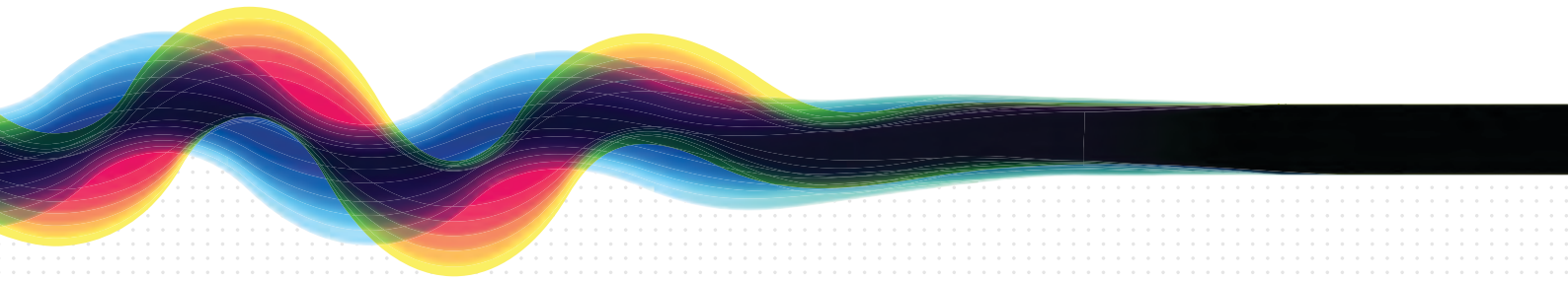


# Beckenham Station Precinct Activity Centre Plan

November 2018 | 710-102A





# Endorsement

This activity centre plan is prepared under the provisions of Part 5 of Schedule 2 Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

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

.....14 December 2018..... Date

Signed for and on behalf of the Western Australian Planning Commission:



An officer of the Commission duly authorised by the Commission pursuant to section 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:



.....Witness

.....17 December 2018..... Date

.....14 December 2028..... Date of Expiry

# Table of Amendments

Amendment No.	Summary of the Amendment	Amendment Type	Date approved by WAPC

# Executive Summary

## Purpose

This Activity Centre Plan (ACP) has been prepared under Clause 31(b) of Part 5, Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* to guide the land use and development of an area adjacent to the Beckenham Train Station, known as the Beckenham Station Precinct.

This ACP has been prepared in place of the Local Development Plan (LDP) required for the site under Special Use Zone No. 4 within Schedule 4 of City of Gosnells Town Planning Scheme No. 6, which was introduced by Amendment 144. Following the preparation of a draft LDP, the Western Australian Planning Commission determined that an ACP was required. This ACP therefore presents as a hybrid between an LDP and an ACP in that its level of detail is reduced given the site's planning history resulting from the existing detailed Scheme provisions for Special Use Zone No. 4 and the intent for an LDP to only provide site specific guidance for the development of the site.

## Project Vision and Overview

The Beckenham Station Precinct Activity Centre seeks to become a mixed-use, transit-oriented development that capitalises on its strategic location adjacent to the Beckenham Train Station by providing high-density residential uses combined with convenience shopping within an active, safe, pedestrianised and amenity-rich precinct.

The ACP applies to approximately 7.5 hectares of land located to the west of the Beckenham Train Station, bound by Bickley Road, William Street, Sevenoaks Street and the Lacey Street main drain. The ACP ensures that development will be undertaken in an integrated and orderly manner, with two Sub-Precincts providing more detailed guidance (Northern and Southern Sub-Precincts).

For the purposes of staging and based on information available, this ACP addresses the following inter-related elements for the whole of ACP Area:

- Staging;
- Traffic and transport;
- Drainage; and
- Infrastructure provision.

Additional matters (in accordance with clause 32(1)(c) of Schedule 2 of the *Regulations*) are then addressed on a Sub-Precinct basis for the Southern Sub-Precinct only. Development parameters for the Northern Sub-Precinct is to be addressed via either a subsequent amendment to this ACP or LDP (if acceptable to the City) once further detail is obtained.

## Summary Table

The following table provides a breakdown of the ACP's key aspects:

Item	Data	Structure Plan Ref (Section No.)
<b>ACP Area</b>		
Total area covered by the Activity Centre Plan:	7.5189ha	Part Two section 1.2
• Area within Southern Sub-Precinct:	4.7689ha	
• Area within Northern Sub-Precinct:	2.7500ha	
<b>Southern Sub-Precinct</b>		
Estimated area of each land use proposed (approx):		Part Two section 4
• Mixed use	1.26ha	
• Residential	1.47ha	
• Pedestrian mall	0.35ha	
• Communal open space	1.28ha	
• Road reserve	0.21ha	
• Service area	0.16ha	
Retail floor space	6,000sqm NLA	Part One section 5.1.1 and Part Two section 4.2.2
Estimated commercial floor space	1,400sqm NLA	Part Two section 4.2.3
Estimated number of dwellings:	1,379	Part Two section 4.2.4
Estimated dwellings per gross urban hectare	293	Part Two section 4.2
Estimated population:	2,482 @ 1.8 people/dwelling	Part Two section 4.2
<b>Northern Sub-Precinct (Subject to subsequent ACP Amendment)</b>		
Estimated area of each land use proposed (approx):		N/A
• Mixed use	0.27ha	
• Residential	0.93ha	
• Pedestrian mall	0ha	
• Communal open space	1.38ha	
• Road reserve	0.17ha	
• Service area	0ha	
Retail floor space	800sqm NLA *	N/A
Commercial floor space	0sqm NLA	N/A
Estimated number of dwellings:	1,000 (May be reduced if aged care beds proposed)	N/A
Estimated dwellings per gross urban hectare	364 dwellings per gross urban ha	N/A
Estimated population:	1,800 @ 1.8 people/dwelling	N/A

\* Indicative only and subject to uptake of retail floorspace within the Southern Sub-Precinct (total 6,000 sqm for ACP Area).

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**PART ONE**  
**IMPLEMENTATION**



# Implementation

## 1. Activity Centre Plan Area

This Activity Centre Plan (ACP) applies to the area within the 'ACP Boundary' as shown on Plan 1 – Beckenham Station Precinct Activity Centre Plan.

The ACP is split into two 'sub-precincts' (north and south) as denoted on Plan 1:

1. The 'Southern Sub-Precinct' comprises Lots 22 and 23 Bickley Road and Lots 1-5 Sevenoaks Street, Beckenham and is available for development in the short term.
2. The 'Northern Sub-Precinct' is referenced for future development and comprises Lots 24, 27, 29, 30 and 252 Sevenoaks Street, Beckenham.

This ACP addresses the following inter-related elements for both sub-precincts (whole of ACP Area):

- Staging;
- Traffic and transport;
- Drainage; and
- Infrastructure provision.

Additional matters are then addressed on a sub-precinct basis for the Southern Sub-Precinct only.

Prior to any major development within the Northern Sub-Precinct, an amendment to this ACP is required to confirm major land use locations and appropriate building heights and building standards unless otherwise stipulated in an approved Local Development Plan (LDP).

## 2. Operation

The date this Activity Centre Plan comes into effect is the date this Activity Centre Plan is approved by the Western Australian Planning Commission (WAPC).

## 3. Staging

This ACP is divided into five (5) broad development stages as shown on Plan 2 – Staging Plan; The Southern Sub-Precinct comprises Stages 1-3 and the Northern Sub-Precinct comprises Stages 4 and 5. Stages may be developed in smaller sub-stages.

The staged development of Southern Sub-Precinct is expected to occur over a period of 5+ years and will provide the developer with flexibility to deliver the type and number of apartments appropriate to the market at that time.

### 3.1 Staging Requirements

- (a) A minimum of one vehicular access point shall be provided for each grouping of 600 car parking bays, with the Southern Sub-Precinct being serviced by a minimum of four site access points upon its completion unless otherwise approved by the City;
- (b) Prior to the development of Stage 1, a Clearance Assessment through Western Power shall be undertaken to determine the required building setback from Sevenoaks Street (transmission lines), and a corresponding easement being registered on the Certificates of Title, as a condition of a Development Application to the satisfaction of the City. Refer to clause 5.5.3;
- (c) Unless otherwise agreed by the City, Stage 1 works shall include a financial contribution made to the City for 100% of the costs to upgrade Sevenoaks Street adjacent to the ACP Area, including the relocation of the 132kV transmission lines abutting the site, in order to facilitate adequate vehicular access to and from Stage 1 and enhance amenity;

- (d) It is acknowledged that an agreement may be reached between the proponent, the City and Public Transport Authority to enhance pedestrian connection between the ACP area and the Beckenham Train Station, irrespective of the final design for the William Street/railway crossing;
- (e) The following shared paths shall be constructed:
  - i. Along Bickley Road from Grey Street to the pedestrian mall and along Sevenoaks Street from William Street to Crawford Street prior to the completion of Stage 1; and
  - ii. Along Hogarth Street and Morgan Street commensurate with the construction of contiguous pedestrian networks within the ACP Area;
- (f) The development application for Stage 1 shall have regard for the Public Transport Authority's requirement to maintain the rail replacement bus stops and 13 car parking bays within the immediate vicinity of the Beckenham Train Station, unless otherwise agreed by the PTA and the City, and may include a financial contribution to replace/relocate the assets if required; and
- (g) The development application for Stage 1 shall be accompanied by a Signage and Way-finding Strategy for the Southern Sub-Precinct, to the satisfaction of the City.

## 4. Application of Activity Centre Plan

- (a) This ACP is prepared under Part 5, Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015;
- (b) This ACP is to be read in conjunction with the provisions of Schedule 4 – Special Use Zones (No. 4) of TPS6, which sets out land use permissibility and broad development controls applicable to the ACP area;
- (c) The City of Gosnells may approve development applications that vary from the ACP and development provisions if, in the opinion of City, the proposed development satisfies the ACP principles and objectives;
- (d) Development applications that propose to vary significantly from the ACP, as determined by City, may be accompanied by a revised ACP or LDP that shall be assessed prior to, or concurrently with, that development application.
- (e) The ACP provides for further variation to the Residential Design Codes standards for:
  - a. Building height;
  - b. Street setbacks;
  - c. Lot boundary setbacks; and
  - d. Open space requirements.
- (f) A Local Development Plan may be prepared for the Northern Sub-Precinct; and
- (g) Development applications shall give due regard to the relevant provisions of Volume Two of State Planning Policy 7.3 Residential Design Codes: Guidance for multiple-dwelling and mixed-use developments (as approved).

## 5. Development Requirements

### 5.1 Activity and Land Use

Land use permissibility within the ACP Area shall be in accordance with the corresponding 'Special Use' land uses within TPS6 Schedule 4, SU4, and spatially located generally in accordance with Plan 1 and Plan 3 - Indicative Building Envelopes and Land Use Diagrams.

The following section provides guidance for land uses within the two major land use categories shown Plan 1.

#### 5.1.1 Mixed Use

**Objectives:**

- i) To provide active ground floor uses (retail/ non-residential uses such as offices and entertainment) with high density residential uses on upper floors;
- ii) To provide for a range of commercial uses to serve the needs of the local community and future residents and that will provide employment opportunities and complement the existing commercial development in Beckenham;

- iii) To reduce private vehicle usage by providing highly accessible and convenient retail floor space adjacent to the Beckenham Train Station and within a transit-oriented development;
- iv) To create an urban environment which promotes active day and night time social environments at the ground plane with passive surveillance from upper levels; and
- v) To ensure developments are robust to accommodate future changes of use.

**Requirements:**

- (a) A maximum of 6,000sqm of shop/retail floor space (PLUC 5) is permitted, unless supported by a Retail Sustainability Assessment;
- (b) Where a supermarket is proposed within the ACP area, it shall be located in the preferred location as identified on Plan 1 unless otherwise agreed with the City;
- (c) Ground floor development fronting the 'Pedestrian Mall' shall provide an active frontage and avoid large expanses of blank walls;
- (d) Any carparking areas to Sevenoaks Street shall be screened by landscaping or appropriate artistic treatments; and
- (e) Active ground floor uses fronting Sevenoaks Street are encouraged (may be residential lobby or offices).

## 5.1.2 Residential

**Objectives:**

- i) To provide predominantly residential uses at a density that will support the viability and vitality of the mixed use precinct and transit oriented development that will support public transport infrastructure and reduced car use;
- ii) To allow for limited non-residential land uses where they are compatible with residential amenity and accessible without impacting on security;
- iii) To provide communal recreational amenities suitable for the recreational needs of the residents;
- iv) To provide predominantly one and two bedroom dwellings of different configurations suitable for singles, couples, young families and seniors; and
- v) To create a safe and secure 'resort-style' residential village for residents that will complement the non-residential and communal uses within the ACP Area.

**Requirements:**

- (a) As per TPS6 and the R-Codes;
- (b) All ground floor dwellings fronting communal open space are encouraged to provide direct access to the communal open space from a habitable room (not bedroom); and
- (c) Ground floor development fronting Bickley Road shall provide adaptable floor space capable of accommodating appropriate active land uses to interface with Bickley Road. Appropriate uses are uses compatible with residential amenity such as home occupations, home offices, offices, showrooms and consulting rooms.

## 5.2 Built Form and Building Envelope

### 5.2.1 Building Heights

**Objectives**

- i) To ensure development provides a high density transit-oriented development with a strong presence to the street and taller buildings central to the site;
- ii) To ensure there is a high level of passive surveillance over the public realm;
- iii) To ensure residential amenity and views are optimised; and
- iv) To facilitate the development of low-scale incidental development and amenities.

### **Requirements**

- (a) A minimum of 2 storeys is required for all buildings, excluding minor structures and incidental development. For the purpose of this requirement, 'minor structures and incidental development' include such development as gazebos and shade structures, play equipment, stand-alone cafes and kiosks; and
- (b) Maximum building heights shall be generally in accordance with Plan 4 - Building Heights and Setbacks Plan and Table 1.

## **5.2.2 Building Setbacks, Layout and Orientation**

### **Objectives**

- i) To create proportional streetscapes with a consistent urban edge to public spaces;
- ii) To ensure buildings contribute to providing a high level of passive surveillance;
- iii) To encourage residential development that incorporates passive solar design; and
- iv) To encourage appropriate separation distances between buildings to maximise amenity in terms of access to daylight and natural ventilation as well as visual and acoustic privacy.

### **Requirements**

- (a) Buildings shall generally be setback from street and lot boundaries in accordance with Plan 4 and Table 1 - Building Heights and Setbacks;
- (b) Residential development shall orientate dwellings to optimise access to natural daylight and/or optimise access to cooling south-westerly breezes; and
- (c) Residential developments on the same lot shall be separated from one another by a minimum of 12m for buildings up to 6 storeys and 20m thereafter, unless there are no major openings on either facade, in which case the building separation may be reduced to an appropriate distance as determined by the City.

