



Hammond Quarter Structure Plan

Lots 816, 1000, 803, 805, 200, 9001, 817, 1001 and 9002
Wattleup Road, Hammond Park

Prepared for Qube Property Group and LWP Property
Group on behalf of Primewest Pty Ltd

Document Control

Prepared for QUBE Property Group
LWP Property Group on behalf of Primewest Pty Ltd

Prepared by Hatch RobertsDay

Contact: Deon White
Partner, Urban Solutions
deon.white@hatch.com
+61 8 9213 7300

Project Team

| | |
|------------------------------|--------------------|
| Servicing and Infrastructure | Cossill and Webley |
| Environmental | Emerge |
| Water management | Environnivate |
| Landscape Architecture | Plan E |

Document Status

| Revision | Comment | Author | Approved by | Issue Date |
|----------|--------------------------------|--------|-------------|--------------------|
| A | Draft for Client Review | TP | DW | 15th July 2022 |
| B | Final for Council Lodgement | DW | DW | 22nd July 2022 |
| C | Modify as per Council requests | TP | DW | 18th November 2022 |
| D | Modify as per Council requests | TP | DW | 28th November 2022 |
| E | Modify as per WAPC Endorsement | TP | DW | November 2023 |

Disclaimer & Copyright

This document was prepared for the exclusive use of Qube Property Group and Prime West Pty Ltd. Hatch RobertsDay acts in all professional matters as a faithful advisor to its clients and exercises all reasonable skill and care in the provision of its professional services. The information presented herein has been compiled from a number of sources using a variety of methods. Hatch RobertsDay does not attempt to verify the accuracy, validity or comprehensiveness of any information supplied to Hatch RobertsDay by third parties. The development parameters (dwelling yields, stages etc) referred to in this report may vary over time. The figures contained herein are estimates; they represent a good approximation of likely development outcomes to a sufficient level of accuracy for the purposes of this report. Hatch RobertsDay makes no warranty, express or implied, or assumes any legal liability or responsibility for the accuracy, validity or comprehensiveness of this document, or the misapplication or misinterpretation by third parties of its contents. Reference herein to any specific commercial product, process, or service by trade name, trademark, manufacturer, or otherwise, does not necessarily constitute or imply its endorsement, recommendation, or favouring by Hatch RobertsDay. This document cannot be copied or reproduced in whole or part for any purpose without the prior written consent of Hatch RobertsDay.

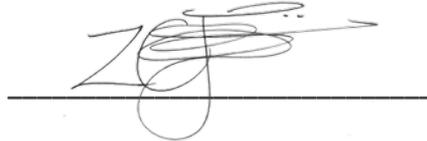
Endorsement Page

This Structure Plan is prepared under the provisions of the City of Cockburn Town Planning Scheme No. 3.

**It is certified that this structure plan was approved by resolution
of the Western Australian Planning Commission on:**

14 February 2024

Signed for and on behalf of the Western Australian Planning Commission



An officer of the Commission duty authorised by the Commission pursuant to section 24 of the *Planning and Development Act 2005* for that purpose, in the presence of:

Witness:



Date: 14 February 2024

Date of Expiry: 14 February 2034

Table of Amendments

| Amendment no. | Summary of amendment | Amendment Type | Date endorsed by WAPC |
|---------------|----------------------|----------------|-----------------------|
| 1 | | | |

Table of Density Plans

| Density Plan no. | Area of density plan application | Date endorsed by WAPC |
|------------------|----------------------------------|-----------------------|
| 1 | | |

Executive Summary

The majority of the land is subject to two subdivision approvals granted by the Minister for Planning in 2020 (WAPC refs: 147987 and 148010). The purpose of this structure plan is to reflect the required conditions of the Ministerial approvals, and to integrate three homestead lots (Lots 200, 1000 and 1001), and Lot 805 into a coordinated structure plan.

Implementation of a structure plan over this 19.5056 hectare development site will provide a singular planning framework for the orderly development of the area as a co-ordinated precinct, including a design layout integrating the various multiple owners, R-Code densities and updated Structure Plan provisions as required by the site's 'Development' zoning under the City of Cockburn Town Planning Scheme No.3 (TPS3).

The Structure Plan accords with the planning objectives detailed in the Southern Suburbs District Structure Plan (Stage 3), which provides a high level development framework for the broader locality and assists in the delivery of strategic planning objectives set by the State Government and the City of Cockburn in relation to housing supply, affordability and urban development.

The Structure Plan provides for a range of residential densities and lot typologies, contributing towards the availability of diverse and affordable housing product within the South-West Sub-Region. It also includes an interconnected and legible movement network and generous provision of public open space within a number of strategically located reserves.

It is anticipated that the Structure Plan area will accommodate approximately 882 people in 299 dwellings on 299 lots at a density of 23.33 dwellings per residential site hectare.

The following Summary Table outlines the key planning outcomes of the Structure Plan.

| Item | Data | Section number referenced within the structure plan report |
|---|--|--|
| Total area covered by the Structure Plan | 19.5056 ha | Part 1, Section 1.0 |
| Area of each land use proposed: | | |
| Residential | 12.6 ha | Part 2, Section 3.0 |
| Public Open Space | 2.428 ha | |
| Estimated lot yield | 299 lots | Part 2, Section 3.3 |
| Estimated number of dwellings | 299 dwellings | Part 2, Section 3.3 |
| Estimated residential site density | 14.3 dwellings (per residential site hectare) | Part 2, Section 3.3 |
| Estimated population | 882 people | Part 2, Section 3.3 |
| Estimated area and number: Local parks | 2 (2.428 ha) | Part 2, Section 3.2 |

Contents

Part One: Implementation

| | |
|--|----|
| 1.0 Structure Plan Area | 8 |
| 2.0 Operation | 8 |
| 3.0 Staging | 8 |
| 4.0 Subdivision and Development Requirements | 8 |
| 4.1 Land Use Permissibility | 8 |
| 4.2 Notifications of Title | 8 |
| 4.3 Public Open Space | 8 |
| 4.4 Movement Network | 9 |
| 4.5 Contaminated Sites | 9 |
| 4.6 Wattleup Road | 9 |
| 4.7 Rowely Road | 9 |
| 4.8 Bushfire Risk | 9 |
| 4.9 Market Gardens | 9 |
| 4.10 Acid Sulphate Soils | 9 |
| 4.11 Earthworks | 9 |
| 4.12 Residential Design Code Variations | 10 |
| 4.13 Transport and Noise | 10 |
| 4.14 Lots Abutting Wattleup Road | 10 |
| 5.0 Residential Density | 10 |
| 5.1 Density | 10 |
| 5.2 Locational Criteria | 10 |
| 6.0 Local Development Plans | 10 |
| 7.0 Other Requirements | 10 |
| 7.1 Developer Contributions | 10 |

Part Two: Explanatory

| | |
|---|----|
| 1.0 Planning Background | 13 |
| 1.1 Introduction and purpose | 13 |
| 1.2 Background | 13 |
| 1.3 Land description | 14 |
| 1.4 Planning Framework | 16 |
| 2.0 Site conditions and constraints | 26 |
| 2.1 Biodiversity and natural area assets | 26 |
| 2.2 Topography, landform and soils | 26 |
| 2.3 Hydrology | 26 |
| 2.4 Bushfire hazard | 26 |
| 2.5 Heritage | 26 |
| 2.6 Land Use Buffers | 27 |
| 3.0 Land use and subdivision requirements | 31 |
| 3.1 Land use | 31 |
| 3.2 Open space | 33 |
| 3.3 Residential | 35 |
| 3.4 Movement network | 35 |
| 3.5 Water management | 35 |
| 3.6 Infrastructure coordination, servicing, & staging | 36 |
| 4.0 Conclusion | 39 |

List of Figures

- Figure 1. Location Plan
- Figure 2. Planning Control Area 156 Map
- Figure 3. Metropolitan Region Scheme Map
- Figure 4. City of Cockburn Town Planning Scheme No. 3 Map
- Figure 5. Southern Suburbs District Structure Plan Stage 3 Map
- Figure 6. South Metropolitan Peel Sub-Regional Planning Framework Plan
- Figure 7. Constraints Plan
- Figure 8. Site Plan
- Figure 9. Neighbourhood Concept

List of Plans

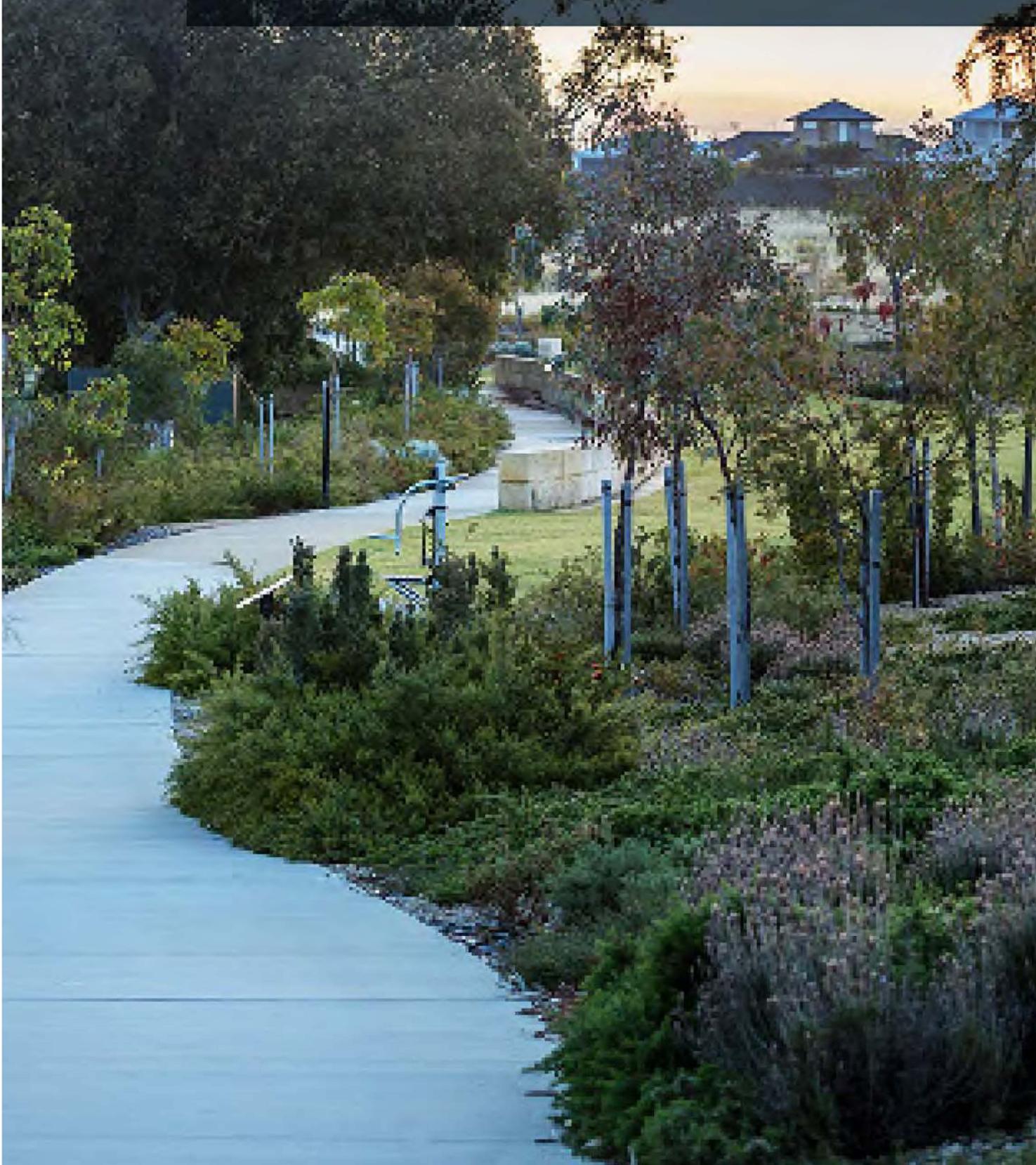
- Plan 1 Structure Plan
- Plan 2 Public Open Space Plan
- Plan 3 Movement Network
- Plan 4 Staging Plan

Technical Appendices Index

| Appendix no. | Document | Consultant | Referral / approval agency | Summary of document modifications |
|--------------|---------------------------------|------------------------|----------------------------|-----------------------------------|
| A | Urban Water Management Plan | Environnivate | DWER | |
| B | Engineering Report | Cossill & Webley | | |
| C | Landscape Masterplan | Plan-E | | |
| D | Bushfire Management Plan | MBS Environmental | | |
| E | Environmental Report | Emerge Associates | | |
| F | Transport Impact Assessment | Cardno | | |
| G | Transportation Noise Assessment | Lloyd George Acoustics | | |



Part One: Implementation



1.0 Structure Plan Area

This Structure Plan (SP) applies to the land contained within the inner edge of the line denoting the SP boundary on the SP Map (Plan 1).

2.0 Operation

This SP shall come into operation on the date it is approved by the Western Australian Planning Commission (WAPC).

3.0 Staging

Staging of development will rely on key development parameters, primarily relating to:

1. The extension of available services from west to east.
2. The extraction of the sand resource at the eastern portion of the SP area in accordance with the engineering report.
3. The timing for the clearing of vegetation from adjacent lots and individual lots within the area relative to the staging of development will impact on the specified BAL ratings for future lots.
4. Construction of the proposed shared road with abutting Lot 115 may require agreement with the landowner to effect earthworks within the SP area. In the absence of agreement, if required, it is the WAPC's expectation that a minimum 4.3 metre wide road verge and a 6.0 metre wide trafficable pavement is provided within the SP area.

Indicative staging is shown in Plan 4 - Staging Plan

4.0 Subdivision and Development Requirements

4.1 Land Use Permissibility

Land Use permissibility within the SP area shall be in accordance with the SP Map (Plan 1) and corresponding Zones and Reserves under the City of Cockburn Town Planning Scheme No.3.

4.2 Notifications of Title

In respect of an application to subdivide the land within the SP area, the City of Cockburn may request the WAPC require a notification, pursuant to section 165 of the *Planning and Development Act 2005*, be placed on

the certificate(s) of title of:

a) All lots:

"This lot is in close proximity to known mosquito breeding areas. The predominant mosquito species is known to carry viruses and other diseases."

b) All lots located within an area declared bushfire prone and subject to a bushfire attack risk level of 12.5 or more:

"This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a bushfire management plan. Additional planning and building requirements may apply."

c) All lots subject to transport noise levels which (according to a transport noise assessment) exceed the targets set out in the *State Planning Policy 5.4: Road and rail noise* and the associated guidelines:

"This lot is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise. Additional planning and building requirements may apply to development on this land to achieve an acceptable level of noise reduction."

d) All lots located within 500 metres of the Kwinana Industrial Area's (including air quality buffer), whether in whole or in part:

"This lot is located in close proximity to existing industrial development, freight routes and semi-rural activities and has the potential to be affected by transport noise, vibration and dust which may be associated with the ongoing operation of those nearby activities."

4.3 Restrictive Covenants

In respect of an application to subdivide the land within the SP area abutting Wattleup Road, the City of Cockburn may request the WAPC require a notification, pursuant to section 129BA of the *Transfer of Land Act 1893*, be placed on the certificate(s) of title advising of the existence of a restriction on the use of land abutting Wattleup Road and containing battering or significant retaining that will require a building exclusion zone:

"This lot contains retaining walls and/or battering to Wattleup Road. No habitable buildings or structures are to be built within any part of the retained earth battering area."

4.4 Public Open Space

The provision of a minimum of 10% public open space is to be provided in accordance with *Liveable Neighbourhoods*. Public open space is to be provided

generally in accordance with Plan 1.

