



**ROWE**  
GROUP  
DESIGN

# STRUCTURE PLAN

LOTS 114, 123-125 WATTLEUP ROAD,  
HAMMOND PARK

CITY OF COCKBURN REF: 110/223 (LSP 26G)

WAPC REF: SPN 0543M-3

## DOCUMENT CONTROL

Printed 12 June 2023 8328\_20230419\_R\_WAPC\_SP\_07\_rt

VERSION	FILE NAME	PREPARED BY	APPROVED BY	DATE
1	8328_21feb01R_rt.docx	Rebecca Thompson	Forbes Chesterman	09/03/2021
2	8328_21feb02R_rt.docx	Rebecca Thompson	Kris Kennedy	16/03/2021
3	8328_21feb03R_rt.docx	Rebecca Thompson	Kris Kennedy	28/04/2021
4	8328_21feb04R_rt.docx	Rebecca Thompson	Kris Kennedy	06/04/2022
5	8328_21feb05R_rt.docx	Rebecca Thompson	Kris Kennedy	13/04/2022
6	8328_21feb06R_rt.docx	Rebecca Thompson	Kris Kennedy	04/05/2022
7	8328_21feb07_rt.docx	Rebecca Thompson	Kris Kennedy	07/06/2022
8	8328_20230419_R_WAPC_SP_07_rt	Robyn Hitchin	Rebecca Thompson	31/05/2023
9	8328_20230419_R_WAPC_SP_08_rt	Robyn Hitchin	Rebecca Thompson	06/06/2023

This report has been authorised by;



**Rebecca Thompson**  
Manager Urban Design



**Robyn Hitchin**  
Urban Planner



**Jamie Baxter**  
Quality Control

### CONTACT PERTH OFFICE

**p** 9221 1991 **e** info@rowegroup.com.au **w** rowegroup.com.au  
**a** 3/369 Newcastle Street, Northbridge 6003

Although all care has been taken on the compilation of this document Greg Rowe Pty Ltd and all parties associated with its preparation disclaim any responsibility for any errors or omissions. The right is reserved to change this document at any time. This document does not constitute an invitation, agreement or contract (or any part thereof) of any kind whatsoever. Liability is expressly disclaimed by Greg Rowe Pty Ltd for any loss or damage which may be sustained by any person acting on this document.

© 2023 Greg Rowe Pty Ltd All Rights Reserved. Copyright in the whole and every part of this document belongs to Greg Rowe Pty Ltd and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person without the prior written consent of Greg Rowe Pty Ltd.



## RECORD OF ENDORSEMENT

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

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

**18 July 2014**

In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2. (b) of the Planning and  
Development (Local Planning Schemes) Regulations 2015.

Date of Expiry:

**19 October 2035**

## TABLE OF AMENDMENTS

AMENDMENT NO.	SUMMARY OF THE AMENDMENT	AMENDMENT TYPE	DATE APPROVED
0	Structure Plan Approval	-	18 July 2014
1	Minor reconfiguration of road and density layout to facilitate proposed subdivision layout on Parent Lots 124 and 125.	Minor Amendment	21 July 2015 (under delegated authority)
2	To facilitate proposed subdivision layout on Parent Lots 124 and 125: <ul style="list-style-type: none"> <li>- Minor reconfiguration of road layout;</li> <li>- Minor increase in density in south of the site (R40 to R60); and</li> <li>- Minor increase in size of 'Local Centre' zone.</li> </ul>	Minor Amendment	13 April 2018
3	Increase in size of 'Local Centre' zone on Lots 9053, 9043 and 305, from approximately 1158m <sup>2</sup> to approximately 2.77 hectares to facilitate supermarket-based Neighbourhood Centre.	Major Amendment	03 August 2023

## TABLE OF DENSITY PLANS

DENSITY PLAN NO.	AREA OF DENSITY PLAN APPLICATION	DATE ENDORSED BY WAPC

## EXECUTIVE SUMMARY

This Structure Plan has been prepared to guide the subdivision and development of Parent Lots 114 and 123-125 Wattleup Road, Hammond Park (the 'subject site'), being a total of approximately 14.7 hectares within the City of Cockburn.

The original Structure Plan was prepared by RPS Australia Pty Ltd on behalf of Hammond Park Estates Pty Ltd, and approved in July 2014. The Structure Plan was subsequently amended in July 2015 and April 2018 by Rowe Group on behalf of Aigle Royal Developments, to modify the residential layout over Parent Lots 124 and 125 (now known as Lots 9053, 9043 and 305).

This request seeks to further amend the Structure Plan to increase the area of land zoned 'Local Centre' within Lots 9053, 9043 and 305 (previously Lots 124 and 125) from approximately 1158m<sup>2</sup> to approximately 2.77 hectares. Given the proposed modifications, this amendment is considered a 'major' amendment under the *Planning and Development (Local Planning Schemes) Regulations 2015*. On that basis, whilst the following reporting has been based on the original Structure Plan report prepared by RPS, it has been updated to reflect the current Structure Plan proposal. The relevant Technical Appendices have also been updated as part of this request. The updated reporting, whilst having consideration for the wider Structure Plan area, is focused on the area subject to modification, being that portion of Lots 9043, 9053 and 305 south of Whadjuk Drive.

This Structure Plan has been prepared in accordance with the provisions of Part 4 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the 'Regulations') and provides the planning framework to guide and facilitate the subdivision and development of the subject site.

We acknowledge that RPS Australia Pty Ltd were the original drafters of this Structure Plan, with Rowe Group making the relevant modifications for the purposes of this amendment request.

## STRUCTURE PLAN SUMMARY

ITEM	DATA	SECTION NUMBER REFERENCED IN PART 2 OF REPORT
Total area covered by the Structure Plan	Approx. 14.7 hectares (Amendment Area: 2.77 hectares)	2.1.2
Area of each land use proposed:		
Residential	5.91 hectares	5.3
Commercial (Local Centre Zone excl existing residential)	3.98 hectares	5.7
Estimated number of dwellings	211 dwellings	5.3
Estimated residential site density	35.7 dwellings per site hectare	5.3
Estimated population	590 people (ave. 2.8 people / household)	5.3
Number of high schools	0 high schools	5.6
Number of primary schools	0 primary schools	5.6
Estimated commercial floor space	6,950m <sup>2</sup> GLAR (amendment area)	5.7
Estimated area and percentage of public open space given over to:		5.2
- Regional open space	- nil	
- District open space	- nil	
- Neighbourhood parks	- nil	
- Local parks	- 1.28 hectares, 3 parks (12.18% GSA)	
Estimate percentage of natural area	nil	4.1

*Note: All information and areas are approximate only and are subject to survey and detailed design.*

# CONTENTS

DOCUMENT CONTROL .....	I
RECORD OF ENDORSEMENT.....	I
TABLE OF AMENDMENTS .....	II
TABLE OF DENSITY PLANS .....	II
EXECUTIVE SUMMARY .....	III
STRUCTURE PLAN SUMMARY .....	IV
CONTENTS .....	I
FIGURES .....	III
TABLES .....	IV
TECHNICAL APPENDICES.....	IV
1. STRUCTURE PLAN AREA.....	2
2. OPERATION .....	2
3. LAND USE AND ZONES.....	2
4. SUBDIVISION AND DEVELOPMENT .....	3
5. OTHER REQUIREMENTS .....	4
1. INTRODUCTION AND PURPOSE .....	8
1.1 PROJECT TEAM .....	8
1.2 PRE-LODGEMENT CONSULTATION .....	9
1.3 OTHER APPROVALS AND DECISIONS.....	9
2. LAND DESCRIPTION .....	9
2.1.1 LOCATION .....	9
2.1.2 AREA AND LAND USE .....	9
2.1.3 LEGAL DESCRIPTION .....	10
3. PLANNING FRAMEWORK.....	14
3.1 ZONING AND RESERVATIONS.....	14
3.1.1 METROPOLITAN REGION SCHEME.....	14

3.1.2	CITY OF COCKBURN LOCAL PLANNING SCHEME NO. 3.....	14
3.2	REGIONAL AND SUB-REGIONAL STRUCTURE PLANS .....	15
3.2.1	PERTH AND PEEL @ 3.5 MILLION AND SOUTH METROPOLITAN PEEL SUB- REGIONAL PLANNING FRAMEWORK .....	15
3.2.2	SOUTHERN SUBURBS DISTRICT STRUCTURE PLAN (STAGE 3) .....	15
3.3	CITY OF COCKBURN LOCAL COMMERCIAL AND ACTIVITY CENTRES STRATEGY (2012).....	16
3.4	PLANNING POLICIES.....	21
3.4.1	LIVEABLE NEIGHBOURHOODS.....	21
3.4.2	STATE PLANNING POLICY 3 – URBAN GROWTH AND SETTLEMENT .....	21
3.4.3	STATE PLANNING POLICY 3.7 – PLANNING IN BUSHFIRE PRONE AREAS	22
3.4.4	STATE PLANNING POLICY 4.2 – ACTIVITY CENTRES FOR PERTH AND PEEL .....	22
3.4.5	LOCAL PLANNING POLICIES .....	23
4.	<b>SITE CONDITIONS AND CONSTRAINTS .....</b>	<b>24</b>
4.1	BIODIVERSITY AND NATURAL AREA ASSETS.....	24
4.2	LANDFORM AND SOILS .....	24
4.2.1	TOPOGRAPHY .....	24
4.2.2	SOILS .....	24
4.2.3	ACID SULPHATE SOILS .....	25
4.2.4	CONTAMINATION.....	25
4.3	GROUNDWATER AND SURFACE WATER .....	25
4.3.1	GROUNDWATER .....	25
4.3.2	SURFACE WATER.....	25
4.4	BUSHFIRE HAZARD .....	26
4.5	HERITAGE .....	26
4.5.1	ABORIGINAL HERITAGE .....	26
4.5.2	EUROPEAN HERITAGE.....	26
5.	<b>LAND USE AND SUBDIVISION REQUIREMENTS .....</b>	<b>27</b>
5.1	LAND USE .....	27
5.2	PUBLIC OPEN SPACE .....	27
5.3	RESIDENTIAL .....	30



5.3.1	LOCAL DEVELOPMENT PLANS.....	30
5.4	MOVEMENT NETWORKS .....	31
5.4.1	EXISTING ROAD NETWORK.....	31
5.4.2	PROPOSED MOVEMENT NETWORK (NEIGHBOURHOOD CENTRE).....	32
5.4.3	PUBLIC TRANSPORT.....	34
5.4.4	PEDESTRIANS AND CYCLISTS .....	35
5.5	WATER MANAGEMENT .....	35
5.5.1	STORMWATER MANAGEMENT STRATEGY.....	35
5.5.2	GROUNDWATER MANAGEMENT STRATEGY .....	36
5.5.3	MONITORING .....	37
5.5.4	IMPLEMENTATION .....	37
5.6	EDUCATION FACILITIES .....	37
5.7	ACTIVITY CENTRES AND EMPLOYMENT .....	38
5.7.1	INTEGRATION WITH EXISTING COMMERCIAL USES .....	39
5.7.2	PROPOSED CENTRE.....	41
5.8	INFRASTRUCTURE COORDINATION, SERVICING AND STAGING.....	42
5.8.1	UTILITIES .....	43
5.8.2	EARTHWORKS.....	43
5.8.3	ROAD WORKS .....	44
5.8.4	STAGING.....	44
5.9	DEVELOPER CONTRIBUTION ARRANGEMENTS.....	44

## ▲ FIGURES

1.	REGIONAL LOCATION.....	11
2.	LOCAL LOCATION .....	12
3.	SITE PLAN .....	13
4.	METROPOLITAN REGION SCHEME ZONING.....	18
5.	CITY OF COCKBURN TOWN PLANNING SCHEME NO. 3 ZONING .....	19
6.	SOUTHERN SUBURBS DISTRICT STRUCTURE PLAN, STAGE 3 (EXTRACT).....	20
7.	PUBLIC OPEN SPACE PLAN .....	29
8.	NEIGHBOURHOOD CENTRE CONTEXT PLAN .....	40

## TABLES

1. PROJECT TEAM
2. LOT DETAILS
3. SOIL PROFILE
4. PUBLIC OPEN SPACE SCHEDULE
5. RESIDENTIAL DENSITY CALCULATIONS
6. CAR PARKING REQUIREMENTS
7. COMPARABLE LOCAL GOVERNMENT PARKING RATES
8. LOCAL WATER MANAGEMENT STRATEGY IMPLEMENTATION

## TECHNICAL APPENDICES

APPENDIX NUMBER	DOCUMENT TITLE	NATURE OF DOCUMENT	REFERRAL/APPROVAL AGENCY	APPROVAL STATUS AND MODIFICATIONS
1	Existing Approved Local Structure Plan	Supporting	-	-
2	Certificates of Title	Supporting	-	-
3	Bushfire Management Plan	Requires Approval	Department Fire and Emergency Services	Lodged
4	Retail Impact Assessment	Supporting	-	-
5	Traffic Impact Assessment	Supporting	-	-
6	Local Water Management Strategy (as amended)	Requires Approval	Department of Water and Environmental Regulation	Approved
7	Centre Concept Plan	Supporting	-	-
8	Residential Interface Strategy	Supporting	-	-
9	Environmental Noise Assessment	Supporting	-	-
10	Engineering Services Report	Supporting	-	-



# PART ONE

IMPLEMENTATION



**ROWE**  
GROUP  
DESIGN

# 1. STRUCTURE PLAN AREA

This Structure Plan applies to Parent Lots 114, 123, 124 and 125 Wattleup Road, Hammond Park, being the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan map (Refer **Plan 1** situated at the end of Part 1 of this Structure Plan report).

