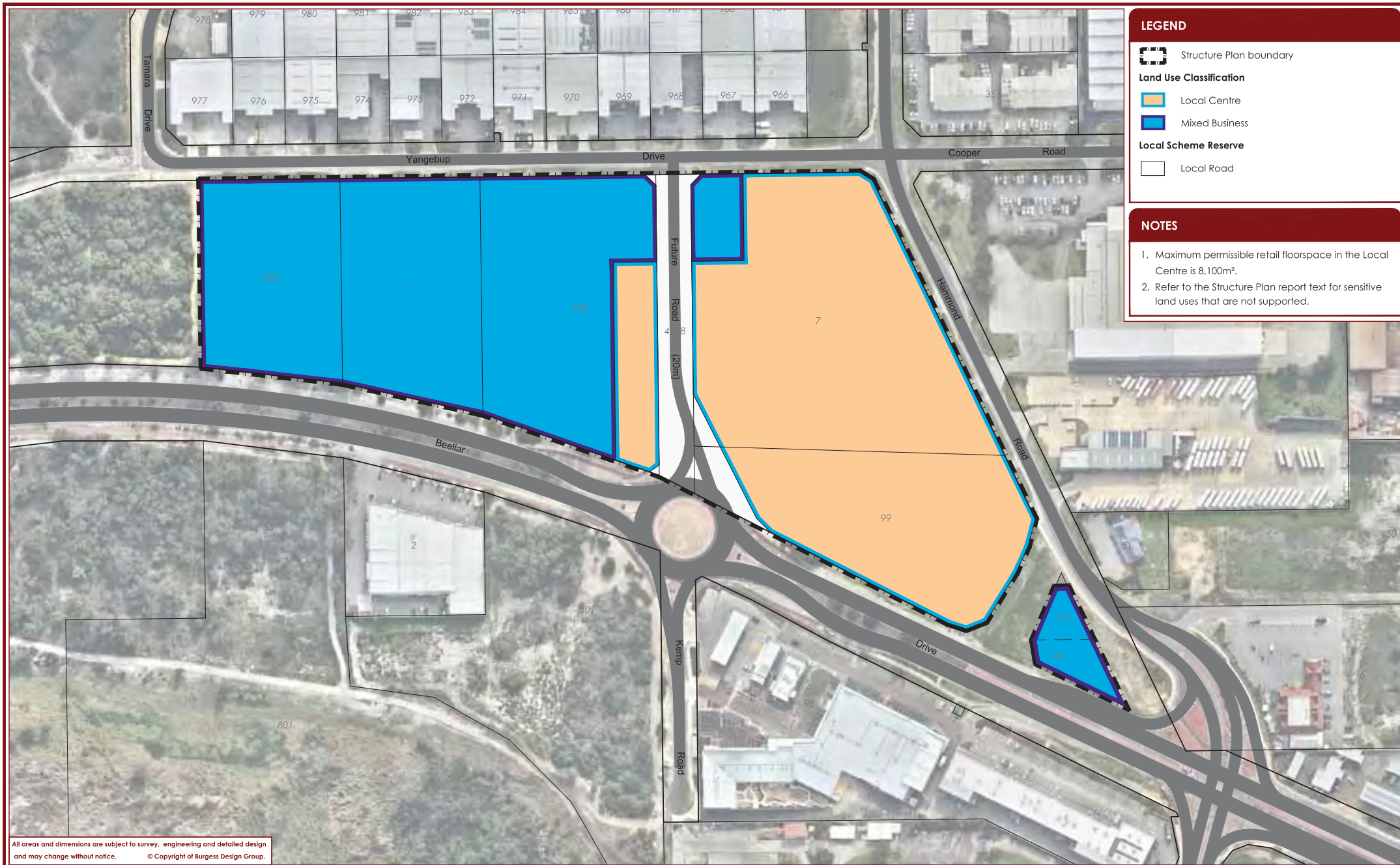
- i. Built form in terms of location, orientation, bulk, scale, and height of buildings;
- ii. Mix of land uses;
- iii. Vehicle access, vehicle parking, pedestrian and cyclist movements;
- iv. Provision of end of trip facilities and improvements to access and facilities for pedestrians and cyclists;
- v. Street interface treatments along the 'main street' and Beeliar Drive.

6. ADDITIONAL INFORMATION

Table 3, below, sets out the additional information that is required to be submitted under the Structure Plan, and the stage at which it is to be submitted.

TABLE 3: ADDITIONAL INFORMATION REQUIRED

ADDITIONAL INFORMATION	APPROVAL STAGE	CONSULTATION REQUIRED
Local Development Plan	Prior to development approval, or such later stage as deemed appropriate at the City's discretion	As per Scheme requirements



LEGEND

Structure Plan boundary

Land Use Classification

Local Centre

Mixed Business

Local Scheme Reserve

Local Road

NOTES

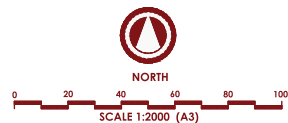
1. Maximum permissible retail floorspace in the Local Centre is 8,100m².
2. Refer to the Structure Plan report text for sensitive land uses that are not supported.

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Plan No: ALE COC 2-01g Client: ALE'S
Date: 22.10.18 Planner: MS/MB

PLAN 1: HAMMOND ROAD NORTH
STRUCTURE PLAN MAP
COCKBURN CENTRAL
CITY OF COCKBURN

PART TWO | EXPLANATORY SECTION

1. PLANNING BACKGROUND

1.1 INTRODUCTION AND PURPOSE

This Structure Plan has been prepared on behalf of the landowners of Lots 1, 300 and 803 Yangebup Road, 7, 99, 146 and 147 Hammond Road, and Lot 4308 Beeliar Drive, Cockburn Central.

The general objectives of the Structure Plan are to:

- Provide for commercial, retail, and mixed business development and compatible land uses incidental thereto;
- Promote a high quality urban form, centred around a main street; and,
- Create a retail environment that complements the Cockburn Central Activity Centre.