Subdivision applications affecting land within the structure plan area should be supported by a public open space schedule prepared in accordance with *Liveable Neighbourhoods* requirements.

4.5 Movement Network

Access shall be provided generally in accordance with Local Road Reserves shown on the SP Map.

4.6 Contaminated Sites

A search of the Department of Water and Environmental Regulation Contaminated Sites Database identified no contaminated sites in the SP area.

Where any part of the site has been used as a market garden, and asbestos is found, a Site and Soil Contamination Assessment is required.

4.7 Wattleup Road

Portions of Wattleup Road have been upgraded and widened through the development of Land to the North of Wattleup Road. Where Wattleup Road has not already been widened, Wattleup Road requires upgrading to an urban standard, including to accommodate new local road intersections needed to provide access to local roads within the structure plan area. These works are to be carried out at the developer's cost. Where upgrades have already occurred, costs will be extended to development south of Wattleup Road via a claim under section 159 of the *Planning and Development Act 2005*.

The detailed design of intersections is to be finalised through the preparation of engineering drawings and specifications by the developer, and their approval by the City of Cockburn, as typically occurs through the subdivision process, in response to conditions of subdivision approval.

4.8 Rowley Road

Planning Control Area 156 (PCA 156) protects land required for the western extension of Rowley Road and abutting (not within) the southern boundary of the SP area. The development of linear public open space abutting PCA 156 will require consultation with the City of Cockburn and Main Roads WA to ensure earthworks are coordinated and agreed.

4.9 Bushfire Risk

It is the responsibility of the landowner/applicant to demonstrate compliance with *State Planning Policy 3.7: Planning in Bushfire Prone Areas* and associated *Guidelines for Planning in Bushfire Prone Areas* at

each stage of subdivision. Additional information may be required when a lot is significantly affected by high levels of bushfire risk (that is, bushfire attack levels of 40 or flame zone) to demonstrate the lot can accommodate a dwelling in an area of suitably low bushfire risk.

Notifications on certificates of title will be used to advise purchasers of land affected by a bushfire attack level of 12.5 or more that the lot is located in a bushfire area, may be subject to a bushfire management plan and additional planning and building requirements may apply.

4.10 Market Gardens

The SP ensures an adequate separation distance from the market garden to the West in accordance with WAPC *State Planning Policy 2.5 Rural Planning*. Prospective purchasers of lots within 300 metres of an operating market garden will be advised with a notification on the certificate(s) of title.

4.11 Acid Sulphate Soils

A review of the Department of Water and Environmental Regulation ASS Risk Map for the South Metropolitan Region for potential acid sulphate soils (ASS) indicates the Site is classed as having a no risk of ASS potential within 3m, or deeper from the natural surface.

4.12 Earthworks

Substantial earthworks are required to achieve:

- a) The necessary gradients to deliver a batter to Wattleup Road;
- b) The necessary gradients to deliver the local road network;
- c) Ensure that residential lots abutting Wattleup Road have a sufficiently developable area for a dwelling;
- d) The linear public open space provides usable and irrigated public open space and is coordinated with PCA 156, which protects land required for the planned future western extension of Rowley Road.

Earthworks are to be carried out generally in accordance with the agreed Preliminary Earthworks Plan at Appendix B to the SP. Substantial variations to this plan require further agreement between the City of Cockburn, impacted landowners, and the Water Corporation.

4.13 Residential Design Code Variations

The City of Cockburn 'Single House Standards for Medium Density Housing in the Development Zone' Local Planning Policy 1.16 sets out acceptable

variations to the provisions of the R-Codes for lots coded R25-R60. Except in a situation where an approved LDP imposing R-Code variations applies, the standards set out in Local Planning Policy 1.16 apply to this SP.

4.14 Transport Noise

The site abuts a future freight corridor in Rowley Road. It is the responsibility of the landowner/ applicant to demonstrate compliance with *State Planning Policy 5.4 Road and Rail Noise* at each stage of subdivision, in relation to the proposed future Rowley Road extension.

A transport noise assessment is to be prepared and approved prior the commencement of subdivisional works, with satisfactory arrangements being made for the implementation of the approved plan.

Prospective purchasers of a lot deemed to be affected by transport noise will require a notification on the certificate(s) of title.

4.15 Lots Abutting Wattleup Road

Where a proposed subdivision includes lots which abut Wattleup Road:

- a) Future applications to subdivide land abutting Wattleup Road should be accompanied by information indicating how the difference in ground level (between the road reserve and the developable portion of the lot) will be managed.
- b) The City of Cockburn may recommend the WAPC require uniform fencing be provided abutting Wattleup Road, in accordance with City of Cockburn Local Planning Policy 5.7: Local fencing.”

5.0 Residential Density

Residential densities applicable to the SP Area shall be those densities shown on the SP Map.

6.0 Local Development Plans

Local Development Plans (LDP) are required to be prepared and implemented pursuant to Part 6 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* for lots comprising one or more of the following site attributes:

- a) Lots with an area of 260 square metres or less;
- b) Lots abutting public open space;
- c) Lots with laneway access;
- d) Lots that propose grouped or multiple dwelling development;
- e) Lots containing battering to Wattleup Road; and/or

- f) Lots identified as being affected by transport noise from the proposed Rowley Road extension, as identified spatially in an approved Noise Management Plan. This includes a requirement for noise modelling for ground floor and two-storey development, as applicable.”

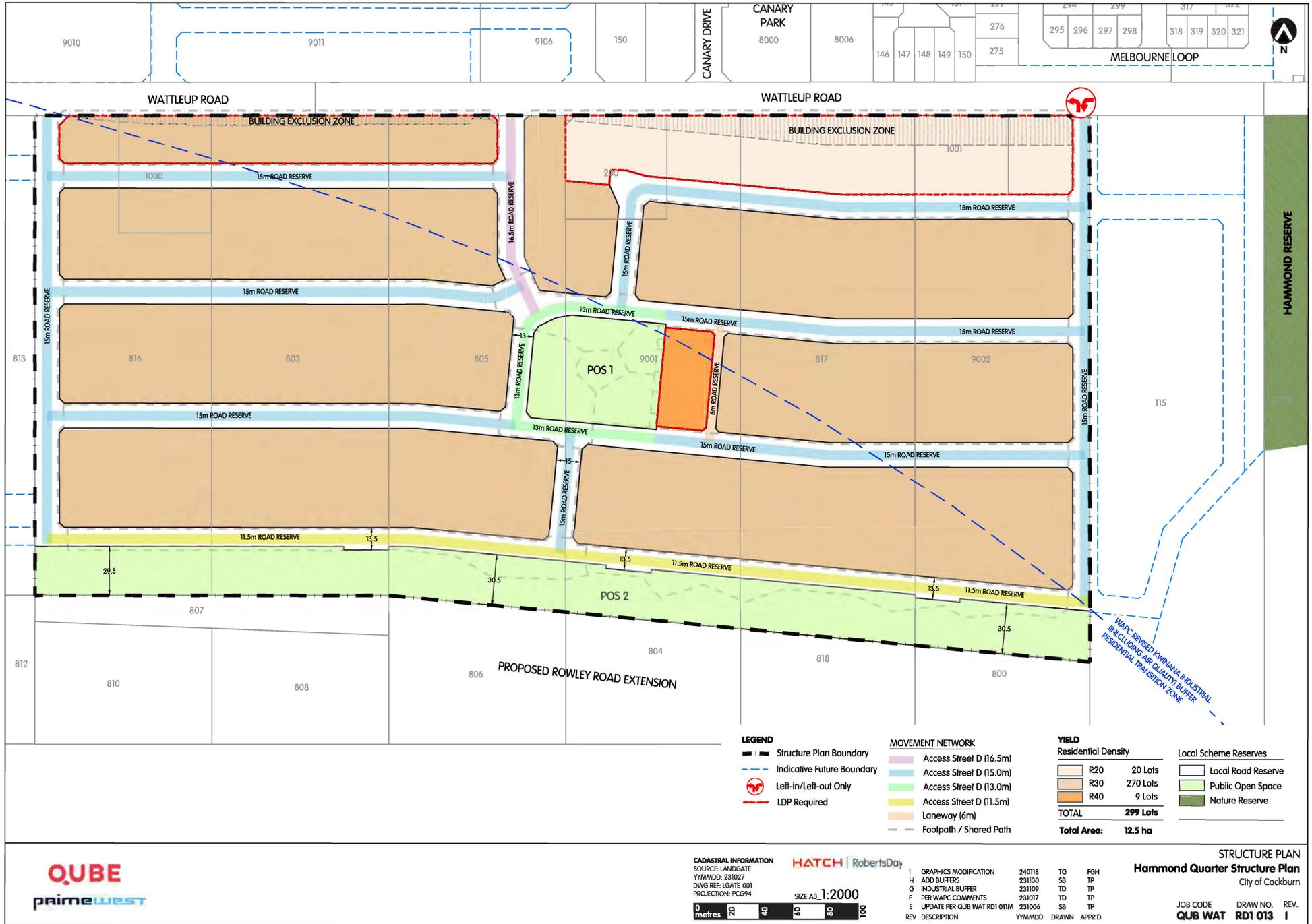
Local Development Plans should address the following matters:

- a) Vehicle access of lots accessed by a rear laneway;
- b) Subject to the findings of a transport noise assessment, quiet house design and/or construction requirements;
- c) Setbacks for lots containing an earthworks batter;
- d) Fencing;
- e) Passive surveillance;
- f) Dwelling orientation;
- g) Street setbacks and lot boundary setbacks.

7.0 Other Requirements

7.1 Developer Contributions

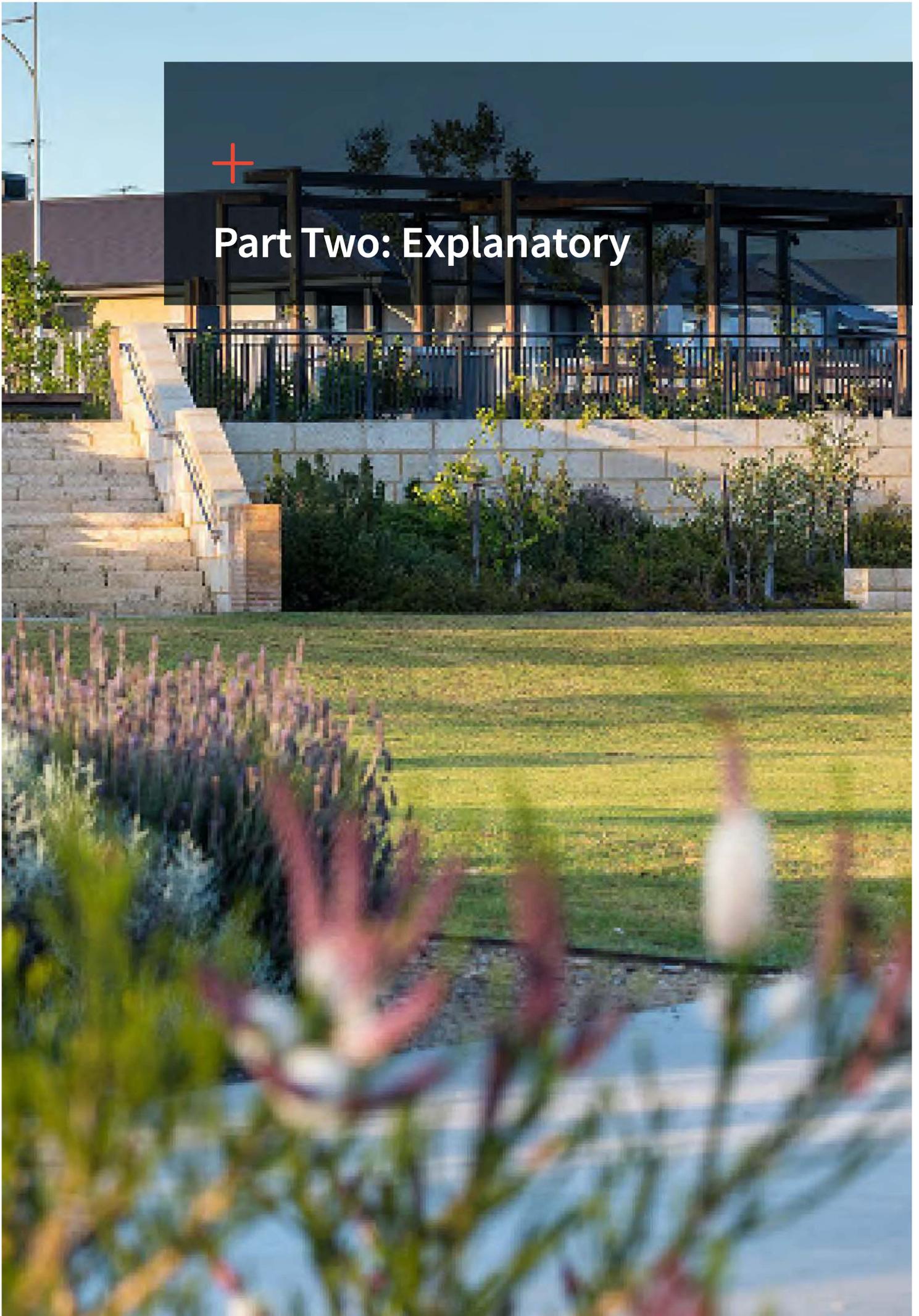
- a) The SP area is subject to the requirements of Development Contribution Area 10 and Development Contribution Area 13 (Community Infrastructure).
- b) The landowner/applicant shall make a pro-rata contribution towards the cost of acquiring land for a primary school site within the Hammond Park locality.



DISCLAIMER: ISSUED FOR DESIGN INTENT ONLY. ALL AREAS AND DIMENSIONS ARE SUBJECT TO DETAIL DESIGN AND SURVEY



Part Two: Explanatory



1.0 Planning Background

1.1 Introduction and purpose

The purpose of the SP is to facilitate urban development of land within the SP area in accordance with the planning framework. The SP is prepared in accordance with the requirements and provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the Western Australian Planning Commission's SP Framework, with due consideration given to Clause 6.2 of City of Cockburn Town Planning Scheme No. 3.

Two SP have been adopted by the City of Cockburn in 2008 but have not been considered or endorsed by the WAPC:

- SP 27A over lots 809, 1000, 1001, 9002 and 9003 (formerly 121, 122 and 801); and
- SP 27B over lots 817 (formerly Lot 117), 200 (formerly Lot 801) and 9001 (formerly 17 and 805)

In November 2020, the Minister for Planning granted conditional approval to two subdivision applications (WAPC ref: 147987 and 148010) covering part (most) of the SP area. To comply with the requirements of these approvals, the landowner prepared a 'concept plan' for the WAPC's consideration, and this has been considered and deemed acceptable for implementing changes required by these subdivision approvals. The concept plan was supported by a plan showing the indicative subdivision layout and a plan setting out anticipated residential density codes. It was anticipated that the concept plan would form the basis of any future structure planning. This SP represents the refinement of the Minister's decision, the concept plan and consultation with relevant agencies.

The approval of these subdivision applications superseded the Council endorsed SP layouts and this SP has been prepared in accordance with the agreement reached with the City of Cockburn during the assessment of the Concept Plan.

This SP ensures the facilitation of coordinated development through the consolidation of Council endorsed SP's 27A and 27B, allocation of density codes, the delivery of a co-ordinated POS network and the resolution of associated engineering and drainage matters.