# 2. OPERATION

In accordance with Schedule 2, Part 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, this Structure Plan shall come into operation when it is approved by the Western Australian Planning Commission (WAPC) pursuant to Schedule 2, Part 4, Clause 22 of the Regulations.

Pursuant to clause 27(1) of Schedule 2 of the Planning Regulations:

*A decision-maker for an application for development approval or subdivision approval in an area covered by a structure plan that has been approved by the Commission is to have due regard to, but is not bound by, the structure plan when deciding the application.*

Pursuant to clause 28(1) of Schedule 2 of the Planning Regulations this Structure Plan has effect for a period of 10 years, commencing on the day which the WAPC approves the plan.

# 3. LAND USE AND ZONES

The Structure Plan Map (Plan 1) outlines the land use, zones and reserves applicable within the Structure Plan area. The zones and reserves designated under this Structure Plan apply to the land within it as if the zones and reserves were incorporated into the Scheme.

## 3.1 RESIDENTIAL

### 3.1.1 DENSITY

The residential density codes applicable to the Structure Plan shall be in accordance with those shown on the Structure Plan Map (Plan 1).

In accordance with Liveable Neighbourhoods and Directions 2031 targets, the Structure Plan area shall provide for an average minimum of 20-30 dwellings per residential site hectare and 15 dwellings per gross urban hectare.

## 3.2 PUBLIC OPEN SPACE

Public open space should be provided generally in accordance with the Structure Plan Map (Plan 1).

In accordance with Liveable Neighbourhoods, a minimum of 10% of the gross subdivisible area shall be provided as public open space, comprising a minimum of 8% unrestricted open space.



## 4. SUBDIVISION AND DEVELOPMENT

### 4.1 STAGING

Development of the Structure Plan area has already commenced under the existing Structure Plan and associated subdivision approvals.

Development of Parent Lot 123 has been completed.

Development of the residential component of Parent Lots 124 and 125 (now known as Lots 9053, 9043 and 305) is also complete, with the centre zoned land (subject to the current amendment request) the only portion of the site remaining to be developed. Development of the Local Centre on Lots 9053, 9043 and 305 is intended to be undertaken as a single stage, expected to commence as soon as the relevant planning approvals are in place.

Whilst timing is unknown, Lot 114 (now Lot 97) is unlikely to be developed for some time.

### 4.2 NOTIFICATIONS ON TITLE

In respect of applications for the subdivision of land, the Council shall recommend to the WAPC that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate(s) of Title to advice of the following:

- a) Lots created within areas exposed to a Bushfire Attack Level ('BAL') rating exceeding BAL-Low, as specified in an approved Bushfire Management Plan.

### 4.3 LOCAL DEVELOPMENT PLANS

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

- a) Lots with an area of less than 260m<sup>2</sup>;
- b) Lots with rear-loaded (laneway) vehicular access;
- c) Lots with direct boundary frontage to an area of public open space or land zoned 'Local Centre';
- d) Lots zoned 'Local Centre';
- e) Lots that require quiet house design for noise attenuation through deemed-to-comply noise attenuation packages, and/or lots requiring specialist acoustic requirements, as identified in an approved Noise Management Plan.

A Local Development Plan for lots zoned Local Centre is to be prepared prior to lodgement of a Development Application. The Local Development Plan should include provisions relating to:

- a) The interface with adjoining residential development;
- b) Minimum setback of buildings from the lot boundary, where adjacent to residential development;
- c) Maximum building height; and
- d) Vehicle access arrangements.



## 4.4 LOCAL CENTRE ZONE

The following design requirements apply to development within the Local Centre zoned land abutting Whadjuk Drive;

- e) Where practicable, awnings to Whadjuk Drive to provide weather protection for pedestrians;
- f) Active interfaces and building orientation to address Whadjuk Drive;
- g) Landscape screening to adjoining residential development; and
- h) Some shade planting throughout the site, specifically within car park areas.

## 5. OTHER REQUIREMENTS

### 5.1 BUSHFIRE CONSTRUCTION STANDARDS

This Structure Plan is supported by a Bushfire Management Plan. Regardless of whether the land has been formally designated as bushfire prone, any buildings on land identified as falling within 100 metres of a bushfire hazard shall comply with the requirements of *Australian Standard 3959* under the *Building Code of Australia*.

### 5.2 DEVELOPMENT CONTRIBUTION ARRANGEMENTS

The Structure Plan area is located within Development Contribution Areas 13 and 9 ('DCA 13' and 'DCA 9') as identified in Schedule 12 of the *City of Cockburn Town Planning Scheme No. 3* ('TPS 3'). Under TPS 3, a Development Contribution Plan applies to the Structure Plan area and should be read in conjunction with this Structure Plan.

The owner/developer is to contribute towards key service and community infrastructure within the latest Development Contribution Plan for DCA's 13 and 9. Each landowner will be required to make a cost contribution payment based on the area they develop in accordance with the relevant contribution rate in the DCP in DCA's 13 and 9 at that time.

### 5.3 ADDITIONAL INFORMATION

The following additional reporting is required to be prepared, approved and implemented as a condition of subdivision and/or development approval for land within the Local Centre zone, except where Residential development is proposed:

- a) A further detailed Acoustic Report shall be submitted to and approved by the City of Cockburn, upon submission of a Development Application.











The Acoustic Report shall be prepared by a suitably qualified and recognised acoustic consultant and demonstrate the design and location of plant and other sources of noise within the development will not exceed the assigned noise levels set out in the *Environmental Protection (Noise) Regulations 1997 (as amended)*.



- b) A Noise Management Plan is to be prepared and submitted with a Development Application. The Noise Management Plan is to include the operational recommendations from the Lloyd George Acoustics Environmental Noise Assessment Report (Reference 20075601-01E, dated 24 May 2022), enclosed at Part Three, Appendix 8 of this Structure Plan.
- c) A Landscape and Signage Strategy shall be submitted to and approved by the City of Cockburn, upon submission of a development application.
- d) An External Lighting Plan shall be submitted with a development application.
- e) A Bushfire Management Plan shall be submitted with a development application.
- f) A Delivery Management Plan shall be submitted with a development application.
- g) A Waste Management Plan shall be submitted with a development application.
- h) A Parking Demand Assessment shall be submitted with a development application.
- i) Construction Drawings for the proposed Wattleup Road upgrades (between Hammond Road and Frankland Avenue) informed by a Road Safety Audit, shall be submitted with a development application.
- j) Updated cross-sections detailing the proposed interface between the site and existing housing to the west and east, shall be submitted with a development application.

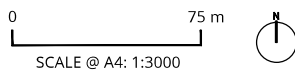


**LEGEND**

-  LOCAL STRUCTURE PLAN BOUNDARY
-  SUBJECT TO AMENDMENT REQUEST
-  PUBLIC OPEN SPACE
-  LOCAL CENTRE
-  RESIDENTIAL - R30
-  RESIDENTIAL - R40
-  RESIDENTIAL - R50
-  RESIDENTIAL - R60
-  RESIDENTIAL - R80
-  SHARED USE PATH



8328\_FIG23A\_20220422 Hammond Park (Plan 1) - N:\TOWN PLANNING\8000-8999\8328\DRAWING\VA-CAD - JK - 2023.05.03







# PART TWO

EXPLANATORY SECTION



**ROWE**  
GROUP  
DESIGN

# 1. INTRODUCTION AND PURPOSE

This Structure Plan comprises an amendment to the existing approved Structure Plan for Parent Lots 114, 123-126 Wattleup Road, Hammond Park.

The original Structure Plan was prepared by RPS Australia Pty Ltd on behalf of Hammond Park Estates Pty Ltd, and approved in July 2014. The Structure Plan was subsequently amended in July 2015 and April 2018 by Rowe Group on behalf of Aigle Royal Developments, to modify the residential layout over Parent Lots 124 and 125 (now known as Lots 9053, 9043 and 305).

The purpose of this Structure Plan amendment is to increase the area of land zoned 'Local Centre' within Lots 9053, 9043 and 305 from approximately 1158m<sup>2</sup> to approximately 2.77 hectares. The balance of the Structure Plan will remain generally as approved, majority of which has already been developed. Therefore, for the purposes of the 'Part Two – Explanatory Section' of the Structure Plan, this report (from herein) will primarily focus on the portion of the Structure Plan subject to modification (herein referred to as the subject site), as defined on Plan 1.

This Structure Plan will provide a general planning framework to guide the future subdivision and development of the land in an integrated and cohesive manner.

This Structure Plan will supersede the existing approved Structure Plan (dated April 2018).

Refer **Attachment One** – Existing Approved Local Structure Plan, and **Plan 1** – Proposed Local Structure Plan.

## 1.1 PROJECT TEAM

The following multi-disciplinary project team has been engaged by the proponent to progress the preparation of the Structure Plan:

DISCIPLINE	CONSULTANT
Project Manager / Developer	Aigle Royal Group
Acoustic	Lloyd George Acoustics
Architect	Hames Sharley
Bushfire	Strategen JBS&G
Civil Engineering	Ochre West Consulting Engineers
Hydrology	Hyd20
Town Planning and Design	Rowe Group
Traffic	Shawmac

**Table 1: Project Team**

Aigle Royal and Rowe Group are the primary points of contact for all matters relating to this Structure Plan.



## 1.2 PRE-LODGEMENT CONSULTATION

The indicative concept plan for the proposed commercial centre, the subject of this Structure Plan amendment request, has been the subject of ongoing liaison with the City of Cockburn planning team. The plan has been reviewed with the City to address matters relating to main street development principles along Whadjuk Drive, interface treatments with adjoining residential development, and internal land use layout.

## 1.3 OTHER APPROVALS AND DECISIONS

A number of subdivision and development approvals have previously been issued for the site, generally in accordance with the existing approved Structure Plan, with a majority of the residential development on site already complete, as well as some of the 'Local Centre' land uses, including a medical centre, cafe and child care facility.

The proposed modifications to the Structure Plan will not have any impact on the existing approved residential layout north of Whadjuk Drive, nor will it require any modification to the existing road and lot layout to the west of Lots 9053 and 305. All modifications to the proposed Structure Plan are internal to the future development of that land, being the portion of Lots 9053, 9043 and 305 south of Whadjuk Drive.

There is an existing Local Development Plan approved for the site in accordance with the existing Structure Plan layout. This will need to be updated, or otherwise a new Local Development Plan prepared, to reflect the amended layout and proposed centre development.

## 2. LAND DESCRIPTION

### 2.1.1 LOCATION

The subject site is located within the municipality of the City of Cockburn and within the locality of Hammond Park. The subject site is located approximately 24 kilometres south of the Perth central area, and approximately 15 kilometres north of the Rockingham City Centre.

The Structure Plan is bound by Wattleup Road to the south, Hammond Road to the west and Frankland Avenue to the north. The site is situated within an established residential area.

The land subject to this Structure Plan amendment request comprises Lots 9053, 9043 and 305 south of Whadjuk Drive.

Refer **Figure 1** – Regional Location and **Figure 2** – Local Location.

### 2.1.2 AREA AND LAND USE

The Structure Plan comprises a total area of approximately 14.7 hectares, of which approximately 2.77 hectares is subject to this amendment.

The land subject to amendment has been cleared and earth-worked, and is currently vacant.

The majority of the balance of the Structure Plan area already been developed for residential purposes, or has otherwise been readied for development, with the exception of Lot 114 (now Lot



97). There are also some 'Local Centre' uses existing within the Structure Plan area, including a childcare centre and a medical centre.

Refer **Figure 3** – Site Plan.

### 2.1.3 LEGAL DESCRIPTION

The original Structure Plan area comprised four (4) parent lots, being legally described as follows:

LOT NUMBER / ADDRESS	DEPOSITED PLAN	VOLUME / FOLIO	APPROX. AREA
Lot 114 Wattleup Road, Hammond Park*	8384	2 / 246A	4.05 ha (2.34 ha)*
Lot 123 Wattleup Road, Hammond Park	33460	12 / 329A	4.13 ha
Lot 124 Wattleup Road, Hammond Park	33460	1768 / 99	4.13 ha
Lot 125 Wattleup Road, Hammond Park	33460	1766 / 542	4.13 ha

**Table 2A: Lot Details.**

\*Lot 114 comprises land reserved for the future Hammond Road extension, which sits outside the Structure Plan boundary. Approximately 2.34 hectares of Lot 114 is within the Structure Plan boundary.

Since approval of the original Structure Plan, the land has been further subdivided with Balance Lots 124 and 125 (now known as Lots 9052, 9042, 305) and Lot 114 (now Lot 97) remaining to be developed. The land yet to be subdivided/ developed comprises approximately 2.77 hectares.

The land subject to this Structure Plan Amendment Request comprises Lots 9053, 9043 and 305. Lot 114 (now Lot 97) remains unchanged from the existing Structure Plan.