Table 1 – Building Heights and Setbacks

Building Zone	Maximum No. of Storeys (exc. Basements)	Minimum Setback to Primary Street/ Lot Boundary	Other
1A	17	-	Residential development above the supermarket shall be designed as two towers to allow for solar penetration.
1B	4	-	
1C	10	-	
1D	6	Setback to Sevenoaks Street determined in accordance with clause 5.5.3. Nil to Service Lane.	Maximum of 6 storeys fronting Sevenoaks Street
1E	6	Setback to Sevenoaks Street determined in accordance with clause 5.5.3.	
1F	6	Nil setback preferred, maximum of 3m	The ground floor of developments along Bickley Road shall be designed to be adaptable to cater for change of uses over time and are encouraged to include active land uses. The minimum ceiling height shall be 3m (may exclude any raised timber floor above finished ground level).
1G	8	Nil setback preferred, maximum of 3m excluding any undercroft parking.	Development is encouraged to provide at-grade, short-term parking fronting Bickley Road.
1H	5	Nil setback preferred, maximum of 3m	-
1I	5	Nil setback preferred, maximum of 3m	-
2A	8	-	-
2B	15	-	-
2C	6	Nil setback preferred, maximum of 3m	The ground floor of developments along Bickley Road shall be designed to be adaptable to cater for change of uses over time and are encouraged to include active land uses. The minimum ceiling height shall be 3m (may exclude any raised timber floor above finished ground level).
3A	8	Nil setback preferred, maximum of 3m to Bickley Road. Setback to western lot boundary determined in accordance with clause 5.5.4.	Development shall address both Bickley Road and the drainage basin through provision of major openings to habitable rooms.
3B	6	Nil setback preferred, maximum of 3m	The ground floor of developments along Bickley Road shall be designed to be adaptable to cater for change of uses over time and are encouraged to include active land uses. The minimum ceiling height shall be 3m (may exclude any raised timber floor above finished ground level).

## 5.3 Streetscape and Public Realm

### 5.3.1 Active Edges and Frontage to Public Realm

#### **Objectives**

- i. To encourage quality and functional development that positively contributes to the streetscape;
- ii. To provide a high level of surveillance over communal open space and the public realm, consistent with the principles of Crime Prevention Through Environmental Design;
- iii. To provide for the appropriate location of building mass and landmark buildings at key visual and focal points and create legible buildings that respond to identified vantage points;
- iv. To minimise expanses of blank walls to the public realm;
- v. To provide shade and shelter to pedestrians; and
- vi. To ensure ground floor development is designed to be adaptable to cater for change of uses over time and are encouraged to include active land uses in accordance with clause 5.1.2(c).

#### **Requirements**

- (a) Building facades at ground level identified in Plan 5 – Frontages Plan as ‘Frontage Type 1’ shall provide active frontages, including:
  - a. Entrances and windows oriented towards the public realm;
  - b. Avoiding expanses of blank walls; and
  - c. Wherever practical, continuous awning coverage over footpaths with a minimum width of 2m.
- (b) Buildings identified in Plan 5 as ‘Frontage Type 2’ shall provide opportunities for upper level passive surveillance of the public realm/ communal open space through appropriately orientating openings to habitable rooms;
- (c) Developments shall comprise a mix of materials, colours and finishes and are to provide detail and articulation through variations in building lines or architectural detailing;
- (d) Development of sites identified for an ‘Architectural Feature Element’ on Plan 1 shall be designed in a manner that reflects their strategic location within the ACP Area;
- (e) Ground floor dwellings fronting a public road shall provide pedestrian access to the street;
- (f) Development directly abutting the drainage reserve, road and the public domain (including Lot 201 Other Regional Road reservation) shall be designed as much as possible to ensure building facades and openings address the public domain, including appropriate finished ground and floor levels;
- (g) Any fencing along Bickley Road and the boundary with the drainage reserve shall be visually permeable above 1.2m in height, up to a maximum of 1.8m in height; and
- (h) Development applications shall include a statement addressing the principles of Crime Prevention Through Environmental Design.

### 5.3.2 Open Space and Landscaping

#### **Objectives**

- i. To provide safe and amenity-rich public space that can be used year-round and at different times of the day;
- ii. To provide low maintenance and accessible communal open spaces that are designed to provide residents with usable areas for recreational activities; and
- iii. To ensure communal open spaces are designed to be safe for users and provide a variety of passive and active activities to suit a diverse demographic.

#### **Requirements**

- (a) Public space equal to 10% of the gross subdivisible area (which may include the public pedestrian mall area), in accordance with Western Australian Planning Commission Development Control Policy 2.3 Public Open Space in Residential Areas, being provided on a stage-by-stage basis. Cash-in-lieu of any land area shortfall may be used by the developer to contribute in full towards public space enhancements including, but not limited to, street furniture, shade structures, landscaping, public art, and lighting as contained within a Public Realm Master Plan prepared as a condition of development approval, and shall be fully developed prior to the completion of the final stage of that Sub-Precinct. Notwithstanding the above, the public mall shall be developed prior to the occupation of Stage 1, with any remaining public space contribution to be made prior to the completion of that Sub-Precinct;



- (b) Communal open space and private recreational areas shall be located generally in accordance with Plan 1 and be a minimum of 20% of the development site area in accordance with Volume Two of State Planning Policy 7.3 Residential Design Codes: Guidance for multiple-dwelling and mixed-use developments (as approved) unless otherwise agreed with the City;
- (c) Communal open spaces and recreation areas shall be highly visible and directly accessible from residential developments;
- (d) Communal open spaces shall be adequately lit at night to provide safety to users and aid in informal surveillance;
- (e) The provision of a public access easement shall be put in place over privately-owned public space to ensure appropriate public access, as a condition of development approval; and
- (f) The provision of a legal agreement with the City to ensure that the open space is suitably managed and maintained in perpetuity, prepared as a condition of development approval.

## 5.4 Access and Movement

### 5.4.1 Pedestrian Access and Movement

#### **Objectives**

- i. To provide a highly legible and integrated network of shared paths within the activity centre to optimise access for pedestrians and cyclists, as well as promoting a high level of connectivity to and from the Beckenham Train Station; and
- ii. To provide safe, convenient and comfortable access for pedestrians to main entrances of buildings and parking areas.

#### **Requirements**

- (a) Key pedestrian movement networks shall generally be in accordance with Plan 6 – Movement and Access Plan;
- (b) An agreement may be reached between the proponent, the City and Public Transport Authority to enhance pedestrian connection between the ACP area and the Beckenham Train Station; and
- (c) Pedestrian and bicycle connections shall be constructed, and a Signage and Way-finding Strategy prepared, as required by Clause 3.1(g).

### 5.4.2 Vehicular Access and Movement

#### **Objectives**

- i. To provide vehicular access that optimises safety for both traffic and pedestrians;
- ii. To provide and enhance pedestrian environments by limiting the at-grade movement of vehicles through the site;
- iii. To minimise conflict between service vehicles and other vehicles; and
- iv. To discourage 'rat run' opportunities through the site to optimise the pedestrian environment.

#### **Requirements**

- (a) Vehicular access shall be generally in accordance with the Key Vehicular Access Points as shown on Plan 6 and Plan 7;
- (b) Any additional access to the subterranean network should be taken from laneways where practical;
- (c) New development on Lots 1-5 is to consolidate existing crossovers on Sevenoaks Street so that only one direct access to Sevenoaks Street is provided from these lots. Legal rights of access shall be provided to Lots 1, 3-5 (and may be at a subterranean level);
- (d) A development application shall be accompanied by a Traffic Impact Assessment (or addendum as appropriate) that has regard for the existing RAV 4 network, where required, in accordance with WAPC Transport Impact Assessment Guidelines; and
- (e) A development application proposing access to/from Sevenoaks Street shall be accompanied by a Road Safety Audit conducted by a suitably qualified Road Safety Auditor.
- (f) When determining a development application, if, in the opinion of the City, the development generates the requirement to upgrade the Camberwell Street/ Bickley Street/ William Street intersection, or Sevenoaks or Williams Streets then the City may seek a financial contribution to be made towards the upgrading of the road network based on the share of traffic generation. Such determination is to have due regard to any Transport Impact Assessment or Statement submitted in support of the development application and any existing traffic movements and rights of access.

### 5.4.3 Car and Bicycle Parking

#### **Objectives**

- i. To ensure that there is sufficient parking provided to serve the needs of the activity centre;
- ii. To minimise vehicle parking and visitor parking and encourage the use of alternate modes of transport; and
- iii. To ensure that the location of parking spaces is predominantly in basements to minimise their visual impact on the streetscape.

#### **Requirements**

- (a) Commercial and non-residential development may provide parking at a rate of 1 bay per 50sqm net lettable area (excludes storage and service areas), with a minimum of 4 bays per tenancy, unless otherwise approved by the City;
- (b) Commercial and non-residential development shall provide bicycle parking at a rate of 1 bay for every 100sqm net lettable area (excludes storage and service areas), unless otherwise approved by the City;
- (c) Car parking shall predominantly be accommodated within basements and generally in accordance with Plan 7 Indicative Basement 1 Car Parking Layout and Subterranean Network. Short-term visitor parking may be provided on-street within the Service Lane; and
- (d) Non-residential short term bicycle parking is to be predominantly provided within or adjacent to the pedestrian mall. Long-term residential, staff and visitor bicycle parking is envisaged within the basement and/or at ground level, along with the appropriate levels of security.

### 5.4.4 Servicing

#### **Objectives**

- i. To provide appropriate access and facilities for service vehicles to deliver goods to, and collect waste from, the ACP area;
- ii. To minimise conflict between service vehicles and private vehicles; and
- iii. To facilitate the efficient use of 'golf course type' service vehicles to service the resort-style residential community from the main service area.

#### **Requirements**

- (a) Service vehicles shall access the ACP Area from the designated Service Access Point as shown on Plan 6;
- (b) Development applications shall identify dedicated service vehicle parking/ loading and storage locations directly accessible or adjacent to the pathway of service vehicles;
- (c) Dedicated service area(s) shall be screened as far as practical to minimise their visibility from the public realm;
- (d) Development applications shall be accompanied by a Waste Management Plan inclusive of swept path analysis (if required) demonstrating the appropriate layout of servicing area(s); and
- (e) Access shall be provided between the main 'Service Area' as shown on the ACP and the resort-style residential community for the purposes of waste collection.

## 5.5 Other Provisions

### 5.5.1 Acoustics

#### **Objectives**

- i. To ensure noise sensitive land uses adjacent to the Perth-Armadale Train Line, major roads, entertainment venues and existing industrial uses are protected from noise and/or vibration and incorporate principles of Quiet House Design; and
- ii. To ensure noise from mechanical services equipment do not negatively impact upon residents of new development or adjoining properties.

#### **Requirements**

- (a) For the purpose of this clause, 'noise sensitive development' means development for a noise-sensitive land use and includes buildings used solely or mainly for residential purposes, serviced apartments, aged care, child care, hospital, educational establishment, or public worship;

- (b) Developments that propose noise sensitive development within 100m of Sevenoaks Street, William Street or existing industrial uses shall be accompanied by an Acoustic Report prepared by a suitably qualified Acoustic Consultant, which demonstrates compliance with *State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP5.4)* where required;
- (c) Mechanical services equipment, including air-conditioning units, pool filtration equipment, firefighting pumps etc. shall be suitably located in an area that minimises the impact on residents and adjoining development; and
- (d) A Section 70A Notification shall be placed on the Certificates of Title of dwellings within mixed use developments, notifying owners of potential noise generation from nearby retail/commercial/entertainment uses, and shall be required as a condition of development approval.

### 5.5.2 Drainage/ Stormwater Management

#### **Objectives**

- i) To effectively and efficiently manage stormwater drainage of the site.

#### **Requirements**

- (a) Development applications shall demonstrate compliance with the Water Management Strategy contained within Appendix 8, unless otherwise agreed with the City.

### 5.5.3 Western Power Infrastructure Separation

#### **Objectives**

- i) To ensure development is sufficiently set back from the Western Power infrastructure located in Sevenoaks Street.

#### **Requirements**

- (a) Development shall be set back from Sevenoaks Street in accordance with a Western Power Clearance Assessment, to the satisfaction of the City; and
- (b) No development other than an awning, appropriate landscaping, parking or access shall be located within the street setback determined under (a), unless otherwise determined as acceptable by the City following consultation with Western Power.

### 5.5.4 Bushfire Management

#### **Objectives**

- i) To ensure development is appropriately sited, accessed and managed to achieve an acceptable level of bushfire risk.

#### **Requirements**

- (a) A future development application shall demonstrate compliance with the Bushfire Management Plan contained within Appendix 5.

### 5.5.5 Ceding of Land for Road Reserve

#### **Objectives**

- i) To ensure land is provided for the functional operation of new roads within and/or adjacent to the ACP Area;

#### **Requirements**

- (a) Land along Sevenoaks Street at a width of approximately 10m may be required to be ceded free of cost to the Crown, implemented via a condition of development approval, to facilitate widening of Sevenoaks Street.

## 5.6 Additional Information

Table 2 – Additional Information, as applicable, sets out the additional information that is required to be submitted under the ACP, and the stage at which it is to be submitted.

**Table 2 – Additional Information**

<b>Additional Information</b>	<b>Approval Stage</b>	<b>Consultation Required</b>
<p><b>Clearance Assessment</b></p> <p>To ensure development is sufficiently set back from Western Power infrastructure located in Sevenoaks Street.</p>	Development application for Stage 1, where required.	Western Power
<p><b>Bushfire Attack level Assessment</b></p> <p>To ensure development is sufficiently setback, constructed and managed to achieve an acceptable level of bushfire risk.</p>	Development application for Stage 3.	Nil.
<p><b>Acoustic Assessment</b></p> <p>To ensure noise sensitive land uses are protected from noise and vibration.</p> <p>To ensure noise generating activities are appropriately designed and managed.</p>	<p>Building Permits for developments that contain noise sensitive land uses proposed within 100m of Sevenoaks Street and existing industrial activity.</p> <p>Development applications for noise generating activities shall require, as a condition of approval, an Acoustic Report/ Noise Management Plan demonstrating how noise is to be appropriately contained prior to occupation of the relevant tenancy.</p>	Nil.
<p><b>Landscape and Public Realm Plan</b></p> <p>To ensure the provision of quality open spaces with a strong identifiable sense of place at a pedestrian scale.</p>	Building Permit for Stage 1.	Nil.
<p><b>Traffic Impact Assessment</b></p> <p>To ensure adequate vehicular access and movement associated with the proximity of future development to the intersection of William and Sevenoaks Streets.</p>	Development application.	Main Roads WA
<p><b>Road Safety Audit</b></p> <p>To ensure safe vehicular access to and from future development, having regard to the existing RAV4 network.</p>	Development application proposing access to/from Sevenoaks Street.	Nil.
<p><b>Emergency Evacuation Plan</b></p> <p>As required by the National Construction Code.</p>	Development application for Stage 1.	Nil.