In addition to the land subject to the Ministerial decision, Lots 200, 805, 1000, & 1001 form the balance of the subject site. Lots 200, 1000 and 1001 are within the existing Council endorsed SP's 27A and 27B and Lot 805, now owned by Qube, has been included at the request of the City of Cockburn in accordance with the

requirements of the SSDSP3 which identifies that future structure planning be undertaken over the subject lots.

The SP proposes the creation of approximately 299 residential lots, with a density of R20, R30 and R40. The SP design provides a diverse range of residential lot sizes and strategically located public open spaces, set within an interconnected road network that integrates the subject site with the surrounding locality. These design outcomes are informed by a range of technical reports and documentation prepared by a project team consisting of the following consultants:

Hatch RobertsDay - Town Planning and Design;

Environnivate - Water Management;

Cossill & Webley - Engineering;

Emerge - Environmental Assessment; and

Plan E - Landscape Architecture.

1.2 Background

Lots 805, 809, 1000 (under contract to purchase), 9002, and 9003 Wattleup Road, Hammond Park comprise part of a larger group of Qube landholdings already under development. This wider landholding includes the lots subject to the Hammond Grove, and Hammond West SPs, which are located to the north of the SP area. Lots 817 and 9001 Wattleup Road are owned by Primewest (Wattleup) Pty Ltd. Homestead Lots 200 and 1001 remain in private ownership.

Subdivision and development in Hammond Park, one of the last remaining large greenfield areas within the City of Cockburn, has been substantially progressed in recent years. To date, development in the locality has been undertaken in accordance with the Southern Suburbs District SP Stage 3 (SSDSP3), originally adopted in 2005. The SSDSP3 shows the broad land use framework for the locality, including major road network and neighbourhood structure, and forms the basis of co-ordinating and considering SPs.

1.2.1 Original Subdivision Applications

In May 2013, the Wattleup Road Development Company Pty Ltd lodged an application (WAPC Ref: 148010) with the Western Australian Planning Commission (WAPC) seeking approval under s. 135 of the PD Act to subdivide Lot 809, Lot 9002 and Lot 9003 Wattleup Road, Hammond Park (which have a total area of 9.4749 hectares). The application proposes that these lots be subdivided into 147 residential lots, two public open space reserves (with a total area of 8,207 m²) and new local road reserves.

Also in May 2013, Primewest (Wattleup) Pty Ltd lodged an application (WAPC Ref: 147098) with the WAPC seeking approval under s. 135 of the PD Act

to subdivide Lot 817 and Lot 9001 Wattleup Road, Hammond Park (which have a total area of 7.2974 hectares). The application proposes that these lots be subdivided into 93 residential lots, two public open space reserves (with a total area of 6,571 m²), new local road reserves and two balance lots - one (of 3,874 m²) containing the original homestead, the second (of 6,908 m²) containing land required for the western extension of Rowley Road.

Both these applications were subject to review under S.251 (1) of the *Planning and Development Act 2005* (P&D Act) by the State Administrative Tribunal (SAT).

Recognising the strategic importance of the subject lots, and taking the view that the applications raise issues of such State or regional importance that it would be appropriate for the application to be determined by the Minister, the then Minister for Planning called in the application to SAT under S.246 and S.247 of the P&D Act, whilst directing the SAT to hear the applications but, without determining them, refer them with recommendations to the Minister for determination.

The then Minister for Planning approved the applications (WAPC ref 147098 & 148010) in November 2020 with conditions.

1.2.2 Concept Plan

Of significance to the preparation of this SP, Condition 3 of both approvals required the preparation of a Concept Plan.

The concept plan was deemed acceptable by the WAPC in May 2021. It was supported by an indicative subdivision plan and density plan. These additional plans demonstrated the intended lot

yield and residential coding that is expected to be delivered. The concept plan was expected to form the basis of a SP to be considered in due course and enable implementation of the approved subdivision applications.

1.3 Land description

1.3.1 Location

The SP area is situated within the locality of Hammond Park, which is located approximately 25 kilometres south of central Perth within the City of Cockburn. The SP area is bounded by Wattleup Road to the north, rural properties to the west, rural properties zoned for urban development to the east, to the south, land required for the planned future western extension of Rowley Road, which is protected by Planning Control Area 156.

1.3.2 Area and Land Use

The SP area has a total area of 19.5056 hectares and comprises remnant vegetation, a number of dwellings, outbuildings and cleared areas. A large portion of the site has been historically cleared for market gardening and other rural uses and as a result only Lots 803 and 805 contain remnant vegetation.

Land south of the SP area and south of the planned future western extension of Rowley Road is located within the City of Kwinana is currently zoned for rural use and accommodates a range of activities such as sand mining, parking and storage, or contains bushland. The land is subject to Improvement Plan 47 - Mandogalup, and the WAPC is progressing the preparation of an improvement scheme to guide future subdivision and development.

1.3.3 Legal Description and Ownership

The legal description of the subject land is provided in Table 1. The location of these lots is indicated in Figure 1.

| Lot No. | Street Address | Ownership | Volume / Folio | Plan No. | Area (Ha) |
|---------|------------------------------------|--|----------------|----------|-----------|
| 817 | 415 Wattleup Rd, Hammond Park | LWP Capital Pty Ltd | 4022/93 | P419760 | 3.3563 |
| 200 | 407 Wattleup Rd, Hammond Park | LWP Capital Pty Ltd | 2829/55 | P400424 | 0.3873 |
| 803 | Lot 803 Wattleup Rd, Hammond Park | Qube Wattleup Development Pty Ltd | 4027/635 | P419759 | 3.1269 |
| 805 | Lot 805 Wattleup Rd, Hammond Park | Qube Hammond Quarter Pty Ltd | 2917/419 | P409853 | 3.1833 |
| 816 | Lot 816 Wattleup Rd, Hammond Park | Qube Wattleup Development Pty Ltd | 44027/637 | P419759 | 2.7281 |
| 1000 | 381 Wattleup Rd, Hammond Park | Qube Wattleup Development Pty Ltd | 2801/395 | P066290 | 0.4014 |
| 1001 | 427 Wattleup Rd, Hammond Park | Alfirevich, Dale Brian Alfirevich, Debra June | 2774/94 | P066291 | 0.2736 |
| 9001 | Lot 9001 Wattleup Rd, Hammond Park | LWP Capital Pty Ltd | 2829/56 | P400424 | 2.8592 |
| 9002 | Lot 9002 Wattleup Rd, Hammond Park | Qube Wattleup Development Pty Ltd | 2774/95 | P066291 | 3.1895 |

Table 1 - Legal Description of the subject land

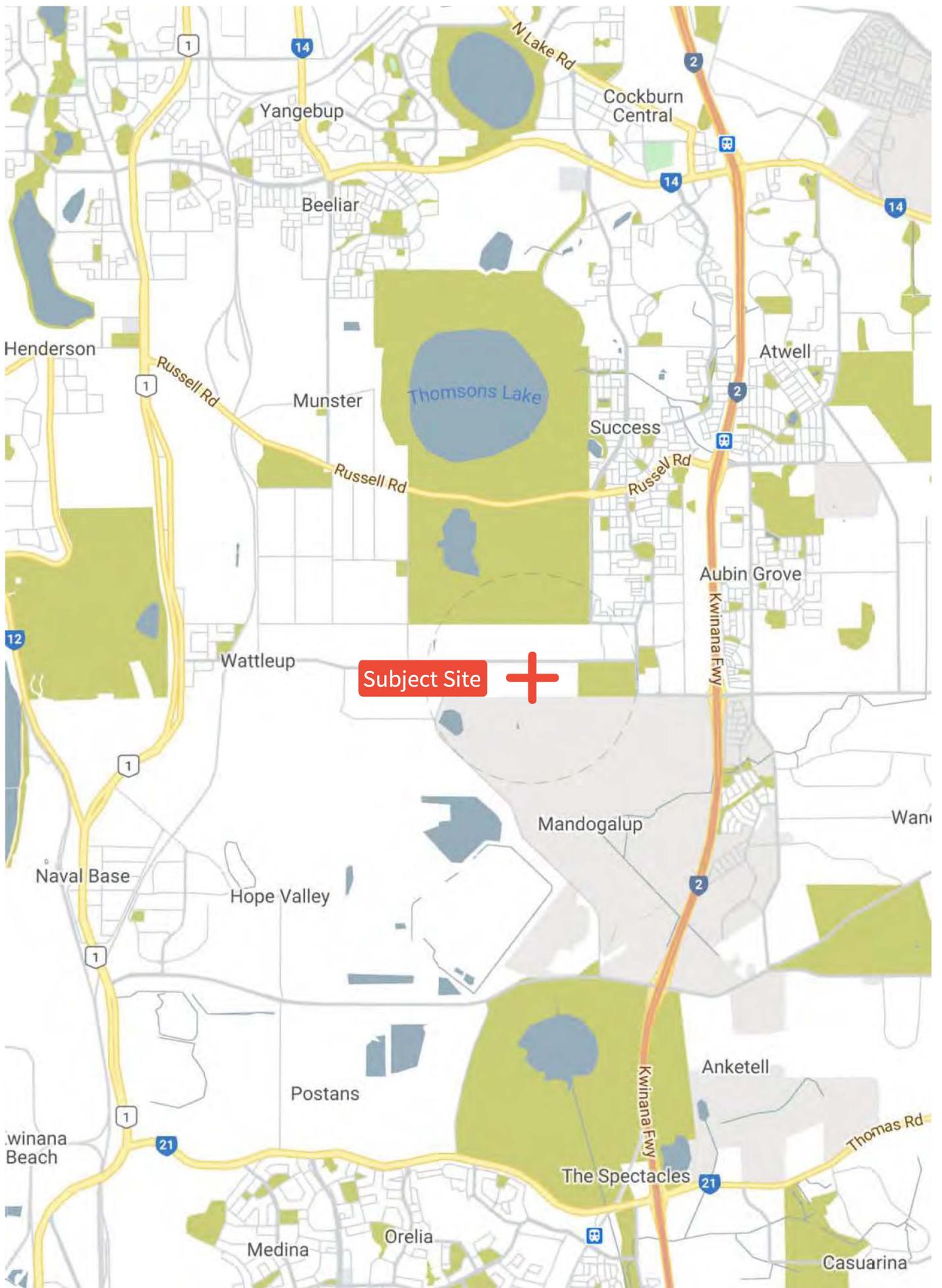


Figure 1 - Location Plan

1.4 Planning Framework

1.4.1 Planning Control Area 156.

Planning Control Area 156 (PCA 156) protects land required for the planned future upgrade and western extension of Rowley Road. The planning control area supersedes the zoning or reservation of the land in the regional and local planning schemes.

Refer Figure 2 - Planning Control Area 156 Map

1.4.2 Zoning and Reservations

1.4.2.1 Metropolitan Region Scheme

The SP area is zoned 'Urban' under the Metropolitan Region Scheme (MRS). The SP area abuts land zoned 'Urban' to the north, east and west; and abuts land zoned 'Urban Deferred' to the south. Surrounding land to the east and west is generally zoned 'Urban'.

Refer Figure 3 - Metropolitan Region Scheme Map.

1.4.2.2 City of Cockburn Town Planning Scheme No. 3

The SP area is zoned 'Development' (Development Area 10) under the provisions of TPS3. Surrounding land is generally zoned 'Development' to the north, east and west, with a 'Parks and Recreation' local reserve to the east (Frankland Park).

Clause 4.2.1 of TPS3 states that the objective of the Development Zone is to provide for future residential, industrial and commercial development in accordance with a comprehensive SP prepared under the Scheme. As is required for land zoned 'Development' in TPS3, a SP is to be prepared prior to Council providing comment on subdivision applications and determining development applications.

Clause 15 (a) (ii) of Schedule 2 – Deemed Provisions for local planning schemes of the *Planning and Development (Local Planning Schemes) Regulations 2015* requires the preparation of a SP before any future subdivision or development is undertaken. The SP report has been prepared in accordance with the content and requirements outlined in clause 16 (1) of the Deemed provisions.

Refer Figure 4 - City of Cockburn Town Planning Scheme No. 3 Map.

1.4.3 Regional and sub-regional structure plans

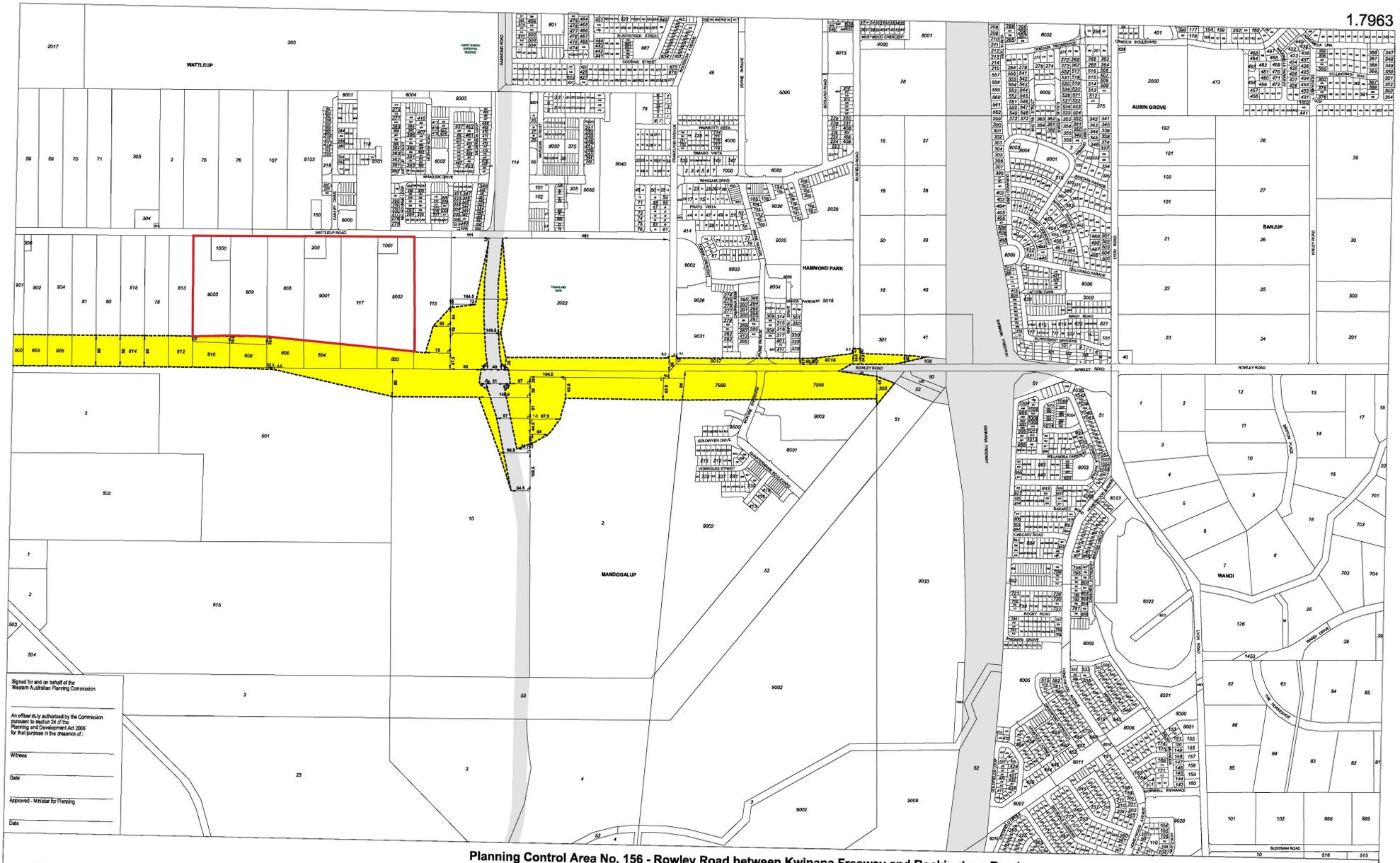
1.4.3.1 Southern Suburbs District Structure Plan Stage 3

The SP area is subject to the provisions of the Southern Suburbs District SP Stage 3 (SSDSP3) prepared by the City of Cockburn. The SSDSP3 was adopted by the City of Cockburn Council in September of 2012.

