

Consolidated Structure Plan

Lots 1001 & 83 Watson Road
Lot 82 View Street, Beeliar



STRUCTURE PLAN

LOTS 83 & 1001 WATSON ROAD

AND

LOT 82 VIEW STREET, BEELIAR

CITY OF COCKBURN



PREPARED BY:

burgess design group
TOWN PLANNING + URBAN DESIGN



ENDORSEMENT PAGE

This structure plan is prepared under the provisions of the City of Cockburn Local Planning Scheme No. 2

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

8 AUGUST 2011

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 2030**

Lots 83 & 1001 Watson Road and Lot 82 View Street, Beeliar

City of Cockburn

Structure Plan

Prepared pursuant to Clause 6.2.9.1(a) of the City of Cockburn Town Planning
Scheme No.3

Issue 3

Prepared for: Emmaus Projects

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Revision No: 3



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1.0 INTRODUCTION

This Structure Plan report is prepared in support of the Structure Plan attached as Appendix 4 which applies to Lot 1001 (previously known as Pt Lot 451) Watson Road as well as Lots 82 View Street and Lot 83 Watson Road. This Structure Plan is intended to represent an amended version of the previously endorsed Structure Plan for Pt Lot 451, amended primarily to include the two additional lots, update the 'Indicative Subdivision Layout' over land to the south, and to update the public open space allocation so that it now represents ten per cent of the three subject landholdings.



2.0 SITE DETAILS

2.1 LOCATION

The Structure Plan relates to three properties located between Watson Road and View Street, just south of the Yangebup Road and east of Stock Road in the suburb of Beeliar (refer to Location Plan at Appendix 1).

The eastern side of Watson Road is already developed for residential development, including a significant sized public open space area known as Radonich Park.

Access to the site is available off Watson Road. View Street (north of Howe Street) is an unconstructed road and no direct access is available off either Stock Road or Yangebup Road.

2.2 CURRENT LAND USE

The three land parcels are all zoned 'Development' under the City of Cockburn Local Planning Scheme, the zoning facilitates the development of the site for a range of urban land uses, subject to structure planning first being in place. A zoning extract plan is included at Appendix 2.

Lot 1001 is cleared and currently under construction for the subdivisional works associated with its conversion to residential lots.

Lots 82 and 83 are vacant, with only a couple of isolated trees/bushes on site and evidence on informal access tracks.

An aerial photo is included at Appendix 3.

2.3 OWNERSHIP

The ownership and land details of each of the three properties is summarised as follows:

Lot 1001 Watson Road (previously Part Lot 451) on Plan 61197

2.409ha in area.

Certificate of Title: Volume 2706 Folio 198

Owned by: Emmaus Developments Pty Ltd



Lot 82 View Street on Plan 3562

0.415ha in area

Certificate of Title: Volume 2080 Folio 696

Owned by: Linda and Luke Stipinovich

Lot 83 Watson Road on Plan 3562

0.417ha in area

Certificate of Title: Volume 2090 Folio 505

Owned by: Linda and Luke Stipinovich



3.0 BACKGROUND

A Structure Plan was prepared and endorsed over the most northern of the three properties, referred to previously as Part Lot 451 Watson Road (now Lot 1001 and soon to be converted to a range of smaller residential land holdings). This previous Structure Plan provided for the logical land use allocation and development of the site for a range of residential densities, including:

- 5 x R20 lots;
- 11 x R25 lots;
- 11 x R30 lots; and,
- 2 x R40 sites intended for grouped housing development.

In addition, the structure plan allocated two areas of public open space (POS) totalling ten percent of the subject site area, one being 577m² in area and intended to accommodate some drainage, the other more central public open space proposed at 1930m² and intended to provide a local park function. The development was to be accessed via a round-about on Watson Road, providing an effective extension to Congdon Avenue. In order to demonstrate a coordinated framework for future subdivisions to the south of the structure plan, an indicative subdivision layout was included and extended to Howe Street in the south. This indicative subdivision layout also included Lots 82 and 83.

Since obtaining structure plan approval, the Western Australian Planning Commission approved a subdivision application (Ref. 139266) to create the lots generally in accordance with the structure plan (subject to minor modifications to the public open space areas as a result of accurate survey). The subdivision works within Lot 1001 (Pt Lot 451) are now underway.

Also in recent times, approvals have been granted to the subdivision and structure planning applicable to properties along Howe Street, to the south of the subject land, effectively locking in a street layout which departed from the indicative subdivision layout reflected in the adopted structure plan for Pt Lot 451 Watson Road. Further, the landowners of Lot 82 and 83 have undertaken negotiations with the landowners of Lot 1001 (Pt Lot 451) to facilitate a coordinated approach to the development of the three land parcels and the more equitable provision of public open space across the cell.

As such, in order to address:



1. The need for a revised indicative subdivision layout across land between Lots 82 and 83 and those approved along Howe Street to the south;
2. The equitable provision of public open space within Lots 1001, 82 and 83 to reach the statutory total of 10% of the subdivisional area and ability to logically expand that public open space to accommodate subsequent subdivision(s);
3. The equitable and logical subdivision of Lots 82 and 83 in a manner that maximises the residential development area (particularly in the context of an existing sewer main); and,
4. The impending subdivision construction works, including drainage allocation, of Lot 1001 (Pt Lot 451).

Discussions were held with Council officers and between the owners of Lot 1001 and Lots 82 and 83 in an attempt to ultimately produce a subdivision outcome which is more equitable and timely whilst continuing to ensure a variety of residential lots and adequate public open space is provided for the community. The result being the preparation of this structure plan for Lots 82, 83 and 1001, effectively being a modification to the original structure plan for Pt Lot 451 (Lot 1001).



4.0 STRUCTURE PLAN

The proposed land use allocation within the Structure Plan for Lots 82, 83 and 1001 is summarised as follows and as elaborated further below.