1.2 LAND DESCRIPTION

1.2.1 LOCATION

The site is located approximately 1.7km west of the Cockburn Central Train Station, and approximately 19km south of the Perth CBD (see **Figure 1 – Location Plan**). The site is generally bound by Yangebup Road to the north, Hammond Road to the east, Beeliar Drive to the south, and the Yangebup Flora and Fauna Reserve to the west.

1.2.2 AREA AND LAND USE

The site comprises 8 lots, and a portion of road reserve, totalling approximately 7.5235ha.

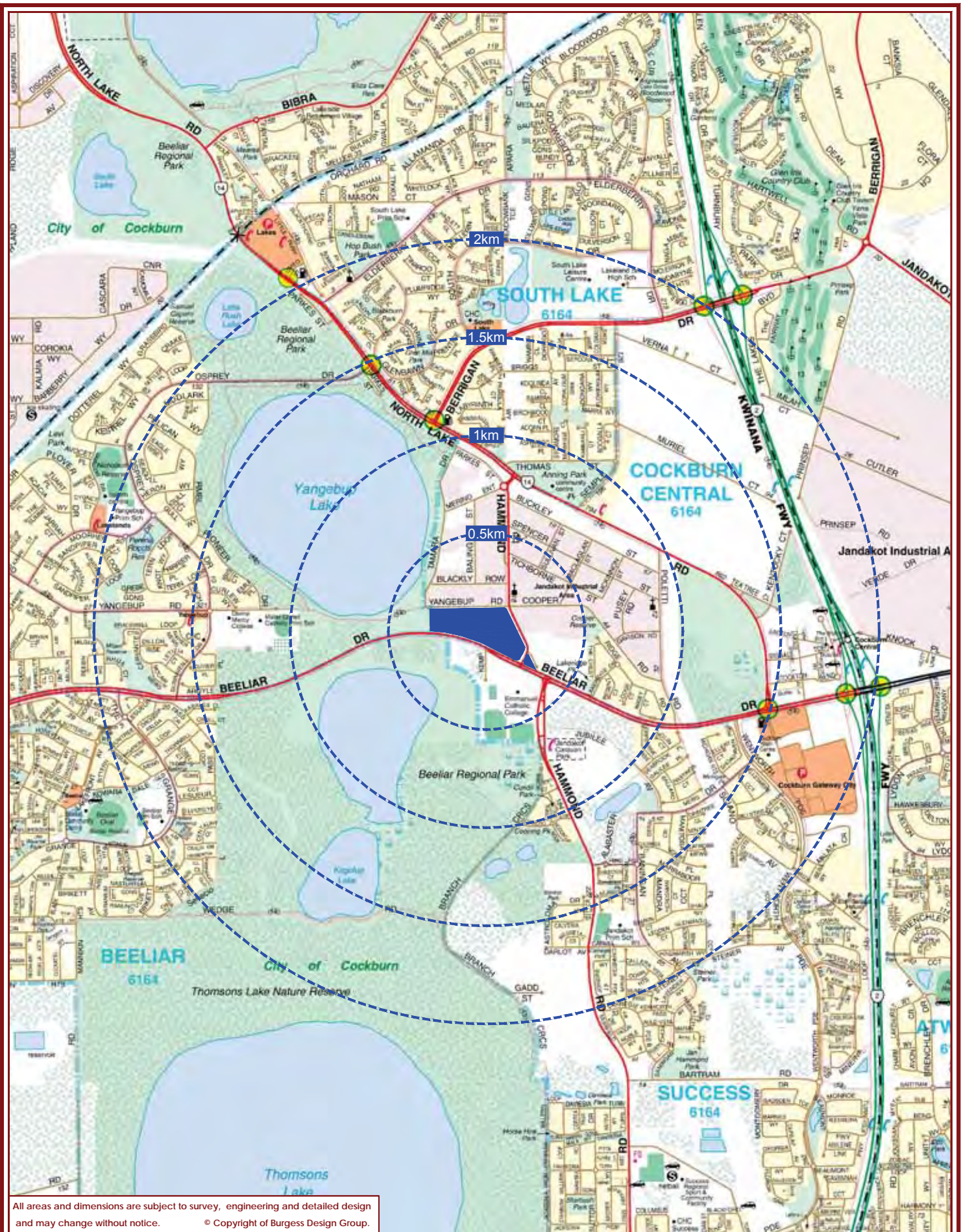
The site currently accommodates a Waldecks Nursery, West 'n' Fresh Fishmongers, Tony Ale Markets, three residences (on Lots 1, 7, and 99) and a large shed (on Lot 803). The remainder of the site is cleared, having previously been used for agricultural purposes (see **Figure 2 – Aerial Photograph**).

1.2.3 LEGAL DESCRIPTION AND OWNERSHIP

The land can be legally described as:

- Lot 1 on Deposited Plan 59832, Volume 2702, Folio 759;
- Lot 7 on Diagram 25994, Volume 1250, Folio 932;
- Lot 99 on Deposited Plan 57197, Volume 2688, Folio 903;
- Lot 146 on Diagram 91759, Volume 2189, Folio 263;
- Lot 147 on Plan 21688, Volume 2214, Folio 609;
- Lot 300 on Deposited Plan 402552, Volume 2898, Folio 294;
- Lot 803 on Deposited Plan 44876, Volume 2624, Folio 442; and,
- Lot 4308 on Deposited Plan 193038, Volume 2151, Folio 262.

Copies of the relevant Certificates of Title are attached at **Appendix 1**.



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**FIGURE 1: LOCATION PLAN
HAMMOND ROAD NORTH
COCKBURN CENTRAL**





**FIGURE 2: AERIAL PHOTOGRAPH
HAMMOND ROAD NORTH
COCKBURN CENTRAL
CITY OF COCKBURN**



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NORTH

0 20 40 60 80 100m
SCALE 1:2000 (A3)

Plan No: ALE COC 9-01a Client: ALE'S
Date: 22.10.18 Planner: MS/MB

1.3 PLANNING FRAMEWORK

1.3.1 ZONING AND RESERVATIONS

The site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Development' under the TPS3, which also designates the land 'Development Area 35' (DA35) (see **Figures 3 & 4**, respectively).

DA35, through the Development Area provisions listed under Table 9 of the Scheme, seeks to facilitate commercial, retail, and mixed business development over the site in accordance with an approved Structure Plan that addresses retail sustainability and traffic/parking considerations.