The SSDSP3 provides a framework for urban land uses that integrates with the broader Sub-Regional context. SSDSP3 identifies the SP area as being subject to future structure planning. The provisions of the SSDSP3 also state that this future structure planning must provide an appropriate interface with residential development north of Wattleup Road.

The SP is consistent with the intent of the SSDSP3 in providing further structure planning over the SP area. Additionally, the SP is consistent with the SSDSP3 by ensuring future residential development does not directly abut the future Rowley Road through the provision of a 30m wide linear public open space along the south of the SP area.

Refer Figure 5 - Southern Suburbs District Structure Plan Stage 3 Map.



Signed for and on behalf of the
Western Australian Planning Commission

An officer duly authorized by the Commission
pursuant to section 24 of the
Planning and Development Act 2005
by that purpose in the presence of:

Witness _____
Date _____

Approved - Minister for Planning _____
Date _____

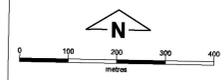
Planning Control Area No. 156 - Rowley Road between Kwinana Freeway and Rockingham Road



Created on date: Monday, 24 August 2020
Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA
Data information supplied by Western Australian Land Information System (SLIP 1096-2014.1)

- Legend**
- Planning control area
 - Existing MRS road reserves
 - Structure Plan Boundary

Program Manager: P. Jahmeerbocus
Geospatial Officer: J. Ballarotta
Examined: A. Power
Revised: _____
Version No: 2
Date: WAPC / 293.8.3
19 August 2020



Plan Number
1.7963
3050 Sheet 2 of 2

File number: 63562910022
Plan reference:
Metropolitan Region Scheme
1:25,000 sheet 23 & 24
Amending plans:
1.7962 & 1.7963

Figure 2 - Planning Control Area 156 Map

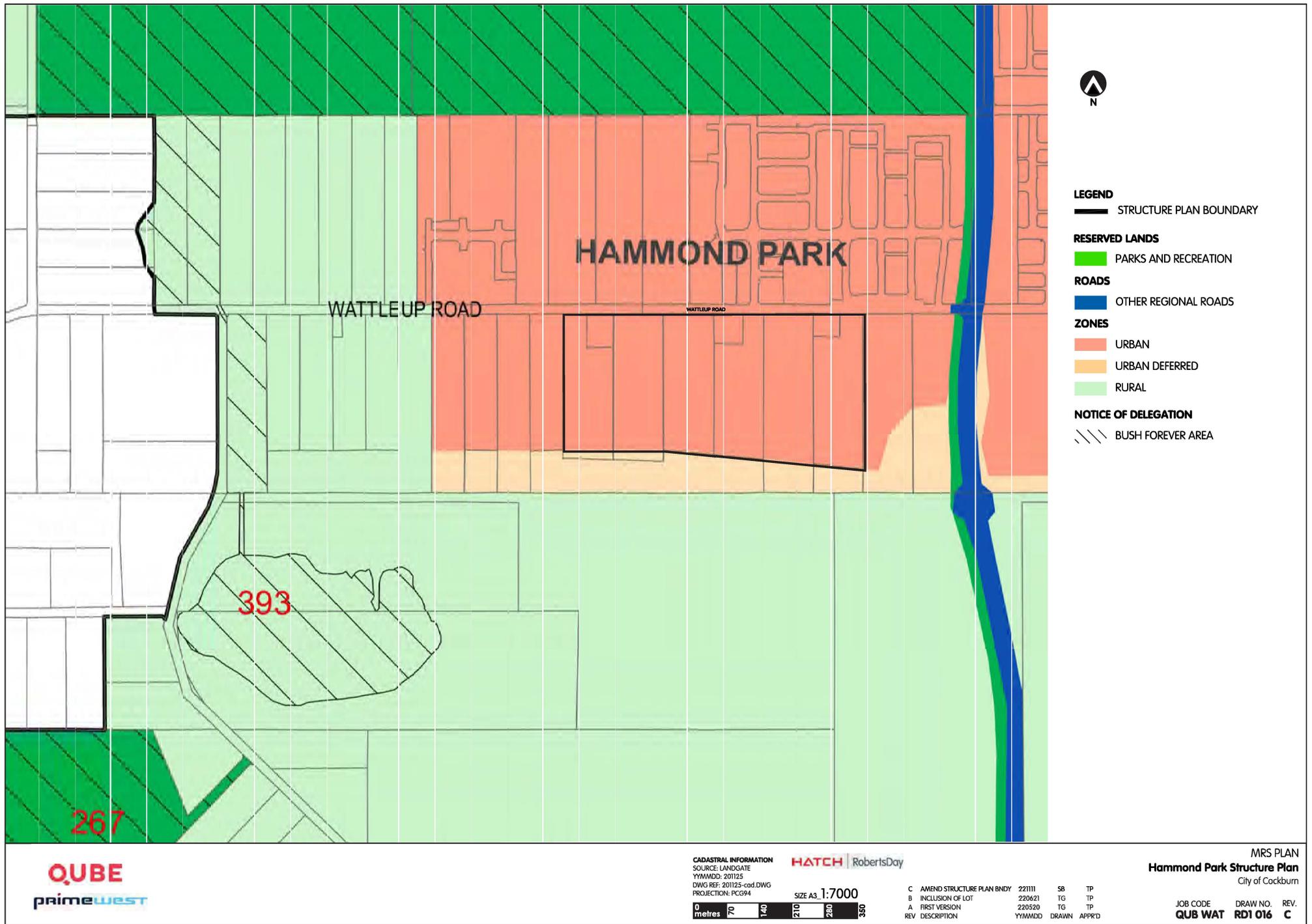


Figure 3 - Metropolitan Region Scheme Map

DISCLAIMER: ISSUED FOR DESIGN INTENT ONLY. ALL AREAS AND DIMENSIONS ARE SUBJECT TO DETAIL DESIGN AND SURVEY



QUBE
primeWEST

CADASTRAL INFORMATION
SOURCE: DPLH
YYMWD: 230905
DWG REF: Town Planning Scheme Map No. 21 of 23: Wattulup Locality
PROJECTION: PCG94

SIZE A3 1:8000
0 metres 70 140 210 280 350

HATCH | RobertsDay

| | | | | |
|-----|---------------------------|--------|-------|-------|
| C | WAPC COMMENTS | 231107 | TD | TP |
| B | AMEND STRUCTURE PLAN BNDY | 221111 | SB | TP |
| A | FIRST VERSION | 220622 | TG | TP |
| REV | DESCRIPTION | YYMWD | DRAWN | APPRD |

LOCAL PLANNING SCHEME PLAN
Hammond Quarter Structure Plan
City of Cockburn

| | | |
|----------|----------|------|
| JOB CODE | DRAW NO. | REV. |
| QUB WAT | RD1 019 | C |

DISCLAIMER: ISSUED FOR DESIGN INTENT ONLY. ALL AREAS AND DIMENSIONS ARE SUBJECT TO DETAIL DESIGN AND SURVEY

Figure 4 - City of Cockburn Town Planning Scheme No. 3 Map

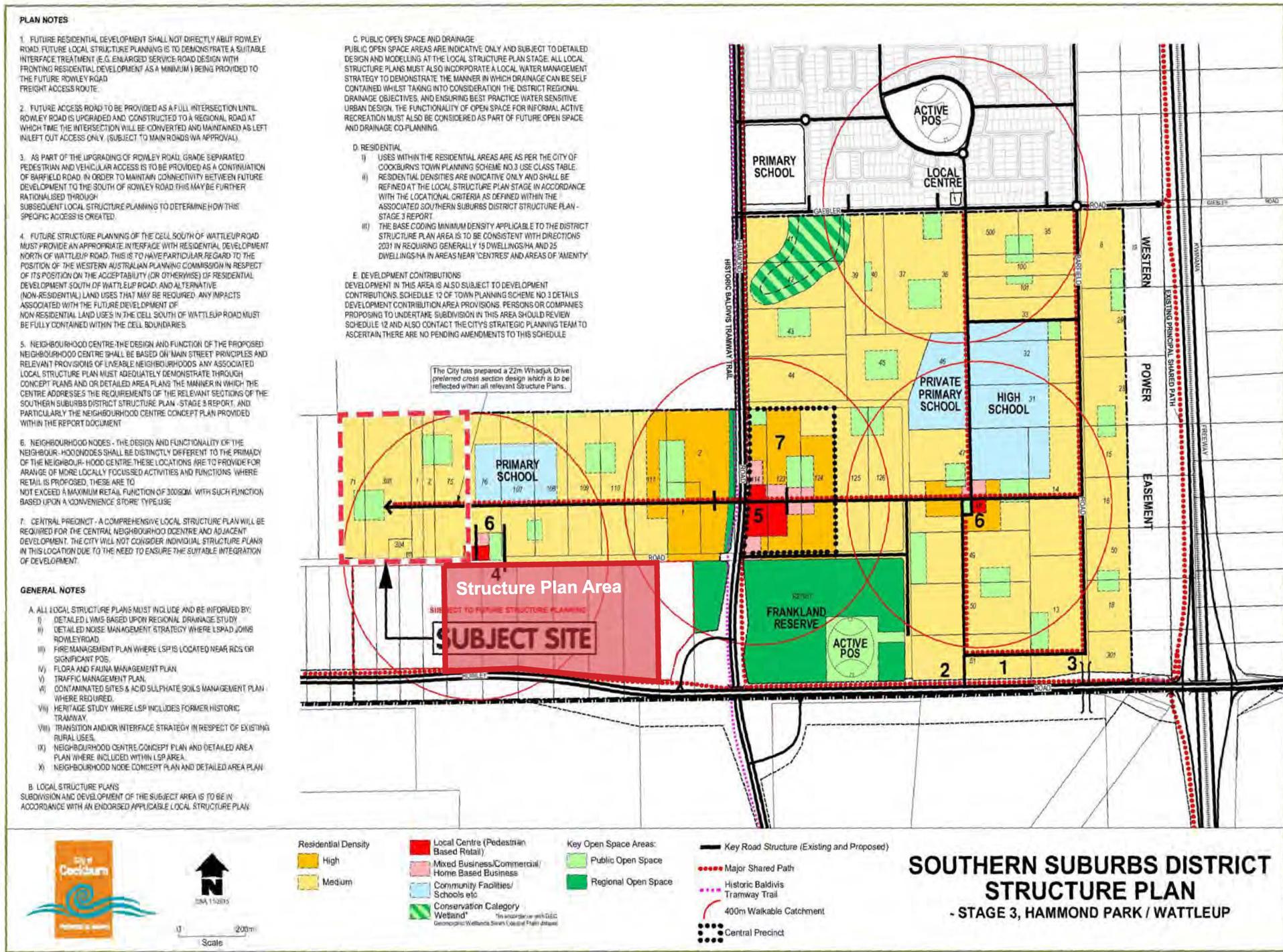


Figure 5 - Southern Suburbs District Structure Plan Stage 3 Map

1.4.4 Strategic Planning

1.4.4.1 *Directions 2031*

Directions 2031 and Beyond (Directions 2031) is a high-level spatial framework and strategic plan for metropolitan Perth and Peel regions, providing a framework for the detailed planning and delivery of housing, infrastructure and services necessary for a variety of growth scenarios.

Directions 2031 identifies growth scenarios for low, medium and high-density rates of infill and greenfield development. The 'Connected City' medium density scenario, identified as the preferred growth scenario, was modeled to determine the area of greenfield land required to provide for a city of 3.5 million people. Consistent with the outcomes of this approach, *Directions 2031* sets a target of 15 dwellings per gross urban zoned hectare land in development areas.

Directions 2031 is supported by a series of draft Sub-Regional Strategies, which provide information about the levels of expected population growth in individual local government areas and identify development opportunities and prospects for increased density within Greenfield areas.

The SP area is included within the South-West Sub-Region identified within the Outer Metropolitan Sub-Regional Strategy for Perth and Peel (OMPPSS). The South-West Sub Region is expected to supply 119,760 dwellings under the adopted 'Connected City' scenario. 18,280 of these dwellings are expected to come from greenfield sites within the City of Cockburn.

The OMPPSS identifies the Southern Suburbs District SP area as 'urban zoned undeveloped' with an expectation to provide '3000+' dwellings. In proposing approximately 237 dwellings the SP provides for approximately 7.9% of expected dwellings in this location.

1.4.4.2 *Perth and Peel @ 3.5 Million and South Metropolitan Peel Sub-Regional Planning Framework*

Perth and Peel @ 3.5 million is a suite of strategic land use planning documents that provide a framework for accommodating 3.5 million people by 2050. The framework seeks to build upon the direction set by *Directions 2031* in delivering a more liveable, prosperous, connected, sustainable and collaborative city.

To achieve this, the framework establishes 7 overarching objectives:

- Delivering consolidated built form to provide for more efficient use of urban land and infrastructure and preserve environmental attributes;

- Promoting employment opportunities within strategic metropolitan centres to increase the number of people who live and work within the sub-regions;
- Providing a wide range of community and social infrastructure to enhance community health and wellbeing;
- Providing an efficient and effective regional movement network for people and freight that is integrated with land uses;
- Ensuring the timely and efficient delivery of servicing to growth areas;
- Preserving and enhancing the existing environmental and landscape values of the region, and;
- Managing the availability and use of natural resources in balance with broader environmental outcomes.

The framework establishes the context for four sub-regional planning frameworks which build upon the principles of *Directions 2031*. The SP area is included within the South Metropolitan Peel Sub-Regional Planning Framework Area (SMPSPF), which identifies the subject site as 'Urban'. The SMPSPF predicts a significant increase in population within the surrounding region, estimating that population will increase significantly from 523,406 in 2011 to 1.26 million in 2050, necessitating the provision of an additional 302,177 dwellings over this period. It is expected that the number of dwellings in the City of Cockburn will almost double, from 35,651 today to 65,770 by 2050. The proposed SP provides approximately 299 dwellings, contributing to the required additional dwellings in the City of Cockburn.

Refer Figure 6 - South Metropolitan Peel Sub-Regional Planning Framework Plan.

1.4.4.3 *Liveable Neighbourhoods*

Liveable Neighbourhoods, Edition 3 (LN 3) is a Western Australian Planning Commission (WAPC) operational policy used to guide the design and assessment of SPs and subdivision and development applications in greenfield areas. Its aims include promoting the design of walkable neighbourhoods; places that support community and a sense of place; mixed uses and active streets; accessible and sustainable parks; energy efficient design, and; housing diversity.