**LEGEND**

- Activity Centre Plan Boundary
- Sub Precinct Boundary
- Mixed Use
- Residential
- Public Pedestrian Space
- Communal Open Space / Private Recreation
- Private Realm
- Indicative Supermarket Location
- Future Road Connection
- Access Lane
- Private Pedestrian / Cycle Connection
- Public Pedestrian / Cycle Connection
- \* Landmark Site
- Restricted Public Access (Fencing)
- Vehicular Access (refer to Plan 6)
- Indicative Setback (8.4m) to achieve BAL-29
- 10 metre setback to allow for future road widening and clearance to Western Power transmission lines

# Plan 1 - Beckenham Station Precinct Activity Centre Plan

Sevenoaks Street, Beckenham

Date: 19 Nov 2018    Scale: 1:2000@ A3    File: 710-102 CP-1 A    Staff: DR AMH OP GW    Checked: DR

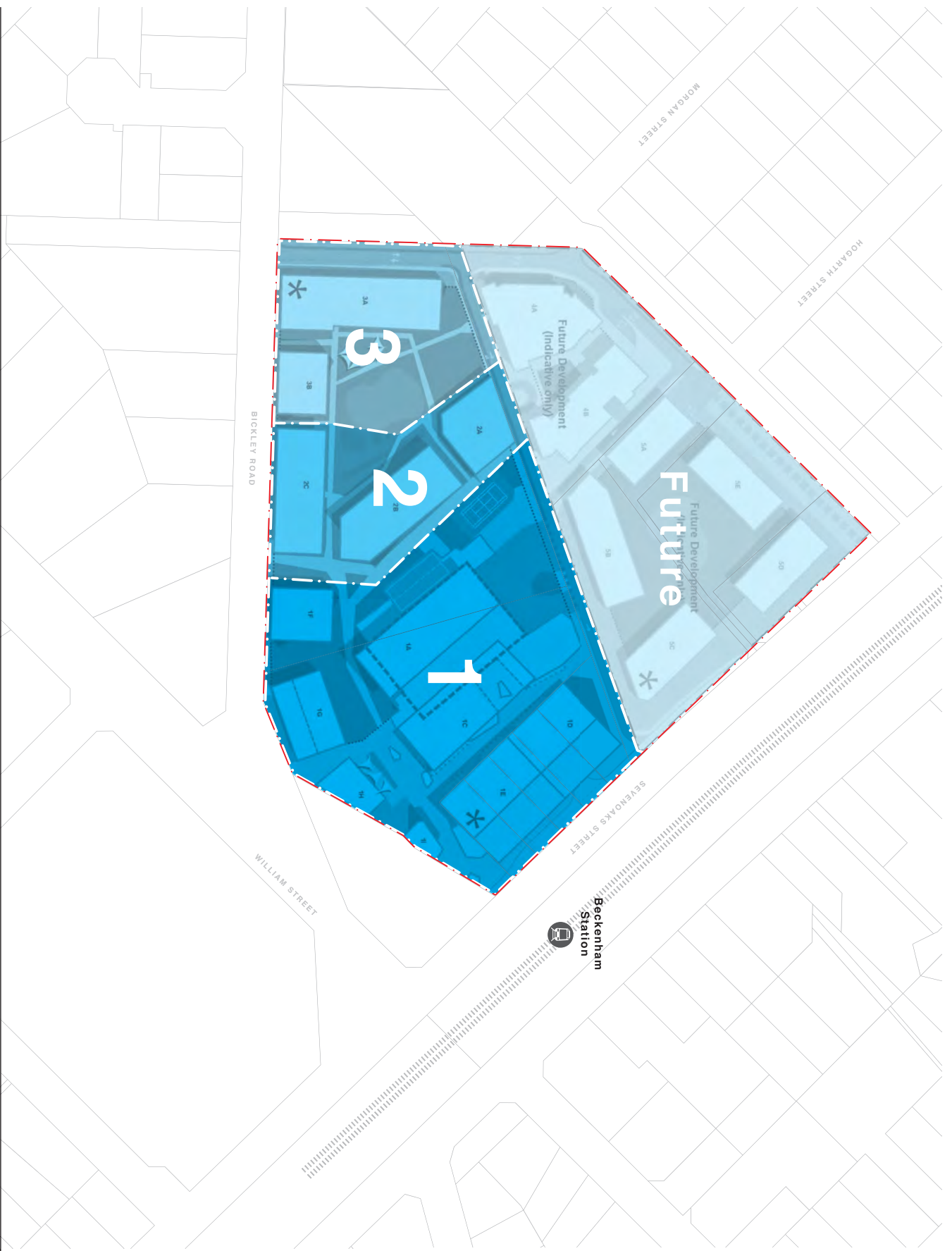


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**LEGEND**

- · - · LDP Area
- Stage 1
- Stage 2
- Stage 3
- Future
- Stage Boundary



# Plan 2 - Staging Plan

Sevenoaks Street, Beckenham

Date: 30 Aug 2018    Scale: 1:2000 @ A3    File: 710-102 CP-2 A    Staff: DR AMH-OP GW    Checked: DR



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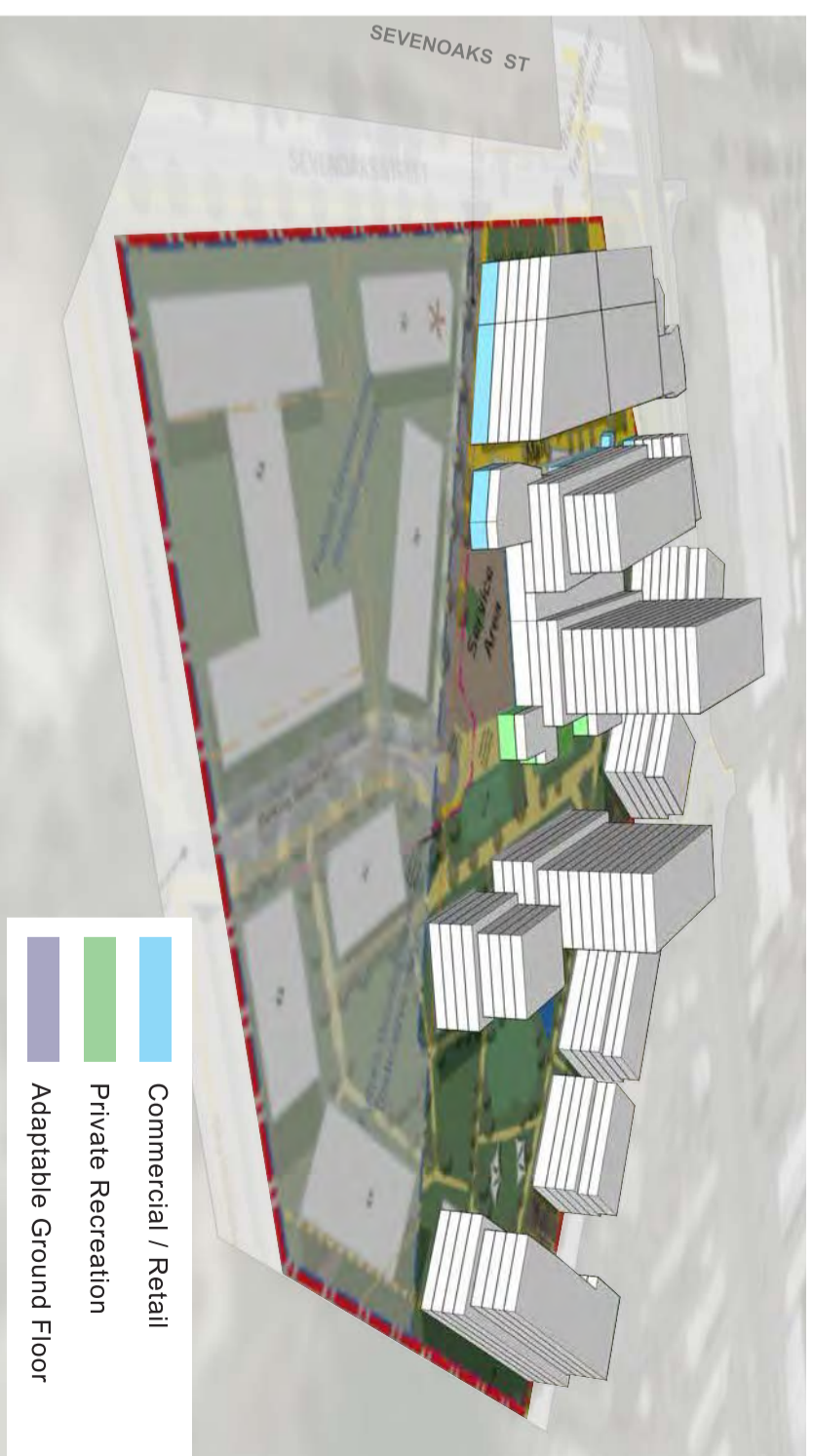
View looking west from William Street



View looking north towards Train Line



View looking south - east



View looking east towards William Street

# Plan 3 - Indicative Building Envelopes and Land Uses

Sevenoaks Street, Beckenham



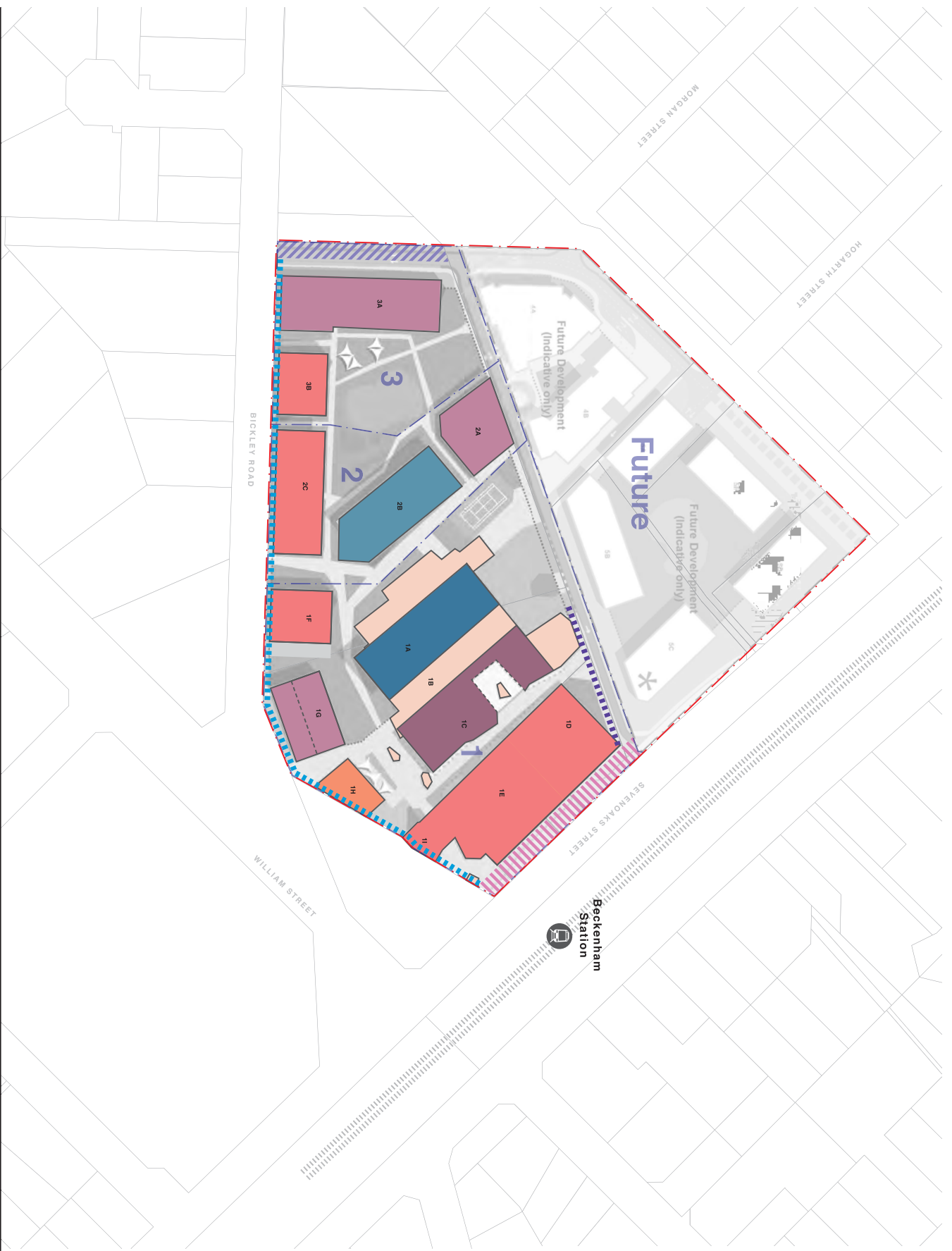
Date: 19 Nov 2018    Scale: 1:2000@ A3    File: 710-102 CP-3 A    Staff: DR AMH OP GW    Checked: DR



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- LEGEND**
- LDP Area
  - Staging Boundary
  - 2 storey development
  - 5 storey development
  - 6 storey development
  - 8 storey development
  - 10 storey development
  - 15 storey development
  - 17 storey development
  - Refer to Table 1 (1D)
  - Nil - 3m Setback
  - Western Power Setback / Easement (indicatively 10m, subject to Clearance Assessment)
  - 8.4m Setback to achieve B/L-29



# Plan 4 - Building Heights and Setbacks Plan

Sevenoaks Street, Beckenham

Date: 30 Aug 2018

Scale: 1:2000 @ A3

File: 710-102 CP-4 A

Staff: DR AMH-OP GW

Checked: DR



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- LEGEND**
- LDP Area
  - Frontage Type 1
  - Active Ground Floor
  - Frontage Type 2
  - Upper Floor Passive Surveillance
  - Frontage Type 3
  - Active Ground Floor Uses encouraged