The amendment area is legally described as follows:

LOT NUMBER / ADDRESS	DEPOSITED PLAN	VOLUME / FOLIO	APPROX. AREA
Lot 9053 Wattleup Road	420134	4008 / 607	1.378 ha
Lot 9043 Wattleup Road,	420134	4008 / 606	1.649 ha
Lot 305 (No. 111) Whadjuk Drive	414275	2981 / 875	0.115 ha

**Table 2B: Lot Details.**

Refer **Attachment Two** – Current Certificates of Title (Lots 9053, 9043 and 305).





8328\_FIG14B\_20220422 Hammond Park (Regional Location) N:\TOWN PLANNING\8000-8399\8328\08A\TOWN PLAN\VR - 2022.04.22

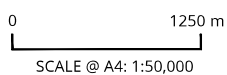


FIGURE 1  
REGIONAL LOCATION



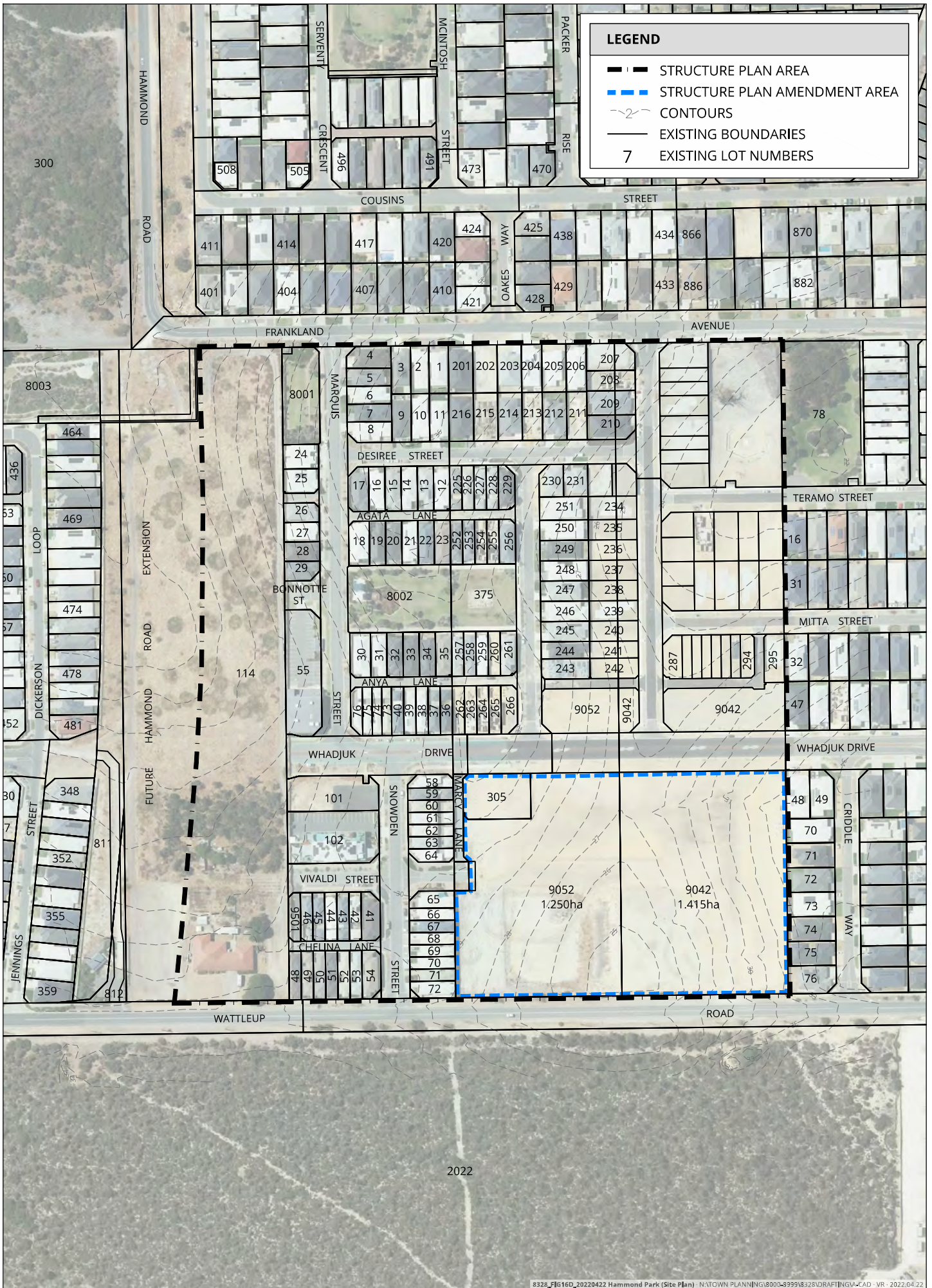


0 375 m  
SCALE @ A4: 1:15,000



**FIGURE 2**  
**LOCAL CONTEXT**





0 75 m  
SCALE @ A4: 1:3000



FIGURE 3  
SITE PLAN

## 3. PLANNING FRAMEWORK

### 3.1 ZONING AND RESERVATIONS

#### 3.1.1 METROPOLITAN REGION SCHEME

The subject site and surrounds are zoned 'Urban' under the provisions of the Metropolitan Region Scheme ('MRS').

Land to the immediate west of the Structure Plan area, comprising Part Lot 114 (now Lot 97), is reserved for 'Other Regional Roads' under the MRS, being for the future extension of Hammond Road.

Bush Forever Site 392 (Parks and Recreation Reserve) is situated to the north west of the Structure Plan area. This is connected to the south via a narrow strip of 'Parks and Recreation' zoned land running parallel to the Hammond Road reservation.

Refer **Figure 4** – Metropolitan Region Scheme Zoning.

#### 3.1.2 CITY OF COCKBURN LOCAL PLANNING SCHEME NO. 3

The Structure Plan area is zoned 'Development' under the City of Cockburn Town Planning Scheme No. 3 ('TPS 3'), and is included within Development Area 26 ('DA 26'). The Structure Plan area is also subject Development Contribution Plans 9 and 13 ('DCA 9' and 'DCA 13').

The Scheme provisions applicable to DA 26 indicate the Structure Plan area is identified for future residential development. Within DA 26, subdivision and development is to be in accordance with a Structure Plan adopted pursuant to Section 6.2 of TPS 3. This Structure Plan therefore satisfies that requirement.

DCAs 9 and 13 are the subject of Development Contribution Plans ('DCP') contained within Schedule 12 of TPS 3, which are to be read in conjunction with this Structure Plan. The DCPs require landowners within DCAs 9 and 13 to contribute financially towards the provision of key infrastructure upon further subdivision and development of their land. Each landowner is required to make a cost contribution payment (typically as a condition of subdivision approval) based on the number of lots/dwellings they develop in accordance with the contribution rate set by the DCP.

DCA 9 relates to a proportional contribution to the cost of widening and upgrading Hammond Road between Gaebler and Rowley Roads, together with a proportional contribution to the cost of regional drainage infrastructure.

DCA 13 relates to community infrastructure.

Refer **Figure 5** – City of Cockburn Town Planning Scheme No. 3 Zoning.





## 3.2 REGIONAL AND SUB-REGIONAL STRUCTURE PLANS

### 3.2.1 PERTH AND PEEL @ 3.5 MILLION AND SOUTH METROPOLITAN PEEL SUB-REGIONAL PLANNING FRAMEWORK

*Perth and Peel @ 3.5 Million* seeks to meet the targets identified under *Directions 2031 and Beyond* ('Directions 2031') and the *State Planning Strategy 2050*. The suite of documents also includes four sub-regional planning frameworks for the Central, North-West, North-East and South Metropolitan Peel sub-regions. The four sub-regional planning frameworks detail where future homes and employment should be located, and where important environmental assets should be avoided and protected.

The subject site is located within the *South Metropolitan Peel Sub-Regional Planning Framework* (the Framework). The Framework represents a whole of State Government approach to managing the future urban form within the sub-region and identifies sufficient land to meet the increased demand for residential dwellings. Within the Framework, the City is expected to require an additional 30,120 dwellings by 2050.

Both *Perth and Peel @ 3.5 Million* and the *South Metropolitan Peel Sub-Regional Framework* identify the subject site as 'Urban', consistent with the zoning of the site under the MRS.

### 3.2.2 SOUTHERN SUBURBS DISTRICT STRUCTURE PLAN (STAGE 3)

The City of Cockburn *Southern Suburbs District Structure Plan* ("SSDSP") provides a framework for subdivision and development in Success, Hammond Park, Atwell and Aubin Grove. The SSDSP is now in stage 3, which is the remaining area of development and comprises the area of Hammond Park west of the Freeway and south of Gaebler Road.

The SSDSP nominates the majority of the subject structure plan area for residential development, with accompanying public open space areas. These areas have now largely been developed in accordance with the district structure plan.

As a guide, a future neighbourhood centre is also proposed south of Whadjuk Drive near the future intersection with Hammond Rd. In relation to this centre, the SSDSP states:

*Neighbourhood Centre will include a supermarket, caf  s and small specialty shops. The total retail/commercial floorspace is likely to be in the order of 5000 square metres. The centre will also provide opportunities for other (non-retail) small businesses and local employment, consistent with the aims of SPP 4.2.*

*The design and function of the proposed Neighbourhood Centre will be based on 'main street' principles and relevant provisions of Liveable Neighbourhoods. Any associated LSP must adequately demonstrate through concept plans and/or detailed area plans the manner in which the centre addresses these requirements and the concept plan for the centre as shown within Figure 11 – Neighbourhood Centre Concept Plan.*

The neighbourhood centre, anchored by a supermarket, is a key component of the SSDSP, critical to meeting the commercial and retail needs of current and future residents. Further, provision of the centre is critical to the urban design philosophy of the SSDSP, which is based on 'new urbanist' principles of walkable catchments focussed on neighbourhood centres, such as that proposed.



Since adoption of the SSDSP, the suitability of the location at Whadjuk Drive and Hammond Road has been 'eroded' by the intrusion of residential land uses (subdivision) and the fragmentation of the area (further) into smaller commercial lots of insufficient size to support a contemporary neighbourhood centre. There is now an opportunity to provide a neighbourhood centre on the subject land which is in close proximity to the original centre location identified in the SSDSP. The proposal will comply with the SSDSP in the following ways:

- a) Provide a master planned neighbourhood centre based on 'main street' principles addressing Whadjuk Drive;
- b) Related to a), the proposal will reinforce the primacy of this portion of Whadjuk Rd as a 'main street' as originally intended by the SSDSP;
- c) The centre will complement the commercial uses already developed west of the centre to the future Hammond Rd extension;
- d) The location is very close to that originally anticipated by the SSDSP for a neighbourhood centre. On this basis, the proposed location is optimum in terms of accessibility for current and future residents. The location will also reinforce the urban framework proposed and now established by the SSDSP.

The proposed structure plan amendment is therefore considered to be consistent with the principles of the SSDSP.

Refer **Figure 6** – Southern Suburbs District Structure Plan, Stage 3 (extract).

### 3.3 CITY OF COCKBURN LOCAL COMMERCIAL AND ACTIVITY CENTRES STRATEGY (2012)

The City of Cockburn *Local Commercial and Activity Centres Strategy (2012)* ('LCACS') is an important planning document for implementing the new direction for the planning of activity centres in Perth and Peel, as set out in *Directions 2031* and *State Planning Policy No. 4.2 – Activity Centres for Perth and Peel*.

The LCACS takes the following approach to the planning of activity centres:

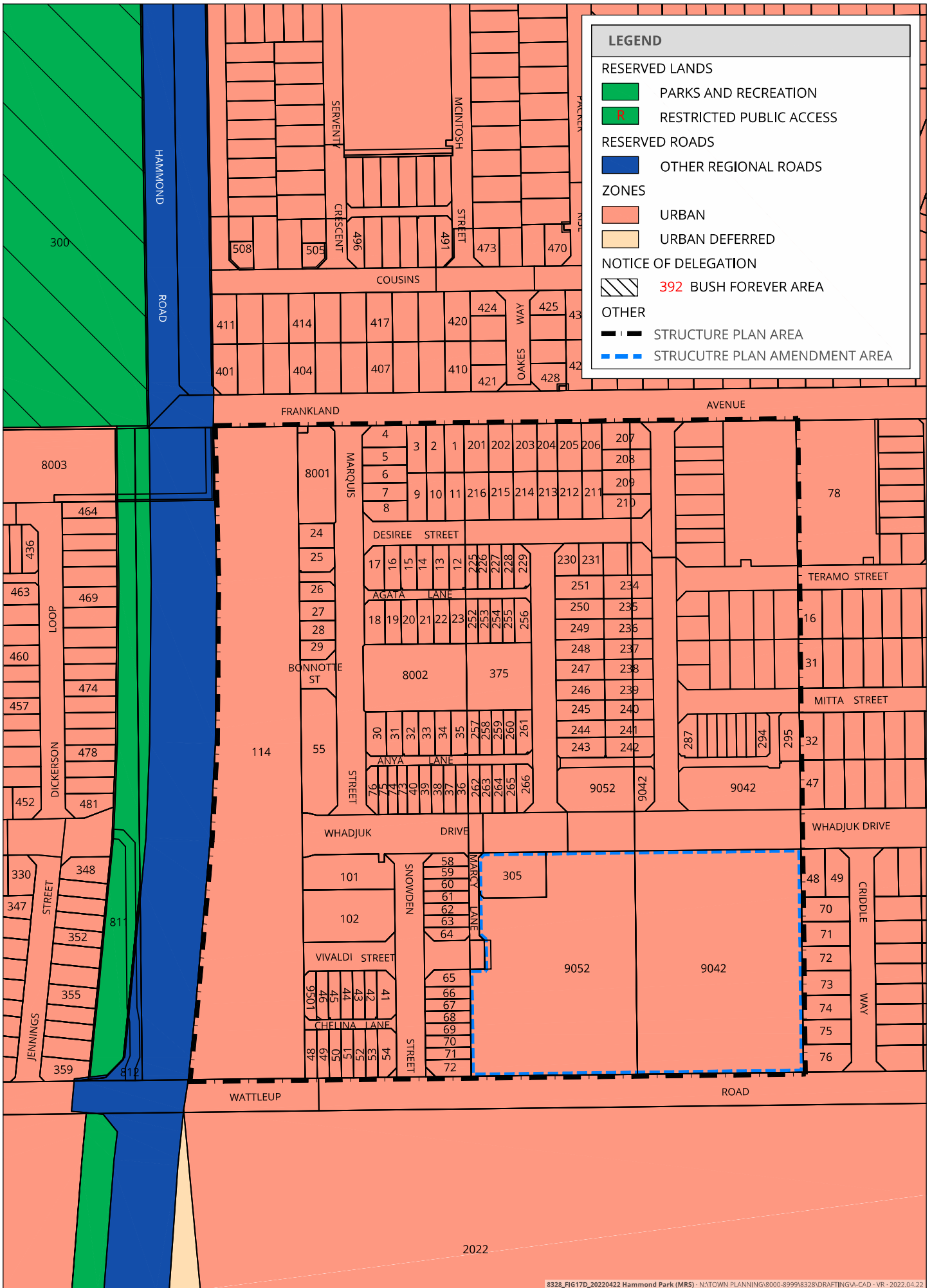
- ▲ the activity centre network incorporating commercial, industrial and specialised centres;
- ▲ a shift towards evidence and performance based planning;
- ▲ the avoidance of floorspace caps or triggers to control the planning and development of activity centres;
- ▲ centre planning is to be focused on the centre's user rather than subjective population catchments; and
- ▲ a focus on delivery of quality employment options.

The LCACS's activity centre hierarchy provides a strategic planning framework to guide the long-term planning and development of the City's activity centres. The LCACS nominates a local centre generally within the Structure Plan area. The centre is identified as the 'Hammond Park Local Centre'.



The LCACS is currently being reviewed by the City of Cockburn. In relation to the subject land, the LCACS needs to be updated to identify provision of a neighbourhood centre (as opposed to a local centre) within the subject structure plan area as required by the SSDSP. This proposal will assist in defining the extent of the future neighbourhood centre to meet current demand for retail services. Once complete, this amendment can inform finalisation of the LCACS.





**LEGEND**

**RESERVED LANDS**

- PARKS AND RECREATION
- RESTRICTED PUBLIC ACCESS

**RESERVED ROADS**

- OTHER REGIONAL ROADS

**ZONES**

- URBAN
- URBAN DEFERRED

**NOTICE OF DELEGATION**

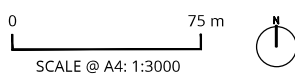
- 392 BUSH FOREVER AREA

**OTHER**

- STRUCTURE PLAN AREA
- STRUCTURE PLAN AMENDMENT AREA

2022

8328\_FIG17D\_20220422 Hammond Park (MRS) - N:\TOWN PLANNING\8000-8599\8328\DRAWING\CA-D - VR - 2022.04.22



**FIGURE 4**  
**METROPOLITAN REGION SCHEME ZONING**

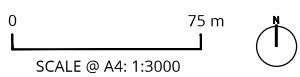
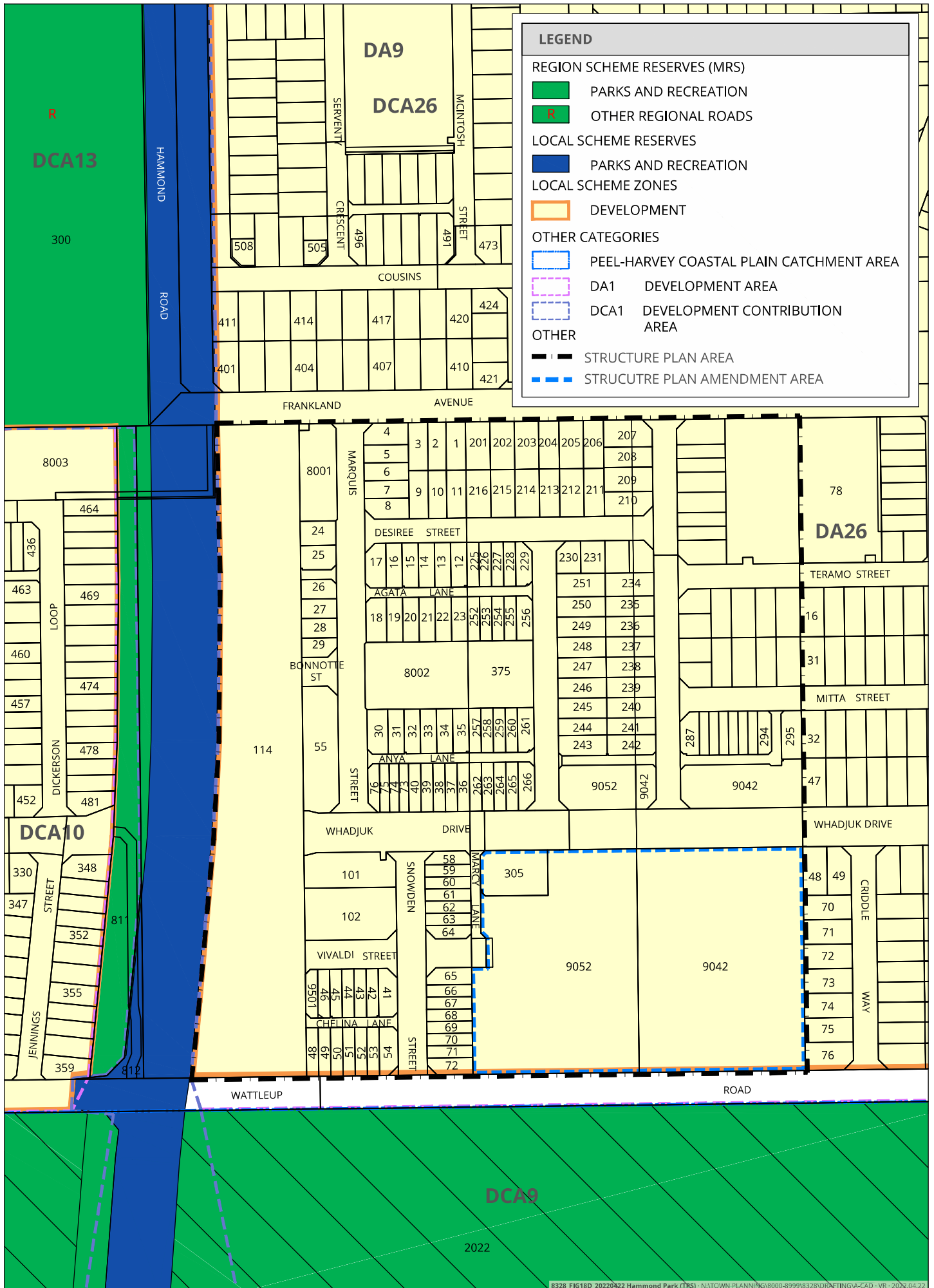


FIGURE 5  
CITY OF COCKBURN TOWN PLANNING SCHEME NO. 3 ZONING

8328\_FIG18D\_20220422 Hammond Park (TRS) - N:\TOWN PLANNING\8000-8599\8328\DRAWING\CAD - VR - 2022\_04\_22



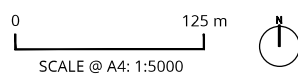
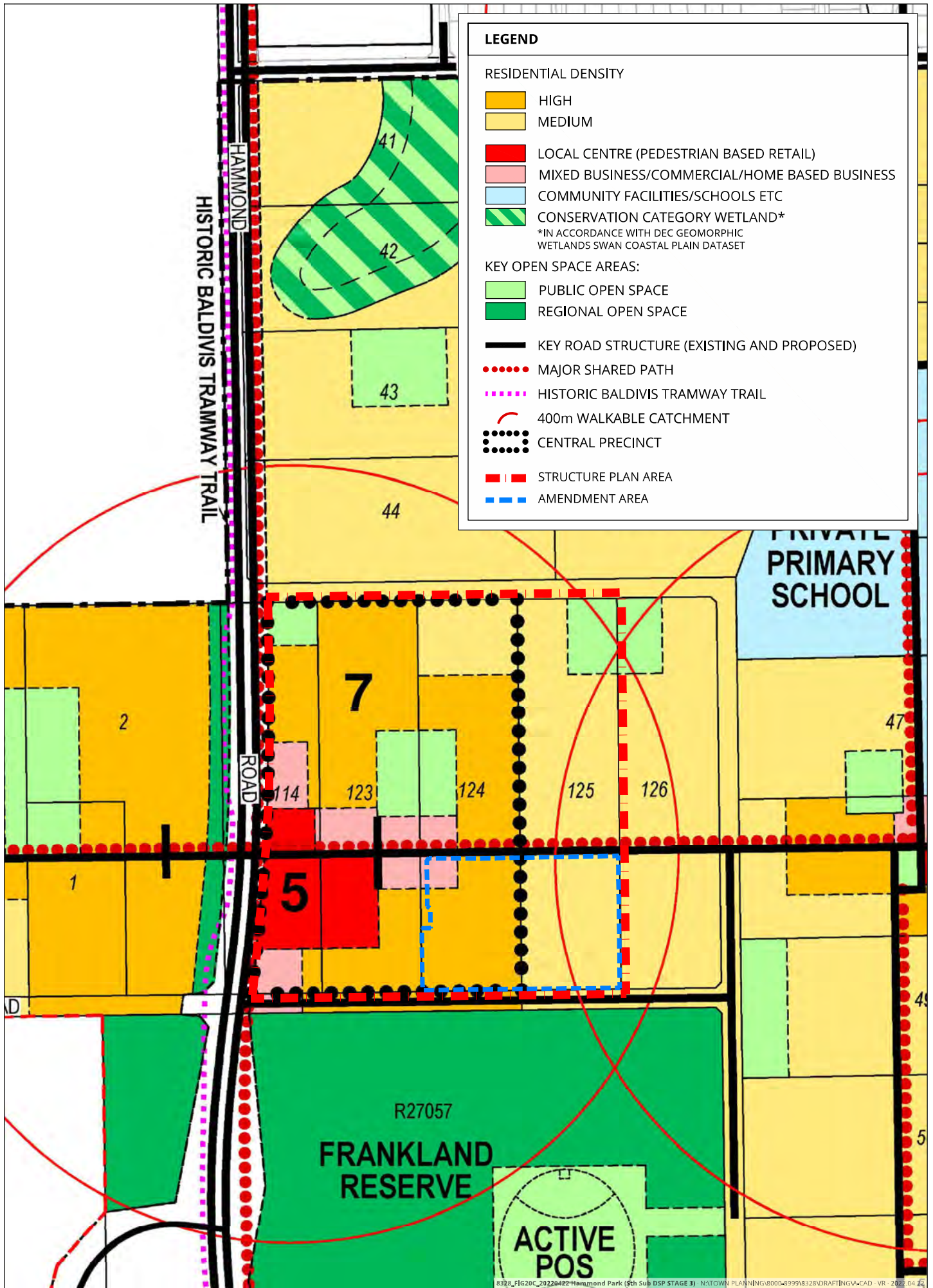


FIGURE 6  
SOUTHERN SUBURBS DISTRICT STRUCTURE PLAN (STAGE 3)

## 3.4 PLANNING POLICIES

### 3.4.1 LIVEABLE NEIGHBOURHOODS

*Liveable Neighbourhoods* represents the WAPC's primary policy to guide the design and assessment of residential structure plans and subdivision. The underlying objective of *Liveable Neighbourhoods* is to create safe, sustainable and attractive neighbourhoods with a strong site-responsive identity that reduce dependency on private vehicles, and which are more energy and land efficient. As such, *Liveable Neighbourhoods* seeks to promote an urban structure based on walkable, mixed-use neighbourhoods with interconnected street patterns. It functions by consolidating key policy aspects into a single 'integrated planning and assessment policy' to provide for a performance-based approach to planning assessment. These aspects include:

- ▲ Community;
- ▲ Movement;
- ▲ Lot Layout;
- ▲ Urban Water Management;
- ▲ Public Open Space; and
- ▲ Schools.

*Liveable Neighbourhoods* identifies a series of objectives and requirements for structure plans that, when met, demonstrate compliance with the overall outcomes sought by *Liveable Neighbourhoods*. These objectives and requirements relate to items such as road layout, relationship of housing to open space, activity centres and schools, school location/distribution, public open space layout and location, housing densities and urban drainage considerations.

This Structure Plan has been prepared to satisfy the various objectives and requirements of *Liveable Neighbourhoods*, to ensure that more detailed proposals at subdivision stage are also capable of satisfying the relevant criteria.