1.3.2 REGIONAL AND SUB-REGIONAL STRUCTURE PLAN

South Metropolitan Peel Sub-Regional Planning Framework

The WAPC's South Metropolitan Peel Sub-Regional Planning Framework (Framework) provides high level strategic guidance for the future development of the Metropolitan South-West, Metropolitan South-East and Peel sub regions to accommodate part of the long-term growth of the Perth and Peel regions to 3.5 million people.

The proposed development complies with the principles of the Framework, in that it contributes to a socially, economically, and environmentally sustainable urban form that maximises the use of existing infrastructure to provide employment opportunities and goods and services for the surrounding communities.

1.3.3 PLANNING STRATEGIES

City of Cockburn Local Commercial Activity Centre Strategy

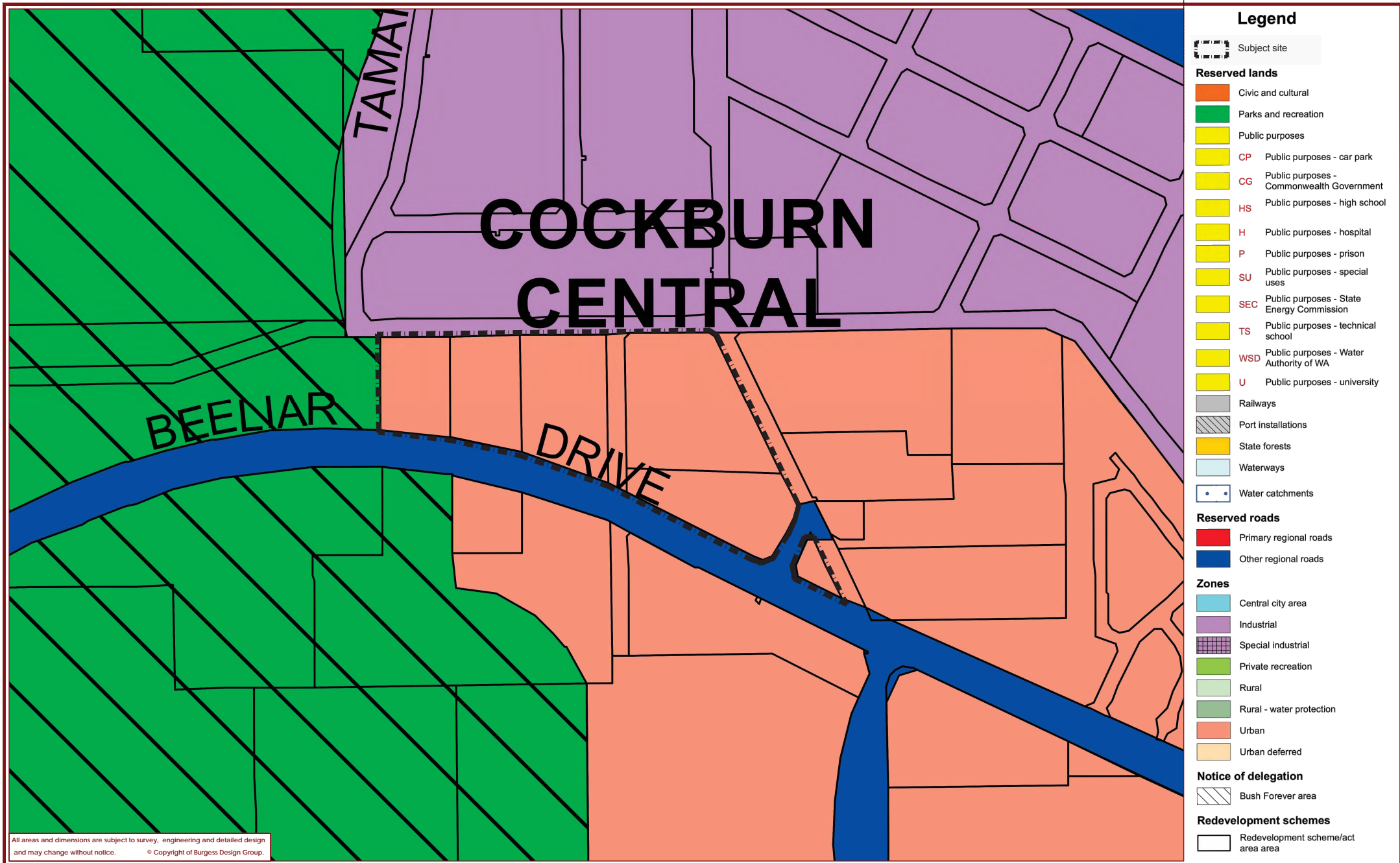
The City of Cockburn's Local Commercial Activity Centre Strategy (LCACS) represents a new strategic direction for the planning and development of activity centres within the City, and responds to the policy context established in *Directions 2031 and beyond*, and *State Planning Policy No.4.2 – Activity Centres for Perth and Peel*.

LCACS identifies the subject site as 'Tony Ales Local Centre' and shows it being within a strategic employment centre, as well as being located adjacent to the 'Beelias Drive Mixed Business Area'.