Table 1: Land Use Summary

Land Use	Area	Lot Yield/%
Residential R20	0.260ha	5
Residential R25	0.446ha	11
Residential R30	0.365ha	11
Residential R40	0.784ha	8 (yielding up to a maximum of 31 dwellings)
Public Open Space 1	655m ²	2.02%
Public Open Space 2	2592m ²	7.99%
Total POS	3,247m ²	10.02%
Total Nett Area	1.84ha	35 lots (maximum of 58 dwellings) 19 lots per nett hectare or up to 31 dwellings per nett hectare
Total Gross Area	3.24ha	35 lots (58 dwellings)

4.1 RESIDENTIAL LAND USE

The majority of the Structure Plan site is designated for residential land uses, predominantly single residential, ranging from 300m² to 900m² sized lots at an R20, R25 or R30 residential density code equivalent. The R40 coded sites are intended primarily for grouped housing development, likely to be in the form of 3 or 4 separate sites which are then further strata titled into small strata complexes so as to introduce some variety on housing choice into the locality or as duplex sites.

The R30 coded sites are designed with rear lane accessways so as to facilitate a narrower built form with garages to the rear of the house, reducing crossovers onto Watson Road and improving the pedestrian streetscape.



Two of the R40 grouped housing sites are located so that they adjoin the two areas of public open space. Having a medium density coding allows greater flexibility in built form design (such as reduced setbacks and reduced private open space requirements) and shall help encourage a design and orientation that best overlooks the public open space areas. A Concept Plan is included at Appendix 5 to help demonstrate the form and orientation of the central R40 sites and a notation is included on the Structure Plan to require uniform fencing between the grouped sites and the adjoining public open space, likely to be in the form of semi-permeable fencing.

Furthermore there are also two R40 grouped housing sites located adjoining the proposed landscaped verge within Lot 82. The R40 coding again allowing greater flexibility in the built form design and usability of each lot.

4.2 PUBLIC OPEN SPACE

The original Structure Plan over Pt Lot 451 (Lot 1001) included a central public open space area plus a 655m² public open space (POS) at the Watson Road entry (intended for drainage and landscaping) reflecting ten per cent of the subdivisional area.

In expanding the Structure Plan subject boundary southwards, expanding the subdivisional area by over 8,000m², the ten per cent public open space contribution has still been applied. That is, rather than just ten per cent of Pt Lot 451 (Lot 1001) being shown as POS, now the Structure Plan reflects ten per cent of Pt Lot 451 (Lot 1001), Lot 82 and Lot 83 combined. This is summarised in the table incorporated onto the Structure Plan and below.

Table 2: Summary of POS Contribution Per Existing Landholding/Lot

Lot	Gross Area	Subdivisible Area	POS Credit provided*	POS % per lot
1001	2.409ha	2.409ha	1142m ² *	4.7%
82	4151m ²	4151m ²	1632m ²	39.3%
83	4173m ²	4173m ²	473m ²	11.3%
Total	3.241ha	3.241ha	3247m ²	10.0%

*Note that full credit is applied to POS as no 1 in 1 year drainage requirements are contained within POS and any 1 in 5 year does not exceed 20% of the POS total. As per *Liveable Neighbourhoods* full credit to both POS areas is permissible.

**Table 3: POS Contribution as per Staging Arrangement**

Parent Lot	Parent Lot Size	10% POS required	POS provided (as per submitted amended Structure Plan and current subdivision application and staging arrangement)	POS Staging*
1001 + additional land being acquired by Emmaus landowners for POS purposes	2.409ha + 1417m ² = 2.551ha	2409m ² + 141.7m ² = 2551m ²	1903m ² + 655m ² = 2558m ² (10%)	Stage 2
82 less land being acquired by Emmaus landowners	4151m ² – 331m ² = 3820m ²	382m ²	Nil provided in current subdivision. 157m ² (4.1%) to be provided in accordance with structure plan and subsequent subdivision application	Stage 3
83 less land being acquired by Emmaus landowners	4173m ² – 1434m ² = 2739m ²	273.9m ²	Nil provided in current subdivision. 533m ² (19.5%) to be provided in accordance with structure plan and subsequent subdivision application	Stage 3
Total	3.241ha	3241m ²	2558m ² to be ceded as part of current subdivisions. When lots 82 and 83 are further subdivided into residential lots, an additional 690m ² shall be ceded resulting in a total of 10% POS for entire subject land	

*Refer to Section 4.8 for further discussion on staging.

The public open space, as now proposed (overall and with regard to staging), represents a more equal distribution of public open space within this cell, and provides the mechanism for Lot 1001 to purchase or in some way compensate Lot 82 for Lot 82's over provision of POS. Negotiations are currently underway to ensure a fairer contribution results and facilitate the proposed staging of POS.



In addition, the central POS also represents a significant and useable area for a park to cater for the initial residents in the subdivision. Its size and location ensures the ability for it to be accessed and added to should land to the south also be subdivided (presumably in a manner shown as 'indicative' on the Structure Plan). In considering the size and location of POS, consideration was also given to the park on the opposite side of Watson Road which offers a larger active recreation space. Whilst negotiating with Council it was considered that a local park of 2,500m² (initially) and totalling 4,000m²-5,000m² for the greater cell would seem appropriate for the future Community. The Structure Plan therefore provides for this ultimate outcome.

The smaller POS at the entry to the estate remains unmodified from that previously approved and shall offer a green landscaped link from Watson Road to the central POS, effectively connecting the park on the eastern side of Watson Road to the park on the western side.

4.3 ROAD & PEDESTRIAN NETWORK

The road network contained in the Structure Plan has not varied from that previously endorsed in terms of road layout, connection points, traffic treatment and road widths, the certainty of which can also be assured given the subdivision approval has already been issued for Lot 1001 (refer WAPC reference 139266) and road construction is underway.

The only modification to the previously endorsed Structure Plan being the extension of three subdivisional roads southwards into Lots 82 and 83 to allow access to the balance of the POS and to four future lots within Lots 82 and 83. Given the small area of land added to the amended Structure Plan, and the resultant few additional lots, only very limited additional traffic is anticipated to be generated as part of the change. The primary access to the entire site shall remain via the proposed roundabout on Watson Road along the site's eastern boundary which shall assist in providing a safe access and egress to the future lots.

The pedestrian and dual use path network shall also remain as previously nominated and endorsed, also simply extended southwards through Lots 82 and 83.

The indicative road layout to the south of the subject land has been modified to some extent as discussed further in section 4.6 below.



4.4 SEWER MAIN

The Water Corporation 2m diameter sewer main, traversing the site from the north-east corner to the south-west corner, is a significant constraint to the land use and design across the subject properties. Previous investigations revealed that any modifications to the main or route are cost prohibitive. As such, the sewer line and its associated easement within which it is contained (generally 12m in width), are best accommodated within road reserve or public open space, both to maximise its protection and access by servicing authorities and to maximise their highest and best use given the easement constrains development for residential purposes. To some extent therefore, the location and extent of the road network and public open space is guided by the location of the sewer main and easement.

