Amendment No. 3

Robb Jetty Local Structure Plan No. 33A

Date:
23 September 2019

Version 3.0

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ENDORSEMENT PAGE

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

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

14 April 2015

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

Date of Expiry: **19 October 2035**

TABLE OF AMENDMENTS TO STRUCTURE PLAN

Amendment No.	Summary of the Amendment	Amendment Type	Date approved by the WAPC
1	Public Purposes – civic reserve and minor updates	Minor	14 April 2015
2	Modify 'Figure 1 Local Structure Plan Map' to recode Lot 215 Anchorage Drive and Lot 216 Gage Road, North Coogee from 'Residential – Medium Density' R40 to 'Residential – Medium Density' R80	Minor	19 October 2018
3	Modify 'Figure 1 Local Structure Plan Map' to recode Lots 218 – 221 & 234 Surada Street, North Coogee from 'Residential – Medium Density' R40 to 'Residential – Medium Density' R60 and minor updates	Minor	26 September 2019

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

Executive summary

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

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

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

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

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

Contents

Acronyms

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

PART ONE
(IMPLEMENTATION)

PART ONE (IMPLEMENTATION)

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

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

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

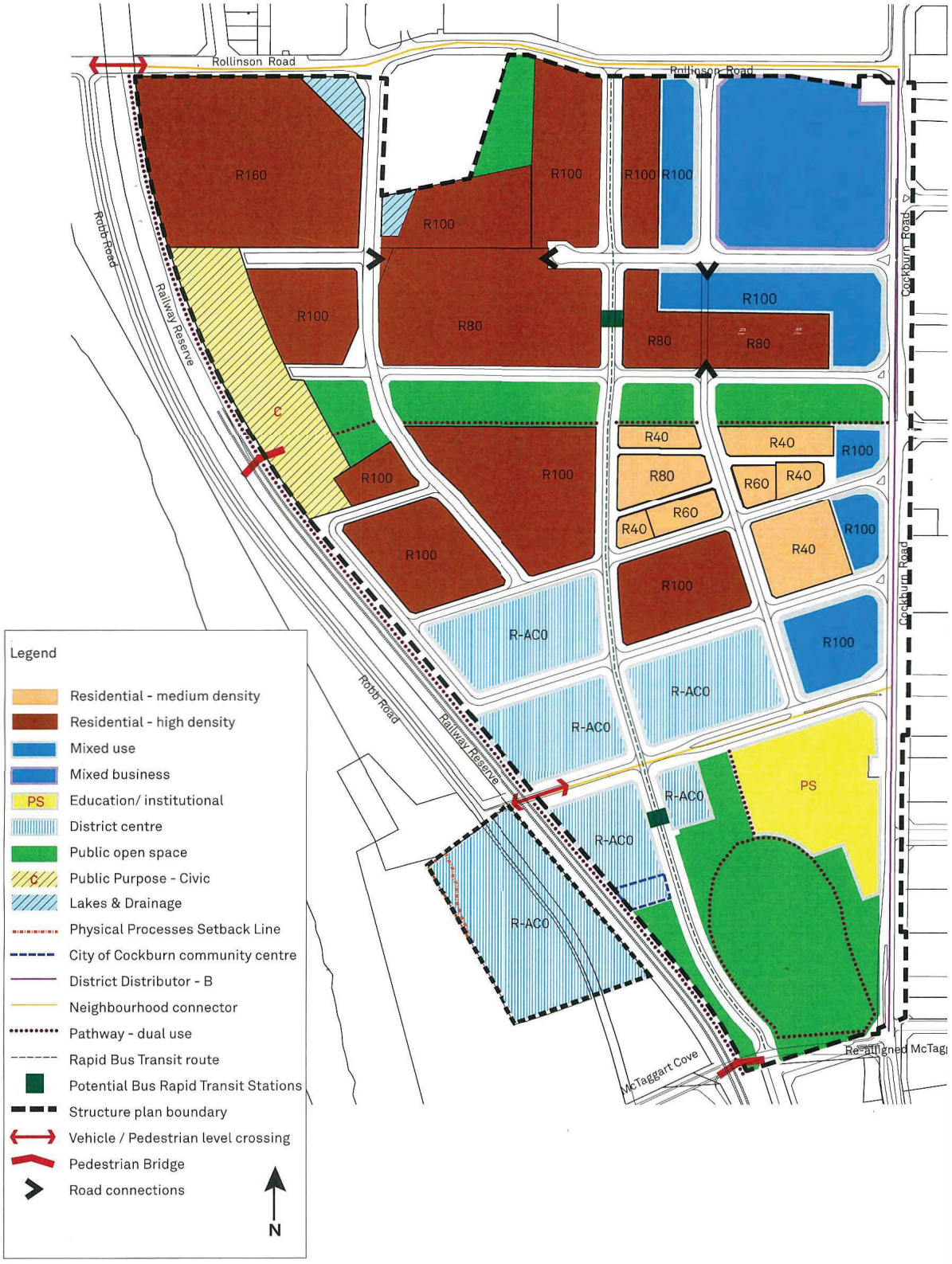
2. Modify the wording under Part One Clause 2.2 'Use Class Permissibility' by inserting the following sentence:

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

   - *Development achieves a minimum height of three storeys;*
   - *The lot size is not greater than 230m^2; and*
   - *Vehicle access to the lot is via a rear laneway and all parking areas (garages and carports) are located at the rear of the lot*".

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

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



Robb Jetty Local Structure Plan No. 33A

North Coogee

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PART TWO
(EXPLANATORY)

1 Introduction

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

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

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

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

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

2 Background

2.1 Robb Jetty Local Structure Plan No. 33A

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

2.2 Existing Use and Surrounding Land Use

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

Plate 1. Three storey residential overlooking parkland

Plate 2. Two storey residential single dwellings

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

3 Proposal

3.1 Up-coding from R40 to R60

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

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

Table 1. Comparison of R40 and R60 lot size

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

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

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

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

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

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

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

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

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

3.2 Indicative Development Concepts

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

3.3 Density Transition

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

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

3.4 Built Form

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

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

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

3.5 Traffic & Parking

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

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

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

* Forecast traffic generated based on (2) car bays per dwelling at maximum development potential
** Maximum development potential more likely to be (6) dwellings due to lot limitations

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

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

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

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

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

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

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

3.6 DCA Contributions

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

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

4 Conclusion

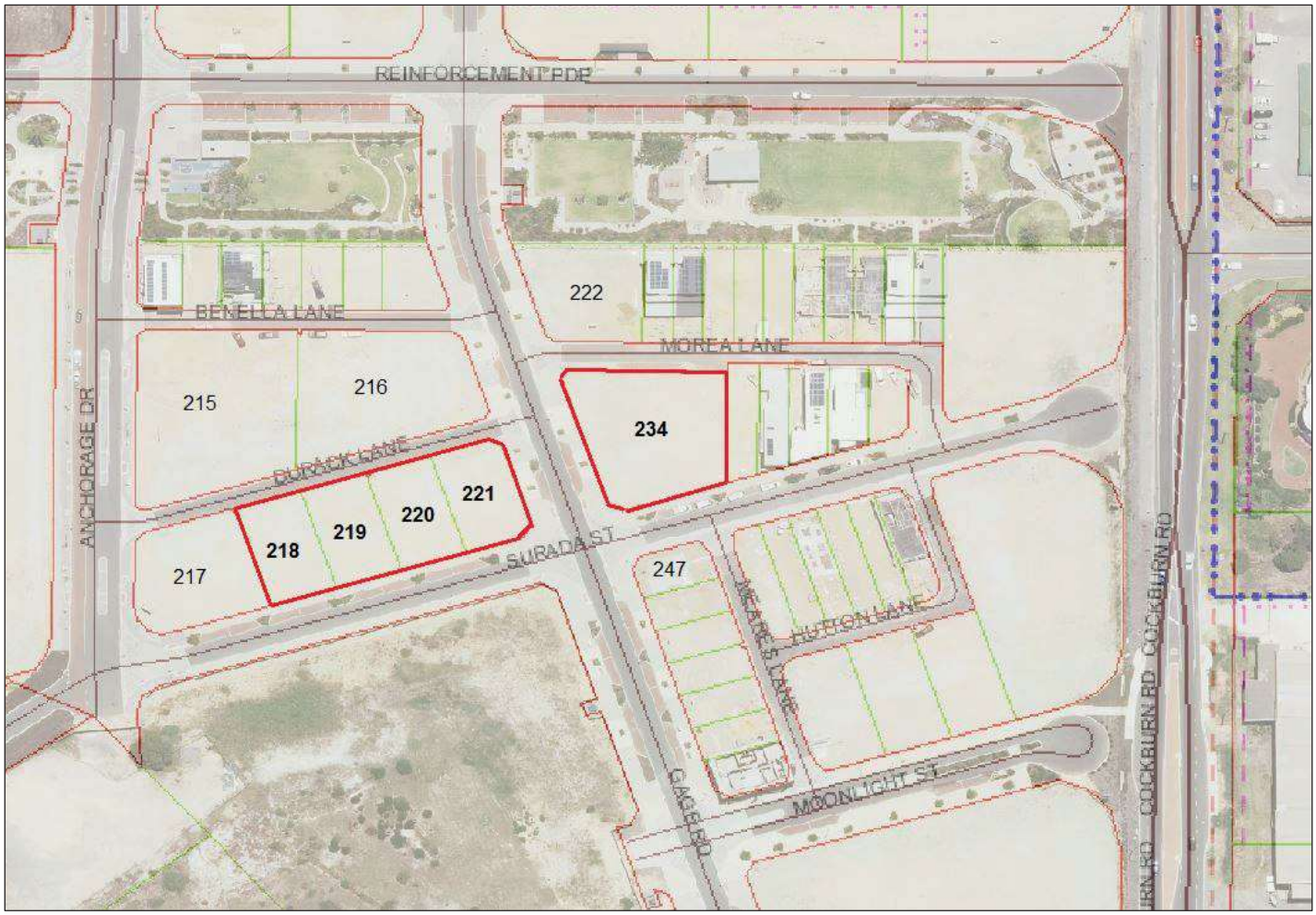
The Amendment to the Structure Plan constitutes a minor variation to the approved LSP 33A residential density and is for a small area (i.e. less than approximately 2%) of the overall LSP 33A total area.