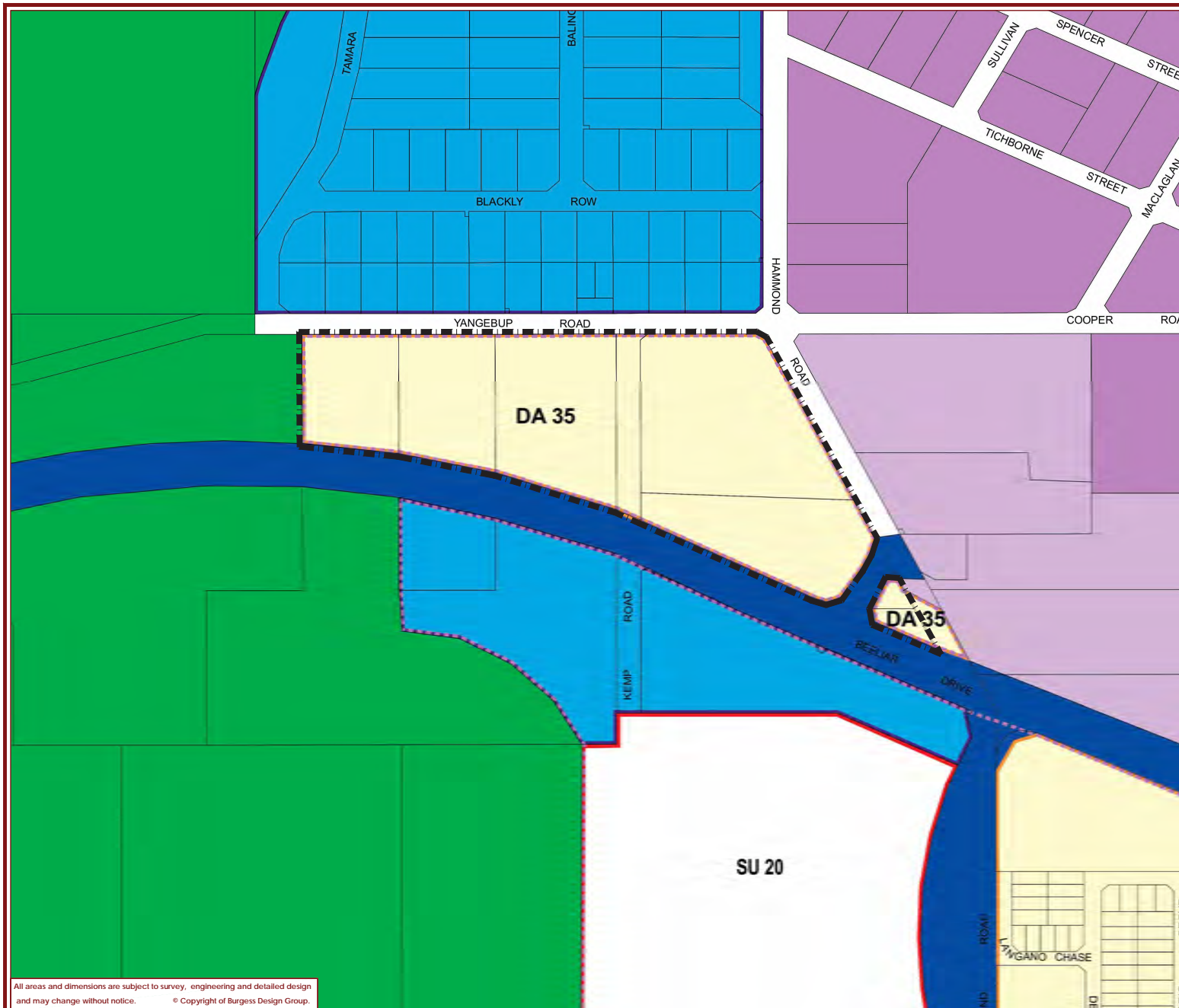
Cockburn Central Activity Centre Plan

The Cockburn Central Activity Centre Plan (CCACP) seeks to capitalise on high density residential and mixed use development, high levels of amenity, proximity to natural settings and high levels of public infrastructure to make Cockburn Central the most important centre south of Perth.

CCACP shows the site as being located within the 'frame' area surrounding Cockburn Central (the 'frame' area is deemed to have a direct influence and reliance on the activity centre). This Structure Plan recognises this role, and seeks to create a centre that provides for retail and mixed business uses that support rather than compete with Cockburn Central.



**FIGURE 3: MRS ZONING
HAMMOND ROAD NORTH
COCKBURN CENTRAL**



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LEGEND

REGION SCHEME RESERVES (MRS)

Civic and cultural	Public purposes
Other regional roads	Public purposes - car park
Parks and recreation	Public purposes - Commonwealth Government
Parks and recreation restricted	Public purposes - high school
Port installations	Public purposes - hospital
Primary regional roads	Public purposes - prison
Railways	Public purposes - special uses
State forests	Public purposes - State Energy Commission
Waterways	Public purposes - technical school
Water catchments	Public purposes - university
	Public purposes - Water Authority of WA

LOCAL SCHEME RESERVES

(see scheme text for additional information)

Lakes and drainage	Public purposes : Gas pipeline
Local road	Public purposes : Oil pipeline
Parks and recreation	Public purposes : Police station
Public purposes : Civic	Public purposes : Pre-school
Public purposes : Dept of	Public purposes : Primary school
Public purposes : Fire station	Public purposes : Water Corporation
	Public purposes : Western Power

LOCAL SCHEME ZONES

(see scheme text for additional information)

Development	Mixed use
District centre	Regional centre
Industry	Residential
Light and service industry	Resource
Local centre	Rural
Mixed business	Rural living
	Special use

OTHER CATEGORIES

(see scheme text for additional information)

Scheme boundary	SUBJECT SITE
Local Government boundary	
Hope Valley - Wattleup Redevelopment Area	
R20 R Codes	
A1 Additional uses	
R1 Restricted uses	
SU1 Special use area	
Peel-Harvey coastal plain catchment area	
Building envelope	
BVA Bushfire vulnerability areas	
DA1 Development area	
Development contribution area	
JA Jandakot airport	
Heritage place	
No zone	
Waterbodies	



NORTH
NTS

FIGURE 4: TPS NO.3 ZONING
HAMMOND ROAD NORTH
COCKBURN CENTRAL
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Date: 05.02.16 Planner: MS/MB

1.3.4 PLANNING POLICIES

State Planning Policy 4.1 – State Industrial Buffer

State Planning Policy 4.1 (SPP4.1) sets out objectives and principles guiding the application and implementation of buffer requirements to protect the long term security of industrial zones by ensuring suitable separation is provided to sensitive land uses.

A number of Industrial uses exist in the vicinity of the site, giving rise to a need for off-site buffer areas that impact the Structure Plan area. Pursuant to the provisions of SPP4.1, the following sensitive land uses will not be supported within the Structure Plan area:

- Bed and Breakfast;
- Dwelling – Aged or Dependent Persons;
- Dwelling – Caretakers;
- Dwelling – Grouped;
- Dwelling – Multiple;
- Home Business;
- Home Occupation;
- Home Office;
- House – Lodging;
- House – Single;
- Residential Building; and
- Tourist Accommodation.