# Plan 5 - Frontages Plan

Sevenoaks Street, Beckenham

Date: 30 Aug 2018

Scale: 1:2000 @ A3

File: 710-102 CP-5 A

Staff: DR AMH OP GW

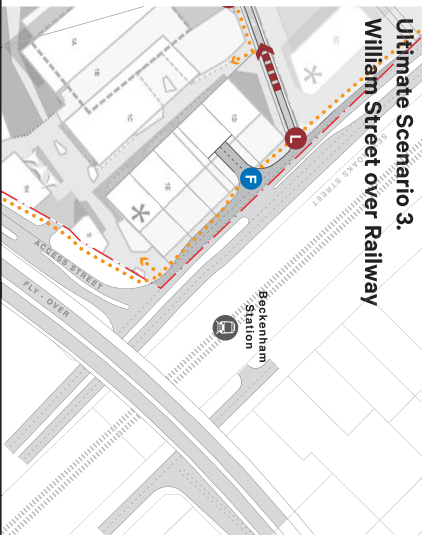
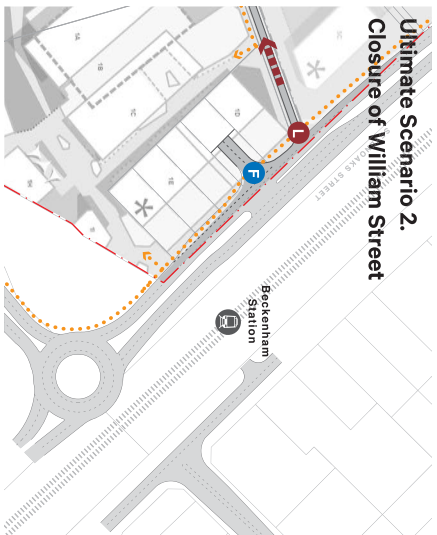
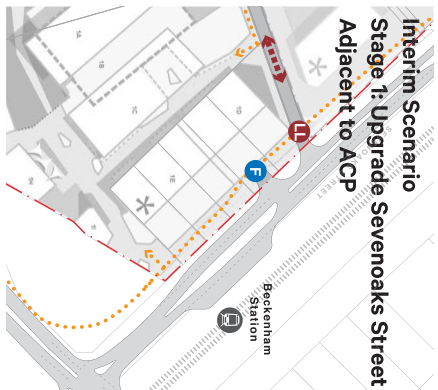
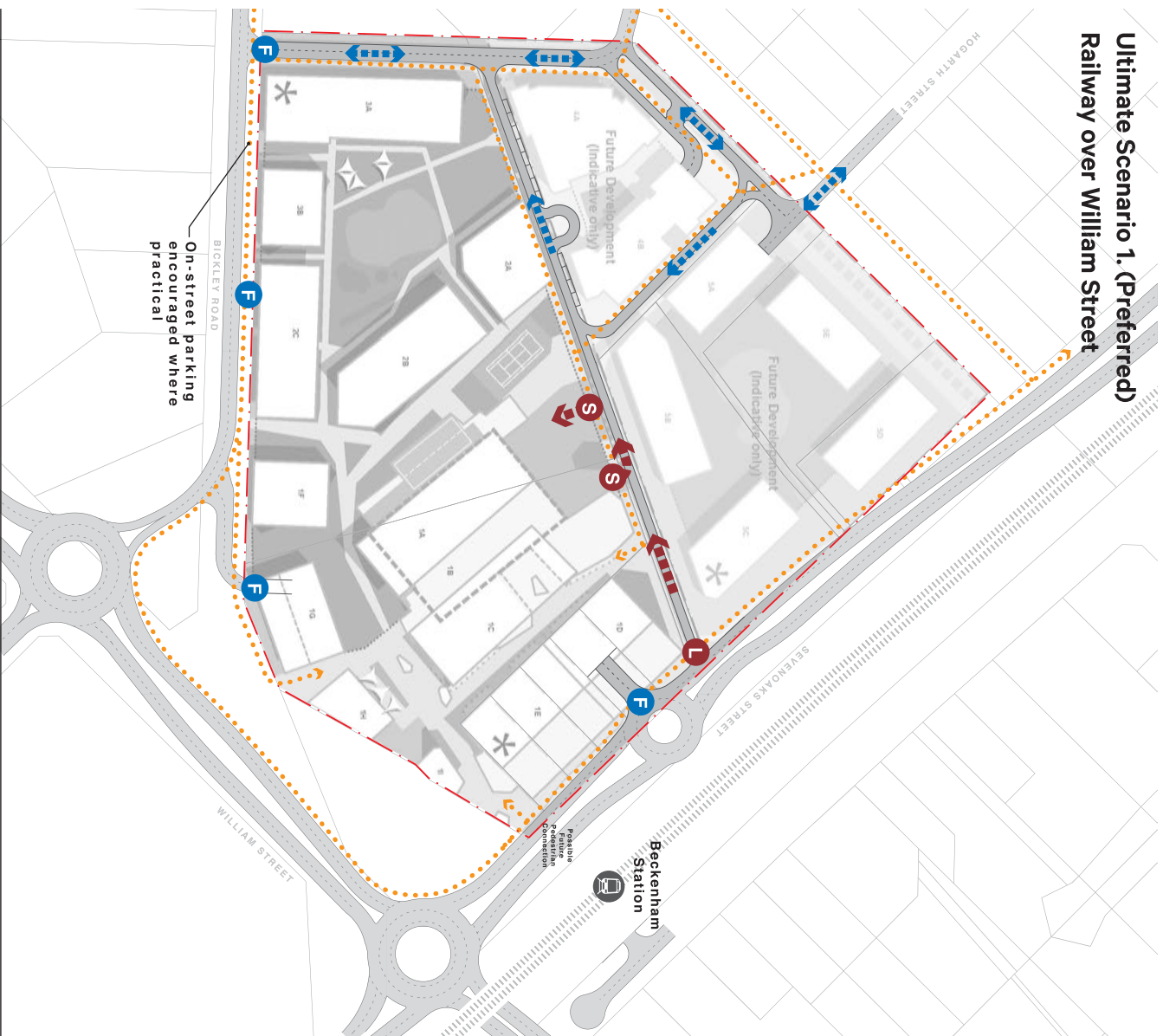
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## Ultimate Scenario 1. (Preferred) Railway over William Street



### LEGEND

- - - Activity Centre Plan Boundary
- ⋯ Key Pedestrian / Cycle Links
- Direction of Travel (One-Way)
- F Full Movement Intersection

### SERVICE ACCESS

- Direction of Travel
- L Left In Only Intersection
- LL Left In - Left Out Intersection
- S Service Entry / Exit

### DESIGN ASSUMPTIONS

All Ultimate Scenarios assume the transition of Sevenoaks Street to dual carriageway.

## Plan 6 - Movement and Access Plan

Sevenoaks Street, Beckenham

Date: 6 Nov 2018

Scale: 1:2000@A3

File: 710-102-CP-6-A

Staff: DR AMH-OP GW

Checked: DR

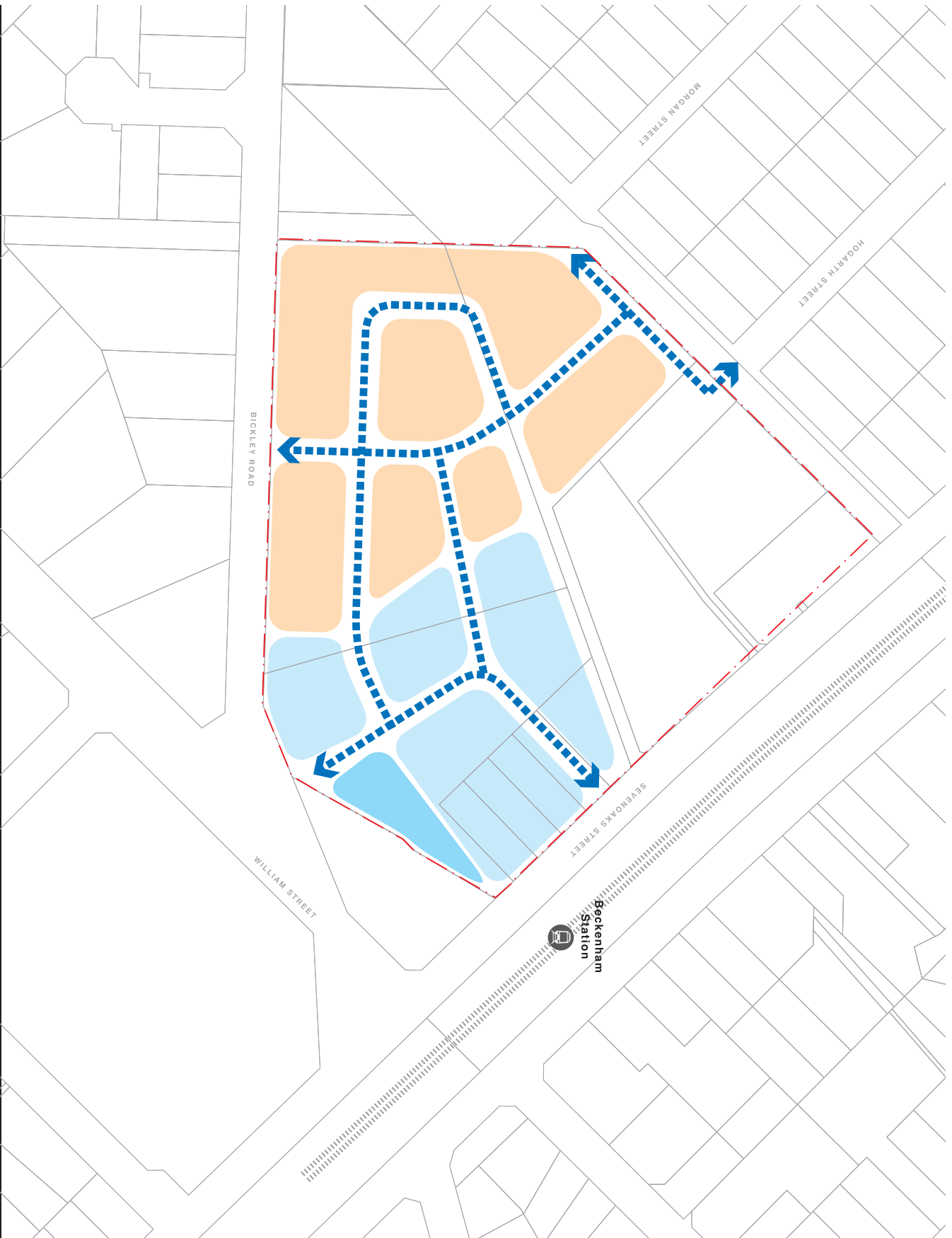


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- LEGEND**
- · - · Activity Centre Plan Boundary
  - - - - Key Linkages
  - Secure Residential Parking
  - Commercial Short Term Parking
  - Commercial Long Term Parking

**NOTES:**

Conceptual Only.  
 Parking layout and allocation may be altered for different basement levels. (e.g. Residential parking closer to Sevenoaks Street to service residential buildings within Stage 1).

# Plan 7 - Indicative Basement 1 Car Park Layout and Subterranean Network

Sevenoaks Street, Beckenham

Date: 30 Aug 2018    Scale: 1:2000 @ A3    File: 710-102 CP-7 A    Staff: DR AMH OP GW    Checked: DR



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# **PART TWO**

**EXPLANATORY  
SECTION AND  
TECHNICAL  
APPENDICES**



Figure 1. Location Plan

# 1. Introduction and Purpose

## 1.1 Purpose

The purpose of this Activity Centre Plan (ACP) is to guide and coordinate land use and development outcomes for the Beckenham Station Precinct Activity Centre. The key principles of the ACP are to:

- Provide a planning framework to facilitate the relocation of industrial uses and establishment of transit-oriented urban development in line with the Metropolitan Region Scheme and City of Gosnells Town Planning Scheme No. 6;
- Enhance the usage of public transport by facilitating higher density infill development with a high degree of accessibility;
- Guide the provision of convenient urban amenities to serve the local catchment and visitors using public transport;
- Provide an employment base with ease of access and a variety of complementary uses;
- Improve the relationship between where people live, work, shop and are entertained;
- Assist in achieving desired built form outcomes through built form and design standards; and
- Provide a diverse and safe, high density residential environment.

## 1.2 Beckenham Station Precinct Activity Centre Context

### 1.2.1 Location

The subject site is situated approximately 15km south east of the Perth CBD within the City of Gosnells and boarded by the City of Canning to the west. The site is strategically located immediately abutting the Beckenham Train Station.

The site is well serviced by major roads and the Perth-Armadale railway line, which runs parallel to the northern edge of Sevenoaks Street. William Street, which bounds the site to the southeast, connects the site to Albany Highway; one of the major transport corridors for the southeast Perth Metropolitan Region.

The site is also located near amenities such as Beckenham Primary School and public open space, and is approximately 4km from the strategic industrial areas of Welshpool/Kewdale and Maddington/Kenwick. The higher order Canning Strategic Metropolitan Activity Centre (Carousel) is located to the west.

*Refer to Figure 1 – Location Plan*

## 1.2.2 Legal Description and Ownership of Land

This ACP applies to the area immediately west of the Beckenham Train Station, generally bound by Bickley Road, William Street, Sevenoaks Street and a drainage reserve. The ACP Area comprises 12 lots totalling approximately 7.5 hectares in area. The particulars of the Certificates of Title are summarised in Table 3 below:

Refer to Figure 2 – Site Plan

**Table 3 - Summary of Certificates of Title**

Lot	Plan	Vol/Fol	Land Ownership	Area (ha)
<b>Southern Sub-Precinct</b>				
Lot 22 Bickley Road	D80818	1952/754	Greenpeak Nominees Pty Ltd	1.3842
Lot 23 Bickley Road	D80818	1952/755	Greenpeak Nominees Pty Ltd	2.6183
Lot 1 Sevenoaks Street	D20009	1182/705	E. Cianciosi	0.1584
Lot 2 Sevenoaks Street	D20009	1262/904	T. & R. Green	0.1014
Lot 3 Sevenoaks Street	D20009	1268/874	Yuan You Australia Investment Pty Ltd	0.1012
Lot 4 Sevenoaks Street	D20009	1831/423	Greenpeak Nominees Pty Ltd	0.1012
Lot 5 Sevenoaks Street	D20009	40/253A	T Taylor Pty Ltd	0.1012
<b>Sub-Total Southern Precinct</b>		<b>7 Lots</b>		<b>4.5659</b>
<b>Northern Sub-Precinct</b>				
Lot 252 Sevenoaks Street	P48446	2620/663	Tokarra Pty Ltd	1.1153
Lot 24 Sevenoaks Street	P23617 SP 61077	2784/745-760	13 of the 15 strata lots under ownership of Bayview West Holdings Pty Ltd	0.7249
Lot 27 Sevenoaks Street	P23817	2168/327	Vista Management Pty Ltd	0.3178
Lot 29 Sevenoaks Street	D100649	2501/993	P. Lutter	0.2631
Lot 30 Sevenoaks Street	D100649	2501/994	Mainshaft Holdings Pty Ltd	0.5319
<b>Sub-Total Northern Precinct</b>				<b>2.9530</b>
<b>Total</b>		<b>12 Lots</b>		<b>7.5189</b>

A 3-3.5m wide easement for the purposes of electricity supply runs along the northeast section of Lot 22 Bickley Road. Discussions with Western Power suggest a setback of 10m from Sevenoaks Street may be required for a safe clearance distance from the overhead power lines, however is subject to a future Clearance Assessment (refer to section 5.5.3).

### 1.2.2.1 Existing and Surrounding Land Use

Lots 22 and 23 Bickley Road, Beckenham (totalling approximately 4 hectares in area), have previously been owned and operated by Boral Bricks for the purposes of brick manufacturing, storage and distribution, and now remain vacant. The remainder of the ACP Area comprises existing service and light industries, and single houses. Surrounding activity predominantly comprise light industrial and residential land uses, with a bulky goods/ commercial area to the east opposite William Street.

Refer to Figure 3 – Aerial Plan

## 1.3 Vision and Principles

### 1.3.1 Vision

The Beckenham Station Precinct Activity Centre seeks to become a mixed-use transit-oriented development that capitalises on its strategic location adjacent to the Beckenham Train Station by providing high-density residential uses combined with convenience shopping within an active, safe, pedestrianised and amenity-rich precinct.