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

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

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

Figures



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

FIGURE 1

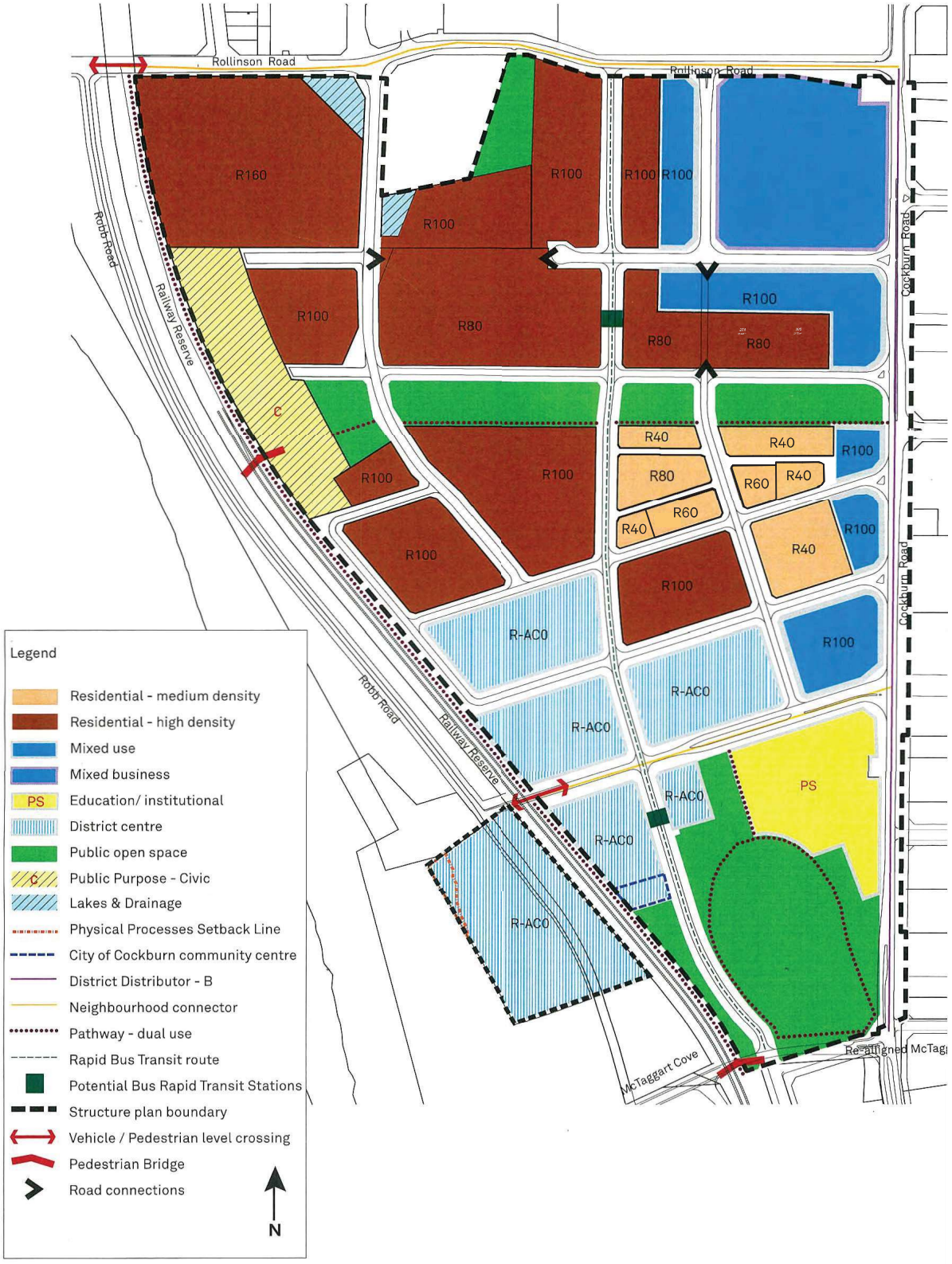