State Planning Policy 4.2 – Activity Centres for Perth and Peel

State Planning Policy 4.2 (SPP4.2) specifies planning requirements for the planning and development of activity centres and provides for an even distribution of jobs, services and amenities according to the strategic function of centres within the activity centre hierarchy.

Under SPP 4.2, the subject site is classified as a 'Neighbourhood Centre', providing for daily and weekly household shopping needs, community facilities and a small range of other convenience services. This Structure Plan has been prepared in accordance with the requirements of SPP 4.2.

1.3.5 OTHER APPROVALS AND DECISIONS

Scheme Amendment No.90

The subject land was rezoned from 'Light & Service Industry' & 'Local Centre' to 'Development' zone with a 'DA35' designation through Scheme Amendment No.90, gazetted on 17 October 2014. This amendment also introduced a number of special provisions relating to the site under Schedule 11 of the Scheme, with the intent of facilitating commercial, retail, and mixed business development in accordance with an approved Structure Plan.

This Structure Plan has been prepared in accordance with the provisions of Schedule 11, and the intent of Amendment No.90.

1.3.6 Pre Lodgement Consultation

TABLE 4: PRE LODGEMENT CONSULTATION

AGENCY	DATE OF CONSULTATION	METHOD OF CONSULTATION	SUMMARY OF OUTCOME
Land owners within and adjacent to the structure plan area	NA.		
Relevant community groups in the area	NA.		
Local government	Various	Various, via Scheme Amendment process and subsequent meetings.	No issues.
Department of Planning	Various	Various, via Scheme Amendment process.	Scheme Amendment for proposed uses supported.
Department of Water	By sub-consultant – dates unknown.		No issues.
Department of Environment and Conservation	NA.		
Department of Education	NA.		
Department of Indigenous Affairs	NA.		
Main Roads Western Australia	By sub-consultant – dates unknown.	Unknown.	No issues.
Heritage Council	NA.		
Department of Transport	Nil.		
Department of Health	NA.		
Public Transport Authority	NA.		
Environmental Protection Authority	NA.		
Western Power	By sub-consultant – dates unknown.	Unknown.	No issues.
Alinta Gas	By sub-consultant – dates unknown.	Unknown.	No issues.
Water Corporation	By sub-consultant – dates unknown.	Unknown.	No issues.
Telstra	By sub-consultant – dates unknown.	Unknown.	No issues.
Non-government school providers	NA.		
Department for Community Development	NA.		
Department of Sports and Recreation	NA.		
Department of Agriculture and Food Western Australia	NA.		
Fire and Emergency Services Authority	NA.		

2. SITE CONDITIONS AND CONSTRAINTS

A Context and Constraints Plan (refer **Figure 5**) has been prepared to illustrate the main issues discussed in this section of the LSP.

2.1 BIODIVERSITY AND NATURAL AREA ASSETS

The majority of the site comprises managed grassland with some stands of mature trees. The balance of the land (comprising approximately 1.9562ha) has been developed for retail and residential uses and has been cleared, paved and/or landscaped accordingly.

Given that there is no native understory remaining across the site, the vegetation is likely to be considered degraded or completely degraded, and therefore, of little conservation significance or biological value. Additionally, given that the land is surrounded on its northern, eastern, [and to an extent] southern sides by mixed business/commercial development, there is limited opportunity to form ecological linkages with the adjacent reserve.

2.2 LANDFORM AND SOILS

The land slopes gently from a low point of approximately 20m Australian Height Datum (mAHD) in the north western corner of the site to a high point of approximately 25mAHD in the south eastern corner of the site.

The Geological Survey of WA Map indicates that the site is made up of Bassendean sand, which comprises quartz sand (dunes) and swamp and lacustrine deposits, peat, and peaty sand and clay.

2.2.1 ACID SULFATE SOIL RISK

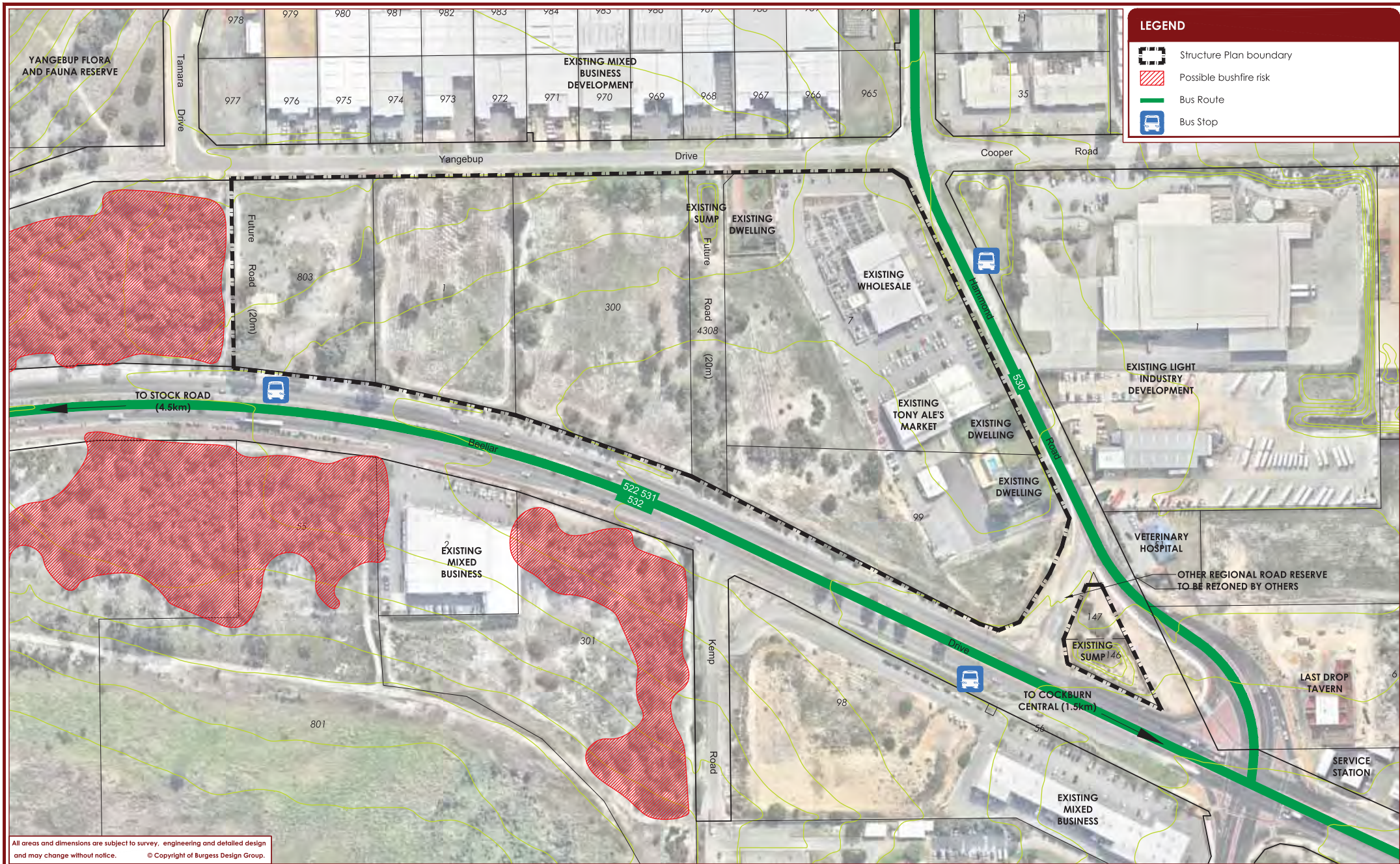
WAPC mapping identifies the site as having a '*moderate to low risk of Acid Sulfate Soils occurring within 3m of natural soil surface but high to moderate risk of ASS beyond 3m of the natural soil surface*'. As such, if significant earthworks are proposed at subsequent development stages, an ASS investigation may be required.