### 1.3.2 Aspiration

The development of the Beckenham Station Precinct Activity Centre shares an aspiring vision with Brisbane's awarded Gasworks Precinct in Newstead. The projects draw similarities between their previous land uses and strategic locations to support transit oriented development. The Planning Institute of Australia recognised the Gasworks redevelopment as an exceptional planning achievement:

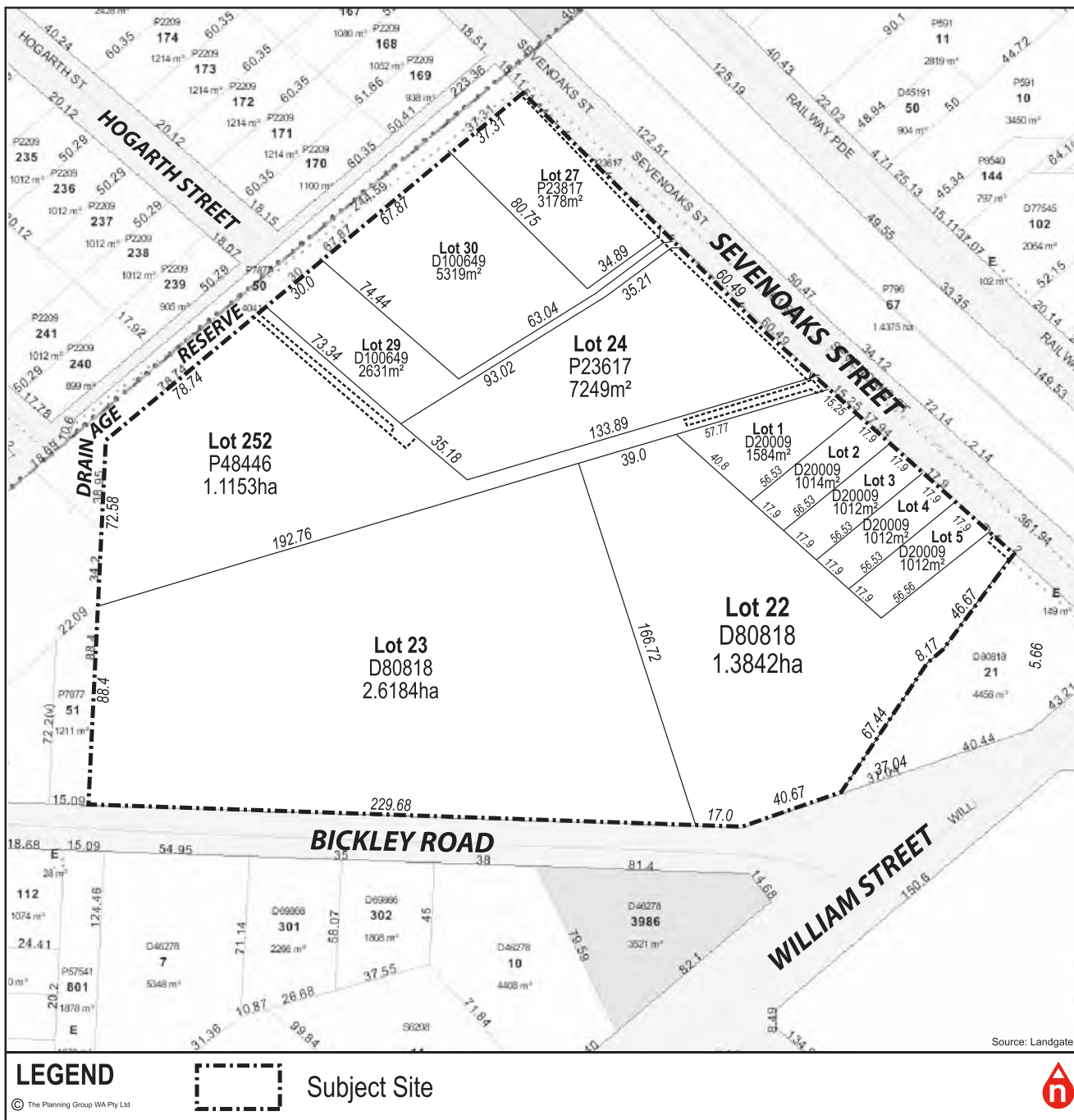


Figure 2. Site Plan



Figure 3. Aerial Plan



*“The project as delivered is an urban infill development of a complex brownfield industrial site in a strategically important location, with heritage and flood impact constraints, originally intended to stimulate additional development and improve the uptake of active and public transport. Over its long time frame, the project has evolved to respond to changing notions of best practice in planning and urban design principles, including increased density, mixed-use functions, multi-modal transport and inclusive public open spaces over the course of the project.*

*“The Gasworks project has surmounted a number of challenges, including a changing planning context, fragmented site ownership and site constraints. It is unusual in that amenities, including public transport links, recreational spaces, and mixed-use retail outlets, have been established in advance of residential density. It makes a significant positive contribution to urban renewal in Brisbane.”*

- Planning Institute of Australia, 2015 Award for Planning Excellence in Queensland. Categories won: ‘From Plan to Place’ and ‘Exceptional Planning Achievement’.

### 1.3.3 Principles

#### 1.3.3.1 Land Use and Built Form

- i) Promoting a compact urban environment that is focused on providing highly accessible and convenient retail floor space adjacent to the Beckenham Train Station and within a high-density transit-oriented development;
- ii) Ensuring that non-residential uses do not have detrimental impact on residential amenity;
- iii) Creating a safe and secure ‘resort style’ environment for residents in the south western portion of the ACP Area by clearly defining public and private spaces and providing communal open space and recreation areas;
- iv) Promoting an employment base and a mix of shop/ retail uses that complement the existing commercial development in the Beckenham area and serve the local community and residents; and
- v) Promoting high density transit-oriented development with a strong presence to the street and taller buildings central to the site.

*Refer to Plan 3 – Indicative Building Envelopes and Land Use Diagrams*

#### 1.3.3.2 Movement, Traffic and Parking

- i) Promoting land use and development outcomes that maximise the opportunities for integration with the adjacent Beckenham Train Station and encourage public transport use and reduce private vehicle usage;
- ii) Providing and enhancing pedestrian and cycling environments by limiting the at-grade movement of vehicles through the site;
- iii) Providing a balanced approach to car parking where there are sufficient bays to support the development and market demands without providing an oversupply of parking that discourages alternative transport modes.
- iv) Ensuring vehicular access points are safe and easily traversed; and
- v) Creating an inviting pedestrian mall that is safe, convenient and improves access to the Beckenham Train Station.

*Refer to Plan 6 – Movement Network*

#### 1.3.3.3 Public Realm

- i) Creating attractive environments with clear delineation between private, communal and public spaces and that encourages social interaction between residents; and
- ii) Ensuring that new development achieves a high level of passive surveillance over the public realm and communal open spaces.

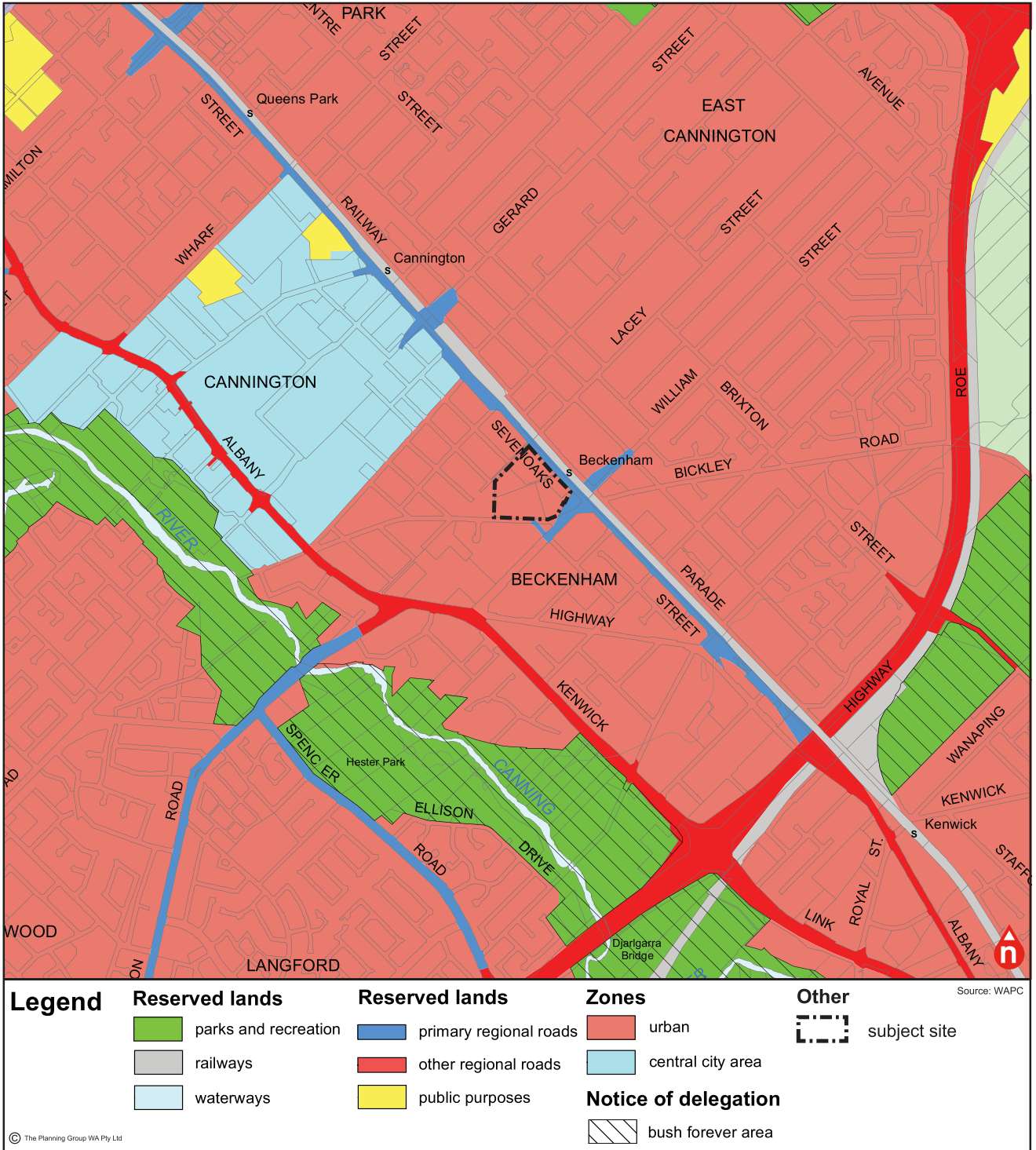


Figure 4. Extract of Metropolitan Region Scheme

## 2. Planning Context

This ACP has been prepared in accordance with Clause 31(b) of Part 5, Schedule 2 'Deemed Provisions' of the *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)*, to guide the future development of the area described as Special Use Zone No. 4 (Schedule 4 – Special Use Zones) under the City of Gosnells TPS 6.

This ACP has been prepared in place of the Local Development Plan (LDP) required for the site under Special Use Zone No. 4 within Schedule 4 of City of Gosnells Town Planning Scheme No. 6, which was introduced by Amendment 144. Following the preparation of a draft LDP, the Western Australian Planning Commission determined that an ACP was required. This ACP therefore presents as a hybrid between an LDP and an ACP in that its level of detail is reduced given the site's planning history resulting in the existing detailed Scheme provisions for Special Use Zone No. 4 and the intent for an LDP to only provide site specific guidance for the development of the site.

### 2.1 State Planning Framework

- **Metropolitan Region Scheme (MRS):** Under the provisions of the MRS the ACP Area is included in the 'Urban' zone. The site directly abuts 'Other Regional Road' reservations, being Sevenoaks and Williams Streets. Refer to Figure 4 – Extract of Metropolitan Region Scheme
- **Directions 2031 and Beyond and Perth and Peel @ 3.5 Million:** These documents provide a high level, spatial vision for accommodating a rapidly expanding population within the Perth and Peel region. They are long-term strategies that recognise the benefits of a more consolidated city while working from historic patterns of urban growth. One of the key objectives of these documents is to improve the relationship between where people live and where they work, shop or recreate, to reduce travel time and cost, and the associated impact on transport systems and the environment. *Directions 2031* also strongly encourages increased housing diversity, adaptability, affordability and choice.
 

*Directions 2031* has set a target of 47 per cent of residential development as infill development. The ACP facilitates this vision by providing high density and non-residential development within an existing developed area, enabling a more consolidated pattern of growth with high accessibility to existing infrastructure, services and public transport.
- **Central Sub-Regional Planning Framework:** builds upon the above documents and advocates for greater use of activity centres, transport corridors and station precincts to support a diversity of higher-density accommodation that is close to jobs and amenities. The Framework applies 10 principles of urban consolidation that include aspects of housing, character and heritage, activity centres, station precincts, and green networks. While the ACP Area is not identified as a 'station precinct' under the Framework, it meets the principles for urban consolidation and has subsequently been recognised for its strategic location by the WAPC.
- **State Planning Policy 4.2 - Activity Centres for Perth and Peel:** specifies broad planning requirements for the planning and development of new activity centres and the redevelopment or renewal of existing centres. It provides broad land use and urban design criteria for centres, and facilitates the integration of centres with public transport. This Policy also seeks to ensure that centres contain a range of activities to promote community benefits through infrastructure efficiency and economic benefits of business cluster, to which this ACP seeks to achieve. The development of this ACP is akin to a larger neighbourhood centre, which SPP4.2 encourages to achieve a residential density of 25 dwellings per gross urban hectare. The local catchment of the ACP Area is a notional 400m walkable catchment from the Beckenham Train Station, which is further broadened by its transit-oriented nature.

- **Draft State Planning Policy 7 – Design of the Built Environment (including Design WA):** is a State Government initiative to ensure good design is at the centre of all development in Western Australia, including the Apartment Design Guide. It aims to create cities, towns and neighbourhoods where people want to live, work and socialise, now and long into the future. It includes an apartment design policy and a design review guide. Draft SPP7 will replace SPP3.1 Residential Design Codes as the guiding document for residential development within the ACP Area.
- **Development Control Policy 1.6 Planning to Support Transit Use and Transit Oriented Development:** seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use. The main objectives of DC1.6 are to:
  - ‘Promote and facilitate the use of public transport as a more sustainable alternative to the private car for travel;*
  - Encourage spatial patterns of development that make it easier to plan and efficiently operate public transport services, and for the existing and potential users of public transport to access those services;*
  - Encourage balanced public transport ridership along transit corridors by creating places that are destinations as well as points of departure;*
  - Ensure the optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services; and*
  - Ensure that opportunities for transit supportive development are realised’.*

The ACP adopts the above objectives into its core principles of land use and connectivity.

- **Design Out Crime Planning Guidelines:** aim at preventing crime through the application of a range of design principles to an area or site to minimise the potential for that site to facilitate and support criminal behaviour. The ACP addresses a number of these guidelines through its encouragement of active streets, passive surveillance of the public realm, safe and secure residential community and the inclusion of mixed land uses.
- **Liveable Neighbourhoods:** Included in the objectives of *Liveable Neighbourhoods* is to provide for walkable urban structures forming nodes of compatible mixed uses with access to employment, retail and community facilities. The ACP is consistent with the aims and intent of *Liveable Neighbourhoods* as it facilitates the delivery of principles of a safe, active and mixed-use community. The site will also support efficient public transport systems and provide for a variety of housing types in order to cater for a diverse community that is advocated by *Liveable Neighbourhoods*.

## 2.2 Local Planning Framework

### 2.2.1 City of Gosnells Town Planning Scheme No. 6

The ACP Area is zoned ‘Special Use’ (SU4) under the City’s TPS No. 6. SU4 was introduced by Amendment 144, which rezoned the land from ‘General Industry’ and was gazetted in September 2014. Land use permissibility and special conditions of development are included in Schedule 4 – Special Use Zones of TPS6.