### 3.4.2 STATE PLANNING POLICY 3 – URBAN GROWTH AND SETTLEMENT

*State Planning Policy 3 - Urban Growth and Settlement* ('SPP 3') sets out the principles and considerations which apply to planning for urban growth and settlement in WA. SPP 3 recognises that:

*The orderly planning of urban growth and settlement should be facilitated by structure plans, which should take into account the strategic and physical context of the locality, provide for the development of safe, convenient and attractive neighbourhoods which meet the diverse needs of the community, and facilitate logical and timely provision of infrastructure and services. Structure plans may consist of a hierarchy of plans ranging from broad district structure plans to more detailed plans for neighbourhoods and precincts.*

*Proposals for future urban growth will be determined having regard to*



- *the State Planning Strategy, relevant statements of planning policy and regional and subregional strategies in the State Planning Framework;*
- *population projections provided by the Department for Planning and Infrastructure;*
- *land release plans published by the Commission; and*
- *local planning strategies prepared by local government and endorsed by the Commission.*

The proposed Local Structure Plan is consistent with the abovementioned objectives for future urban growth. Consideration of the strategic and physical context of the subject site is discussed further within this document and more detailed design provisions are to be addressed and considered at subdivision and/or development application stage.

### 3.4.3 STATE PLANNING POLICY 3.7 – PLANNING IN BUSHFIRE PRONE AREAS

*State Planning Policy 3.7 – Planning in Bushfire Prone Areas* ('SPP 3.7') seeks 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. The subject site is identified by the Department of Fire and Emergency Services ('DFES') Map of Bush Fire Prone Areas as being 'bushfire prone', with the mapped bushfire risk coming from the adjacent areas of remnant vegetation, particularly from south of Wattleup Road.

Due to the subject site being identified as 'bushfire prone', the principles and objectives of SPP 3.7 need to be considered as part of the structure planning process. A Bushfire Management Plan ('BMP') has therefore been prepared in support of the proposed Structure Plan.

Refer **Appendix 3** – Bushfire Management Plan.

### 3.4.4 STATE PLANNING POLICY 4.2 – ACTIVITY CENTRES FOR PERTH AND PEEL

The main purpose of *State Planning Policy 4.2 – Activity Centres for Perth and Peel* ('SPP 4.2') is 'to specify broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel'.

In the context of SPP 4.2, the Structure Plan provides for uses associated with a Neighbourhood Centre development, with a medium to high density walkable residential catchment, consistent with the SSDSP. Consideration has been given to the objectives of SPP 4.2 and are reflected in the findings of the Hammond Park Shopping Centre Retail Impact assessment, provided in **Appendix 4**.

The Retail Impact Assessment demonstrates the development of a supermarket-anchored centre is consistent with the land use and floor space envisaged within the Southern Suburbs District Structure Plan. The proposed centre will deliver a significant range of direct and demonstrable benefits for the community whilst maintaining a sustainable existing and planned activity centre hierarchy in accordance with SPP 4.2.





The retail assessment was also peer reviewed by the City of Cockburn and found to be in accordance with SPP 4.2.

### 3.4.5 LOCAL PLANNING POLICIES

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



## 4. SITE CONDITIONS AND CONSTRAINTS

### 4.1 BIODIVERSITY AND NATURAL AREA ASSETS

The following environmental investigations were undertaken as part of the preparation of the original Structure Plan:

- ▲ Environmental Summary Report for Lot 123;
- ▲ EPBC Act referral to support clearing of vegetation on Lot 123;
- ▲ Flora and vegetation surveys for Lots 124 and 125; and
- ▲ Graceful Sun Moth (GSM) survey and habitat assessment for Lots 124 and 125.

Given the Structure Plan area has predominantly been developed or otherwise cleared for development, no further environmental reporting has been undertaken in support of the proposed Structure Plan amendment. All environmental matters are considered to have been resolved as part of the previous Structure Plan and subsequent development and / or subdivision approvals. Site specific geotechnical reporting, water management plans and the like, will be undertaken as part of any future subdivision and/or development applications for the site, where relevant.

### 4.2 LANDFORM AND SOILS

#### 4.2.1 TOPOGRAPHY

The site generally grades from the north west of Lot 9053 with a maximum surface level of approximately RL 35.7m AHD at the Frankland Road boundary, to the east and south to a low elevation of 23.0m AHD near Wattleup Road and the north eastern corner of Lot 9043.

#### 4.2.2 SOILS

Soils at the subject site are typically characterised as Bassendean Sands (S8/Qpb), which typically have a grey sandy profile, with yellow subsoil present at depths of a few metres beneath the higher dunes. An iron-enriched hardpan is often present at a few metres depth in lower areas.

Previous geotechnical reporting undertaken for the site indicate the following soil profile for the site:

DEPTH RANGE (M)	LITHOLOGICAL DESCRIPTION
0.1 - 0.15	<b>TOP SOIL</b> , grey-brown, sandy topsoil with some silt and rootlets to a depth of between 0.10 m and 0.15 m at all test locations except TP19 and TP20 which were undertaken in the stockpile.
0.15 - 2.0	<b>SAND</b> , loose to medium dense, grey, grey-brown, yellow-brown and orange-brown, fine to medium grained, sand with a trace of silt, underlying the topsoil to termination depths at all test locations except TP16. Loose sand was observed to depths of between 0.45 m and 0.75 m at most test locations and to 1.35 m at TP18
2.0 -	<b>SAND (Coffee Rock)</b> - dark brown, fine to medium grained, sand with some silt, interpreted as being a very weakly cemented coffee rock layer was encountered



DEPTH RANGE (M)	LITHOLOGICAL DESCRIPTION
	from 2.0 m (RL 20.8) in TP16. This material was readily excavatable using a 5 tonne excavator.

**Table 3: Soil Profile**

Soils and ground conditions are considered suitable and should not impose any significant geotechnical constraints to the proposed development.

#### 4.2.3 ACID SULPHATE SOILS

The Department of Water and Environmental Regulation ('DWER') Acid Sulphate Soils ('ASS') Mapping identifies the site as having a 'moderate to low' risk of ASS occurring within 3 metres of the natural soil surface. It is therefore anticipated that development of the site can be undertaken with minimal adverse future risk of ASS occurring.

Notwithstanding, any management measures required to address any potential risk from ASS will be further explored prior to subdivision and development, and will be subject to more detailed engineering and environmental advice at that time.

#### 4.2.4 CONTAMINATION

A search of the DWER Contaminated Sites Database does not identify the subject site or immediate surrounds as being a known or suspected contaminated site.

### 4.3 GROUNDWATER AND SURFACE WATER

#### 4.3.1 GROUNDWATER

The Structure Plan forms part of the *Russell Road Arterial Drainage Scheme*, which was commissioned by the City of Cockburn to provide guidelines for the development levels across the locality, and for subsequent drainage strategies to ensure groundwater levels in the general area were controlled using drainage basins set at defined levels. A basin was proposed and has been constructed on Gaebler Road, which controls the rise of the groundwater levels in this area. (Russell Road Arterial Drainage Scheme, David Wills and Associates, 2002).

Groundwater is present across the Structure Plan area at an elevation of between 19.5 metres AHD to 21 metres AHD, and flows generally towards the south-west. A Department of Water superficial monitoring bore (Bore 3409) is located north of the site on Frankland Avenue. Groundwater records for this bore indicate an average annual fluctuation in groundwater level of approximately one metre.

No additional groundwater bores or monitoring have been undertaken for the site.

#### 4.3.2 SURFACE WATER

There are no natural surface water bodies within or affecting the subject site.

The site comprises sand with good soakage characteristics, being free-draining with an infiltration rate up to 43 metres per day. The site has been considered as a single catchment, with surface grading of 1% to 8% to the south east.



#### 4.3.2.1 WETLANDS

There are no conservation category wetlands mapped within or in immediate proximity of the subject site. The closest mapped wetland is Banganup Lake, approximately 2.5 kilometres north west of the site.

### 4.4 BUSHFIRE HAZARD

In accordance with the Department of Fire and Emergency Services (DFES) mapping, the subject site is identified as being bushfire prone. Therefore, as required by *State Planning Policy 3.7* and the associated *Guidelines for Planning in Bushfire Prone Areas*, a Bushfire Management Plan (BMP) has been prepared in support of the Structure Plan amendment.

The bushfire hazard impacting the subject site is primarily occurring from 'Frankland Reserve' on the southern side of Wattleup Road, and from within the Structure Plan area on the undeveloped Lot 114 (now Lot 97). The hazard existing Lot 114 (now Lot 97) is considered a temporary hazard.

The BMP considers the bushfire hazards abutting the site and the associated bushfire risk. As demonstrated in the BMP, the risk to property and persons from bushfire is readily manageable through standard management responses. Upon implementation of the proposed management measures, the site will be able to be developed with a manageable level of bushfire risk while maintaining full compliance with the relevant bushfire controls.

Refer to **Appendix 3** – Bushfire Management Plan.

### 4.5 HERITAGE

#### 4.5.1 ABORIGINAL HERITAGE

A search of the Department of Planning, Lands and Heritage Aboriginal Heritage Inquiry System identified no registered sites within the Structure Plan area or immediate surrounds.

#### 4.5.2 EUROPEAN HERITAGE

A search of the Western Australian Register of Heritage Places identified no sites of State heritage significance within the subject site or immediate surrounds.

A search of the City of Cockburn's Municipal Heritage Inventory identified no sites of local historic significance within the subject site or immediate surrounds.



## 5. LAND USE AND SUBDIVISION REQUIREMENTS

### 5.1 LAND USE

The Structure Plan sets out land use, residential densities, public open space, public and private transport provision, environmental considerations, hydrological and servicing requirements.

The Structure Plan comprises residential development with density codes ranging from R30 to R80. The Structure Plan also comprises areas of public open space and land zoned for the 'Local Centre' uses. The proposed Structure Plan amendment seeks to increase the area of land zoned for 'Local Centre'.

The following describes the design response underpinning the Structure Plan, primarily for that land comprising the proposed Structure Plan amendment, and addresses the relevant elements of Liveable Neighbourhoods. Please also refer to the Land Use Summary Table provided within the Executive Summary on Page IV of this report.

Refer **Plan 1: Local Structure Plan (as amended)**.

### 5.2 PUBLIC OPEN SPACE

The Structure Plan area (as amended) provides for approximately 1.28 hectares of public open space across three parks, equating to approximately 12.15% of the gross subdivisible area (of which 10.02% is credited under Liveable Neighbourhoods, with the balance deducted as dedicated drainage). The public open space is generally broken down as follows:

- ▲ Unrestricted Open Space – 0.96 ha (9.10% of GSA)
- ▲ Restricted Open Space (drainage areas above 5 year ARI) – 0.1 ha (0.92% of GSA)
- ▲ Dedicated Drainage (1 year ARI area) – 0.22 ha

The public open space areas have been delivered as part of the previous subdivision of the land, in accordance with the existing approved Structure Plan, with the exception of part of the public open space yet to be delivered in the north western corner of the site on Lot 114 (now Lot 97). This will be delivered upon the future subdivision and development of that Lot.

The current approved Structure Plan identifies an area of public open space in the southern portion of Lots 9053 and 9043, south of Whadjuk Drive, within the Structure Plan amendment area. However, given the proposed increase in 'Local Centre' zoned land, the public open space requirement for the site has been reduced. The proposed Structure Plan is therefore reflective of this, seeking to remove the area of open space south of Whadjuk Drive. Despite the removal of this area of public open space, the Structure Plan still provides in excess of the minimum open space requirements specified under Liveable Neighbourhoods.

Refer **Figure 7** – Public Open Space Plan, and the below Public Open Space Schedule.



**Table 4: Public Open Space Schedule**

<b>PUBLIC OPEN SPACE SCHEDULE</b>			
Site Area			14.73 ha
<b>Deductions</b>			
1:1 year ARI Drainage	0.22 ha		
Local Centre Zone (excl. existing residential)	3.98 ha		
Total		4.21 ha	
<b>Gross Subdivisible Area</b>			<b>10.52 ha</b>
POS @ 10%			1.05 ha
<b>Public Open Space Contribution</b>			
May Comprise:			
- Min. 80% unrestricted POS		0.84 ha	
- Min. 20% restricted POS		0.21 ha	
<b>Total Required POS</b>			<b>1.05 ha</b>
<b>POS Provision</b>	<b>1:1 Year ARI Drainage</b>	<b>Restricted POS Sites</b>	<b>Unrestricted POS Sites</b>
POS Area 1 – 4,473.29 m <sup>2</sup>	1,488.80 m <sup>2</sup>	319 m <sup>2</sup>	2,665.49 m <sup>2</sup>
POS Area 2 (Lot 8002) – 1,664.17 m <sup>2</sup>	192 m <sup>2</sup>	260 m <sup>2</sup>	1212.17 m <sup>2</sup>
POS Area 2 (Lot 375) – 2,638.25 m <sup>2</sup>	259.19 m <sup>2</sup>	152 m <sup>2</sup>	2,227.06 m <sup>2</sup>
POS Area 3 – 4,010.15 m <sup>2</sup>	300 m <sup>2</sup>	236 m <sup>2</sup>	3,474.15 m <sup>2</sup>
<b>TOTAL (1.28 ha, 12.15%)</b>	<b>2,239.99 m<sup>2</sup></b>	<b>967 m<sup>2</sup></b>	<b>9,578.87 m<sup>2</sup></b>
	<b>0.22 ha</b>	<b>0.1 ha</b>	<b>0.96 ha</b>
Percentage of Gross Subdivisible Area		0.92%	9.10%

POS Schedule Notes:

- ▲ Drainage areas (1 yr ARI and 5 yr ARI) for Parent Lots 114 and 123 are based on the previously approved Structure Plan. Lots 9043 and 9053 areas based on current engineering design.
- ▲ Restricted Open Space credit based on 5 yr/ 20% drainage area less the 1yr / 15mm area. Therefore, Restricted Open Space actual land area equals Restricted open space credited area plus the 1yr / 15mm area.
- ▲ Of the Total 1.28 hectares (12.15%) public open space, only 1.06 hectares (10.02%) is credited as either unrestricted or restricted open space, by definition under Liveable Neighbourhoods. The balance area comprises dedicated drainage, so is deducted from the gross subdivisible area.
- ▲ Existing residential land within the Local Centre zone subdivided under WAPC Approvals 149580 and 149581 have contributed to public open space provision through cash in lieu payments.
- ▲ Where land zoned 'Local Centre' is subdivided for residential purposes, the City of Cockburn may recommend to the WAPC that a cash in lieu contribution towards the provision of public open space is imposed as a condition of approval.