As agreed through negotiations with the City of Cockburn and the Water Corporation, the sewer main predominantly remains within proposed road reserves, as also originally approved, and then bisects the central public open space area and continues westwards again through road reserve, the road reserve in this section being widened to accommodate both a road pavement and an extra width landscaped road verge under which the sewer main is constructed. The reservation of the land above the sewer main shall ensure its accessibility to the service authorities and minimise any disruption to private landowners during any maintenance works.

4.5 DRAINAGE

A Local Water Management Plan and subsequent Urban Water Management Plan was prepared and adopted in support of the original Structure Plan proposal for Lot 1001 and then as part of the subdivision clearance process. The developers of Lot 1001 have since designed the subdivision construction to ensure that the drainage requirement for Lots 82 and 83 are incorporated into the subdivision design and construction of Lot 1001 and therefore does not impact on the usability of the central public open space or of the designated developable areas.

In accordance with the Local Water Management Strategy, Urban Water Management Plan and endorsed landscape plans, the 655m² POS accommodates the majority of drainage requirements.



4.6 NOISE ATTENUATION

In accordance with Council's resolution, a noise attenuation wall is to be constructed as a condition of subdivision along the subject land's interface with the Stock Road and Beeliar Drive interface for the purposes of reducing any noise impact emanating from these roads on future residents. A notation is included on the Structure Plan to this effect and shall be refined at the subdivision stage.

4.7 LANDSCAPE CONCEPT PLAN

Given that the proposed Structure Plan now incorporates a significantly large road reserve verge in order to cater for the sewer main, the Structure Plan has also included a landscape concept plan to demonstrate the usability and aesthetics of this extra width verge. The expectation is that this will then be refined and implemented as part of the subdivision works when Lot 82 is further subdivided.

4.8 INDICATIVE SUBDIVISION LAYOUT

An Indicative Subdivision layout was included over the land to the south of Lot 1001 (Pt Lot 451) as part of the original Structure Plan as a means of demonstrating the logical connectivity across various landholdings. Since then however, subdivisions and structure planning has progressed and been approved along Howe Street, negating the ability to proceed as originally designed. As such, a new "Indicative Subdivision layout" is shown on the amended subject Structure Plan reflecting the Howe Street structure plan and subdivisions as well as the amended allocation of public open space and providing for an efficient and permeable street network and cell dimensions between the two development sites.

Whilst there is no onus on landowner(s) to develop in accordance with the "Indicative Subdivision Layout" on the subject Structure Plan and such land would also be subject to structure planning and subdivision proposals, the layout is logical and clearly demonstrates the ability of the subject land to proceed to subdivision/development without undermining the ability of other landowners to progress independently of this Structure Plan.



4.9 DETAILED AREA PLANS

The requirement for Detailed Area Plans (DAP) to provide further guidance to smaller or rear lane accessed lots is typically imposed as a condition of subdivision, similar to as previously imposed on the related subdivision approval reference 139266. The larger grouped housing sites would require planning approval which would address matters otherwise likely to be addressed in a DAP. Therefore the expectation is that no DAP's would be required for the larger R40 sites and instead are likely to only be necessary for the smaller R40 sites adjoining the sewer easement and extra width landscaped road verge plus also the R30 rear lane accessed lots. The Structure Plan is notated accordingly.

4.10 STAGING OF DEVELOPMENT

Subdivision approval has already been granted over Lot 1001 (refer WAPC Ref. 139266) and construction across this property commenced in 2010.

In order to achieve the more equitable distribution of public open space across the three land parcels as now proposed whilst facilitating the release of some of lots which have received subdivision approval, arrangements are currently underway to stage the approved subdivision and the Structure Plan.

Stage 1 (as reflected on the Structure Plan) shall consist of the approved 16 more western single residential lots and R40 grouped housing parcels within Lot 1001 (Pt Lot 451) as well as the internal subdivisional road to connect these lots back to Watson Road. These lots are numbered Lots 1-18 on the approved subdivision plan (WAPC Ref 139266) with the balance of Lot 1001 left as 'balance of title' and forming part of Stage 2.

Stage 2 shall consist of the R30 lots and POS adjoining Watson Road as previously approved under the original subdivision approval, as well as a new R40 grouped housing site of 1378m² and a central POS of 1903m² (being the northern part of the proposed central POS of 2,592m²). Stage 2 is reliant upon the approval of a second subdivision application to create the new 1378m² group housing site and the 1903m² POS component (1903m² plus the other 655m² POS therefore representing 10% of Stages 1 and 2).

Stage 2 therefore represents the 'balance of title' component of Stage 1 plus an additional POS component excised from Lots 82 and 83 as a means of providing a usable and central park for initial residents in the area and to ensure the 10% POS requirement is satisfied.



Subdivision and development of the balance of Lot 82 and Lot 83 may not proceed for some time as it is dependent upon the existing landowners intentions, as such, the balance of Lots 82 (3820m²) and 83 (2739m²) are nominated as Stage 3. When this land is subsequently subdivided, the remaining 689m² of POS (within Stage 3) shall then be ceded

Overall therefore, the development is generally proceeding in a north to south and west to east direction as depicted via the staging notations on the Structure Plan.