Refer to Figure 5 – Extract of Town Planning Scheme No. 6

### 2.2.2 City of Gosnells Activity Centres Planning Strategy (2012)

The City’s Activity Centres Planning Strategy is the City’s commercial planning strategy. Key objectives of the ACPS are to:

- *‘Promote and facilitate the provision and responsive evolution of a viable, convenient, and attractive network of activity centres to serve the retail, other commercial, social and cultural needs of the City;*
- *Improve existing activity centres; and*
- *Encourage and facilitate the provision of more localised business and employment opportunities’.*

The Strategy encourages the integration of development and railway stations in the City and identifies that the Beckenham Train Station is currently not well integrated with transit oriented commercial development. The Strategy identifies that there is some potential for this to occur in the future and this ACP seeks to plan for and facilitate that integration.

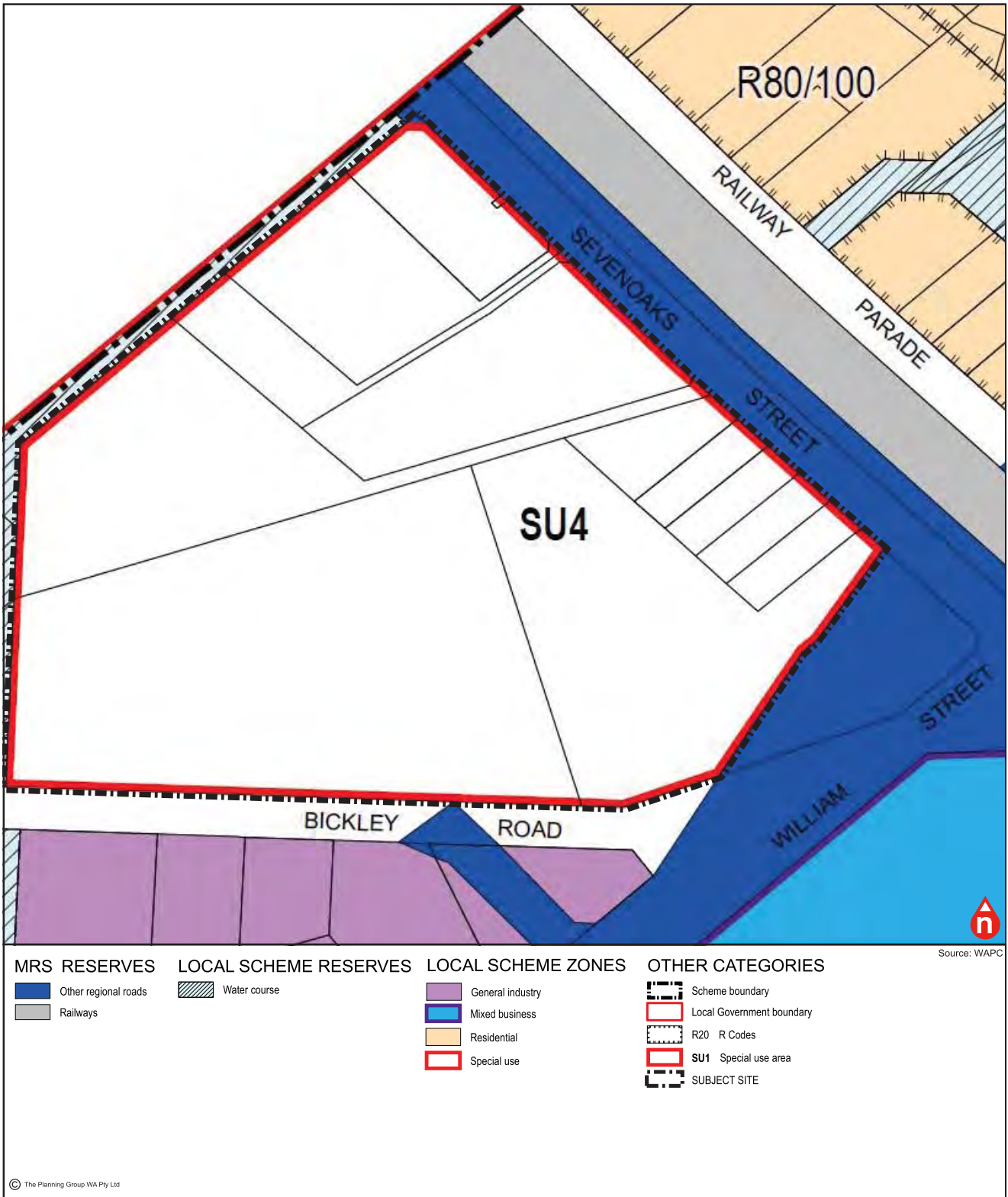


Figure 5. Extract of Town Planning Scheme No. 6

### 2.2.3 Queens Park, Cannington and Beckenham Railway Station Precinct Study (WAPC, 2002)

The City's Station Precinct Study reviewed land within an 800m radius of the Queens Park, Cannington and Beckenham Train Stations. While now over 15 years old, the Study summarised the key issues of the Station Precincts as being:

- Land use intensity is low and fails to fully support the operation of the station and the railway in general;
- In general terms, the existing regime of land uses within the station precinct is contrary to State Government Policy (particularly WAPC DC Policy 1.6);
- Government investment, proximity to Perth City and urban growth indicate that the station precinct will be the scene of ongoing intensification and consolidation;
- There is a need to promote the surveillance of streets and train stations;
- Encourage development of vacant land adjacent to the train station; and
- Existing zones within the station precinct fail to adequately support the object of WAPC DC Policy 1.6, however Town Planning Schemes do have the potential and ability to employ appropriate controls.

The Study encouraged commercial and higher density residential development in the vicinity of the Beckenham Train Station, and in particular *"redevelopment of the Boral and other industrial developments along Bickley Road to more appropriate residential, mixed use, and business enterprise uses"*.

The Beckenham Station Precinct ACP will facilitate a type, intensity and form of development that supports the Beckenham Station as both a point of departure and a destination; encouraging usage of public transport and reducing the use of private vehicles.

### 2.2.4 City of Gosnells Local Housing Strategy (2006)

The City's *Local Housing Strategy* aims to provide the City with a clear rationale for determining future housing needs and the capacity for increasing residential density to cater for future population growth and change. Areas located around railway stations and neighbourhood centres where access to facilities is high, have been identified as areas most suitable for increased residential development.

The ACP Area is located within the 'Central Beckenham' Precinct, where lots located adjacent to the Beckenham Train Station are designated for future Residential R60 density. Although the subject site is adjacent to the Beckenham Train Station, due to the previous 'General Industry' zoning it was not included for future increase in residential density. The City and WAPC have since, however, acknowledged the site's strategic importance and supported its rezoning to Special Use with densities up to R160.

Other key demographics highlighted by the Strategy are:

- The population is expected to grow by 10,000 people between 2015 and 2020;
- The population has a high demographic of both young people and an aging population, but a very small percentage of apartments (1.1%);
- The population has an increasing percentage of lone person households and one parent households and a decline in two parent households; and
- The socio-economic profile of Gosnells is consistent with the Perth average.

In summary it is clear that the size of households is decreasing, the demand for smaller more affordable housing is increasing, but the apartment product is not keeping pace.

### 2.2.5 Local Planning Policies

Any relevant local planning policies, where not altered by this ACP, apply to the future development of the ACP Area.

## 2.3 Other Approvals and Decisions

There are no other Approvals or Decisions which apply to the Beckenham Station Precinct ACP.

## 2.4 Pre-Lodgement Consultation

Table 4 documents the consultation undertaken during the preparation of the ACP.

Table 4 – Pre-Lodgement Consultation

Agency	Date of Consultation	Method of Consultation	Comments/ Outcome
City of Gosnells	25 May 2016	Meeting	Draft Local Development Plan (LDP) presented, discussed and informally lodged for further comment.  City provided detailed comments on draft LDP via return email, flagging that the Plan may be better suited as an ACP. Applicant provided responses, but did not re-submit Plan.
	22 June 2016	Email	
	19 July 2016	Email	
WAPC	3 August 2016	Letter	WAPC declared the Beckenham Station Precinct requires an ACP.  Refer to Appendix 1.
City of Gosnells	10 August 2016	Meeting	Discussion of application's responses to City's comments. Parties agreed on preparing draft parameters to be addressed by an ACP for the area, for the Department of Planning's confirmation, acknowledging that the level of detail could be reduced given the site's planning history.
Public Transport Authority (PTA)	11 October 2016	Letter	Planned pedestrian overpass discussed and supported in principle.  Refer to Appendix 2.
	28 October 2016	Meeting	
	8 November 2016	Letter	
Department of Planning (DoP)	31 October 2016	Letter	Proposal and discussion of parameters to be addressed by the Plan, and agreed via return letter.  Refer to Appendix 1.
	10 November 2016	Meeting	
	21 November 2016	Letter	
Department of Planning (DoP)	17 November 2016	Email	DoP urban economist provided advice to the City on the retail assessment (provided to the applicant on 13 December 2016). Applicant responded.
City of Gosnells Main Roads WA	February/ March 2017	Verbal	Agreeing to key aspects of the scope of the Transport Impact Assessment, in particular intersections to be assessed, future transport network details and methodology for forecasting future year traffic demands.
		Email	
City of Gosnells Water Corporation	8-9 February 2017	Meeting	Discussion of scope and key aspects of drainage management strategy.
Western Power	10-15 February 2017	Letter	Information requested from Western Power regarding setback to overhead transmission lines along Sevenoaks Street. Western Power responded.  Refer to Appendix 2.
		Email	
Water Corporation	10 February 2017 9 March 2017	Letter	Information requested from Water Corporation regarding access over main drain. Water Corporation responded.  Refer to Appendix 2.
Department of Water	6 February 2017	Verbal	Confirmed involvement with drainage management strategy not necessary.
Department of Parks and Wildlife	27 February 2017	Verbal	Advised that a meeting to discuss drainage management strategy not required.  Lists key points to be addressed in Strategy, which is to be reviewed during formal referral of ACP. Refer to Appendix 8.
	10 March 2017	Letter	
City of Gosnells	March 2017	Email	City provided applicant with Beckenham TOD retail assessment. Applicant reviewed and responded, advising of imminent lodgement of ACP.





## 3. Site Conditions and Constraints

Unless otherwise stated, this section relates to the Southern Sub-Precinct only.

### 3.1 Biodiversity and Natural Area Assets

The ACP Area has been historically cleared to support its prior use as general industry, with no remaining biodiversity or natural area assets.

### 3.2 Landform and Soils

An Environmental Site Assessment and Preliminary Site Investigations conducted by Cardno in February 2010 (Appendix 3) consider the site to be suitable for the planned mixed-use development.

On-site soil bore observations noted that controlled fill material was generally present to a depth of 0.3-0.4m below ground surface and comprised predominantly gravely sand to assist site drainage. No deleterious materials such as wood, metal, asbestos or plastic were noted in any of the soil bores. The fill material was tested for pesticides and metals, and results indicate that the fill does not exceed any of the adopted guideline concentrations with the exception of dieldrin in some bore locations, however is unlikely to pose a significant ecological risk as there are no sensitive ecological receptors onsite.

The results of the investigation indicate that gravely sand fill beneath the site is suitable for retention in the planned mixed use development and poses no risk to human or ecological health. Groundwater may have been impacted off-site and may restrict the suitability of groundwater use.

Preliminary Site Investigations indicate that there is a moderate to low Acid Sulfate Soils (ASS) risk generally occurring at depths of less than 3m.

### 3.3 Groundwater

The Environmental Site Assessment and Preliminary Site Investigations found that groundwater flow is toward the southwest of the site. Subsequent review of investigations undertaken as part of the Drainage Strategy (refer to section 4.5) indicate that minimum depths of groundwater to natural surface equate to a groundwater level of 3.2mAHD at the western end of the site and 4.2mAHD at the eastern end.

Groundwater testing indicated there is a hydrocarbon plume migrating from an up gradient site however concentrations are minor and are not considered to pose a health risk from soil vapour or incidental groundwater contact.

### 3.4 Servicing and Infrastructure

A desktop analysis concludes that all future servicing infrastructure requirements can be readily provided to service the subject site's redevelopment. On this basis, there are no servicing impediments to the proposed development or residential density that form this ACP. The following sub-section summarises the key aspects of the Infrastructure Servicing Report.

*Refer to Appendix 4 – Infrastructure Servicing Report*

#### 3.4.1 Gas

A high-pressure gas pipeline network runs within the Bickley Road/ William Street road reserve, with an existing connection at the southern boundary of Lot 23.

### 3.4.2 Power and Telecommunications

An existing Western Power substation is contained within the southern boundary of Lot 23 coupled with cable termination power poles (for the site). An existing Amcom telecommunications fibre runs along the southwestern alignment of Sevenoaks Street, with a Pit located on the eastern corner of Lot 21. 132kV transmission lines run along Sevenoaks Street, and require sufficiently clearance from buildings to ensure safety (refer to section 4.8).

### 3.4.3 Water Supply, Drainage and Sewer

The Water Corporation maintains distribution water mains running along Bickley Road, William Street and Sevenoaks Street, with an existing connection at the southern boundary of Lot 23 Bickley Road. An upgrade to the reticulation mains in Sevenoaks Street and Bickley Road may be required to service the development.

Drainage in the form of the Lacey Street Main Drain exists on adjacent Lot 51 Bickley Road to the immediate west of the subject site (Bickley Road basin), and along the western and northern boundaries of adjacent Lot 252 Sevenoaks Street to the north. Existing stormwater generated on-site is disposed of via connections to City of Gosnells pit and pipe drainage and the Main Drain adjacent to the site.

A sewer connection is maintained on the southern boundary of Lot 23 Bickley Road. The introduction of the Water Corporation's infill sewerage program (2002-2004) supports additional residential density in the area.

## 3.5 Bushfire Hazard

A portion of the ACP Area is designated as 'Bushfire Prone' under the Department of Fire and Emergency Services Map of Bush Fire Prone Areas due to the vegetation on the adjoining Bickley Road drainage basin (Lot 51). In accordance with State Planning Policy 3.7, a Bushfire Management Plan (BMP) has been prepared in support of the ACP and is contained within Appendix 5. Indicative building setbacks and perimeter access has been incorporated into the ACP Plan 1 and Part 1 provisions. Future development shall have regard to the existing BMP or may require an updated BMP to appropriately address bushfire matters at the time of development.

*Refer to Appendix 5 – Bushfire Management Plan*

## 3.6 Heritage

A desktop search of the Department of Aboriginal Affairs Heritage Enquiry System and the State Heritage Office Inherent Database indicates that there are no registered or other places of cultural significance within the ACP Area.

## 4. Activity Centre Plan

### 4.1 Sub-Precinct Approach

The ACP is split into two 'sub-precincts' (north and south) for ease of design given the size of the development, staging, different ownership and developer priorities, and the likelihood that the market and developer focus may change after the first stage is nearly completed. However, to ensure the ACP Area is developed in an orderly and integrated manner, the ACP addresses the following inter-related elements for the ACP Area as a whole:

- Staging;
- Traffic and transport;
- Drainage; and
- Infrastructure provision.

Additional matters (in accordance with clause 32(1)(c) of Schedule 2 of the *Regulations*) are then addressed on a Sub-Precinct basis for the Southern Sub-Precinct only. Development parameters for the Northern Sub-Precinct is to be addressed via a subsequent amendment to this ACP or preparation of an LDP once further detail is obtained.