8328\_FIG21C\_20220607 Hammond Park (Public Open Space) - N:\TOWN PLANNING\8000-8999\8328\DRAWING\GA-CAD - VR - 2022.06.07



0 75 m  
SCALE @ A4: 1:3000



FIGURE 7  
PUBLIC OPEN SPACE PLAN

## 5.3 RESIDENTIAL

The Structure Plan allocates residential density codes across the site, ranging from R30 to R80, providing for a diversity in housing choices and levels of affordability. Density has been dispersed in a site responsive manner, with higher densities allocated adjacent to areas of higher amenity and access, including surrounding the neighbourhood centre and within close proximity to areas of public open space. Majority of the Structure Plan area provides for standard residential and terrace lot product, however also provides for higher density built form outcomes adjacent to the Neighbourhood Centre.

The density allocations and residential lot layout is generally consistent with the existing approved Structure Plan, with majority of the residential product already delivered across the site.

Based on the existing and approved lot layout for the site, the Structure Plan is anticipated to yield approximately 211 dwellings, achieving an overall density of approximately 35.7 dwellings per residential site hectare and 14.3 dwellings per gross urban hectare. These densities are consistent with the targets set out under both Liveable Neighbourhoods and the Planning Frameworks.

INDICATOR	CALCULATION
Gross LSP area (all 'Urban' zoned land)	14.73 ha
Net LSP area identified for 'Residential' purposes	5.91 ha
Total estimated dwellings (excluding 'Local Centre')	211 dwellings
Estimated Gross Residential Density (Dwellings per Gross LSP area)	14.3 dwellings per gross ha
Estimated Net Residential Density (Dwellings per Net Residential area)	35.7 dwellings per site ha
Estimated population (at an average of 2.8 people per household).	590 people

**Table 5: Residential Density Calculations**

### 5.3.1 LOCAL DEVELOPMENT PLANS

To provide for appropriate and site responsive built form outcomes, a Local Development Plan is required, as a condition of subdivision approval, for any lots with one or more of the following attributes:

- ▲ Lots with rear-loaded (laneway) vehicular access;
- ▲ Lots abutting public open space;
- ▲ Lots abutting land zoned 'Local Centre';
- ▲ Grouped and/or multiple dwelling sites;
- ▲ Land zoned 'Local Centre'; and
- ▲ Lots that require quiet house design for noise attenuation through deemed-to-comply noise attenuation packages, and/or lots requiring specialist acoustic requirements, as identified in an approved Noise Management Plan.





Local Development Plans for residential lots are to address, as a minimum, the following:

- ▲ Built form outcomes, including setbacks, garage locations and private open space provision;
- ▲ Public open space and private lot/dwelling interface, ensuring adequate surveillance of public open space;
- ▲ Appropriate separation of public and private space;
- ▲ Orientation and design of homes to address solar orientation principles; and
- ▲ On-street and off-street parking provision.

For Local Centre lots, Local Developments Plans are to address the following:

- ▲ Vehicle access and parking;
- ▲ Pedestrian and cycle movement;
- ▲ Distribution and orientation of built form/land uses;
- ▲ Landscaping;
- ▲ Noise management;
- ▲ Streetscape interface and public realm; and
- ▲ Built form development standards.

It is anticipated that where a Local Development Plan(s) is required, in accordance with the abovementioned criteria, a condition of subdivision approval will be imposed by the WAPC requiring the preparation and approval of a Local Development Plan.

## 5.4 MOVEMENT NETWORKS

No changes are proposed to the existing approved movement network outside the proposed amendment area (ie. no modifications are proposed to the land north of Whadjuk Drive and west of the proposed Centre), primarily being the residential component of the site.

On that basis, no further traffic studies have been undertaken for the residential component of the site. A Traffic Impact Assessment has been undertaken for the proposed amendment area, being the proposed Neighbourhood Centre, included at **Appendix 5**.

The following provides a summary of the movement network for the proposed Centre.

### 5.4.1 EXISTING ROAD NETWORK

The Structure Plan area is bound by Frankland Avenue to the north, Wattleup Road to the south, and the future north-south alignment of Hammond Road to the west. The site is situated approximately 350 metres north of the future extension of Rowley Road.



### **HAMMOND ROAD (FUTURE EXTENSION)**

The future Hammond Road extension, running along the site's western boundary, will provide a sub-regional connection through the Hammond Park locality. Hammond Road is planned to be extended south of Russell Road along the existing Frankland Avenue alignment to the north of the site, and will continue south through to Rowley and Anketell Roads, providing a connection to the Kwinana Freeway.

### **WHADJUK DRIVE**

Whadjuk Drive will be the primary connector through the Structure Plan area, providing a connection between the future extension of Hammond Road to the west and Frankland Avenue to the east. Both Hammond Road and Frankland Avenue provide key north-south connections through the district, providing access to the Kwinana Freeway via Rowley Road.

The proposed Centre has frontage to Whadjuk Drive along its northern boundary. Whadjuk Drive, where adjoining the proposed Centre, has a reserve width of 24.4 metres, consistent with the Neighbourhood Connector A cross-section defined under Liveable Neighbourhoods.

### **WATTLEUP ROAD**

The existing Wattleup Road, running along the site's southern boundary, is expected to be downgraded (currently classified as a Regional Distributor road under the MRWA Functional Road Hierarchy) following the completion of Whadjuk Drive and the Hammond Road extension. Wattleup Road, where it adjoins the Structure Plan area, is therefore proposed to provide for local residential connections, and service and delivery access for the proposed Centre.

## **5.4.2 PROPOSED MOVEMENT NETWORK (NEIGHBOURHOOD CENTRE)**

### **5.4.2.1 ACCESS**

The primary vehicular access for the Centre is proposed to be from the Whadjuk Drive frontage along its northern boundary, via one crossover.

Wattleup Road, adjoining the site's southern boundary, is proposed to provide for local traffic circulation and access for service and delivery vehicles. There are two cross-overs anticipated to Wattleup Road.

No access to the Centre is proposed from Vivaldi Street or Marcy Lane.

### **5.4.2.2 TRAFFIC VOLUMES**

The proposed centre is anticipated to generate approximately 406 vehicle trips per day during the weekday PM peak period and 479 vehicle trips during the Saturday mid-day peak. This equates to an approximate additional 267 vehicle trips per day during the PM peak period and an additional 342 trips during the Saturday mid-day peak than what was contemplated under the existing approved Structure Plan.

The existing road network (planned and constructed) will have sufficient capacity to accommodate the proposed Centre.



### 5.4.2.3 CAR PARKING PROVISION

Concept planning undertaken for the proposed Centre anticipates a total parking provision of approximately 392 bays, comprising the following:

- ▲ 349 standard on-site bays;
- ▲ 6 supermarket 'click and collect' bays;
- ▲ 22 fast food drive through stacking spaces; and
- ▲ 15 street parking bays on the southern side of Whadjuk Drive, adjoining proposed the centre.

Based on the indicative Centre Concept, the following City of Cockburn Town Planning Scheme No. 3 (TPS 3) parking requirements are applicable:

LAND USE	TPS 3 REQUIREMENT	QUANTUM	TOTAL
Shop	1 bay per 12m <sup>2</sup> NLA for 0-5000m <sup>2</sup> NLA 1 bay per 14m <sup>2</sup> NLA for 5000-10000m <sup>2</sup> NLA 1 bay per 16m <sup>2</sup> NLA for over 10000m <sup>2</sup> NLA	6,450m <sup>2</sup>	461 bays
Fast Food Outlet	1 bay per 15m <sup>2</sup> GLA	500m <sup>2</sup>	33 bays
			<b>Total 494 bays</b>

**Table 6: Car Parking Requirements**

As noted above, the indicative concept provides for a total of 392 car parking bays whereas TPS 3, as a guide, suggests up to 494. Notwithstanding, it is noted TPS 3 was gazetted some 20 years ago. Since that time, on-site parking demand generated by such centres has changed in response to:

- a) Greater home delivery of convenience retail products;
- b) Possible greater patronage of public transport to access such centres;
- c) Centres incorporating a greater mix of uses therefore promoting reciprocity of on-site parking use; and
- d) Drive through click and collect facilities.

Overall, on-site parking demand has reduced for neighbourhood centres, such as that proposed. This is illustrated in neighbouring local government areas that have more contemporary planning requirements. For example, parking provision in the adjoining City of Melville requires only 1 bay per 20m<sup>2</sup> NLA, which is considered to be more appropriate based on the development of similar centres within the metropolitan area. Applying the City of Melville rates, the indicative concept would be required to provide approximately 347 bays, and would therefore be compliant. A review of other comparable local government area parking rates is also provided below:

LOCAL AUTHORITY	PARKING RATE	REQUIRED PROVISION (APPROX)
City of Melville	1 bay per 20m <sup>2</sup> NLA	347 bays (COMPLIANT)
City of Fremantle	1 bay per 18m <sup>2</sup> GLA	386 bays (Minor variation required – 7 bays)



LOCAL AUTHORITY	PARKING RATE	REQUIRED PROVISION (APPROX)
City of Gosnells	6 bays per 100m <sup>2</sup> net commercial floorspace	417 bays (Minor variation required – 24 bays)
City of Kwinana	1 bay per 20m <sup>2</sup> GFA. For shops over 3000m <sup>2</sup> GFA, as determined by Council.	347 bays (COMPLIANT)
City of Rockingham	6 bays per 100m <sup>2</sup> NLA	417 bays (Minor variation required – 24 bays)

**Table 7: Comparable Local Government Parking Rates**

It is also understood the DPLH are currently undertaking a review of car parking requirements across Western Australia, which will provide for more contemporary and standardised parking rates. Whilst this work is still ongoing, it is intended to address the outdated parking rates used by many Local Government areas, which typically provide for an oversupply of parking.

Further, the future supermarket operator, who has informed the design process for the proposed centre, can provide empirical evidence the proposed parking provision is sufficient to meet the needs of the centre. This is evidenced from demand and requirements across their many other sites of a comparable nature. This will be further detailed through the development application process.

The centre is also intended to provide for walkability within a 400 metre local walkable catchment and whilst also serving a wider population, should be focused on facilitating a pedestrianised centre, as opposed to being entirely car oriented. This is consistent with the City's aspirations for the site in providing for walkable neighbourhoods under the SSDSP and planning for Whadjuk Drive as a pedestrian focused main street outcome; therefore providing further justification in support of a reduced on-site parking requirement.

Clearly, based on the above, the likely parking demand can be satisfactorily met on-site.

Notwithstanding, any shortfall in car parking will be subject of a detailed Parking Demand Assessment at the Development Application stage.

### 5.4.3 PUBLIC TRANSPORT

The closest existing bus route servicing the subject site is Transperth Bus Route 536, which operates between the Aubin Grove Train Station and Hammond Park. The closest existing stop to the site is on Irvine Parade adjacent to Hammond Park Secondary College, approximately 350 metres from the site.

The Public Transport Authority has advised of the following planned changes to the public transport services in this locality:

- ▲ Bus Route 536 will eventually extend further south once development progresses and a suitable terminus becomes available; and
- ▲ Bus Route 535, which currently operates between Aubin Grove Station and Hammond Park Primary School, will also extend further south and potentially west.

Whadjuk Drive is capable of accommodating buses, should additional routes be considered in the future.

#### 5.4.4 PEDESTRIANS AND CYCLISTS

In accordance with Liveable Neighbourhoods, all existing (and planned) access streets within the Structure Plan area have a footpath on at least one side.

The existing constructed sections of Whadjuk Drive have a footpath and on-road cycle lanes along both sides of the road. This treatment will be continued along the extension of Whadjuk Drive through the site.

The development of the proposed Centre will provide for pedestrian connections internally and externally to the existing surrounding footpath network, providing for safe and legible circulation.

### 5.5 WATER MANAGEMENT

A Local Water Management Strategy ('LWMS') was prepared and approved as part of the original approved Structure Plan. Subsequently, an updated LWMS was prepared and approved for Parent Lots 124 and 125 (including the proposed centre site) in 2021. Urban Water Management Plans have also subsequently been approved (and implemented) for majority of the Structure Plan area as part of the subdivision and development of the land.