5.0 JUSTIFICATION

In support of the amended Structure Plan as submitted, now applicable to Lots 1001, 82 and 83 and not just Lot 1001, we offer the following comments:

- The expanded Structure Plan now provides greater certainty to adjoining Lots 82 and 83 and in adding these two smaller land parcels, potentially reduces the ultimate number of structure plans over this development cell extending down to Howe Street, thereby improving the administration of structure plans;
- The amended Structure Plan now reflects a more current and accurate representation of the indicative layout over the balance of the locality, demonstrating the more logical connectivity and block and cell depth/width between Lot 1001 and the properties along Howe Street. The previous layout on the original Structure Plan for Pt Lot 451 is now outdated and no longer achievable;
- The Structure Plan as now amended reflects a logical road network identical to that previously endorsed with the exception that the north-south roads have been extended through Lot 82 and 83 with the expectation that ultimately a connection to View Street in the west and also southwards will occur;
- The Structure Plan as amended includes even greater variety of lot product than originally intended, with another two opportunities for grouped housing sites at an R40 equivalent, to be included in the development cell, improving diversity across greater Beeliar. Also, 3 opportunities for single residential houses (or perhaps duplex developments) with outdoor living/additional parking across the sewer main easement area further increases the lot product in the area. Such large lot opportunities are rare;
- The POS as shown continues to reflect 10% of the subdivisible area, as it did in the original Structure Plan. The POS within Lots 82 and 83 remains the same allocation as would have eventuated previously as per the old indicative layout, but now instead, Lot 1001 can effectively assist in compensating the over provision within Lots 82 and 83 and is currently in negotiation between the landowners of Lot 1001 and Lots 82/83 to purchase their excess POS. Ultimately this shall result in Lot 1001 ceding 10% of their landholding and Lots 82 and 83 also ceding closer to 10% than would otherwise have occurred with the POS creation occurring in a staged manner;



- The overall Structure Plan design ensures that a local park of around 2,500m² is provided (initially as a 1903m² park until the balance of Lots 82 and 83 are subdivided), with the ability for this to be expanded should the landowner to the south also then subdivide. This park would be to the benefit of landowners along Howe Street and afield too, supplemented by a POS/drainage area at the entry of the estate to connect the central park back to Watson Road.



6.0 CONCLUSION

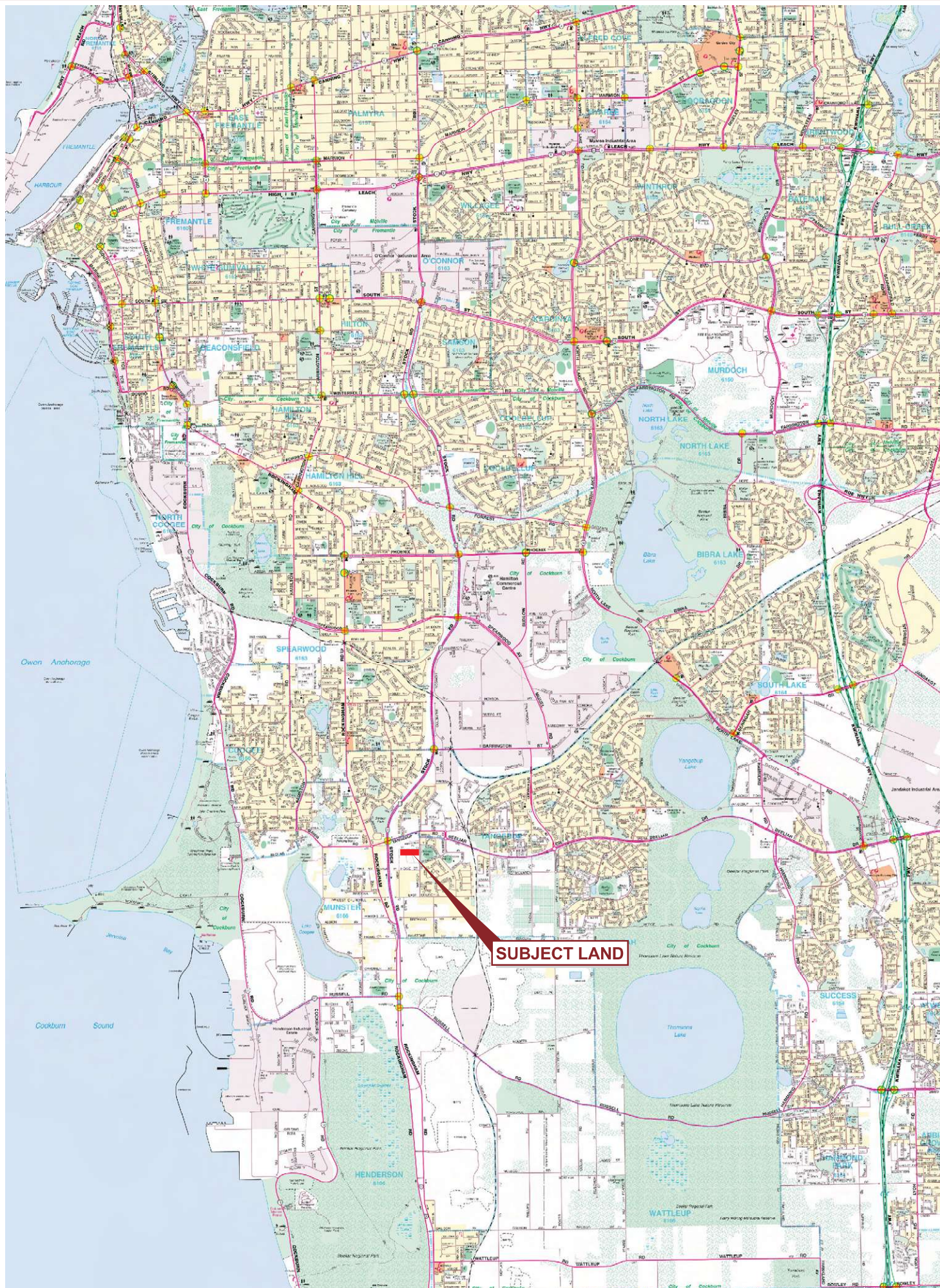
The Structure Plan applicable to Lot 1001 (previously Pt Lot 451) has been amended to include Lots 82 View Street and Lot 83 Watson Road. In including these two additional land parcels, the more central public open space area has been amended so when combined with the entry POS, results in a ten per cent contribution towards POS across the subject area.

The key premise behind the Structure Plan being to gain additional certainty in land use allocation and design, enabling the landowner of Lot 1001 to then negotiate with the landowner of Lots 82 and 83 with more certainty with the intent being to purchase additional land from Lots 82 and 83 to put towards the POS shortfall in Lot 1001 (an arrangement currently being facilitated via a subdivision application). The desired result being a more equitable contribution from each existing lot and thereby avoiding the need for any cost contributions.

In undertaking such an approach, the Community also benefits through the provision of additional lot/housing variety, some of which is intended as small affordable housing product as indicated in the enclosed Concept Plan for the central R40 site. Also, the Community is then assured of a central landscaped POS area free of any drainage and constructed as part of the subdivision construction works for Lot 1001. Overall therefore the Structure Plan as now amended, reflects a logical and well thought out proposal.