The ACP has been prepared based on the conceptual plan shown in Figure 6 - Indicative Development Concept.

*Refer to Figure 6 - Indicative Development Concept*

### 4.2 Activity

#### 4.2.1 Land Uses and Diversity

The diversity of land uses and their permissibility within the ACP Area are set out as special uses within SU4 of Schedule 4 of TPS6, which includes uses such as (but not limited to) multiple dwellings, shop, office, child care premises, cinema/theatre, home office, medical centre, restaurant, showroom, and tavern. These uses are considered to benefit from and contribute to the transit oriented nature of the ACP Area. Any land use defined within TPS6 but not listed within SU4 is prohibited within the ACP Area. The ACP does not require a certain level of land use diversity given the centre's order of hierarchy being for convenience shopping, as discussed below.

#### 4.2.2 Retailing

Condition 9 of SU4 of TPS 6 requires a Retail Sustainability Assessment (RSA) for any planning proposal comprising over 1,500sqm net lettable area of shop/ retail floor space. The ACP caps shop/retail (PLUC 5) floor space within the Southern Sub-Precinct at 6,000sqm and is supported by an RSA contained within Appendix 6.

The quantity of retail floor space provided for by the ACP is akin to a large neighbourhood centre providing convenience shopping and is supported for the following reasons:

- The quantity of shop/ retail floor space will improve convenient access to goods and services for local employees, commuters passing through Beckenham Train Station, and local residents and visitors utilising public transport, as well as complement the existing commercial and non-retail development within Beckenham. The RSA makes this conclusion without relying on any population from the proposed development to be sustainable.

- The quantity of shop/ retail floor space within the ACP Area is consistent with State and local strategic planning directions:
  - The WAPC required the preparation of an ACP which recognises the site’s strategic importance as an activity centre. Activity centres by virtue include activities such as commercial, retail, higher-density housing, entertainment etc. They vary in size and diversity and are well serviced by public transport (SPP4.2);
  - The ACP exemplifies transit-oriented development in accordance with DC Policy 1.6 as it provides high-density residential, leisure activities (amenities such as restaurants and bars), retail facilities, employment opportunities etc. adjacent to a train station, offering both ‘origin’ and ‘destination’ land uses;
  - The planning framework therefore recognises the need to integrate urban and employment nodes with transport infrastructure to reduce dependence on the private car and associated traffic and parking, and provide a variety of services and job choices for local residents and public transport users; and
  - The ACP retail is for a different order centre to nearby Carousel Strategic Metropolitan Activity Centre given Carousel’s size and scope of specialty retail versus the daily convenience shopping offering of the ACP, and therefore the ACP retail would not be in competition with it.
- The RSA concludes that, given the limited extent of trade impacts, the additional shop/ retail floor space will not result in any significant adverse economic impact from a community access or benefit perspective.

The ACP retail floor space cap is considered acceptable given there is sufficient existing and future demand, clear benefits from an access and amenity perspective and limited potential for adverse impacts. Any development that seeks to expand the shop/ retail floor space beyond the cap of 6,000sqm would be required to amend the ACP and be accompanied by an updated RSA.

*Refer to Appendix 6 – Retail Sustainability Assessment*

#### 4.2.3 Other Floor Space

The Scheme provides for other commercial and active land uses to be developed on the site, that are not included within the shop/ retail floor space cap set by this ACP. These land uses include leisure activities such as entertainment, bars, restaurants and cafes, and other office (home and commercial), medical centre, childcare and showroom uses. The mix of shop/ retail and other floor space will create a vibrant activity centre with a diversity of activity offerings, particularly for the evening economy, whilst also providing for increased local employment opportunities. An aged care facility is envisioned within the Northern Sub-Precinct.

#### 4.2.4 Dwellings

A key objective of the ACP is to achieve an intensity of development appropriate to the site’s strategic location within a transit oriented precinct and to support retail uses proposed as part of Stage 1. The heights and building layout proposed by the ACP allow for a high-density of dwellings to be achieved and, based on a plot ratio area of the indicative development concept, it is anticipated that the Southern Sub-Precinct will yield approximately 1,379 dwellings and 2,482 residents at 1.8 residents per dwelling based on a one-third reduction in the average household size for Beckenham of 2.7 people per dwelling (ABS, 2011) to account for apartment living. The future Northern Sub-Precinct is anticipated to accommodate up to a further 1,000 dwellings for a total of approximately 3,960 residents (which may be reduced if aged care beds are proposed).

The dwellings yield of the Southern Sub-Precinct equates to approximately 293 dwellings per gross urban hectare. This is well in excess of the residential density targets for a neighbourhood centre under SPP4.2 (refer to section 2.1).

### 4.3 Movement

The following section is supported by a Transport Impact Assessment (TIA) contained within Appendix 7, which will be updated through the development application process once final proposed dwelling yields and retail/commercial floor space are known.



**Figure 6 - Indicative Development Concept**

Sevenoaks Street, Beckenham

Date: 30 Aug 2018

Scale: 1:1500 @ A3

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Staff: DR AMH-OP GW

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### 4.3.1 Vehicle Movement and Access

#### 4.3.1.1 Traffic

Under the Regulations, an ACP is to set out the extent to which the plan provides for the coordination of key transport and other infrastructure to ensure the ACP is consistent with policy in terms of achieving an integrated land use/ transport outcome (discussed further below). The WAPC has specifically required the ACP to include a “*traffic impact assessment incorporating access and management measures ... to ensure adequate road connections and car parking can be provided*”. This ACP is supported by a TIA contained within Appendix 7 that assesses the traffic and transport related implications of the future development of the ACP Area, including:

- Impact of traffic generation on the surrounding network;
- Acceptability of designated vehicular access points and car parking; and
- Accessibility of the ACP Area in terms pedestrian, cyclist and public transport facilities.

The TIA demonstrates that the development of the ACP Area is acceptable in transport terms and considers all key transport related issues and, where required, identifies implementation and improvement measures to deal with anticipated transport impacts. The TIA acknowledges a number of modifications are planned to the transport network, including the future William Street at-grade crossing removal and modified intersection with Bickley Road. It is noted that the design for the at-grade crossing removal is still to be finalised however the principles movement with Sevenoaks Street remain consistent (draft design shown on Plan 1).

Specifically, the TIA concludes that, based on capacity issues which occur without the development, there is a requirement to undertake improvements to the Albany Highway / Kenwick Link / William Street intersection. The William Street / Bickley Road intersection has been analysed with a proposed roundabout (in accordance with Main Roads WA advice) and it has been shown that the intersection will operate within capacity at 2031 with the development traffic.

The following table summarises the possible interim and ultimate access arrangements for different scenarios relating to the treatment of the William Street at-grade crossing removal.

**Interim** – prior to at-grade crossing removal (irrespective of Sevenoaks Streets dual carriageway)..

**Ultimate** – following at-grade crossing removal:

- (1) Railway over William Street and four-leg intersection at William/Sevenoaks Streets (likely need for dual carriageway as flows along Sevenoaks Street increased in response).

*Refer to Figure 7 - Indicative Ultimate Movement Network.*

- (2) Closure of William Street and three-leg round-a-bout at William/Sevenoaks Streets (flows along Sevenoaks Street reduced in response).
- (3) William Street over railway (flows along Sevenoaks Street reduced in response).

**Table 5 – Interim and Ultimate Sevenoaks Street Access Arrangements**

Staging	Service Lane at Sevenoaks Street	Lot 2 (Main Access) at Sevenoaks Street
<b>Interim</b>	<ul style="list-style-type: none"> <li>• 7m in width</li> <li>• Two-way left-in, left-out</li> <li>• Service vehicles only</li> </ul>	<ul style="list-style-type: none"> <li>• Channelised full movement configuration.</li> <li>• Left-in auxiliary lane.</li> </ul>
<b>Ultimate (1)</b>	<ul style="list-style-type: none"> <li>• 9m in width</li> <li>• One-way left-in only</li> <li>• Service vehicles only</li> </ul>	<ul style="list-style-type: none"> <li>• Left-in and right-in auxiliary lanes.</li> <li>• Either a round-a-bout configuration or median may be required to facilitate staged right turn out movement in the event that:                             <ul style="list-style-type: none"> <li>o Volumes in Sevenoaks Street warrant it; and</li> <li>o Sevenoaks Street is a dual carriage way at the time; or</li> </ul> </li> <li>• Round-a-bout with Sevenoaks Street remaining single carriageway also acceptable, subject to future intersection design.</li> </ul>
<b>Ultimate (2) Preferred</b>	<ul style="list-style-type: none"> <li>• 9m in width</li> <li>• One-way left-in only</li> <li>• Service vehicles only</li> </ul>	<ul style="list-style-type: none"> <li>• Channelised full movement configuration</li> <li>• Left-in and right-in auxiliary lanes.</li> <li>• No need for round-a-bout or median to permit staged turns.</li> </ul>
<b>Ultimate (3)</b>	<ul style="list-style-type: none"> <li>• Same as (2)</li> </ul>	<ul style="list-style-type: none"> <li>• Same as (2), noting there is sufficient separation distance from any slip/connecting road on the northwest corner of William Street/ Sevenoaks Street.</li> </ul>

Note:

- Both the interim and ultimate scenarios will have regard for the existing power pole located outside Lot 1 Sevenoaks Street.
- The requirement for dualling Sevenoaks Street (or for staged right-turns from Lot 2) is not associated with the envisaged TOD, rather dependent on the capacity requirements of Sevenoaks Street following at-grade crossing removal i.e. the future design of William Street/ Sevenoaks Street intersection traffic flows, or as otherwise undertaken independently by the City of Gosnells.

*Refer to Appendix 7 – Transport Impact Assessment*

#### 4.3.1.2 Access and Parking

The ACP seeks to prioritise pedestrians over the private car and accordingly accommodates the majority of vehicle movements and parking within basements. A Service Lane is provided for along the northern boundary of Stage 1 and is intended to ultimately link Hogarth Street, Bickley Road and Morgan Street to Sevenoaks Street. Initially, this access will provide two-way access to the service area. The Water Corporation has given its in-principle support for the access road to cross the Lacey Street Main Drain (refer to Appendix 2).

The Service Lane will ultimately comprise a total width of 9m, including space to accommodate both pedestrians and cyclists on at least one side. Figure 8 illustrates a cross section of the Service Lane. Given Lot 24 is recently developed and strata titled it is only envisaged that the full width will become available in the long term. In the interim a portion of verge to separate the carriageway from the existing parapet wall on Lot 24 is sufficient to allow for landscaping.

*Refer to Figure 8 – Service Lane Cross Section*

Network modelling undertaken to assess the operation of the 2031 road network and subsequent analysis concludes that all site access points have been shown to operate satisfactorily. These access points are located away from major intersections and provide safe and convenient vehicular access to basement car parking areas. Sevenoaks Street is designated as a higher order Other Regional Road under the MRS where the creation of new vehicular access to it is discouraged and the rationalisation of existing access arrangements encouraged. The ACP therefore requires the consolidation of crossovers to Sevenoaks Street from Lots 1-5 and designates a central access point from Lot 2. Access is maintained via Lot 252, which is expanded to the width of a local access road (see section 4.4.1) and extended through the Bickley Road. Other basement access is provided from Bickley Road.

To ensure the satisfactory operation of site access points, the TIA recommends that one access point be provided per every 600 car parking bays, which has been reflected in the ACP provisions. At-grade parking is deliberately limited within the ACP Area to promote a pedestrian focussed environment and improve access to and from the Beckenham Train Station. The ACP makes provision for a limited supply of at-grade car parking within the Service Lane to provide convenient short-term parking.

### 4.3.2 Public Transport, Pedestrian Movement and Cycling

This ACP seeks to establish a highly pedestrianised transit oriented development that optimises access for pedestrians and cyclists as well as promoting connectivity to and from the Beckenham Train Station. The Train Station is currently configured with split platforms, with the northbound platform located to the northern side of William Street and the southbound platform located to the south of William Street. Discussion with the Public Transport Authority (PTA) and Metronet indicate that the at-grade crossing is to be removed (design not finalised at the time of writing), and with this the Beckenham Train Station platform is proposed to be consolidated on the north of William Street adjacent to the ACP Area. The ACP's proposed vehicular access points have been relocated west to provide adequate separation distances from the intersection of William and Sevenoaks Streets to enable any at-grade crossing treatment or removal design to be accommodated.

The ACP enhances connectivity to the Train Station by creating a grade-separated linkage for pedestrians and cyclists in the form of an overpass over Sevenoaks Street and Railway Parade. This overpass has been supported in-principle by the PTA (refer to Appendix 2) and will be subject to future and subsequent approval and detailed design considerations.

There is no existing bus network operating abutting the development site. The current public bus routes operating in the vicinity of the site are to/from Cannington Station and Carousel Shopping Centre, catering for travel demand between areas east and west of the rail line. A future bus stop could be integrated into the 'parking boulevard' of the Northern Sub-Precinct if required in the future.

The existing pedestrian and cycling facilities in the vicinity of the development have been assessed and a number of additional footpaths are recommended to be provided or upgraded by those as outlined in the ACP and outlined in the TIA. Short-term bicycle parking infrastructure is anticipated to be provided within the pedestrian mall, and private long-term end of trip facilities provided within the basement or individual buildings.