SUBJECT SITE CADASTRAL & AERIAL

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

FIGURE 2

EXISTING DEVELOPMENT

Plans



Rob Jetty Local Structure Plan No. 33A

Plan 1

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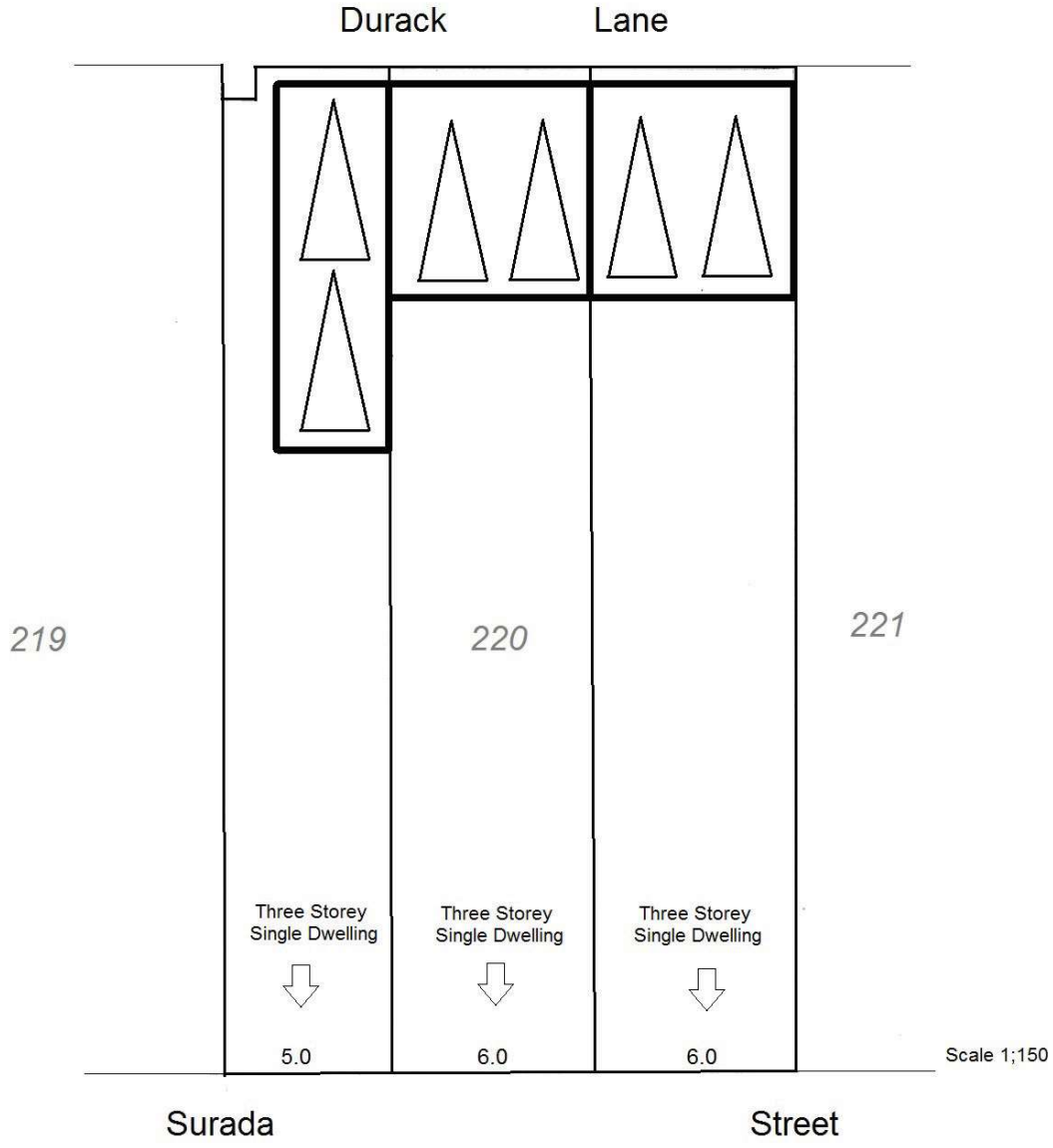