The key initiatives of LN 3 are covered under eight design elements. The implementation of these elements and the overall principles of LN 3 will be fundamental to ensuring that development of the SP area and the wider metropolitan region occurs in an appropriate manner. Application of the LN 3 principles

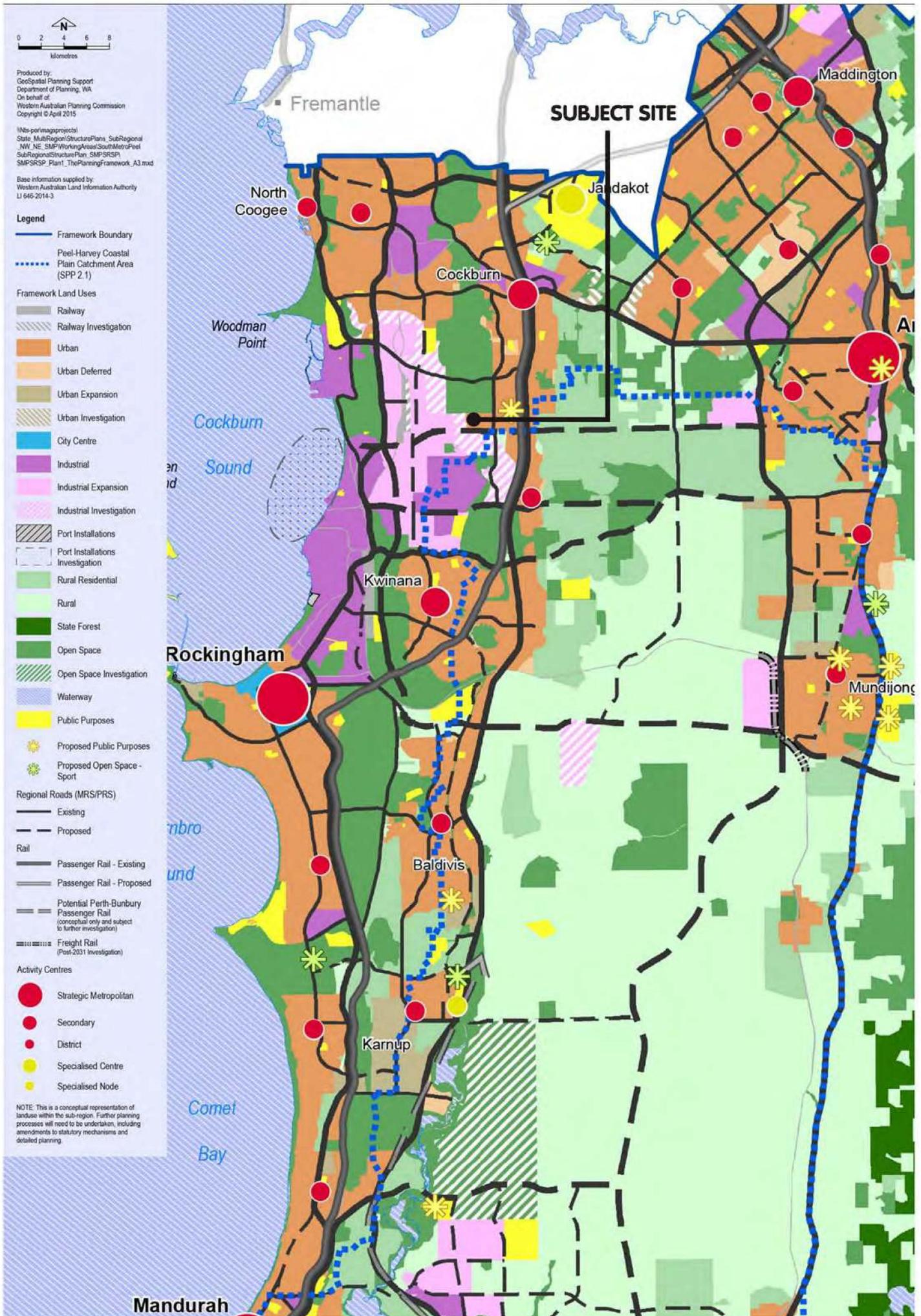


Figure 6 - South Metropolitan Peel Sub-Regional Planning Framework Plan

is therefore relevant to all levels of planning for the site from the proposed SP through to detailed lot and building design.

By providing for a diverse range of housing within a connected and walkable neighbourhood, structured around a sequence of high quality public open spaces, the SP reflects these requirements. A comprehensive justification of the design in relation to the principles outlined in LN 3 is provided in Section 3.0.

1.4.4.4 City of Cockburn Local Planning Strategy

The City of Cockburn Local Planning Strategy is dated 1998 and is not endorsed by the WAPC. The City is currently in the process of delivering a new Strategy, with the draft having completed advertisement and is now with the WAPC for assessment and approval.

The SSDPS3 states that the District SP is consistent with the following core principles established in the City of Cockburn Local Planning Strategy (LPS):

- Promote higher density and mixed use developments to reduce car use and promote, walking and public transport;
- Ensure there is an appropriate housing and density mix to fulfill existing and potential demand from various groups;
- Promote medium and high density housing in and near regional and district centres and near public transport facilities;
- Provide a range of housing opportunities; and
- Promote mixed land uses in communities, especially through the location of housing in commercial centres.

The SP remains consistent with the SSDPS3 and is therefore consistent with the above principles.

1.4.5 Planning Policies

1.4.5.1 State Planning Policy No. 1: State Planning Framework

State Planning Policy No.1: State Planning Framework (SPP1) unites existing state and regional policies, strategies and statements under a central framework to provide a context for decision-making on land use planning and development matters in Western Australia. The SP is consistent with the primary aim of this overarching policy, which can be summarised as “...to provide for the sustainable use and development of land.” The WAPC and local government will refer to the relevant planning instruments referred to under SPP1 for all planning decisions, including those concerning the SP and subsequent planning proposals presented for the site.

1.4.5.2 State Planning Policy 3: Urban Growth and Settlement

State Planning Policy 3: Urban Growth and Settlement (SPP3) seeks to promote sustainable and well-planned settlement patterns that have regard to community needs and are responsive to environmental conditions. The objectives and principles of *Directions 2031* and Liveable Neighbourhoods are reflected in this Policy.

SPP3 recognises that a majority of greenfield development in the metropolitan region has been in the form of low-density suburban growth, to the detriment of land, water and raw material resource availability, infrastructure and servicing costs, transportation availability and efficiency and socioeconomic equality.

To promote sustainable, equitable and liveable urban growth, SPP3 encourages a more consolidated urban form. The SP area is generally consistent with the high level principles of SPP3 in facilitating a high quality, cohesive and walkable community with a diversity of housing and lot types.

1.4.5.3 State Planning Policy 7.3 – Volume 1 – Residential Design Codes

State Planning Policy 7.3 - Volume 1 - Residential Design Codes (R-Codes) is the basis for the control of residential development throughout Western Australia, providing a framework for controlling development intensity within residential zones through the application of R-Code densities on local planning scheme maps. The R-Code density primarily controls the allowable average and minimum lot size, with built form performance standards and ‘deemed-to-comply’ examples, specific to the stipulated density, outlined within Part 5 & 6 of the R-Codes.

1.4.5.4 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

State Planning Policy 3.7 directs how land use should address bushfire risk management in Western Australia. It establishes a framework to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure.

SPP3.7 applies to all land which has been designated as bushfire prone by the Department of Fire and Emergency Services (DFES) Commissioner, such as the SP area. It impacts upon all higher order strategic planning tools and parts of SPs, Subdivision and Development Applications.

The SP accords with the requirements of the SPP as detailed by the Bushfire Management Plan prepared for the SP area found in Appendix D of this report.

1.4.5.5 State Planning Policy 2.4 : Planning for Basic Raw Materials

State Planning Policy 2.4: Planning for Basic Raw Materials (SPP2.4) aims to ensure basic raw materials (BRM) and extractive industries matters are considered during planning and development decision-making, to facilitate the responsible extraction and use of the State's BRM resources.

Sand resources to the south are currently being extracted from landholdings within the IP47 area. The existing resource is nearing exhaustion, and extraction is moving in a southerly direction, away from the SP area. The approved subdivisions (and future subdivision within the SP area) have resulted in a separation distance of at least approximately 480 metres from current extraction areas, consistent with the requirements of SPP 2.4.

1.4.5.6 State Planning Policy 2.5 : Rural Planning

State Planning Policy 2.5: Rural Planning aims to protect and preserve rural land assets, and ensure broad compatibility between urban and rural land uses.

Land within the vicinity of the SP is zoned rural under the City's LPS, and areas of the SP have historically been used for rural pursuits.

1.4.5.7 State Planning Policy 3.6 : Developer Contributions

State Planning Policy 3.6 : Infrastructure Contributions and associated guidelines coordinate and provide for contributions to community infrastructure required from new development.

The SP area is subject to the requirements of Development Contribution Area 10 and Development Contribution Area 13 (Community Infrastructure) as per Part One, Section 7.1.

1.4.5.8 State Planning Policy 4.1: Industrial Interface

The preferred Improvement Plan 47 (IP47) land use scenario discussed in section 2.6.2 of this report provides for an appropriate transition of land uses as advocated by *State Planning Policy 4.1: Industrial Interface*, by providing for low-intensity general industry land uses between Alcoa and the the SP area and reasonable separation between the general industrial area and nearby residential land uses so far as practical and possible.

1.4.5.9 State Planning Policy 5.4: Road and Rail Noise

The SP area abuts land set aside for the future Rowley

Road, which is intended to be a major freight route. As such, a Transport Noise Assessment (TNA) has been provided in Appendix G. This TNA has been prepared with consultation with Main Roads, the DPLH and City of Cockburn, and recommends measures to satisfy the requirements of SPP 5.4.

1.4.5.10 Government Sewerage Policy 2009

The Policy intent is for reticulated sewerage to be provided during the subdivision and development of land. The SP satisfies the Policy in proposing reticulated sewer servicing the site, as per the Engineering Report in Appendix B.

The Water Corporation has advised that the existing water reticulation system is able to service lots up to RL 38m AHD. This will dictate the highest lot levels across the development which will require lots along the eastern end of the development to be cut down substantially (up to 6 metres).

1.4.5.11 Development Control Policy 2.3: Public Open Space in Residential Areas

Development Control Policy 2.3: Public Open Space in Residential Areas aims to ensure residential development is provided with adequate and well-located areas of public open space to provide for the needs of local residents.

The SP satisfies the requirements and intent of DC Policy 2.3, and *Liveable Neighbourhoods* in providing for a minimum of 10% of the developable area as public open space. This compliments the surrounding network of district and local open space.

1.4.5.12 Operational Policy 2.4: Planning for School Sites

The Policy establishes a methodology for contributions for government primary schools which is transparent and equitable, and clearly articulates where subdividers/landowners are required to cede land (free of cost), or payment of a pro-rata contribution, or both.

The SP area is included in the catchment of the primary school located in the Hammond West SP area to the north of Wattleup Road. As per Part One, Section 7.1 of this report, the landowner is required to provide pro-rata contributions to the primary school.

1.4.6 Local Planning Policies

The City of Cockburn's Local Planning Policies are, where relevant, to be addressed and considered through the subdivision and detailed design stages.

1.4.7 Other approvals and decisions

Several Council endorsed and proposed SPs are in place across the Hammond Park locality, which outline the direction of future urban development surrounding the SP area, in line with the objectives of SSDSP3. The SP area is located on the southern side of Wattleup Road, opposite land subject to the Quenda SP over Lots 107, 150 and 9150 Wattleup Road, the Hammond Park West SP over Lots 71, 74-75, and 303-305 Wattleup Road lots 109 & 110 Wattleup Road, Hammond Park and a Structure Pan over Lots 1, 111 & 810 Wattleup Road.

As stated in the SSDSP3, the proposed SP has considered the interface to residential development on these sites through the location of key intersections and consideration of connections over Wattleup Road.

1.4.8 Pre-Lodgement Consultation

A summary of pre-lodgement consultation is provided in Table 2 below.

| Agency | Date of Consultation | Method of Consultation | Outcome |
|---|--|-----------------------------|--|
| Department of Planning, Lands and Heritage | November 2020 to May 2021 | Correspondence and Meetings | Agreement on the Concept Plan and WAPC approval of the Plan of Subdivision and Density Site Plan in accordance with the terms of the Ministerial Appeal determination. |
| City of Cockburn (Planning) | November 2020 to current - various and ongoing | Correspondence and Meetings | Agreement on POS concept design and LSP Concept Plan |
| City of Cockburn (Engineering) | November 2020 to current - various and ongoing | Correspondence and Meetings | Agreement on Earthworks and drainage concept |
| City of Cockburn (Parks) | November 2020 to current - various and ongoing | Correspondence and Meetings | Agreement on POS Concept Design & Draft LSP Design |
| Main Roads WA | May 2021 to current – various and ongoing | Correspondence and Meetings | Interface with Rowley Road extension |

Table 2 - Pre-Lodgement Consultation

2.0 Site conditions and constraints

2.1 Biodiversity and natural area assets

All lots within the subject site, apart from Lot 803 and 805, have been cleared of native vegetation, consistent with the site's development for semi-rural and agricultural uses.

Lot 805 contains a number of trees. These are unable to be retained through the development process due to the significant changes in topography across the site, required to deliver a reticulated potable water supply to residential lots within the SP area.

Lot 803 has been identified as containing native vegetation. An application has been made under the *Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act)* to clear Lot 803 for the purpose of residential development of Lot 803 Wattleup Road.

Approval has been granted by the Commonwealth Department of Climate Change, Energy, Water and Environment under the EPBC Act for the clearing of 3.03 hectares of land on Lot 803 Wattleup Road. An approval under the EPBC Act does not exempt the landowner/developer from the need to obtain a clearing permit under the *State Environmental Protection Act 1986*. A Preliminary Documentation Report has been prepared by Emerge Associates and has been accepted by the Department of Water, Agriculture and the Environment. This is found in Appendix E

2.2 Topography, landform and soils

The Geological Survey of Western Australia Perth Metropolitan Region soils maps for Fremantle (part 2033I & 2033IV) indicates that the majority of the site is generally characterised by Sand derived from Tamala Limestone. These soil types are well suited to urban development, with very good permeability anticipated.

Based on experience in Qube landholdings that surround the SP area, it is anticipated that a Site Classification A will be provided in accordance with Australian Standard AS2870: "Residential Slabs and Footings".

The Site is steeply graded, with levels ranging from approximately RL 44.0m AHD at the eastern boundary to RL 19.0m AHD at the south west corner. Additionally, extensive earthworks will be required to create level lots which are terraced between retaining walls.

The Water Corporation has advised that the existing water reticulation system is able to service lots up to RL 38m AHD. This will dictate the highest lot levels across the development which will require lots along the eastern end of the development to be cut down substantially (up to 6 metres).

These constraints on earthworks will prevent the retention of existing topography within the lot areas, resulting in the requirement for earthworks within lots abutting Wattleup Road. A preliminary earthworks plan has been prepared for the site and can be found in Appendix B - Engineering Report.

The preliminary earthworks plan demonstrates that significant earthworks are required within lots abutting Wattleup Road to enable the construction of dwellings across the site, the provision of public open space and servicing of the structure plan area.

2.3 Hydrology

The Annual Average Maximum Groundwater Levels (AAMGL) vary from approximately RL15.5m AHD on the western boundary to RL18.5m AHD in the north-east corner of the Site. It is anticipated that preliminary earthworks levels will provide at least 4 metres clearance to groundwater, thus groundwater is not expected to restrict or influence the development of the Site.

2.4 Bushfire hazard

Portions of the site are identified on the Department of Fire and Emergency Services' Map of Bushfire Prone Areas. On this basis, *State Planning Policy 3.7: Planning in Bushfire Prone Areas* requires the preparation of a Bushfire Management Plan. Additionally, the Ministerial subdivision Approvals require the preparation of a Bushfire Management Plan which meets the requirements of SPP 3.7.

In accordance with the requirements of SPP 3.7, a BMP has been prepared for the entirety of the SP area which has been accepted by the City of Cockburn.

The BMP provides a preliminary BAL assessment which indicates that no lots within the SP area are exposed to unacceptable level of bushfire risk, based on the proposed development of the site.

For further detail, refer to Appendix D - Bushfire Management Plan.