APPENDIX 1

LOCATION PLAN



SUBJECT LAND



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LEGEND:

Subject Land.....

SOURCE: landgate on-line mapping



LOCATION PLAN

Lot 82 View Street and Lot 83 Watson Road,
Beelair

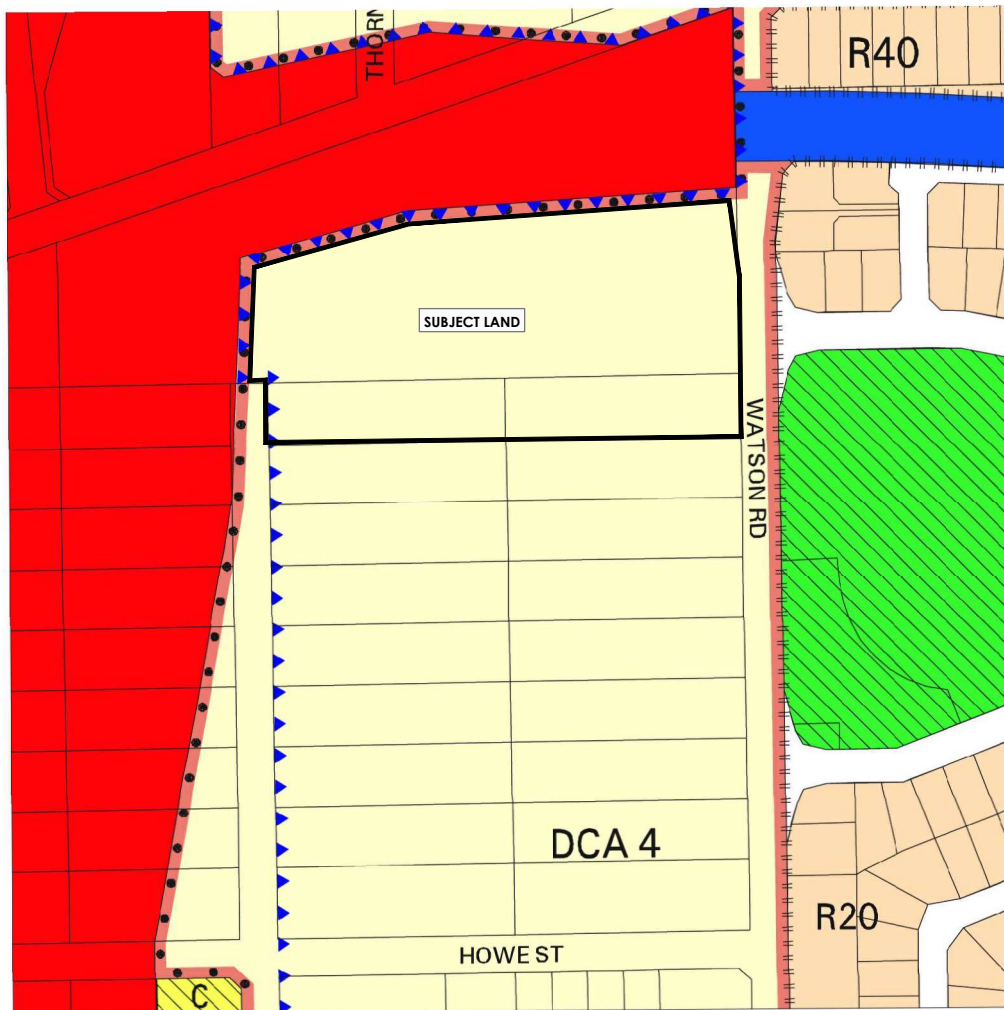
Scale: NTS

Dwg No: EMM BEE-9-01

Date: 10.08.2010



APPENDIX 2

ZONING PLAN










EGEND



MRS RESERVES

	PRIMARY REGIONAL ROADS
	OTHER REGIONAL ROADS





LOCAL SCHEME RESERVES

	LOCAL ROAD
	PARKS & RECREATION
	PUBLIC PURPOSES
	PUBLIC PURPOSES
	DENOTED AS FOLLOWS:
	C
	CIVIC

ZONES

	DEVELOPMENT
	RESIDENTIAL

OTHER

	R CODES
	DEVELOPMENT AREA (SEE SCHEME TEXT)
	DEVELOPMENT CONTRIBUTION AREA (SEE SCHEME TEXT)
	NO ZONE



APPENDIX 3

AERIAL PLAN



SUBJECT LAND

YANGEBUP
ROAD

STOCK ROAD

WATSON ROAD

VIEW STREET

HOWE STREET

1001

82

83

LEGEND:



Subject Land

SCALE 1:NTS (A4)



NORTH

Planner: RVS

Client: Emmanus Developments

Date: 4.11.10

Plan No: EMM BEE -9-03

AERIAL PLAN
Lot 82 View Street
Lots 83, 1001 Watson Road
Beeliar

City of Cockburn



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APPENDIX 4

STRUCTURE PLAN



POS Schedule		
Lot No	Lot Area	POS Area
1001	2.4090 ha	0.1142 ha
82	0.4151 ha	0.1632 ha
83	0.4173 ha	0.0473 ha
Gross Area	3.2414 ha	0.3247 ha
POS (10%)	0.3241 ha	10.02%

Lot Yield Breakdown				
R-Code	Lots	Total Area	av Lot Size	DU Yield
R20	5 Lots	0.2602 ha		5 Lots
R25	11 Lots	0.4462 ha		11 Lots
R30	11 Lots	0.3652 ha		11 Lots
R40	8 Lots	0.7837 ha	250 m ²	31 DUs
TOTAL	35 Lots	1.8553 ha		58 DUs