On this basis, no additional water management plans have been prepared for the balance of the Structure Plan area, with no departure from the previously approved LWMS and UWMP's proposed for those portions of the site. An addendum to the existing approved LWMS has however been prepared for the centre site to reflect the proposed amended design. The addendum was approved by DWER on 1 June 2022.

Subsequently, a Stormwater Management Plan will be prepared to support the future development application for the proposed centre, providing further refinement of the stormwater management design for the site in the context of the approved LWMS (as amended).

Refer **Appendix 6** for a full copy of the approved LWMS for Parent Lots 124 and 125, and the approved addendum to reflect the current centre concept.

The LWMS (and addendum) was prepared in accordance with the design objectives outlined in *Better Urban Water Management* (2008), and the requirements of the Department of Water and the City of Cockburn.

The key principles and objectives of the approved LWMS remain current. The following provides a summary of the addendum to the LWMS, detailing the updated stormwater management strategy for the proposed centre.

#### 5.5.1 STORMWATER MANAGEMENT STRATEGY

In accordance with the approved LWMS, stormwater from the centre is proposed to be accommodated internally via soakwells, drainage cells or the open basin indicatively shown on the supporting concept plan. The catchment for this storage area is limited to the proposed centre,



with the surrounding roads, lots and infrastructure for the adjoining residential development already constructed and accounted for in the wider drainage system. The final design and location of the basin/ underground storage area will be confirmed at detailed design stage as part of the future development application for the site.

The following assumptions were used as part of the modelling process:

- ▲ Configuration of the storage area is assumed 1 metre depth with 1 in 6 side slopes.
- ▲ The proposed commercial centre expansion is 2.8 hectares.
- ▲ A runoff coefficient of 80% applied to the commercial centre to determine an EIA of 2.2 hectares.
- ▲ Groundwater was assumed at 20.25 metres AHD (Ochre West, 2021).
- ▲ The base of the superficial aquifer was assumed at -20 metres AHD (Department of Environment, 2004).
- ▲ A saturated hydraulic conductivity rate of 15 metres per day (Ochre West, 2019).

#### 5.5.1.1 1 IN 1 YEAR ARI EVENT (FIRST 15MM)

The drainage plan has been designed to cater for the minor event runoff without exporting pollutants in surface water from the site. Runoff from the first 15mm will be retained and infiltrated within soakwells or swales at source, within the proposed centre site. The location and design of these will be confirmed at detailed design stage as part of the future development application. Modelling confirms the proposed centre site is capable of maintaining its drainage up to and including the 1 year annual exceedance probability (AEP) on site.

#### 5.5.1.2 1 IN 5 YEAR ARI EVENT (20% AEP)

The 1 in 5 ARI (20% AEP) event for the proposed centre will be detained either within below ground storage tanks and an open landscaped basin prior to discharge by infiltration. The storage is to be confirmed at detailed design stage as part of the future development application for the site.

#### 5.5.1.3 1 IN 100 YEAR ARI EVENT (1% AEP)

Modelling indicates the site has the capacity to detain and dispose of all events up to and including the 1 in 100 year ARI (1% AEP).

In addition, the existing Teramo Street stormwater storage basin was designed to retain and infiltrate stormwater up to and including the 1% AEP event. Results from stormwater modelling indicate the Teramo Street basin has capacity for the additional commercial area catchment whilst still providing an adequate 0.5 metre freeboard to surrounding residential lots and flooding will be confined to the basin area.

### 5.5.2 GROUNDWATER MANAGEMENT STRATEGY

Groundwater levels for the site are mapped as being at least 3.0 metres below the proposed development levels. Therefore, there is no need for further control of groundwater levels. All drainage pipework will be laid well above the current groundwater levels.



### 5.5.3 MONITORING

Given the height of the site above the groundwater table and the significant distance of the site from any notable environmental assets, further hydrological monitoring is not considered necessary and is therefore not proposed to be undertaken.

### 5.5.4 IMPLEMENTATION

The following table summarises the commitments, roles and responsibilities for the implementation of the LWMS:

ORGANISATION	ROLE / RESPONSIBILITY	FUNDING
City of Cockburn	Approval of this document and provide guidance during development of an UWMP.	Rates
Water Corporation	Assumes responsibility for the potable and non-potable water supply and sewerage infrastructure constructed, including ongoing operations and maintenance.	Rates
Developer	<ul style="list-style-type: none"> <li>- Satisfy WAPC Conditions including preparation of LWMS and implement a UWMP in consultation with DoW and City of Cockburn.</li> <li>- Demonstrate the UWMP for subdivision/ development proposal complies with the LWMS and achieves water quantity and quality objectives and criteria set by the LWMS.</li> <li>- Design and construct water supply and sewerage infrastructure to Water Corporation standards.</li> <li>- Apply for water use license.</li> <li>- Contribute to sampling and analysis of post development monitoring activities for submission to the regulatory authorities.</li> </ul>	Developer
Lot Owner	Construction and management, consistent with City of Cockburn requirements.	Lot Owner

**Table 8: LWMS Implementation**

## 5.6 EDUCATION FACILITIES

In accordance with the approved District Structure Plan and existing approved Local Structure Plan, no primary or high school sites are proposed for the subject land.

The anticipated dwelling yield for the Structure Plan area does not trigger the requirement for a new primary or high school in this location, in accordance with Liveable Neighbourhoods.

The closest existing schools in proximity to the Structure Plan area are:

- ▲ Hammond Park Secondary College – 400 metres
- ▲ Hammond Park Catholic Primary School – 650 metres
- ▲ Hammond Park Primary School – 1.1 kilometres



- ▲ Mandogalup Primary School (*planned, not yet developed*) – 1.3 kilometres

## 5.7 ACTIVITY CENTRES AND EMPLOYMENT

The closest existing supermarkets supporting the Hammond Park locality are as follows:

- ▲ The Park Hive IGA – approximately 2.5 kilometres to the north of the proposed Centre;
- ▲ Woolworths Harvest Lakes – approximately 4.9 kilometres to north east of the proposed Centre; and
- ▲ Cockburn Central (Coles, Woolworths, Aldi) – approximately 6.7 kilometres to the north of the proposed Centre.

The Southern Suburbs District Structure Plan (SSDSP) identifies the need for a neighbourhood centre in the vicinity of the subject land, in addition to the centres listed above.

Currently there is only 1.54 hectares (approximately) of Local Centre zoned land within the structure plan area. As explained in Section 3.2.2, the existing pattern of commercial zoned land across the Structure Plan area is fragmented and in multiple ownership. In addition, some of the parcels are already developed. For example, majority of the Local Centre zoned land within Parent Lot 123 has already been developed for a medical centre (Lot 55), childcare (Lot 102) and residential uses, leaving only a small area (Lot 101 (approx. 1192m<sup>2</sup>)) to be developed, as well as that land zoned within Lot 114 (now Lot 97) (approx. 7448m<sup>2</sup> across two sites situated either side of Whadjuk Drive). The fragmented nature of the Local Centre zoned land is not conducive to the delivery of the types of uses required for this locality, primarily being provision of a supermarket.

The proposed amended Structure Plan seeks to provide a consolidated parcel of land (approximately 2.77 hectares) for the development of a small neighbourhood centre on Lots 9043, 9053 and 305, comprising a supermarket, café, fast food outlets and supporting retail uses.

As explained above, the proposal will comply with the SSDSP in the following ways:

- e) Provide a master planned neighbourhood centre based on ‘main street’ principles addressing Whadjuk Drive;
- f) Related to a), the proposal will reinforce the primacy of this portion of Whadjuk Drive as a ‘main street’;
- g) The centre will complement the commercial uses already developed west along Whadjuk Drive to the future Hammond Rd extension;
- h) The proposed location is very close to that originally anticipated by the SSDSP for a neighbourhood centre. On this basis the proposed location is optimum in terms of accessibility for current and future residents. On this basis, the location will also reinforce the urban framework proposed and now established by the SSDSP.

Given the above, the proposed supermarket will provide a significant community benefit, providing for the daily and weekly household shopping needs of the locality, in addition to a small range of other convenience services. The City has also acknowledged the need for a supermarket in this





locality and recognises the areas already designated for commercial (local centre) are now too fragmented to support such a facility.

### 5.7.1 INTEGRATION WITH EXISTING COMMERCIAL USES

There are existing landholdings to the west of the subject site developed for commercial uses. These include:

- ▲ Lot 102: Childcare
- ▲ Lot 55: Medical Centre
- ▲ Lot 55: Café and Bakery
- ▲ Lot 65: Family Day Care

Please refer **Figure 8** – Neighbourhood Centre Context Plan.

The uses reflect the pattern of commercial zoning provided for by the current structure plan. As explained above, there is insufficient commercial zoned land to support development of a neighbourhood supermarket, as required by the SSDSP.

The proposal will readily integrate with the existing uses for the following reasons:

- ▲ All of the above uses are located within 150 metres of the subject land, representing a short walking distance;
- ▲ Collectively, the future supermarket and nearby commercial uses are linked via Whadjuk Drive. Whadjuk Drive, when completed, will provide optimum pedestrian and cycle access between these uses;
- ▲ Whadjuk Drive will include street lighting, landscaping and signage, further enhancing a sense of connection between the future supermarket and nearby commercial development;
- ▲ The area is interspersed with some residential development, including terrace housing. The presence of housing will contribute to passive surveillance in the immediate area, further reinforcing the safety of the centre for pedestrians;
- ▲ The subject land is located approximately 150 metres from the future intersection of Whadjuk Drive and Hammond Road. Effectively, the supermarket will 'book-end' the pattern of existing (and future) commercial land use between this intersection and the subject land;
- ▲ The proposal is not seeking to duplicate (or compete with) any of the adjoining commercial uses. Rather, the existing and proposed uses are regarded as mutually complementary and vital to the creation of a successful neighbourhood centre.

The Structure Plan amendment will therefore enable the development of a supermarket that will complement the existing uses referred to above. Together with the existing uses, the proposal will create a highly effective neighbourhood centre near the intersection of Whadjuk Drive and Hammond Road, as originally envisaged by the SSDSP.



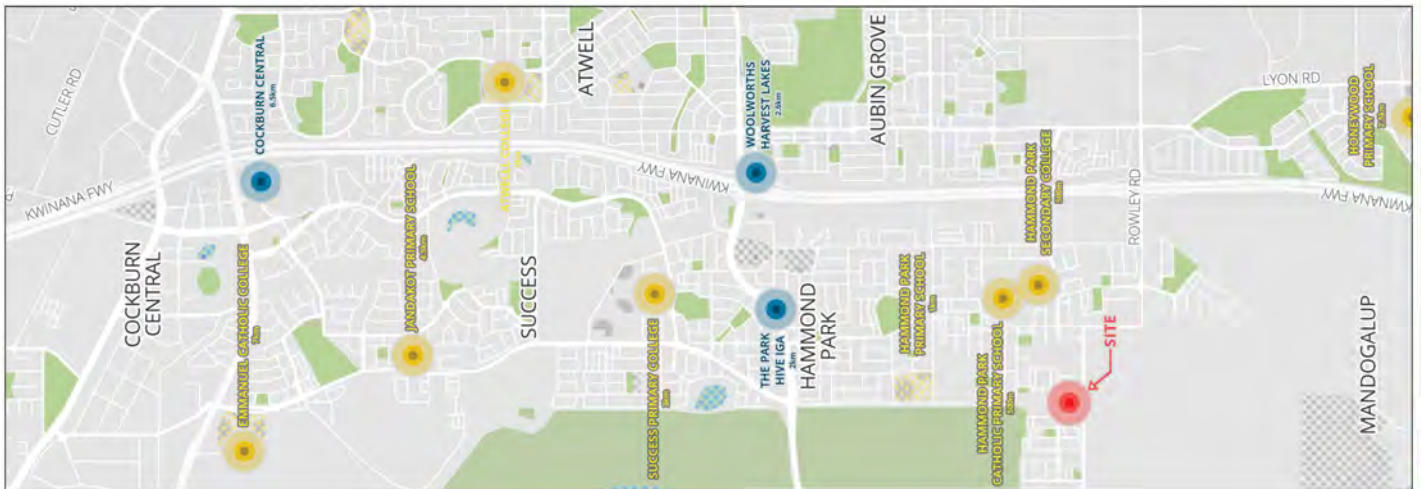
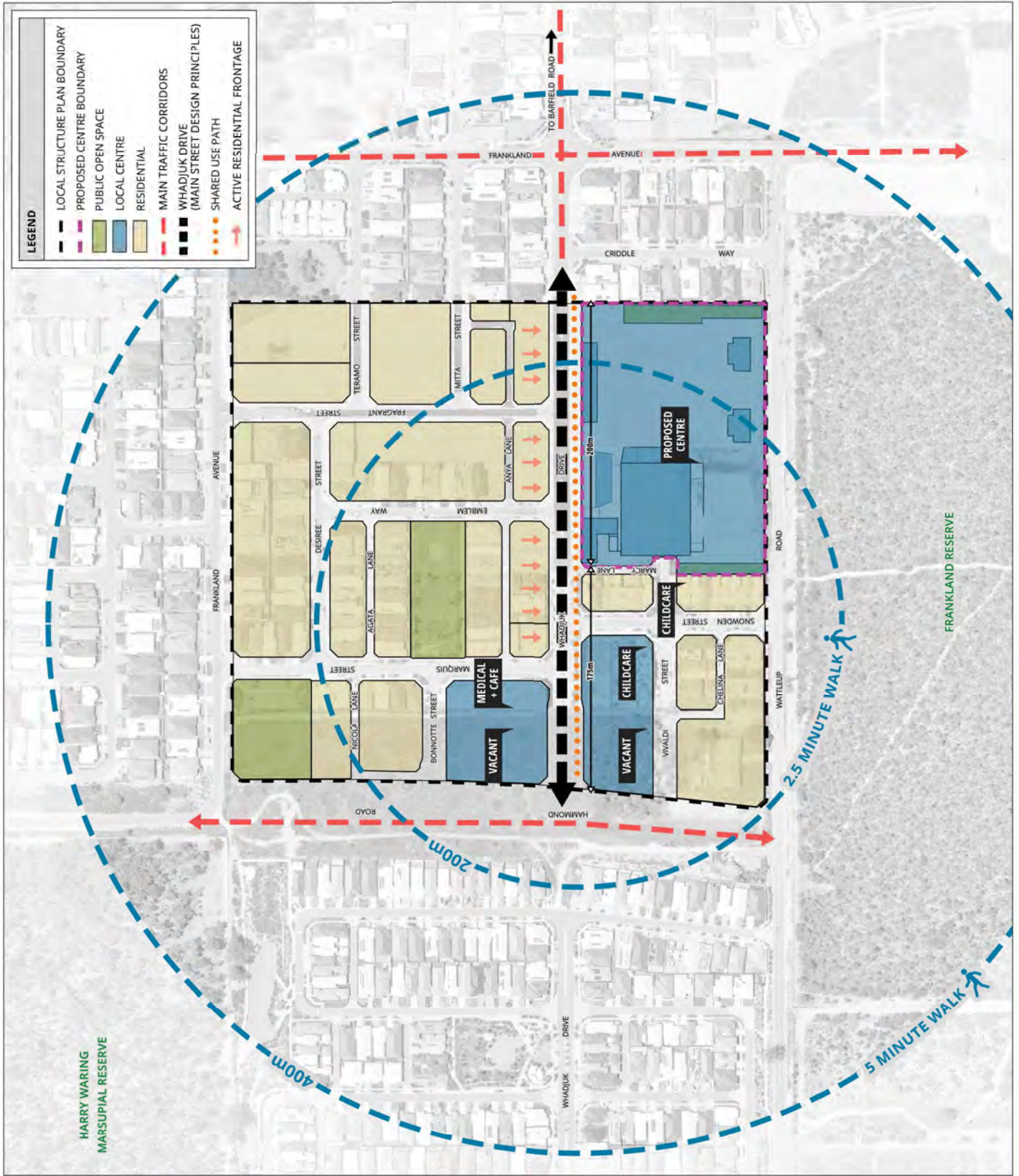