2.5 Heritage

An online search for relevant aboriginal heritage information was undertaken using the Department of Planning, Lands and Heritage (Aboriginal Heritage) Aboriginal Heritage Inquiry System (AHIS). This search found no registered Aboriginal heritage sites or other heritage places within the site, with the closest registered Aboriginal site 500 metres west of the site.

An online search for non-indigenous heritage information was also conducted in order to determine

the presence of potential or actual non-aboriginal heritage features of significance within the site. This review did not identify any areas of non-indigenous heritage significance.

For further detail, refer to Appendix E – Environmental Assessment and Management Strategy.

2.6 Land Use Buffers

Figure 7 depicts the constraints and buffers from surrounding land uses that are discussed in Section 2.6.

2.6.1 Planning Control Area 156

PCA 156 abuts the southern boundary of the SP area and protects land required for the planned future upgrade and western extension of Rowley Road, identified as a regional road (a primary distributor) in the South Metropolitan Peel Sub-regional Planning Framework.

The ultimate levels and acoustic fencing requirements within the SP and associated technical appendices have been determined through consultation with MRWA, the DPLH and the City. A noise wall is proposed along the northern boundary of the future Rowley Road to provide noise attenuation, while ultimate earthwork levels provide noise attenuation within the eastern portion of the SP area. This is outlined within the Transport Noise Assessment in Appendix G.

2.6.2 Improvement Plan 47 - Mandogalup

The SP area is located 50 to 90 metres north of Improvement Plan 47 (IP47), which took effect in April 2019. This gives the WAPC the authority to plan for and facilitate the implementation of an improvement scheme on behalf of the Western Australian State Government. Where an improvement scheme is in effect, the improvement scheme prevails over the applicable regional and local planning schemes.

The IP47 area is identified as an Industrial Investigation area in the South Metropolitan Peel Subregional Planning Framework, requiring further detailed planning and investigations to be undertaken prior to consideration for rezoning. The work undertaken to prepare IP47 and the associated Improvement Scheme currently under preparation represent these further investigations.

On 23 November 2022, the WAPC endorsed a preferred land use scenario and a list of drafting instructions for implementation during drafting of a draft improvement scheme. The endorsed land use scenario seeks to:

- *reconcile long standing contention around air quality matters;*

- *affirm the policy position for appropriate transition between heavy industrial and sensitive land;*
- *uses as per State Planning Policy 4.1: Industrial interface;*
- *support the delivery of Westport and the Global Advanced Industries Hub;*
- *ensure the Kwinana Industrial Area is afforded an appropriate level of protection and primacy into the future;*
- *have regard to Alcoa's ability to use its (entire) landholdings for its operations out to at least 2045, as per the State Agreement; and*
- *provide land use certainty and a reasonable uplift (from rural) for the majority of landowners within IP47.*

The preferred land use scenario provides for an appropriate transition of land uses as advocated by *State Planning Policy 4.1: Industrial Interface*, by providing for low-intensity general industry land uses between Alcoa and the the SP area and reasonable separation between the general industrial area and nearby residential land uses so far as practical and possible.

Adequate separation distances are achieved through a combination of an 11.5m wide local road reserve, 30m wide public open space along the southern boundary of the SP, and the regional road corridor for Rowley Road which is approximately 100m wide.

The WAPC has not adopted an improvement scheme for the IP47 area; however, in September 2023 the WAPC granted consent to advertise a draft Improvement Scheme (draft Scheme). The draft Scheme is a similar and refined version of the endorsed land use scenario.

It is anticipated that individual proposals to develop land within the improvement scheme area will be assessed against State Planning Policy 4.1 - Industrial Interface and Environmental Protection Authority Guidance Statement No. 3: Separation distances between industrial and sensitive land uses, to ensure land use compatibility.

2.6.3 Kwinana Industrial (Including Air Quality) Buffer (2010)

The south-eastern portion of the subject site is intersected by the Kwinana Industrial (Including Air Quality) Buffer (2010) which aims to minimise the potential for land use conflict between urban development and activities of a more industrial nature, such as Alcoa's residue storage areas. However, additional scientific information and analysis which has become available in recent years raises questions regarding the observance of the non-residential transition area and whether this practice should continue in a contemporary landuse planning context.

A number of planning approvals provide for residential development within the 500m buffer area, including the Hammond West Structure Plan and associated subdivisions; as well as the two subdivision applications approved by the Minister in 2020.

The SP includes an approximately 30m wide linear public open space reserve, and an 11.5m wide road reserve along the southern boundary of the SP area. This further increases the separation distance between residential and industrial land uses.

As per Part 1 of this SP, a notification on titles is required for all lots located within 500 metres of the Kwinana Industrial Area (including air quality buffer).

2.6.4 Market Gardens

Market garden uses occur approximately 290m west of the SP area.

State Planning Policy 2.5 - Rural Planning, and the minimum 300m buffer distance requirements from a market garden under the Environmental Protection Authority Guidance for the Assessment of Environmental Factors - Separation Distances between Industrial and Sensitive Land Uses.

The SP is generally in accordance with the recommended separation distances. In accordance with SPP 2.5, a notification on title, pursuant to Section 165 of the *Planning and Development Act 2005* be placed on certificates of title of lots proposed within 300m of an operating market garden advising of the presence of a market garden and the associated hazards.

2.6.5 Sand Mining

State Planning Policy 2.4 - Planning for Basic Raw Materials, and the EPA Guidance Statement 3 recommends between 300m and 500m minimum buffer distance between sand quarries and residential land uses.

Sand mining is occurring approximately 480m from proposed residential development; however, the resource is nearing exhaustion and mining activities are progressively moving south, away from the structure plan area.

Notwithstanding, a notification on title regarding existing non-residential development and land uses is required in accordance with Part One, Section 4.2.

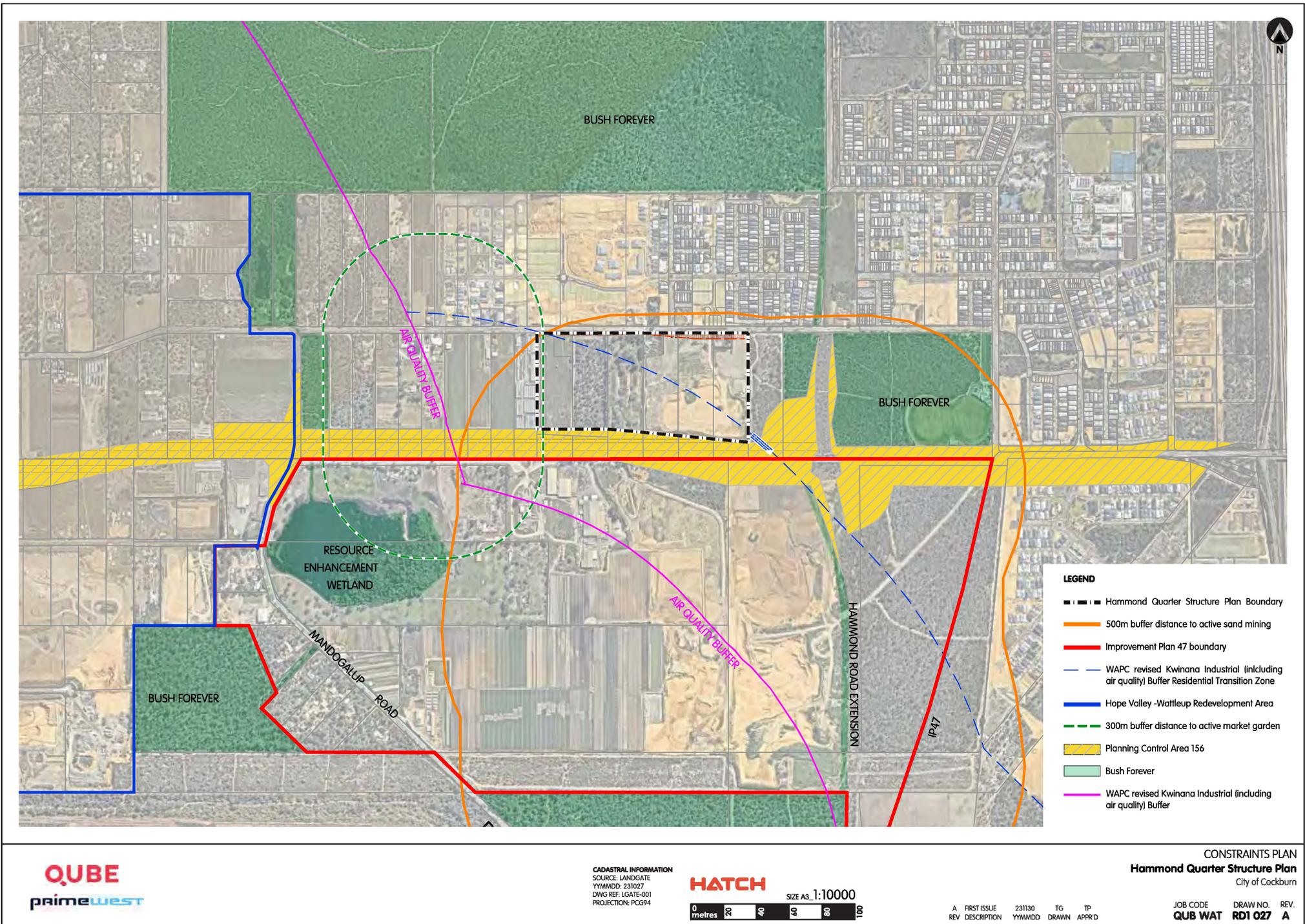
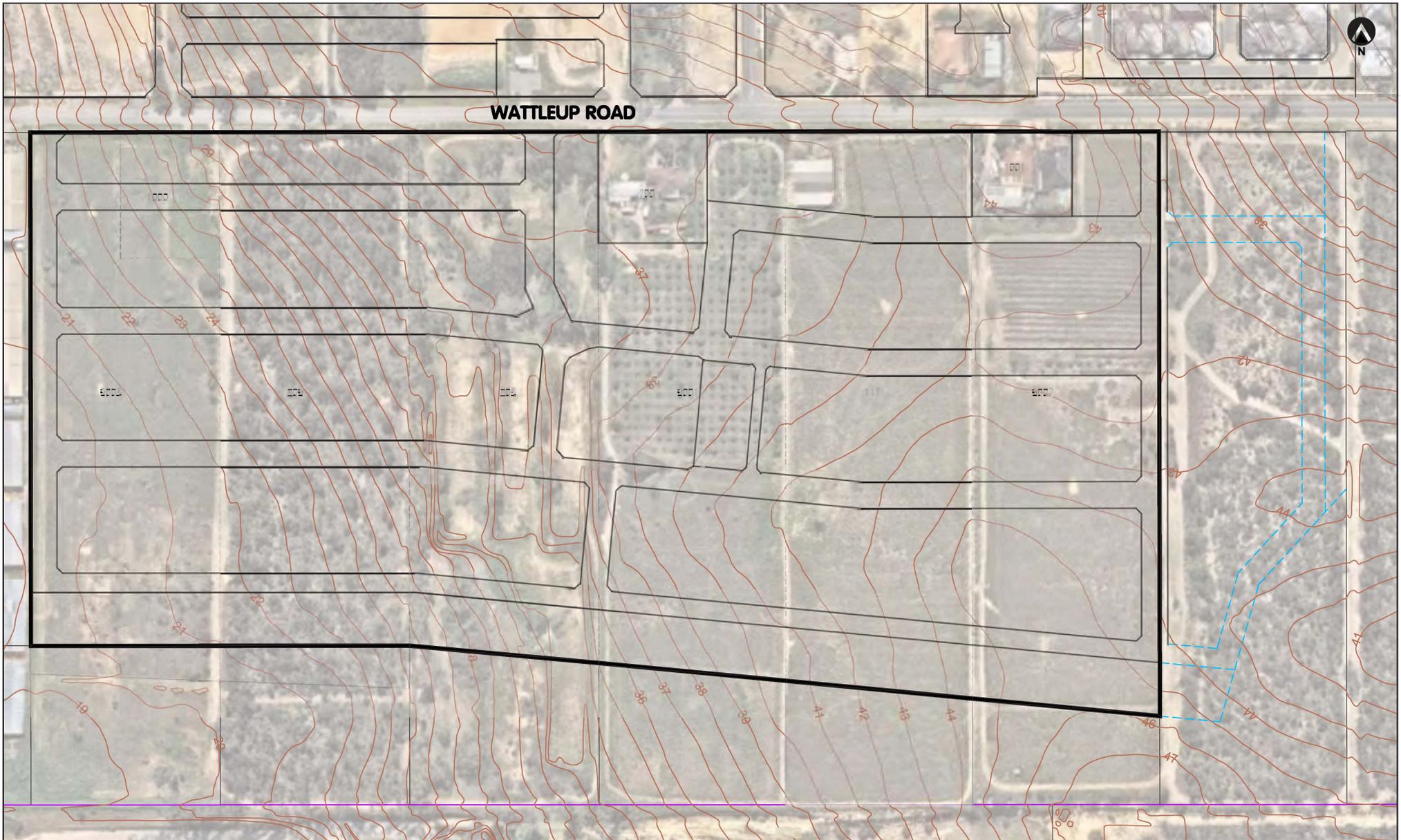


Figure 7 - Constraints Plan



WATTLEUP ROAD



LEGEND
 — Structure Plan Boundary
 - - - Indicative Boundary



CADASTRAL INFORMATION
 SOURCE: LANDGATE
 YYMMDD: 201125
 DWG REF: 201125-cad.DWG
 PROJECTION: PCG94

HATCH | RobertsDay

SIZE A3 1:2000

0 20 40 60 80 100 metres

| REV | DESCRIPTION | YYMMDD | DRAWN | APPR'D |
|-----|---------------------------|--------|-------|--------|
| I | AMEND STRUCTURE PLAN BNDY | 221111 | SB | TP |
| H | INCLUSION OF LOT | 220621 | TG | TP |
| A | FIRST VERSION | 220520 | TG | TP |

SITE PLAN
Hammond Park Structure Plan
 City of Cockburn

JOB CODE: **QUB WAT**
 DRAW NO.: **RD1 017**
 REV.: **C**

DISCLAIMER: ISSUED FOR DESIGN INTENT ONLY. ALL AREAS AND DIMENSIONS ARE SUBJECT TO DETAIL DESIGN AND SURVEY

Figure 8 - Site Plan

3.0 Land use and subdivision requirements

As outlined in section 1.2.2 the existing SP's 27A and 27B design layouts have been superseded. The layout of this updated and consolidated SP has been predetermined by the Ministerial Appeal decision, mandatory Concept Plan elements and the ultimate Concept Plan layout endorsed by the WAPC.

The Appeal decision required the following fixed elements to the Concept Plan as follows:

- Three fixed entry points to Wattleup Road;
- 30m linear POS space along the southern edge of the precinct; and
- Fixed road reserve width and landowner apportioning requirements.

In order to meet the Ministerial requirements, address the integration with the wider Hammond Park neighbourhood, respect Council endorsed SP's north of Wattleup Road and address engineering delivery requirements a number of key changes to the existing SP's were made through the preparation of a wider Neighbourhood Plan over the whole of Hammond Park (refer Figure 9). This illustrates the key design responses of the approved Concept Plan and proposed SP as follows:

- the mandated linear POS was supplemented with a central pocket park as a common local focal point;
- The three Wattleup Road access points all connected directly to the southern linear open space to create active walking loops through the precinct and north of Wattleup Road through to the network of similar linear and pocket park spaces, including the Beeliar Parkland frontage and neighbourhood retail to the east;
- The central pocket park in particular was aligned to the central access point to Wattleup Road to enable direct walkable access north to the Hammond Park Primary School, currently under construction;
- The local street network was re-orientated to an east – west alignment to enable all local streets to focus back to the central open space, with subtle pivots in the street alignment and landscaped slow points to maintain low vehicle speeds;
- Lowering of the elevated land in the east portion of the site (which is currently above the serviceable ground level for potable water supply) and a reduction in the height of retaining walls by running streets east – west with the large residual downwards slope to the west; and

- Remove all direct access to Wattleup Road including integration of the homestead lots into the design with alternate internal street access and ultimate ground level integration that reflects water servicing and retaining limitations.