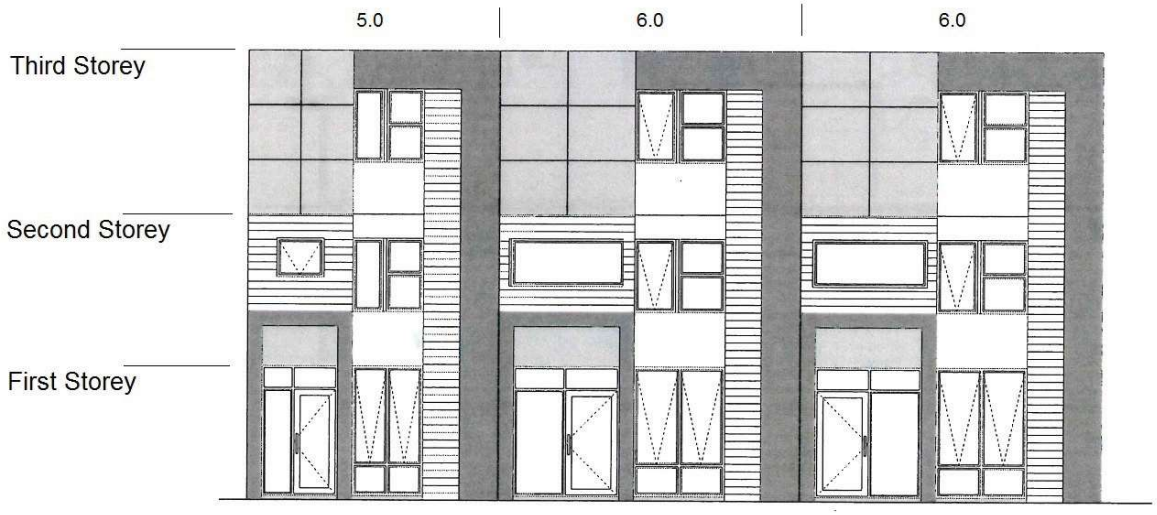

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Surada Street Elevation
(Source: Nicheliving, 2018)

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DEVELOPMENT CONCEPT PLAN (LOT 234)

PLAN 2

Appendices

Appendix 1

Pre-Lodgement Consultation

AGENCY	DATE OF CONSULTATION	METHOD OF CONSULTATION	SUMMARY OF OUTCOME
City of Cockburn	September 2018	Meeting & Emails	Initial officer advice: - Up-coding from R40 to R60 is generally supported in-principle (subject to further investigations as per below). - Amendment documentation format to follow previous Amendment No. 2 (CLE). - Any anticipated loss of street parking needs to be addressed. - R60 built form needs to be (3) storey minimum. - DCA contributions (e.g. $10K) could comprise contribution to community art (or amenity improvements within POS or neighbourhood streetscapes). LSP Amendment matters that should be addressed: - Anticipated desired built form outcomes; - Density transition; - Traffic implications and parking; and - DCA contributions.

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