FIGURE 8  
NEIGHBOURHOOD CENTRE CONTEXT PLAN

## 5.7.2 PROPOSED CENTRE

The proposed supporting land uses will assist in ensuring the viability of the proposed centre.

Preliminary concept planning has been undertaken for the site by Hames Sharley. Please refer **Appendix 6**. This plan is provided for illustrative purposes only to demonstrate the capabilities of the site for development with such uses, and will be modified as required in response to further detailed design to be undertaken at subsequent planning stages and to meet the requirements of future tenants.

The concept provides a gross lettable area retail (GLAR) of 6,950m<sup>2</sup>, generally broken down as follows:

- ▲ Supermarket – 3,600m<sup>2</sup> GLAR;
- ▲ Specialty Retail (including café/ restaurant) – 2,650m<sup>2</sup> GLAR;
- ▲ Liquor – 200m<sup>2</sup> GLAR; and
- ▲ Fast Food – 500m<sup>2</sup> GLAR.

The concept incorporates a number of elements central to promoting 'main street' design principles, as required by the SSDSP:

- ▲ Orientation of built form to Whadjuk Drive, maximising the potential for activation, including alfresco dining, awnings / shade structures, landscaping and the like;
- ▲ Opportunities for built form outcomes to emphasise the main street and improve overall amenity;
- ▲ Potential for dedicated pedestrian access off Whadjuk Drive directly to the centre, avoiding the need to walk through carparks;
- ▲ 'Back of house' car parking, thereby maximising the potential for a built form (hard) edge to Whadjuk Drive as described above; and
- ▲ The positioning of possible fast food operations off Wattleup Rd in order to minimise disruption to activity on Whadjuk Drive.

The concept also demonstrates the potential to minimise impacts on neighbouring residential properties.

The development is intended to be well set back from adjoining property, reducing any potential impacts of overshadowing and overlooking. The subject land is also sited lower relative to the adjoining dwellings, thereby further reducing potential impacts.

Landscaping within and around the perimeter of the proposed centre will also 'soften' any potential amenity impacts on surrounding residential uses, and contribute to pedestrian amenity. Trees will also be planted throughout the car park and along key pedestrian connections to provide for shade, thereby improving pedestrian amenity and reducing the heat island effect.

All service and delivery vehicles are proposed to access the site via Wattleup Road to the south. This will minimise any potential conflicts with surrounding residences and internal pedestrian





movements. The location of the loading docks and service entries in the south will also assist in managing any potential noise impacts from trucks entering the site.

### 5.7.2.1 ACOUSTIC ASSESSMENT

Lloyd George Acoustics has undertaken an environmental noise assessment for the site, considering any potential noise impacts on the surrounding residential development associated with the proposed centre, with particular focus on the following noise sources:

- ▲ Mechanical plant (air-conditioning and refrigeration);
- ▲ Refrigerated delivery; and
- ▲ Car doors closing.

Subject to a number of recommendations and further detailed design, development (as envisaged) is capable of achieving compliance with the Environmental Protection (Noise) Regulations 1997

Please refer **Appendix 8** – Environmental Noise Assessment.

The following additional reporting will be required to be prepared and submitted as part of any development applications for the proposed centre:

- ▲ A further detailed Acoustic Report. The Acoustic Report shall be prepared by a suitably qualified and recognised acoustic consultant and demonstrate the design and location of plant and other sources of noise within the development will not exceed the assigned noise levels set out in the Environmental Protection (Noise) Regulations 1997 (as amended);
- ▲ A Noise Management Plan. The Noise Management Plan is to include the operational recommendations from the Lloyd George Acoustics Environmental Noise Assessment Report (Reference 20075601-012A, dated 1 February 2021); and
- ▲ A Landscape and Signage Strategy.

Further detailed planning will be undertaken for the proposed centre at Development Application stage.

## 5.8 INFRASTRUCTURE COORDINATION, SERVICING AND STAGING

An Engineering Services Report has been prepared in support of the proposed Structure Plan amendment by Ochre West Consulting Engineers. Refer **Appendix** .

Given the Structure Plan is largely developed, with service infrastructure already in place or otherwise approved, the below provides a summary of the servicing considerations for the amendment area only.



## 5.8.1 UTILITIES

### 5.8.1.1 SEWER

Reticulated sewer connections are available to the amendment area from two locations, being:

- ▲ From the existing 150mm diameter sewer located in Marcy Lane; and
- ▲ From the proposed 150mm diameter stub to be constructed in Whadjuk Drive.

Water Corporation are currently reviewing the impact of the proposed Structure Plan modifications and whether any upgrades are required to the existing and proposed sewer infrastructure. Any upgrades will be required to be undertaken as a condition of subdivision and/or development approval.

### 5.8.1.2 WATER

Reticulated water infrastructure is available from existing services in Whadjuk Drive. The existing infrastructure has sufficient capacity to service the subject land.

### 5.8.1.3 POWER

Western Power services are available to the subject land from existing infrastructure in Whadjuk Drive.

### 5.8.1.4 TELECOMMUNICATIONS

There are existing NBN Co underground services in the vicinity of the site. The most likely connection point will be from Whadjuk Drive.

Mobile phone coverage in the vicinity of the site is provided by Telstra, Optus and Vodafone. The proponent contacted the Mobile Black Spot Program Team (managed by the Department of Infrastructure, Transport, Regional Development and Communications) in May 2022 to seek information relating to the proposed development. As at the date of this report, no specific feedback has been received.

### 5.8.1.5 GAS

There is existing Atco Gas high pressure pipeline infrastructure within Whadjuk Drive. This infrastructure has sufficient capacity to service the subject land.

## 5.8.2 EARTHWORKS

Clearing and bulk earthworks were undertaken across the site in accordance with the existing subdivision approvals. Notwithstanding, to facilitate development of the amendment area as proposed, additional earthworks will be required. This will include:

- ▲ Removal of topsoil and storing for future use;
- ▲ Cut to fill earthworks to facilitate flat building pads;
- ▲ Import of fill material; and
- ▲ Construction of retaining walls.



The earthworks design will be refined to provide flat areas for commercial and residential building pads, with hardstand and carpark areas suitably graded.

It is expected the earthwork operations will minimise the requirement for import fill, however noting all import material will be clean, free draining sand, similar to existing materials.

### 5.8.3 ROAD WORKS

The internal road network will be designed to meet the City of Cockburn standards, with a minimum 6 metre kerbed carriageway for the proposed Whadjuk Drive and Wattleup Road link road, as well as a 1 metre widening of Wattleup Road.

A 2.1 metre footpath is currently under construction in the southern verge of Whadjuk Drive.

The proposed centre will provide car parking with internal access roads at a minimum width of 6 metres. Additionally, pedestrian paths will be constructed with protected pedestrian crossings to provide safe access from carpark areas to the centre and Whadjuk Drive.

Service vehicles will access and exit the centre from Wattleup Road.

All carparking bays and line-marking will be in accordance with the relevant Australian Standards.

Upgrades to the local road network may be required as part of the development of the proposed Centre. Any upgrades will be detailed at the Development Application stage, with works to be undertaken at the proponent's cost. Such works may include:

- ▲ the relocation/adjustment of any existing embayed parking, footpaths, pram ramps or traffic management devices within the Whadjuk Drive reservation; and
- ▲ Upgrades to Wattleup Road between Hammond Road and Frankland Avenue, including any necessary deceleration lanes, median treatments and/or parking and footpath adjustments.

### 5.8.4 STAGING

The development of the amendment area (proposed Centre) will be undertaken in two stages.

- ▲ **Stage One** – intended to commence as soon as the relevant planning approvals are in place. This will consist of the development of a supermarket, liquor store and speciality/retail stores, with the first full year of operation, expected FY2025.
- ▲ **Stage Two** – will consist of the remaining speciality/retail stores with the first full year of operation, expected FY2030.

## 5.9 DEVELOPER CONTRIBUTION ARRANGEMENTS

The Structure Plan area is located within Development Contribution Areas 9 and 13 ('DCA 9' and 'DCA 13') as identified in Schedule 12 of the *City of Cockburn Town Planning Scheme No. 3* ('TPS 3'). Under TPS 3, a Development Contribution Plan applies to the Structure Plan area and should be read in conjunction with this Structure Plan.



The owner is to contribute towards key service and community infrastructure within the latest Development Contribution Plan for DCA's 9 and 13. Each landowner will be required to make a cost contribution payment based on the area they develop in accordance with the relevant contribution rate in the DCP in DCA's 9 and 13 at that time.

DCA 9 relates to a proportional contribution to the cost of widening and upgrading Hammond Road between Gaebler and Rowley Roads, together with a proportional contribution to the cost of regional drainage infrastructure.

DCA 13 relates to community infrastructure. Landowners are liable to pay a proportional contribution rate only where residential subdivision and/or development occurs. DCA 13 does not apply to commercial development.





# APPENDIX 1

EXISTING APPROVED LOCAL STRUCTURE PLAN



**ROWE**  
GROUP  
DESIGN





# APPENDIX 2

CERTIFICATES OF TITLE



**ROWE**  
GROUP  
DESIGN



# APPENDIX 3

BUSHFIRE MANAGEMENT PLAN



**ROWE**  
GROUP  
DESIGN

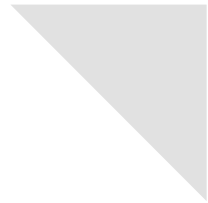


# APPENDIX 4

RETAIL IMPACT ASSESSMENT



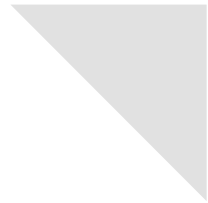
**ROWE**  
GROUP  
DESIGN



# APPENDIX 5

TRAFFIC IMPACT ASSESSMENT



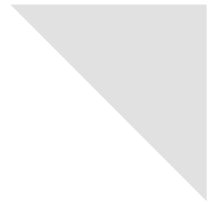


# APPENDIX 6

LOCAL WATER MANAGEMENT STRATEGY



**ROWE**  
GROUP  
DESIGN

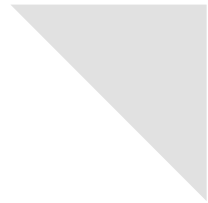


# APPENDIX 7

LOCAL CENTRE DEVELOPMENT CONCEPT



**ROWE**  
GROUP  
DESIGN



# APPENDIX 8

RESIDENTIAL INTERFACE STRATEGY





# APPENDIX 9

ENVIRONMENTAL NOISE ASSESSMENT







# APPENDIX 10

ENGINEERING SERVICES REPORT