In affect the approved Concept Plan has dictated the design layout of the SP, with the exception of lot 805, which has now been included in accordance with the indicative layout identified on the Concept Plan. It is noted that further subdivision approval is required for Lot 805.

Figure 9 shows a concept plan for the development of the Hammond Park locality. The neighbourhood concept shows how land east and west of the structure plan area might be developed and no approval to subdivide or develop this land has been granted. Planning for these areas is indicative only and subject to change.

3.1 Land use

Consistent with Liveable Neighbourhoods, the design objectives for the SP include the following:

- To respond to the topography and site conditions of the land, particularly the water servicing constraints, earthworks and retaining considerations;
- To provide a walkable, interconnected street network that is integrated with adjoining Hammond Park retail, community and open space infrastructure to the north;
- To integrate the drainage with POS for the aesthetic and recreational value of future residents;
- To ensure a balanced mix of lot sizes and dwelling types appropriate to the locality that contribute to affordable housing options; and
- To maximise the solar orientation of residential lots.

The SP incorporates a subdivision layout based on a traditional grid pattern with interconnected roads, adjusted where necessary to respond to the topography, which integrates with the lot design and road network of surrounding and approved development.

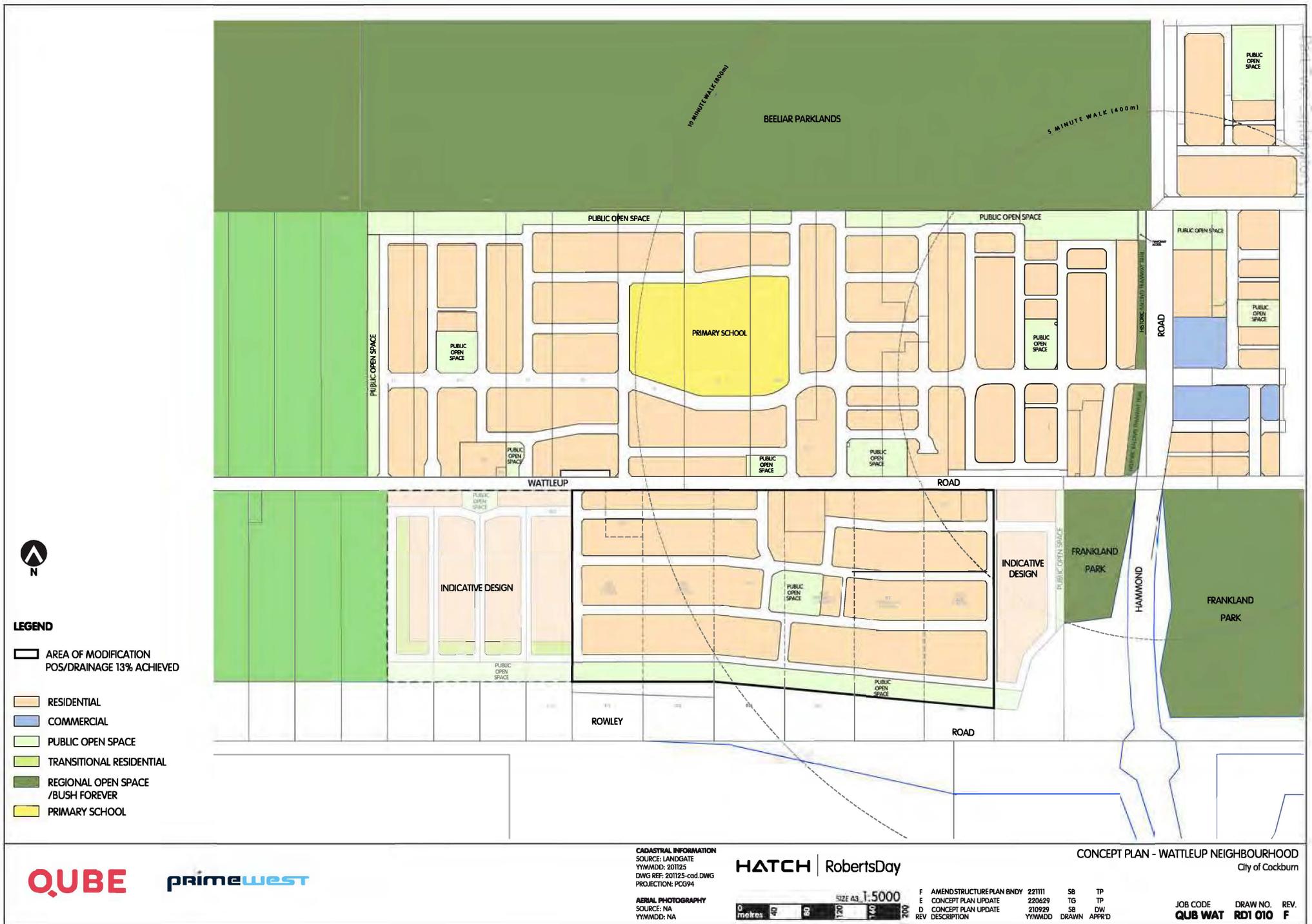


Figure 9 - Neighbourhood Concept

3.2 Open space

WAPC's *Liveable Neighbourhoods and Development Control Policy 2.3 - Public Open Space in Residential Areas* require a minimum 10 percent of the gross subdivisional area be provided as public open space.

Condition 3(d) of the Ministerial approvals requires the concept plan (and thus the SP) identifies an area(s) of land equal to (at least) 10 per cent of the site's gross subdivisible area as public open space. Additionally Condition 3(a) required that the concept plan separates residential lots from land affected by Planning Control Area 156 and required for the planned western extension of Rowley Road by a public open space area at least 30 metres in width.

The open space network is defined by two discrete public open space reserves, totalling 2.4287 ha and representing 12.9% of the gross subdivisible area, and providing 10.44% creditable open space. These areas are:

1. A 0.5005 ha central open space area including passive grassed areas, shaded structure with barbecue and seating arrangements and playspace (POS 1);
2. A 1.9282 ha linear POS area abutting the Rowley Road extension incorporating a series of functional amenity spaces throughout the wider open space area (POS 2).

The POS network is resultant of considerable consultation with the City of Cockburn, with three main considerations:

- Providing an amount of POS in a location consistent with the Ministerial Approval and following consultation with the City of Cockburn;
- Ensure a variety of recreational needs and POS amenity within a walkable catchment of all residential lots and integrated with the wider Hammond Park open space network; and
- Balance between the unique servicing, drainage and earthworks requirements and ensuring the provision of useable POS amenity;

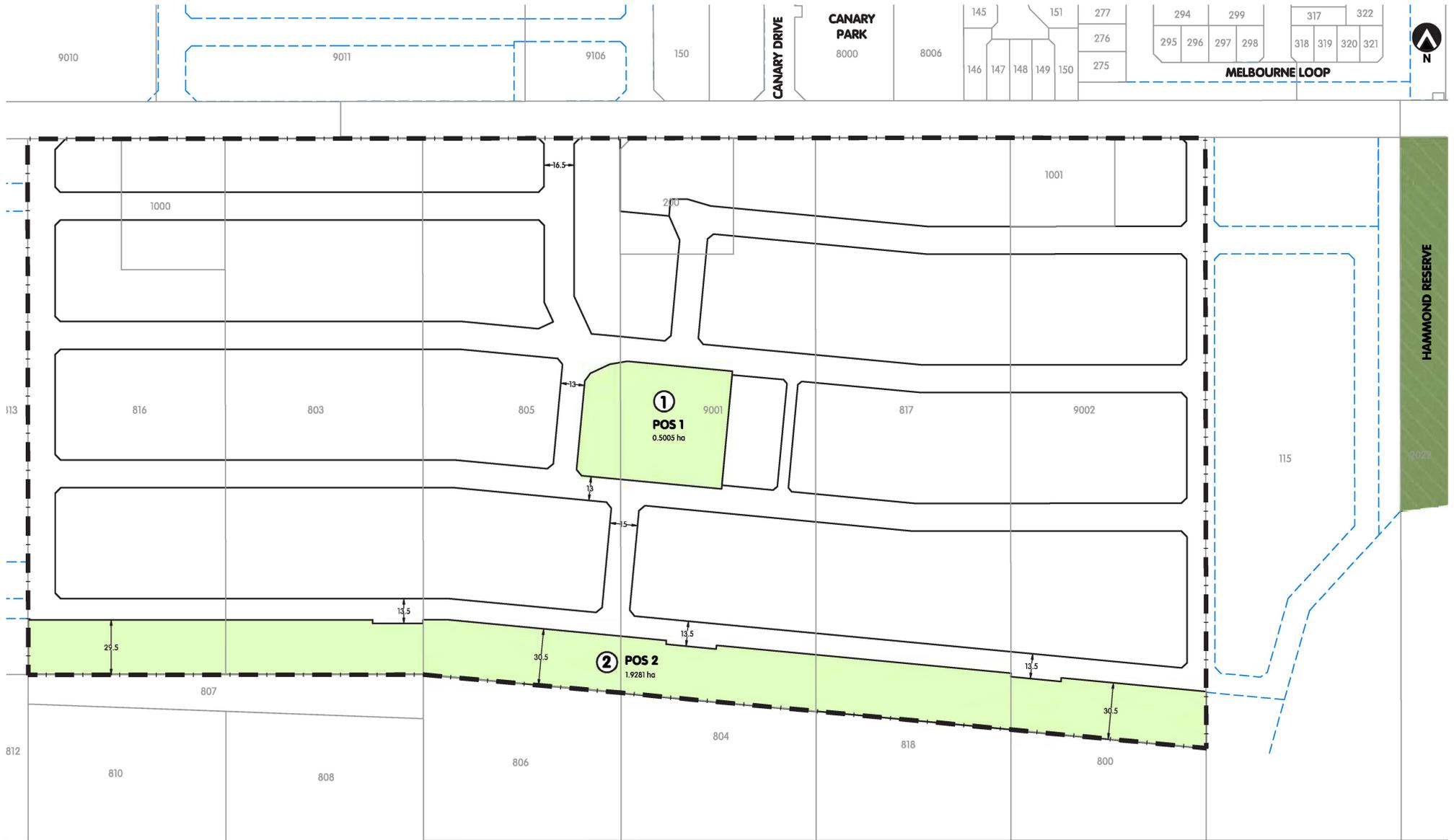
A preliminary POS design was presented to the City of Cockburn prior to lodgement. The design presented in this SP has been refined to increase the useable area of the central POS and has resulted in a greater proportion of useable turf area, whilst maintaining drainage requirements.

The Landscape Masterplan found in Appendix C also details the trees that are able and suitable for retention following a review of the suitable trees and earthworks.

It also details the area of unrestricted, restricted open space, and credited drainage within each of the POS reserves.

Proposed Public Open Space Schedule

| Site Area (Lots 816, 1000, 803, 805, 200, 9001, 817, 1001 and 9002) | | | | 19.5056 |
|---|-------------------------|--------------|--|-------------------------------------|
| Deductions | | | | |
| Dedicated drainage reserve not included in POS (1:1 year event) | 0.1162 | | | |
| Restricted POS over 20% | 0.3214 | | | |
| Gross subdivisible area | | | | 19.0672 |
| Public open space @ 10 percent | | | | 1.9067 |
| May comprise: | | | | |
| - minimum 80% unrestricted POS | 1.5254 | | | |
| - maximum 20% restricted POS | 0.3813 | | | |
| Public Open Space Contribution | Open Space Area (gross) | Unrestricted | Restricted (Battered area with slope greater than 1:6, and 1:1 - 1:5 year event) | Dedicated Drainage (1:1 year event) |
| POS 1 (Central) | 0.5005 | 0.3009 | 0.1574 | 0.0422 |
| POS 2 (Linear) | 1.9282 | 1.3089 | 0.5453 | 0.0740 |
| Sub-Total | 2.4287 | 1.6098 | 0.7027 | 0.1162 |
| - maximum 20% restricted POS | 0.3813 | | | |
| Sub-Total (Unrestricted & maximum 20% restricted POS) | 1.99 | | | |
| Total | 10.44% | | | |



LEGEND
 - - - Structure Plan Boundary
 - - - Indicative Boundary

Local Scheme Reserves
 Local Road Reserve
 Public Open Space
 Nature Reserve

POS BREAKDOWN
 ① 0.5005 ha
 ② 1.9281 ha
POS TOTAL 2.4286 ha



CADASTRAL INFORMATION
 SOURCE: LANDGATE
 YYMMDD: 201125
 DWG REF: 201125-cad.DWG
 PROJECTION: PCG94

HATCH | RobertsDay

SIZE A3, 1:2000

0 20 40 60 80 100 metres

| REV | DESCRIPTION | YYMMDD | DRAWN | APPR'D |
|-----|---------------------------|--------|-------|--------|
| D | WAPC COMMENTS | 231109 | TD | TP |
| C | AMEND STRUCTURE PLAN BNDY | 221111 | SB | TP |
| B | INCLUSION OF LOT | 220621 | TG | TP |
| A | FIRST VERSION | 220520 | TG | TP |

PUBLIC OPEN SPACE
Hammond Quarter Structure Plan
 City of Cockburn

JOB CODE: QUB WAT
 DRAW NO: RDI 014
 REV: D

3.3 Residential

The SP proposes approximately 299 residential lots within a residential density of R20, R30 and R40. The subdivision configuration proposed by the SP adopts the principles of traditional neighbourhood design, with a wide variety of lot typologies suited to a range of income groups and household types.

Further, the proposed placement of lots achieves a highly desirable solar orientation outcome, with the majority of lots aligned on an east-west or north-south axis, as recommended by Liveable Neighbourhoods.

The SP proposes a residential density of 23.33 dwellings per residential gross site hectare. This is a minor variation to the target of 26 dwellings per residential site hectare. South Metropolitan Peel Sub-regional Planning Framework. The minor variation is generally a result of the following:

- the pattern of development (and the resulting lot yield) has been largely determined by the Minister's approval to subdivide land in the structure plan area;
- the structure plan identifies public open space areas greater than the 10 per cent required under WAPC policy; and
- the SP proposes larger lots abutting Wattleup Road, to accommodate battering for Wattleup Road, which affects an area of approximately 0.427 hectares.

3.4 Movement network

The internal street network proposed for the SP area establishes a hierarchy of laneways and access streets, facilitating vehicular, pedestrian and cyclist connections between neighbouring landholdings to the east and north. Slow points along the 15m wide Access Street D will be generally in accordance with the Engineering and Servicing Report.

Access shall be provided generally in accordance with the access points shown on the SP, and Plan 3 - Movement Network. The Plans show three access points from the LSP to Wattleup Road:

- Access Road 1 – Full movement access at Wattleup Road
- Access Road 2 – Full movement access at Wattleup Road
- Access Road 3 – left-in left out access at Wattleup Road

A Transport Impact Assessment has been prepared in support of the SP and is found in Appendix F. The TIA assesses traffic access, volumes and safety. The report documents likely traffic generation associated with the proposed development, its impact on the internal and external road network, and public transport,

walking and cycling requirements. The assessment confirms that the impact of predicted traffic volumes associated with development of the SP area will have an acceptable impact on roads in the vicinity.