2.3 GROUNDWATER

The Department of Water's Perth Groundwater Atlas indicates that groundwater occurs at a depth of approximately 4-7m below surface level, and flows in a westerly direction towards Yangebup Lake. This depth is considered sufficient so as not to warrant the importation of significant fill across the site.

2.4 SURFACE WATER

A review of contour mapping and aerial imagery indicates that surface water flows across the site in a westerly direction toward Yangebup Lake. The land accommodates a drainage basin on Lot 146, and another minor basin in the northern portion of Lot 4308. The site is otherwise devoid of any surface water features, and it is understood that the majority of rainfall events are currently accommodated on site through infiltration, or suitable soak wells for the developed portions of the land.



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**FIGURE 5: OPPORTUNITIES & CONSTRAINTS
HAMMOND ROAD NORTH
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NORTH
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SCALE 1:2000 (A3)

Plan No: ALE COC 9-01 Client: ALE'S
Date: 22.10.18 Planner: MS/MB

2.5 BUSHFIRE HAZARD

There may be some bushfire hazard associated with vegetation to the west and south of the site, contained within the Yangebup Flora and Fauna Reserve and the Beeliar Regional Park.

State Planning Policy 3.7 aims to minimise the risk to life and property caused by bushfire through the implementation of various policy objectives and measures via the *Planning for Bushfire Risk Management Guidelines*. These Guidelines specify requirements for bushfire hazard assessments and bushfire management plans for land identified as being bushfire prone. These plans typically outline specific built form requirements for residential uses under AS3959 (generally comprising BAL construction standards and setbacks), along with various access requirements and evacuation plans if relevant.

As the proposed uses comprise commercial, retail, and mixed business (i.e. non residential uses), the requirements of AS3959 will not apply. As such, there is limited merit in preparing a bushfire hazard assessment or management plan at the Structure Plan stage, as the issues outlined therein will have no bearing on the siting of structures or suitability of land use. Thus, a bushfire hazard assessment and/or bushfire management plan will be required at either the subdivision or development application stage, whichever comes first. This will enable the formulation of detailed evacuation measures once specific access arrangements are known.

2.6 HERITAGE

A search of the Department of Aboriginal Affairs' Land Enquiry System and the City of Cockburn's Municipal Heritage Inventory revealed no registered heritage sites within the LSP area.

3. LAND USE AND SUBDIVISION REQUIREMENTS

3.1 LAND USE

The Structure Plan aims to provide for a mixture of commercial and retail uses that will provide for the daily and weekly shopping needs and services of surrounding residents.

Land use permissibility shall be in accordance with the Scheme for the applicable zoning, together with any provisions of future Local Development Plans prepared over the site. Built form outcomes and access arrangements shall be determined through the preparation of a Local Development Plan (see Section 3.2 for more detail).

3.1.1 LOCAL CENTRE

The Local Centre zone is 3.5533ha, and aims to provide for convenience retailing, local offices, health, welfare and community facilities.

The Local Centre zone could potentially accommodate the existing wholesale uses currently located in the eastern portion of the site, together with a redeveloped Tony Ale's Fresh Food Market, as well as a range of retail and office uses and a possible medical centre.

Small-format retail is expected to be concentrated along the proposed main street, with larger premises (such as Tony Ale's and wholesale uses) to be located behind. This approach is demonstrated in the Concept Plan contained at **Figure 6**.

Careful consideration shall be given to the specific siting and built form outcomes of development through the preparation of a Local Development Plan (see Section 3.2 for more detail).

3.1.2 MIXED BUSINESS

The Mixed Business zone is 3.2763ha, and aims to provide for a wide range of light and service industrial, wholesaling, showrooms, trade and professional services, which, by reason of their scale, character, operation or land requirements, are not generally appropriate to, or cannot conveniently or economically be accommodated within the Centre or Industry zones.

The Mixed Business zoning reflects the existing uses directly to the north of the site, and aims to provide a transition between those uses and the proposed retail uses. The Concept Plan contained at **Figure 6** demonstrates a potential solution, whereby light industrial uses fronting Yangebup Road back on to Showroom Uses facing Beeliar Drive which then lead to the retail, wholesale and possible health services shown in the eastern portion of the site. This effectively provides a transition from business/industry-based activity to retail-based activity whilst minimising any land use or movement conflicts between the two.

Specific interface treatments shall be determined through the preparation of a Local Development Plan (see Section 3.2 for more detail).