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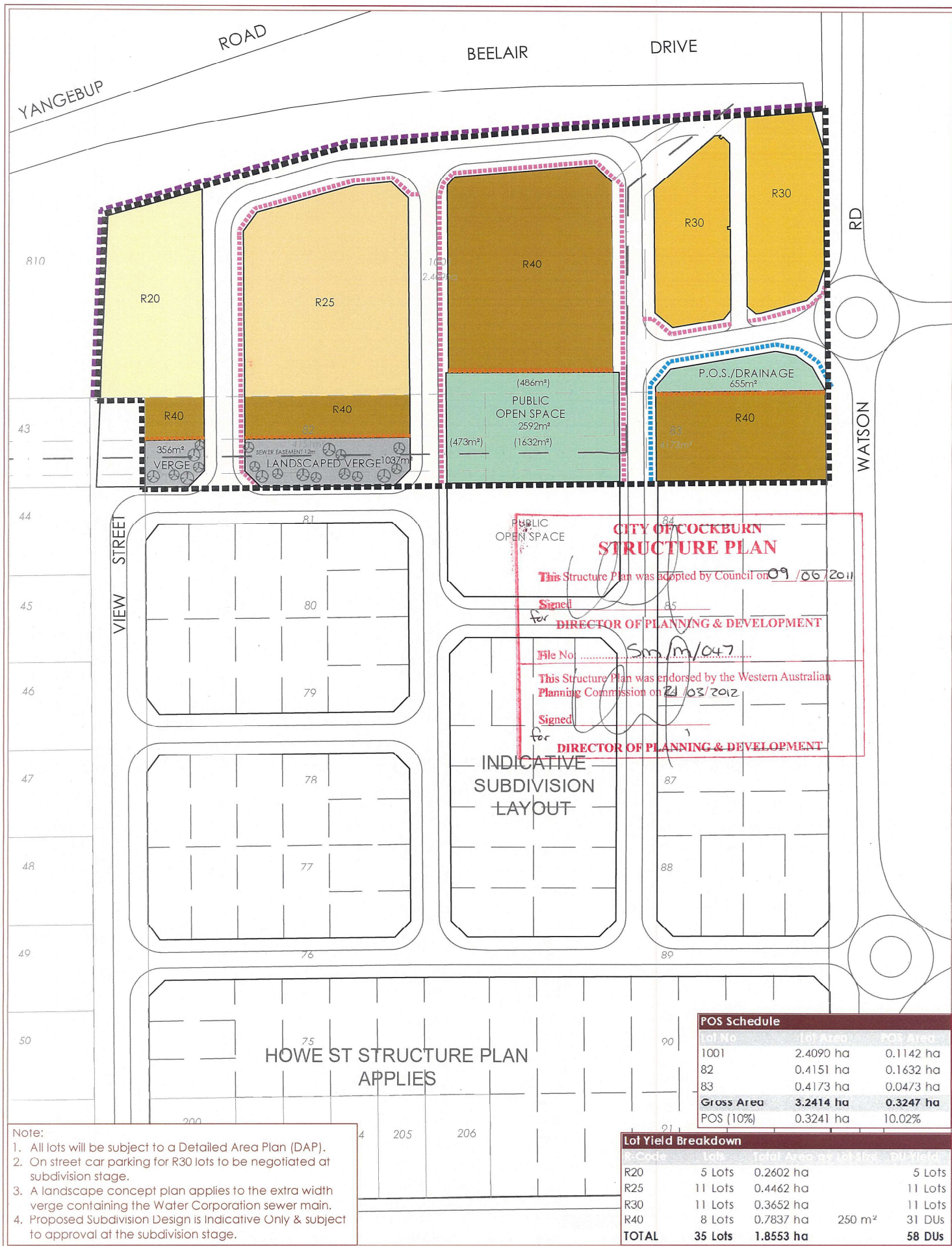
Planner: RVS
Client: EMMAUS DEVELOPMENTS

Plan No: EMM BEE 2-05b
Date: 05.07.11



SCALE 1:1,250 (A3)

AMENDED STRUCTURE PLAN
Lots 1001 & 83 Watson Road
82 View Street, Beelair
COCKBURN



Note:

1. All lots will be subject to a Detailed Area Plan (DAP).
2. On street car parking for R30 lots to be negotiated at subdivision stage.
3. A landscape concept plan applies to the extra width verge containing the Water Corporation sewer main.
4. Proposed Subdivision Design is Indicative Only & subject to approval at the subdivision stage.

POS Schedule

Lot No	Lot Area	POS Area
1001	2.4090 ha	0.1142 ha
82	0.4151 ha	0.1632 ha
83	0.4173 ha	0.0473 ha
Gross Area	3.2414 ha	0.3247 ha
POS (10%)	0.3241 ha	10.02%

Lot Yield Breakdown

R-Code	Lots	Total Area	Lot Area	DUs
R20	5 Lots	0.2602 ha		5 Lots
R25	11 Lots	0.4462 ha		11 Lots
R30	11 Lots	0.3652 ha		11 Lots
R40	8 Lots	0.7837 ha	250 m ²	31 DUs
TOTAL	35 Lots	1.8553 ha		58 DUs



LEGEND

- Subject Land
- Residential R20
- Residential R25
- Residential R30
- Residential R40
- Public Open Space & Drainage
- Road Reserve Verge
- Water Corp Sewer Main
- Footpath (1.5m)
- Shared Path (2.5m)
- Uniform Fencing Required
- Stages of Subdivision, Clearance & Construction
- Noise Attenuation Wall To Be Constructed



0 50 100 150 200
SCALE 1:1,250 (A3)

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Planner: RVS
Client: EMMAUS DEVELOPMENTS

Plan No: EMM BEE 2-05c
Date: 17.01.12

AMENDED STRUCTURE PLAN
Lots 1001 & 83 Watson Road
82 View Street, Beelair
COCKBURN

APPENDIX 5

CONCEPT PLAN GROUP HOUSING DESIGN



Indicative Concept for R40 Group Site Lots 1001, 82 & 83 Watson Road,

Beeliar

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NORTH
Planner: RVS
Client: Emmaus Developments
Date: 15.11.10
Plan No: EMM BEE-1-03b

City of Cockburn

APPENDIX 6

LANDSCAPE CONCEPT PLAN

FOR ROAD VERGE



Note: The landscape plan is subject to refinement & Council approval at the detailed design stage.