Analysis of Wattleup Road and access roads indicates that the intersections will perform adequately in the year of completion, and improve following further development of the surrounding road network.

3.5 Water management

Consistent with condition 9 of the Subdivision Approvals, an urban water management plan has been prepared and is attached in Appendix A. The Department of Water and Environmental Regulation (DWER) has accepted an urban water management plan (typically prepared in support of a subdivision application), in lieu of a local water management strategy.

Adequate water resources have been acquired for the irrigation of public open space. These areas will use waterwise planting and 5-Star WELS rated water efficient devices to reduce ongoing water requirements.

The stormwater drainage system is designed to manage a range of rainfall events up to the 1% Annual Exceedance Probability (AEP), and this is achieved by adopting the small storm, minor and major stormwater management system design approach outlined in ARR 2016 (Ball et al., 2016) and the Decision process for stormwater management in WA (DWER, 2017).

The SP area is divided into two (2) stormwater drainage catchments. The stormwater catchments also pick up the southern carriageway of Wattleup Rd for the length of the subdivision frontage.

Key design elements of the minor and major storm event drainage system are as follows:

- Stormwater runoff from lots will be partially retained by soak wells, with excess stormwater conveyed to the street drainage system via overland flow.
- Stormwater runoff from internal roads will be conveyed by the pit and pipe drainage system. For rainfall events exceeding the capacity of the pipe system (nominally >20% AEP) excess stormwater will be conveyed by overland flow, with roads graded to the detention basin at the catchment low point.
- Internal roads will discharge to the infiltration basin located in Lots 9003, 809 and 9001 Public Open Spaces (Plan 2). Details of the storage are presented in Table 5.

- The external road catchment (Wattleup Rd) will drain via the pipe drainage system and discharge to the infiltration basin located in Lots 9003, 809 and 9001 Public Open Space.
- The infiltration basin has been sized using a soil hydraulic conductivity of 8 m/day, for the area outside of the bio retention basin.

3.6 Infrastructure coordination, servicing, & staging

An Engineering Services Report was prepared by Cossill & Webley Consulting Engineers in January 2022. The report outlines the infrastructure likely to be required to develop the site and confirms it can be fully serviced with electrical, water, sewer, gas, stormwater drainage and communications infrastructure.

The Site forms part of the Water Corporation's Thompson's Lake Waste Water Reticulation System and sewer infrastructure will be provided by connection the reticulation sewer that runs along the Wattleup Road north of the Site. This new line grades to a future Type 40 Waste Water Pumping Station (WWPS) "Thomsons Lake Pump Station G", located at the natural low point within Lot 74 to the north of Wattleup Road. Installation of the pump station is due to commence in February 2022, with completion scheduled for October 2022. There are no impediments to the provision of sewerage infrastructure to service the Site.

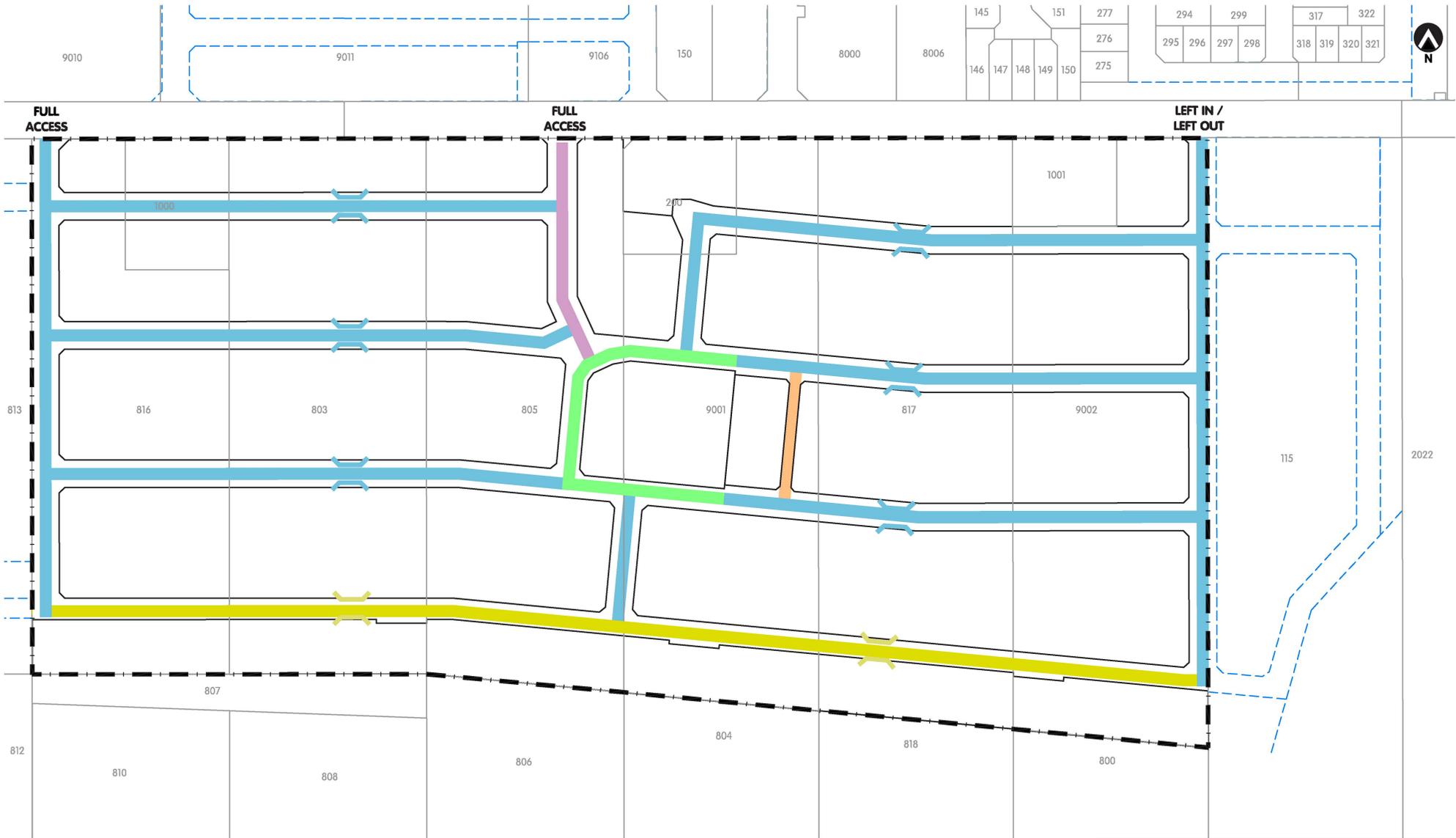
Water supply will be provided via an extension of the existing pipe infrastructure in Wattleup Road. Electrical supply can be provided by extension of the existing infrastructure on Wattleup Road.

Telecommunications and gas are available via extensions from the existing network in Wattleup Road to the development. There is capacity in the existing network to service the proposed development.

Telecommunications carriers Telstra and Optus have both confirmed that no additional infrastructure upgrades are likely to be required as a result of the subdivision development. Optus has advised further coverage and capacity improvements will follow once Optus new P0955 Wandri North is built (forecast March 2024). It is important to note that TPG were contacted, however no response has been received.

Staging will generally be from west to east consistent with availability of services. POS areas will be delivered concurrently with the adjacent residential development. Secondary temporary access to Wattleup Road will be maintained at all times to provide safe access in the event of bushfire. Indicative staging is shown in Plan 5 -Staging Plan.

Refer to Appendix B – Engineering Report



LEGEND

- Structure Plan Boundary
- Indicative Boundary

MOVEMENT NETWORK

- Access Street D (16.5m)
- Access Street D (15.0m)
- Access Street D (13.0m)
- Access Street D (11.5m)
- Laneway (6m)
- Landscaped Vehicular Slow Point



CADASTRAL INFORMATION
 SOURCE: LANDGATE
 YWMDD: 201123
 DWG REF: 201123-cad.DWG
 PROJECTION: PCG94



SIZE A3 1:2000



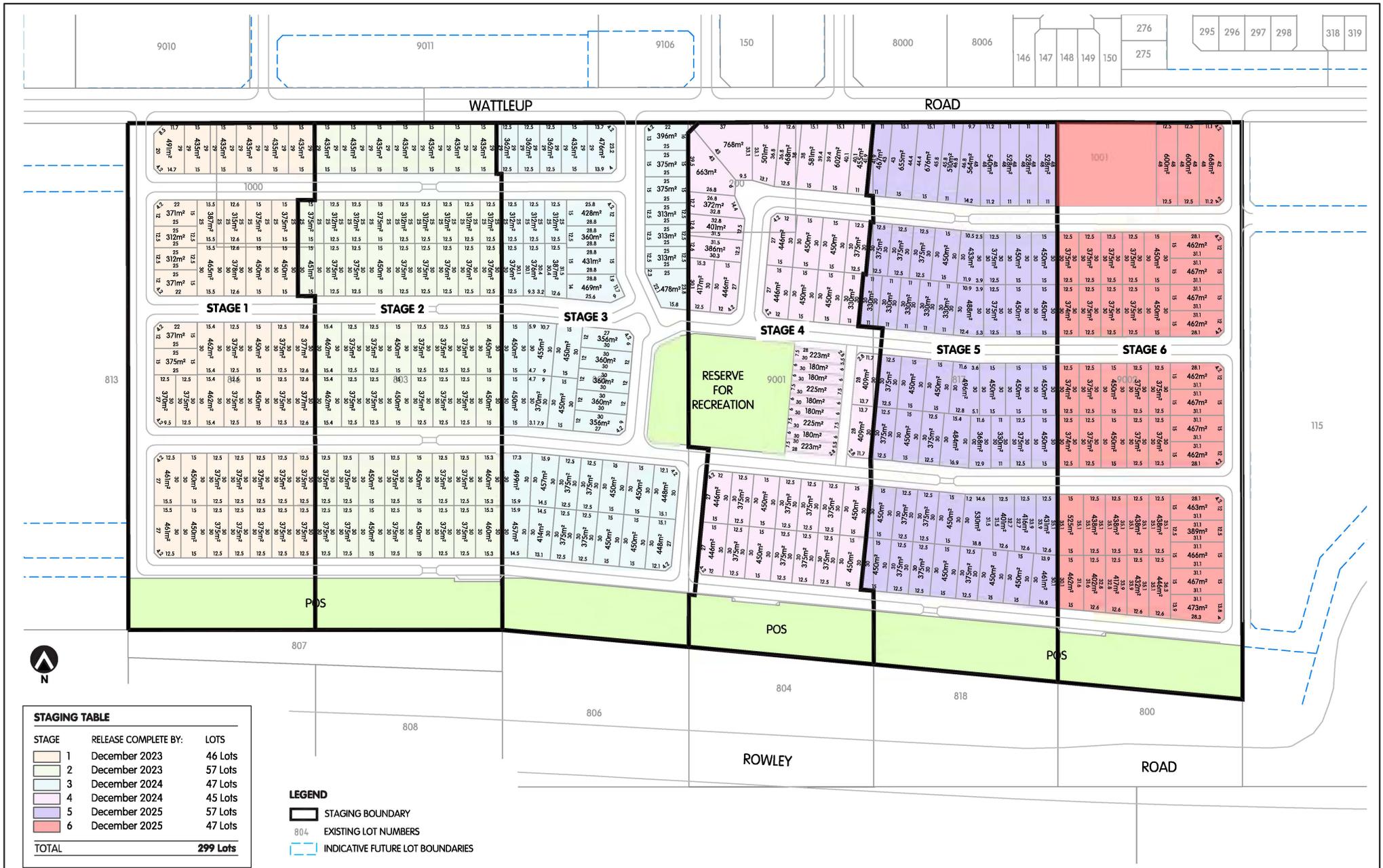
| REV | DESCRIPTION | YWMDD | DRAWN | APPR'D |
|-----|---------------------------|--------|-------|--------|
| D | WAPC COMMENTS | 231109 | TD | TP |
| C | AMEND STRUCTURE PLAN BNDY | 221111 | SB | TP |
| B | INCLUSION OF LOT | 220621 | TG | TP |
| A | FIRST VERSION | 220520 | TG | TP |

MOVEMENT NETWORK
Hammond Quarter Structure Plan
 City of Cockburn

JOB CODE: QUB WAT
 DRAW NO.: RD1 015
 REV.: D

DISCLAIMER: ISSUED FOR DESIGN INTENT ONLY. ALL AREAS AND DIMENSIONS ARE SUBJECT TO DETAIL DESIGN AND SURVEY

Plan 3 - Movement Network



| STAGING TABLE | | |
|---------------|----------------------|-----------------|
| STAGE | RELEASE COMPLETE BY: | LOTS |
| 1 | December 2023 | 46 Lots |
| 2 | December 2023 | 57 Lots |
| 3 | December 2024 | 47 Lots |
| 4 | December 2024 | 45 Lots |
| 5 | December 2025 | 57 Lots |
| 6 | December 2025 | 47 Lots |
| TOTAL | | 299 Lots |

| LEGEND | |
|--------|----------------------------------|
| | STAGING BOUNDARY |
| | EXISTING LOT NUMBERS |
| | INDICATIVE FUTURE LOT BOUNDARIES |



CADASTRAL INFORMATION
 SOURCE: LANDGATE
 YYMMDD: 201125
 DWG REF: 201125-cad.DWG
 PROJECTION: PCG94
HATCH | RobertsDay
 SIZE A3 1:2000
 0 20 40 60 80 100 metres

STAGING PLAN
Hammond Quarter Structure Plan
 City of Cockburn
 JOB CODE: QUB WAT
 DRAW NO: RDT 021
 REV: B
 B WAPC COMMENTS
 A FIRST ISSUE
 REV DESCRIPTION
 231109 TD TP
 221117 SB TP
 YYMMDD DRAW APPRD

4.0 Conclusion

The Hammond Quarter SP will facilitate the consolidation and update of existing SP's 27A and 27B in accordance with the approval of subdivision applications by the Minister for Planning in November 2020 and associated detailed planning endorsed by WAPC in May 2021.

This planning ensured there was careful consideration of higher order strategic planning objectives outlined by the Southern Suburbs District SP - Stage 3 for the wider Hammond Park neighbourhood. This included particular attention to walkable access to the eastern Neighbourhood Centre retail facilities, the Hammond Park Primary School currently under construction and the wider network of central pocket parks and perimeter linear open spaces.

The approval of this SP will allow for the allocation for a singular planning framework for the SP area. This will ensure a cohesive application of SP standards for further subdivision and development including overall agreed subdivision layout, allocation of density codes and a network of quality public open space.

It is expected that the SP will accommodate 296 dwellings, primarily consisting of single residential dwellings on freehold lots, facilitating a total population of approximately 882 people. This provides a density of 23.33 dwellings per residential site hectare, which represents a minor variation of 26 dwellings per site hectare of residential land.

Appendix A

Urban Water Management Plan

Appendix B

Engineering Report

Appendix C

Landscape Masterplan

Appendix D

Bushfire Management Plan

Appendix E

Environmental Report &
EPBC Approval

Appendix F

Transport Impact Assessment

Appendix G

Transportation Noise Assessment

Perth

Level Two, 442 Murray Street
Perth WA Australia 6000
+61 8 9213 7300

Sydney

Level Four, 17 Randle Street
Surry Hills NSW Australia 2010
+61 2 8202 8000

Melbourne

Level Five, 411 Collins Street
Melbourne VIC Australia 3000
+61 3 9620 5421

Brisbane

Level Four, 99 Creek Street
Brisbane QLD Australia 4000
+61 7 3221 1311