3.2 LOCAL DEVELOPMENT PLANS

All development on the site shall generally be in accordance with a Local Development Plan (LDP).

Local Development Plan/s will be prepared for the Structure Plan area pursuant to the WAPC's Local Development Plan Framework and the Schedule 2 Part 6 'Deemed Provisions for Local Planning Schemes' of the *Planning and Development (Local Planning Schemes) Regulations 2015*. To inform the subdivision and/or development stages, the Local Development Plan/s will encompass all the Structure Plan area and as a minimum each Local Development Plan is to respond to the following intended outcomes:

- i. Built form in terms of location, orientation, bulk, scale, and height of buildings;
- ii. Mix of land uses;
- iii. Vehicle access, vehicle parking, pedestrian and cyclist movements;
- iv. Provision of end of trip facilities and improvements to access and facilities for pedestrians and cyclists;
- v. Street interface treatments along the 'main street' and Beelias Drive.

3.2.1 Development Applications

An LDP should be prepared over the site, or relevant portion of the site, prior to development approval being granted.

3.3 MOVEMENT NETWORKS

The Structure Plan proposes a new main street, extending from the intersection of Beelias Drive and Kemp Road north to Yangebup Road through the centre of the site, and an internal movement network with access points to Beelias Drive, Hammond Road, and Yangebup Road. This arrangement will provide ample access to and throughout the site.

Transcore prepared a Transport Assessment Report over the subject site which can be found attached at **Appendix 2**, a summary of which is provided in the subsequent sections. This assessment is based upon land use distribution and access arrangements shown in the Concept Plan contained at **Figure 6**. It should be noted that the final layout of the site, including access arrangements, will be set out in a Local Development Plan.

3.3.1 EXISTING ROAD NETWORK

A summary of the existing road network is provided in **Table 5** below:

TABLE 5: EXISTING ROAD NETWORK

Road	Cross-section	Speed Limit	Road Classification
Beelias Drive	Dual carriageway, with shared path on southern side	70km/h	District Distributor A Road
Hammond Road	8m single carriageway	60km/h	District Distributor B
Yangebup Road	8m single carriageway	50km/h	Access Road

3.3.2 TRAFFIC IMPACTS

The estimated daily traffic impact impacts arising from the proposed development are summarised in **Table 6** below:

TABLE 6: SUMMARY OF TRAFFIC IMPACTS

Road Sections	Total Daily Traffic (vpd)			Impact (%)
	Existing	LSP	Total	
Yangebup Rd (W of Hammond Rd)	800	1,360	2,160	170%
Hammond Rd (N of Yangebup)	13,000	1,840	14,840	14%
Hammond Rd (S of Beeliar Dr)	11,200	620	11,820	5.5%
Beeliar Dr (W of LSP)	31,000	1,360	32,360	4.4%
Beeliar Dr (E of Hammond Rd)	27,600	1,360	28,960	4.9%

The *WAPC Transport Assessment Guidelines (2016)* provide that an increase in traffic of less than 10 per cent is generally not considered to have a material impact, and thus does not require further assessment. Other than Yangebup Road and Hammond road (north of Yangebup Road), the proposed development will not cause an increase in traffic flow beyond this threshold.

Yangebup Road is currently significantly underutilised, and even with the addition of the traffic generated from the development, is only predicted to reach 72% of its capacity. As such, Yangebup Road is considered to have sufficient capacity to accommodate the predicted traffic generated by the development.

Hammond Road (north of Yangebup Road) is estimated to carry 13,000 vehicles per day at present, increasing to 15,000 vehicles per day with the addition of traffic generated by the development. This daily volume is within the capacity threshold of a District Distributor B and the physical threshold of a two-lane single carriageway road.

3.3.3 FUTURE ROAD NETWORK

Proposed changes to the road network include:

- A new main street linking Beeliar Drive and Yangebup Road, bisecting the site;
- Upgrading the intersection of Hammond Road, Yangebup Road and Cooper Road;
- Consolidating the existing crossovers to Hammond Road into a single left-in/left-out crossover;
- A new crossover to Beeliar Drive and Yangebup Road; and
- An integrated internal movement network.

A number of additional crossovers and/or service laneways may also be provided as required to ensure the safe and efficient movement of vehicles throughout the site. As access arrangements will not be finalised until a Local Development Plan has been prepared, some minor changes may occur.

3.3.4 HAMMOND ROAD LEFT-IN/LEFT-OUT

A suitable design treatment shall be required at the proposed left-in/left-out intersection to Hammond Road to facilitate safe and controlled access.

It is envisaged this will involve the construction of a left-turn slip lane to minimise any impacts on the operation of northbound traffic along Hammond Road. Additionally, it is understood the City of Cockburn expects a median treatment to be provided on Hammond Road to physically reinforce the left-in/left-out treatment and that a simple seagull island treatment is not sufficient.

3.3.5 HAMMOND ROAD/COOPER ROAD/YANGEBUP ROAD INTERSECTION

The intersection of Hammond Road, Yangebup Road, and Cooper Road is required to be upgraded to maintain an acceptable level of service and standard of safety. SIDRA analysis indicates this upgrade will maintain an excellent level of service (LOS A) in both AM and PM peak periods through to year 2026. This upgrade is expected to require land acquisition for road widening to accommodate a treatment that meets *Restricted Access Vehicle – Network 4* standards.

Cost contribution arrangements shall be agreed with the City to fund the upgrade. It is understood the City's expectation is that this cost be met in full by the developer because the upgrade is required to address issues related to the development of the Structure Plan Area and would otherwise not be needed.

The City of Cockburn also expects that a detailed design review will be required to assess the feasibility and demand for Restricted Access Vehicle movements along the intersecting roads, and to determine the extent of road widening required.

3.3.6 UPGRADING OF YANGEBUP ROAD

Yangebup Road is currently constructed as a single carriageway, two-way rural road, and will need to be upgraded to an urban standard, with appropriate kerbing, drainage, paths, and possibly embayed parking, as part of any future development of abutting land.

The City of Cockburn expects this upgrade to be undertaken by the developer.