Planner: RVS
Client: Emmaus Developments
Date: 15.04.11
Plan No: EMM BEE -1-4

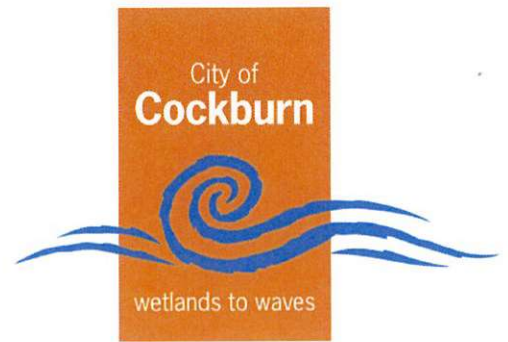
VERGE LANDSCAPING PLAN

Lots 82 & 83 Watson Road

Beeliar

COCKBURN

Appendix 7
Amendment 1



REPORT TO THE CITY OF COCKBURN

LOT 9002 PRIZMIC STREET, BEELIAR

PROPOSED MODIFICATION TO WATSON ROAD, BEELIAR
LOCAL STRUCTURE PLAN

OCTOBER 2014

Submitted by:

MGA TOWN PLANNERS

CERTIFICATION OF APPROVED STRUCTURE PLAN

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

.....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 24 of
the *Planning and Development Act 2005* for that purpose, in the presence of:

.....Witness

.....Date

AND ADOPTED BY
RESOLUTION OF THE COUNCIL OF THE CITY OF COCKBURN ON:

.....Date

AND PURSUANT TO THE COUNCIL'S RESOLUTION HEREUNTO AFFIXED IN THE
PRESENCE OF:

.....Date

Mayor, City of Cockburn

.....Date

Chief Executive Officer, City of Cockburn

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

TABLE OF VARIATION(S) TO STRUCTURE PLAN

Variation No.	Description of Variation	Date Adopted by Council	Date Endorsed by the WAPC (if required)

EXECUTIVE SUMMARY

This structure plan amendment shall apply to Lot 9002 Prizmic Road, Beeliar and will facilitate the residential subdivision of that lot. The proposal is an amendment to the existing endorsed Watson Road Local Structure Plan.

The table below provides a summary of the structure plan proposal.

Item	Data	Section number referenced within the Structure Plan Report
Gross Structure Plan Area	0.383 hectares	1.0
Area of each land use proposed	Residential - 0.1799 hectares (46.97%) POS – 0.0147 hectares (3.84%) Road Reserve – 1.884 (49.19%)	3.0
Estimated Lot Yield	8 lots	2.1
Estimated Number of Dwellings	8 dwellings	2.1
Estimated Residential Density - dwellings per gross hectare <i>As per Directions 2031</i> - dwellings per site hectare <i>As per Liveable Neighbourhoods</i>	R40 20 dwellings per gross hectare 13 dwellings per site hectare	2.2
Estimated Population	23 people @ 2.8 people/household	2.2

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PART ONE – STATUTORY SECTION

1.1 Modification of Structure Plan

Lot 9002 Prizmic Street has an area of 0.338 hectares and is zoned 'Development' under the City of Cockburn Town Planning Scheme No. 3 (TPS3). This lot forms part of the Structure Plan identified as the Lots 1001 & 83 Watson Road, 82 View Street, Beelier (Watson Road) Local Structure Plan (LSP).

It is proposed to amend the LSP so far as it relates to Lot 9002 Prizmic Street, which occupies the south-western corner of the Structure Plan area.

This Structure Plan amendment shall apply to the land contained within the inner edge of the line denoting the structure plan boundary on the Structure Plan Map.

1.2 Structure Plan Content

The Structure Plan comprises the following sections:

- (i) Part One – Statutory Section. This section includes the Structure Plan Map and any textual provisions, standards or requirements that require statutory effect.
- (ii) Part Two – Explanatory Section (Non-Statutory). This section provides the planning context and justification for the Structure Plan Map and the textual provisions contained in Part One of the Structure Plan. Part Two is to be used as a reference to guide interpretation and implementation of Part One.
- (iii) Appendices, includes all specialist consultant reports and documentation used in the preparation of and to support the land use outcomes of the Structure Plan.

1.3 Interpretation and Relationship with City of Cockburn Town Planning Scheme No.3

Any terms and interpretations used in this report are as per Clause 6.2.6.3 of the City of Cockburn Town Planning Scheme No. 3. Land use permissibility is pursuant to Clause 4.3.2 of the City of Cockburn Town Planning Scheme. No. 3.

This Structure Plan amendment has been prepared under Clause 6.2 of the City of Cockburn Town Planning Scheme No.3 as the subject land is zoned 'Development' and contained within Development Area No. 4 which is shown on the Scheme Map and contained within Schedule No.11.

The proposed modification does not change the words or expressions used in the LSP.

1.4 Operation

The LSP amendment will come into operation when it is adopted by the City of Cockburn and endorsed by the WAPC in accordance with Clause 6.2.12 and Clause 6.2.14 of TPS3.

1.5 Land Use

Land use classes and their permissibility within the Residential zone shall be in accordance with the TPS3 Zoning Table. The existing R40 density is proposed to be extended approximately 5.5m into the area identified as 'Landscaped Road Reserve Verge' on the LSP. This will provide for a minimum of 8 dwellings within the structure plan amendment area.

The public open space contribution for the subject site remains unchanged from what has already been allocated within the Structure Plan area.

1.6 Subdivision / Development

In respect of applications for the subdivision of land the Council shall recommend to the Western Australian Planning Commission that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate(s) of Title(s) to advise of the following: -

The area of residential lots affected by the existing sewer easement may only contain items defined by Clause 46 (2) of the Water Services Regulations 2013 as not being obstructions, for example:

- Small trees (that is, of no more than 5m in height);
- Fences and similar structures that can be easily removed.

A Detailed Area Plan (DAP) is proposed to control development of the Residential R40 land. All development shall comply with the requirements of the City of Cockburn Town Planning Scheme No. 3, relevant policies and the Residential Design Codes of Western Australia unless varied by the approved Detailed Area Plan.

1.7 Other Requirements

In accordance with TPS2, funding arrangements area required for the provision of standard and community infrastructure in the LPS area.

Developer Contribution Area 4 (DCA 4) applies to the subject site.

An easement over the land affected by the sewer main will ensure pipeline management requirements are met and access for maintenance and repairs is available.

PART 2 – EXPLANATORY SECTION

1.0 INTRODUCTION AND PURPOSE

The purpose of this report is to support an application for a Structure Plan amendment over Lot 9002 Prizmic Street, Beeliar. This Structure Plan amendment is prepared as a prerequisite for subdivision of land zoned Development under TPS3 and located within Development Area 4.

The requirement for a Structure Plan amendment has resulted through the mediation process of State Administrative Tribunal (SAT) matter DR 225 of 2014. The SAT application was lodged in response to the refusal by the Western Australian Planning Commission to grant subdivision approval to a plan reflecting the proposed amendments to the Structure Plan (WAPC Ref: 148110).