**Figure 7 - Indicative Ultimate Movement Network**

Sevenoaks Street, Beckenham

Date: 30 Aug 2018

Scale: 1:1500 @ A3

File: 710-102-CP-9-A

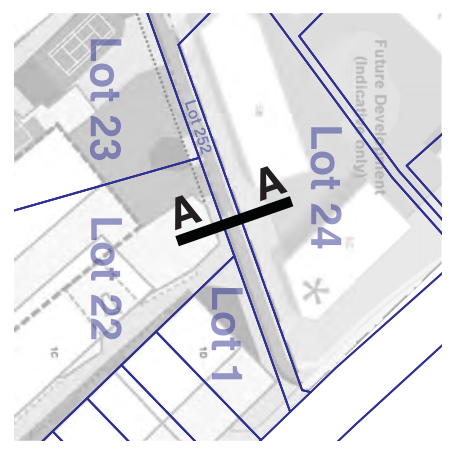
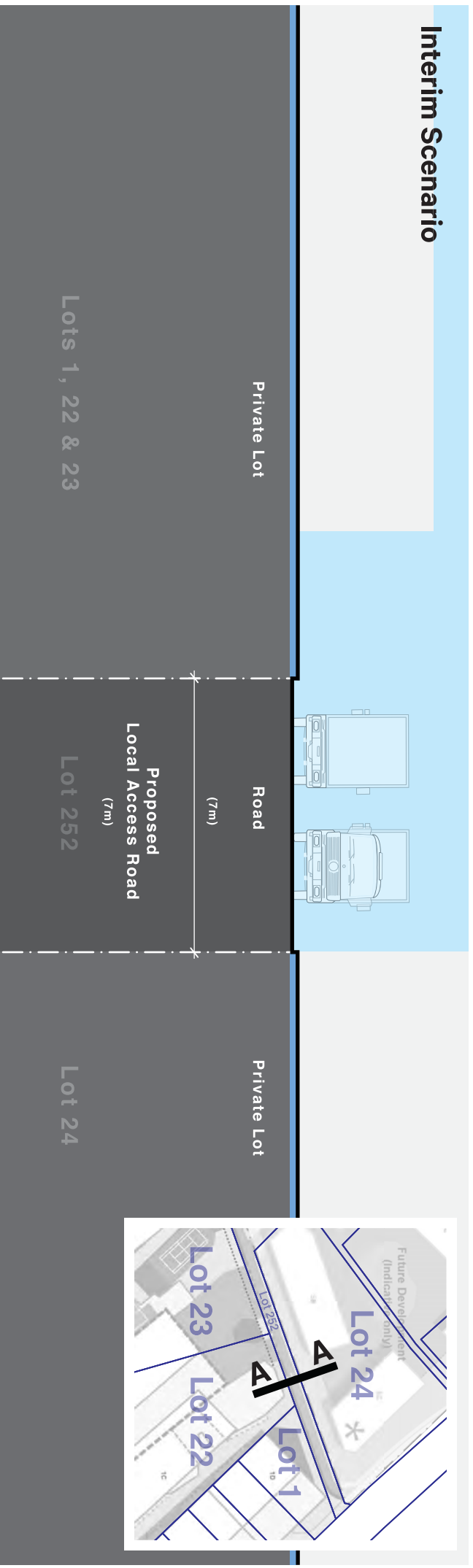
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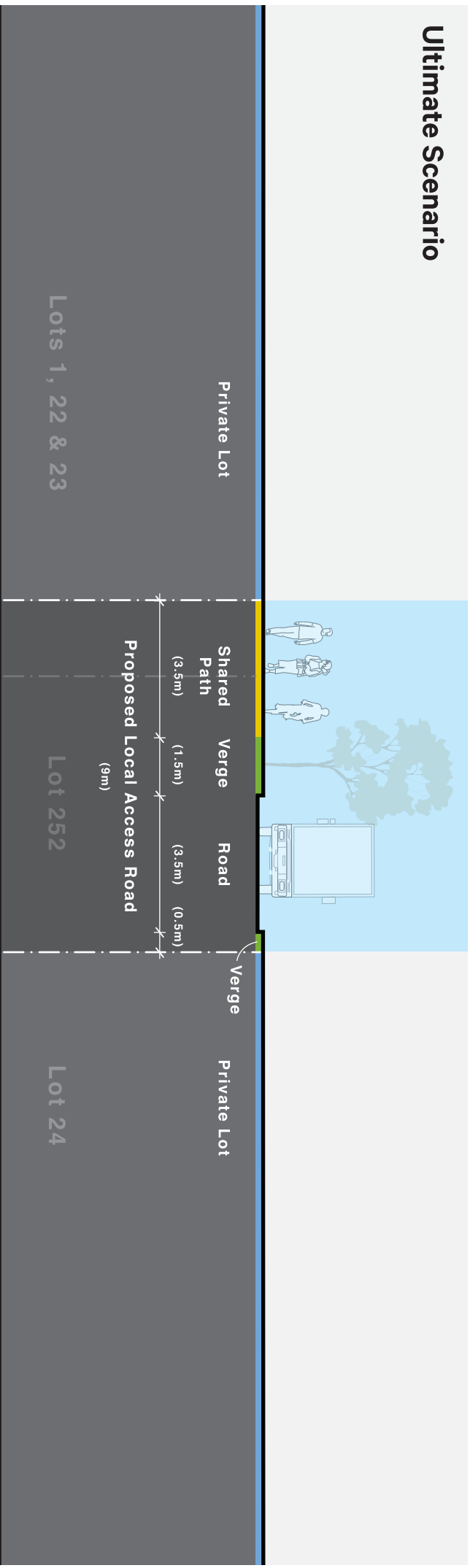




## Interim Scenario



## Ultimate Scenario



**Figure 8 - Service Lane Cross Section**

Sevenoaks Street, Beckenham

Date: 30 Aug 2018

Scale: 1:100 @ A3

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Staff: DR AMH-OP GW

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## 4.4 Urban Form

### 4.4.1 Built Form and Heights

The ACP provides zones of various building heights, from a minimum of 2 to a maximum of 17 storeys, to create a pattern of development that positions greater building height towards the centre of the site and maintains a human scale along street edges. The proposed building heights fronting Bickley Road, William Street, Sevenoaks Street and the drainage reserve will ensure a high level of passive surveillance over the public realm at the upper levels.

The proposed building heights present an excellent opportunity to provide a higher residential density and diversity of housing on the site in accordance with the principals of transit oriented development and the aims and objectives of the WAPC's Development Control Policy 1.6. The ACP provisions, along with relevant Local Planning Policies and the Residential Design Codes, will ensure that future development makes a positive contribution to the area through appropriate urban design and site-specific built form outcomes.

It is considered that given the adjoining development there are little or no sensitivities or amenity impacts associated with buildings of additional height and this represents an ideal opportunity to create an exemplary transit oriented development adjacent to an inner-city train station. Podiums and strong streetscape edges seek to create a human-scaled urban environment and the quality of future development will have regard for sufficient solar penetration and separation to ensure the amenity of residents is provided.

### 4.4.2 Public Realm and Communal Open Space

The Southern Sub-Precinct comprises clearly defined areas of public visitation and private residential amenities, including:

1. Public space equal to 10% of the gross subdivisible area which comprises both land area (including items such as publicly accessible pedestrian mall and areas abutting active uses and leisure activities), and a monetary contribution through development of such spaces, (including public art, street furniture and landscaping treatments) including ,surveillance and , street furniture and landscaping, which will be set out in a Public Realm Master Plan as a condition of development approval; and
2. Fully developed communal open space and private recreation areas offering a variety of active and passive recreational opportunities. Once complete it is envisaged that over 20% of the residential component of the site will be developed for landscaped gardens and recreational areas within a 'resort-style' community, in accordance with Draft Volume Two of State Planning Policy 7.3 Residential Design Codes: Guidance for multiple-dwelling and mixed-use developments (as approved).

The future development of the ACP Area will therefore provide amenity for its future residents as well as benefiting the wider community through the provision of urban amenities and convenient goods and services. Together, these public and private open spaces seek to create an enjoyable and functional place to live, work, visit and recreate.

### 4.4.3 Key Nodes, Landmarks and View Lines

Landmark sites are encouraged through the ACP to enhance the legibility of the centre, providing community focal or reference points. The ACP proposes landmark sites at key nodes such as the entrance to the pedestrian mall, and at key view lines such as the Bickley Road easterly vista. Architectural emphasis and feature expression is encouraged for these buildings (for example through different building materials, glazing, roofing or other unique design), however could also take the form of signage, landscaping or other stand alone feature, which seeks to create or complement the centre's sense of place.

## 4.5 Resource Conservation

### 4.5.1 Urban Infill and Sustainable Development

The ACP provides ample opportunity for high density residential and mixed use redevelopment of a significant inner city 'brownfields' site exemplifying the benefits of Transit Orientated Development. Accordingly it will implement best practice sustainable development through efficient use of urban land and by intensifying and consolidating land uses, including housing, which are both adjacent to and well serviced by public transport. The ACP further seeks to encourage active modes of transport through enhancing pedestrian and cycling connections which assist in reducing the dependency on the private vehicle and associated emissions.

Buildings within the ACP Area will optimise future resident and visitor amenity in terms of sunlight penetration to dwellings and communal open space, natural ventilation, active edges fronting the pedestrian mall, shelter through building awnings, and high levels of passive surveillance of public and communal spaces.

## 4.5.2 Stormwater Management

Condition 12 of SU4 of TPS 6 requires a drainage strategy to accompany any major development application of detailed area plan, which was subsequently required by the WAPC when determining the status of the centre (refer to Appendix 1). This ACP is supported by a Water Management Strategy that provides an analysis of the existing site characteristics and demonstrates potential stormwater and groundwater management. Detailed design of water management will follow at development application stage.

As discussed in section 3 of this Part, the stormwater drainage network surrounding the ACP Area is owned by the Water Corporation (open channel drainage/ main drain) and the City of Gosnells (traditional pit and pipe system). It is anticipated that stormwater generated on-site will be detained up to the 1% annual exceedance probability in underground storage tanks and discharged into neighbouring Water Corporation and City of Gosnells drainage systems at an allowable discharge rate. Gross pollutant traps will be utilised in paved areas to prevent pollutant discharge to the main drain and build up of debris in underground storage tanks. Subsoil drainage will also be utilised to manage infiltration in pervious areas such as communal open space.

The Water Drainage Strategy concludes that stormwater and groundwater management is achievable for the future development of the ACP Area.

*Refer to Appendix 8 – Water Management Strategy*

## 4.6 Other Considerations

### 4.6.1 Acoustic

A preliminary assessment of noise levels associated with trains and traffic in the vicinity of the ACP Area was undertaken to provide indicative measures that will likely be required during the design phases of future development. The preliminary acoustic assessment concludes that the noise impacts are not so excessive that they cannot be managed through the detailed design phase of the project.

As the range of noise amelioration measures available for implementation is dependent upon the type and details of a proposal being considered, the formal application of State Planning Policy 5.4 has been deferred to the development application stage of proposals containing noise sensitive uses, where, for example, residential developments will likely be required to satisfy Quiet House Design requirements, where in proximity to road, rail or existing industrial noise sources. This is implemented through the ACP provisions (see Part One clause 5.5.1).

*Refer to Appendix 9 - Preliminary Acoustic Assessment*

### 4.6.2 Waste Management

The Southern Sub-Precinct makes provision for a service area to be located centrally on the northern site boundary. Vehicle access is provided over Lot 252 Sevenoaks Street. The service area is positioned to maximise efficiencies for deliveries and waste collection associated with the mixed-use buildings (particularly the supermarket) whilst also providing for a convenient waste collection point for the resort-style community via a small collection vehicle that will utilise the internal path network. This approach reduces the movement of large service vehicles through the site and minimises potential conflicts with private vehicles and pedestrians. An overall Waste Management Plan will be required to accompany the first development application for service area to ensure it is of sufficient capacity to cater for the entire development. It is anticipated that this will be updated as required and as development unfolds.

### 4.6.3 Western Power

132kV transmission lines run along Sevenoaks Street. Western Power has advised that a 10m easement either side of the centreline (pole to pole) is typically required to restrict development within this space, however the ultimate width depends on distances and heights between poles and the height of proposed development (refer to Appendix 2). The final easement and resulting building setback would be determined through a Clearance Assessment in accordance with AS7000. Note: Lots 21 and 22 include a 3-3.5m wide easement while the remaining lots fronting Sevenoaks Street do not currently have an easement.

In order to ensure development is appropriately set back from the transmission lines, the ACP requires that the Clearance Assessment be undertaken as part of the first development application for Stage 1 of the Southern Sub-Precinct (see Part One clause 5.5.3). The ACP also acknowledges that the Service Lane may be constrained by one of these transmission poles, requiring its potential impact on driver sightlines for example to be considered via a Road Safety Audit. Responsibility for its removal/relocation will be dependent upon the trigger for its removal/relocation as described in Part One clause 3.1. It is noted that should Sevenoaks Street be widened to a dual carriageway, then this may result in the relocation of the power poles and the requirement for a Clearance Assessment.

## 5. Implementation

### 5.1 Collaborative Working

The ACP has been prepared in consultation with the City of Gosnells and various State Government agencies and servicing authorities as documented in Table 4 of section 2.4. Both the City and the major landowner will continue discussions with these organisations as identified within the ACP to ensure the site can be developed in a timely manner.

### 5.2 Staging and Monitoring

The ACP is broken down into five stages (Southern Sub-Precinct being Stages 1-3 and Northern Sub-Precinct being Stages 4 and 5), as shown in Plan 2. The first stage comprises land closest to the Beckenham Train Station and contains the majority of active shop/ retail land uses. The subsequent two stages transition westward and are predominantly residential, forming a 'resort-style' community.

Staged development of the Southern Sub-Precinct is expected to occur over a period of 5+ years and will provide the developer with flexibility to deliver the type and number of apartments appropriate to the market at that time. A subsequent amendment to the ACP or preparation of an LDP will be required to provide informed controls for future development of the Northern Sub-Precinct.

The ACP recognises that some infrastructure provision and investigations are required at different stages to ensure the orderly development of the precinct (as discussed above), including:

- Ensuring there is a sufficient number of vehicular car parking bays and access points commensurate with level of development;
- Ensuring pedestrian and cycle access is provided to enhance connection with the Train Station;
- Determining appropriate setbacks to ensure safety from Western Power assets and bushfire risk; and
- Ensuring the development will have access to a dedicated servicing area.

### 5.3 Effective Use of Conditions

It is expected that the City will apply conditions referred to in this ACP to ensure that future development accords with the objectives and intent of the ACP.

### 5.4 Planning Obligations

To help facilitate the redevelopment of the ACP Area, it is intended that the City and/or landowners will:

- (a) Continue discussions regarding future Development Application(s) and efficiently process approvals that accord with this ACP;
- (b) Continue discussions with the PTA, Metronet and Main Roads WA in relation to the William Street at-grade crossing removal, Sevenoaks Street upgrade, enhanced pedestrian connections and intersection upgrades, particularly for William Street/ Sevenoaks Street and Bickley Road/ William Street;
- (c) Liaise with the Cities of Gosnells and Canning and PTA regarding key pedestrian and cycle connections as identified within the TIA;
- (d) Monitor the area beyond the Beckenham Station Precinct ACP with a view to increasing residential densities to contribute to the walkable catchment of the Train Station and activity centre precinct;
- (e) Consult with Transperth regarding a future bus connection to further enhance the public transport offerings of the activity centre;
- (f) Liaise with the Water Corporation regarding future access rights and construction of roads connecting to Hogarth and Morgan Streets;
- (g) Liaise with the City of Gosnells and Main Roads WA and construct access points to the City's specifications; and
- (h) Construct Stage 1 of the access road from Sevenoaks Street.





## 6. Technical Studies and Appendices

No.	Technical Study/ Appendix	Nature of the Document	Status
1	Correspondence with the Western Australian Planning Commission	Documented advice	N/A
2	Correspondence with other State Government agencies (Public Transport Authority, Water Corporation, Western Power)	Documented advice	N/A
3	Environmental Site Assessment and Preliminary Site Investigations (including Geotech)	Site investigations	N/A
4	Infrastructure Servicing Report	Site investigations	N/A
5	Bushfire Management Plan	Supporting	For approval.
6	Retail Sustainability Assessment	Supporting	For approval.
7	Transport Impact Assessment	Supporting	To be updated through development application.
8	Water Management Strategy	Supporting	For approval and to be confirmed through development application.
9	Preliminary Acoustic Assessment	Site investigations	To be confirmed through development application.



# Appendix 1

## Correspondence with the Western Australian Planning Commission



# Appendix 2

Correspondence with other State Government agencies (Public Transport Authority, Water Corporation, Western Power)



# Appendix 3

## Environmental Site Assessment and Preliminary Site Investigations (including Geotech)





# Appendix 4

## Infrastructure Servicing Report



# Appendix 5

## Bushfire Management Plan



# Appendix 6

## Retail Sustainability Assessment



# Appendix 7

## Transport Impact Assessment





# Appendix 8

## Water Management Strategy



# Appendix 9

## Preliminary Acoustic Assessment