3.3.7 PUBLIC TRANSPORT

There are several bus services operating along Beeliar Drive and Hammond Road, with bus stops within a 5-10min walking distance from the LSP area. A summary of these services is provided in **Table 7** below:

TABLE 7: BUS SERVICES

Bus Service	Route
522	Cockburn Central Train Station/Phoenix Shopping Centre
530	Cockburn Central Train Station/Fremantle Train Station
531	Cockburn Central Train Station/Fremantle Train Station
532	Cockburn Central Train Station/ Fremantle Train Station

These services provide excellent access to both Cockburn Central and Fremantle Train Stations, linking the site to important local and regional destinations.

3.3.8 PEDESTRIAN AND BIKE NETWORK

The Perth Bike Map series published by the Department of Transport shows local roads around the site have good road riding environments.

Additionally, a shared path is located along the southern side of Beeliar Drive connecting to the Principal Shared Path along the Kwinana Freeway approximately 1.6km east of site. There is also a shared path (recreational path) in place along the perimeter of Yangebup Lake that connects to the residential areas located west of the Lake.

A new shared path will be constructed within the southern verge of Yangibup Road and the northern verge of Beeliar Drive, and an existing path along Hammond Road will be upgraded to a shared path standard where each abuts the LSP area.

Notwithstanding what is shown on the Concept Plan, the City's expectation is that any new pedestrian crossings along Beeliar Drive must be given approval in principle by Main Roads WA.

3.3.9 PARKING

The total parking provision requirements for the LSP area will be finalised at the development approval stage once final floor areas are known.

Notwithstanding the above, the Concept Plan contained at **Figure 6** provides for approximately 1,022 bays distributed in several parking clusters over the LSP area. Based on preliminary calculations, the parking supply shown conforms with the City's Scheme requirements.

3.4 WATER MANAGEMENT

3.4.1 URBAN WATER MANAGEMENT PLAN

An Urban Water Management Plan will be required as a condition of subdivision approval in accordance with the WAPC's *Better Urban Water Management* document.

3.4.2 STORMWATER MANAGEMENT

A Stormwater Drainage Strategy will be prepared for the site, and will ensure that:

- All catchment runoff is retained up to and including the 1 in 20 year ARI event within the development area;
- 1 in 100 year events will be discharged via the road network to the district drainage system; and
- Stormwater from the 1-20 year events is retained and infiltrated on individual sites in keeping with the City's commercial stormwater discharge principles.

In order to minimise the runoff from individual lots, soakwells or other appropriate soakage systems will need to be provided within the lots. These will be designed to have the capacity to infiltrate and retain stormwater runoff generated from a 1 in 1 year storm event with appropriate first flush capture and overflow (either direct or by surface grading) to the road drainage network during storm events greater than 1 in 20 year return period.

3.4.3 WASTEWATER DISPOSAL

Based on preliminary discussions with the Water Corporation, all lots within the proposed development area will be connected to the existing sewerage system available on all common boundaries with adjacent land holdings.

All internal sewer reticulation pipework will be designed and constructed to the standards and requirements of the Water Corporation of Western Australia.

3.5 RETAIL ASSESSMENT & EMPLOYMENT

A retail sustainability assessment prepared by Tactiks4 (refer **Appendix 3**) indicates that the subject site can sustain 8,100m² of retail/shop uses, comprising the following net lettable areas:

- 3,300m² of Supermarket; and,
- 4,800m² of shop/retail.

The proposed development will effectively capitalise on the significant residential growth expected in the catchment area; thereby providing for a range of services and employment opportunities that complement existing uses in nearby centres without compromising the continued implementation and sustainability of those centres.

The development is expected to deliver 648 jobs in total, or 562 jobs in addition to the 87 already provided. The proposed development is also expected to significantly contribute to employment diversity in the area, with the reliance on industrial floorspace falling from 96% to 77% of total floorspace in the Jandakot West Industrial Precinct. Additionally, the employment profile within the site itself is expected to reduce its reliance on shop floorspace; which is predicted to fall from 87% to 50% of floorspace, with industrial, bulky goods, and office uses providing additional employment bases.

3.6 INFRASTRUCTURE COORDINATION, SERVICING AND STAGING

An Engineering Servicing Report was prepared over the site in 2016 by Peritas Group (refer **Appendix 4**). The report confirms that there are no identified servicing constraints that prevent the land from being developed. A summary of this report is provided in the proceeding sections.

3.6.1 WATER

Existing services are present in the surrounding area, which will be extended to service future development as needed. All internal water reticulation pipework will be designed and constructed to the standards and requirements of the Water Corporation of Western Australia.

3.6.2 POWER

It is anticipated that all future development will be serviced with underground power. This system will connect to the existing overhead/underground network located in adjoining roads.

3.6.3 TELECOMMUNICATIONS

Information from Telstra indicates there is a service network within the surrounding area. It is anticipated that all lots within the proposed development will be served with Telstra Telecommunication services.

3.6.4 GAS

ATCO Gas has advised that reticulated gas services are available in the surrounding area.

It is anticipated that this network will have sufficient capacity to service the development with reticulated gas services by extension of two existing mains.

3.7 DEVELOPER CONTRIBUTION ARRANGEMENTS

Development within the Structure Plan area will not generate a need for any major new infrastructure items. As such, no developer contribution arrangements will be needed.

The site falls within the City-wide Development Contribution Plan 13 (DCP13). As DCP13 applies only to new dwellings, it will not have any effect on the proposed development.



LEGEND

- Mixed Business
- Retail (8100m²)
- Landscaping
- Footpath
- Shared Path

**FIGURE 6: CONCEPT SITE PLAN
HAMMOND ROAD NORTH
COCKBURN CENTRAL**



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 retail and commercial development has been shown to be an ideal and timely addition to the area, and will provide for a range of goods services that meet the demands of the local community and which complement the functions of the wider Cockburn Central Activity Centre. To that end, the Structure Plan utilises a combination of 'Local Centre' zone and 'Mixed Business' zone to accommodate a range of retail, office, showroom, and light industrial uses, which together will form a cohesive and vibrant centre that will provide up to 27,350m² of net letable area.

In light of the information presented herein, the Structure Plan represents a logical and well planned addition to the ongoing development of the wider Cockburn Central Activity Centre.