The existing Watson Road Structure Plan indicates that only 36% of the area of Lot 9002 is available for development, once POS and road reserves are removed. The large amount of road reserve that affects Lot 9002 is due to the existence of a Water Corporation sewer main, however there is no easement over the land. The existing developable area of Lot 9002 is not viable.

The Structure Plan amendment proposes to lift the developability of the land from 36% to nearly 50%, by producing a total of 8 lots with reasonable proportions, via a minor departure from the approved LSP. The Water Corporation agrees that an easement over Residential land will fulfil their requirements to access the sewer main.

The Structure Plan shall demonstrate that the subdivision of Lot 9002 Prizmic Street will not prejudice the future development of surrounding lots and will ensure access to the sewer main can be maintained. The proposed Structure Plan amendment will only apply to Lot 9002 Prizmic Street.

2.0 STATUTORY AND LAND USE

2.1 Zoning and Land Status

Metropolitan Region Scheme

The subject site is zoned "Urban" under the Metropolitan Region Scheme (MRS).

Town Planning Scheme No. 3 (TPS3)

The site and abutting lands are zoned "Development" under the City of Cockburn TPS3. The objective of the Development zone is:

"To provide for future residential, industrial or commercial development in accordance with a comprehensive Structure Plan prepared under the Scheme."

Schedule 11 of TPS3 states that the subject site is located within the Yangebup Development Zone 4 (DA4). Schedule 11 of the Scheme requires that:

1. An approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development.
2. Land uses classified on the Structure Plan apply in accordance with clause 6.2.6.3.

The subject site also falls into a Development Contribution Area (DCA4) for contributions towards the construction costs of Beeliar Drive, between Stock Road and Spearwood Avenue.

Watson Road Beeliar Local Structure Plan

Clause 6.2.3 of TPS3 provides that the subdivision and development of land within a development area shall be generally in accordance with an endorsed Structure Plan. The Watson Road Beeliar Structure Plan has been approved by the City of Cockburn and endorsed by the WAPC.

The existing Structure Plan lot layout has reduced road frontage for residential land on Lot 9002. The landscaped verge area over the sewer main prevents road access from the south, effectively requiring the R40 zoned land to be developed for grouped dwellings to realise the density.

Lot 9002 Prizmic Street is currently located within the existing Watson Road Beeliar Structure Plan area (see Appendix A). The indicative layout shown in this proposal will supercede that structure plan.

The existing Structure Plan requires a Detailed Area Plan to be provided for all lots. Lot 9002 is also affected by the requirement to produce a landscape concept plan for the area affected by the Water Corporation sewer. The proposed amendment will negate the requirement for the landscape plan, as the affected area will be incorporated into Residential lots and therefore privately landscaped. Detailed Area Plans are discussed further in the following section.

Subdivision Layout

The proposed amendment to the Structure Plan introduces a preferred form of subdivision, producing an increased lot yield from 6 to 8. Each lot has reasonable proportions and will support single house development.

Detailed Area Plan

Detailed Area Plans (DAPs) are able to be prepared and submitted to the City for assessment and adoption in accordance with Clause 6.2.15 of TPS3. A DAP is also a requirement of the existing Structure Plan and the SAT mediation process.

A DAP has been prepared for the proposed LSP amendment area (see Appendix B) with the following features:

- Restrictions on development of the front areas of the lots that are affected by the sewer mains. This will enable Water Corporation to access the sewer for maintenance and repairs.
- Encouragement for dwelling design to utilise sustainable initiatives available through the orientation of the proposed lots.
- Control of open space and garaging to alleviate access issues and produce attractive streetscape outcomes.

2.2 Planning Strategies

Directions 2031

The Western Australian Planning Commission's Directions 2031 and Beyond (Directions 2031) is the overarching spatial framework and strategic plan that establishes a vision for future growth of the metropolitan Perth and Peel region.

Directions 2031 estimates the region's population will grow to at least 2.2 million people by 2031, generating a demand for an additional 328,000 dwellings. It recommends an increase in the current average residential density of 10 dwellings per gross urban zoned hectare and sets a target of 15 dwellings per gross urban zoned hectare of land in new development areas.

The Structure Plan amendment will achieve density targets by proposing a density of 20 dwellings per gross hectare.

City of Cockburn Local Planning Strategy

The Local Planning Strategy provides growth objectives which form the basis of controls within TPS3. This Structure Plan amendment is consistent with the strategies and actions contained in the Local Planning Strategy, such as:

- Provide a range of housing opportunities; and
- Ensure the efficient, progressive development and servicing of urban land.

This amendment provides a greater number of residential sites at R40 density, increasing housing diversity. Lot 9002 is cleared and adjoins developed land, so can easily be serviced effectively and efficiently. In this way, the proposal is consistent with the objectives of the LPS.

Statement of Planning Policy No. 3 (SPP3)

This policy of the WAPC aims to:

- *"Encourage variety and choice in the size, type and affordability of housing to support a range of household sizes, ages and incomes and which is responsive to housing demand and preferences."*
- *"Supporting higher residential densities in the most accessible locations, such as, in and around town and neighbourhood centres, high frequency public transport nodes and interchanges, major tertiary institutions and hospitals, and adjacent to high amenity areas such as foreshores and parks."*

The proposed Structure Plan amendment supports the aims of SPP3 by locating medium density homes in close proximity to established urban development and facilities. The increased density proposed by this amendment will improve housing diversity and increase the potential for greater public transport use. The higher density achieved by this proposal will support the aims of SPP3.

3.0 THE MODIFICATION PROPOSAL

It is proposed to modify a portion of the endorsed Structure Plan as it relates to Lot 9002 Prizmic Street by:

- Including a portion of the landscaped road reserve verge (approximately 5.5m) as Residential R40.
- Relocating the southern subdivision road north to within the area indicated for landscaped road reserve verge.
- Centralising the southern subdivision road within the reduced road reserve.

The area of POS and the north-south road linkages (Andy Zuvela Road and Desertpea Road) in the existing LSP will remain unmodified.

The modification proposal to include a portion of the landscaped road reserve verge as Residential R40 will still enable full access to the sewer main, via an easement. A DAP will control development at the front of the site. The Water Corporation are supportive of this amendment.

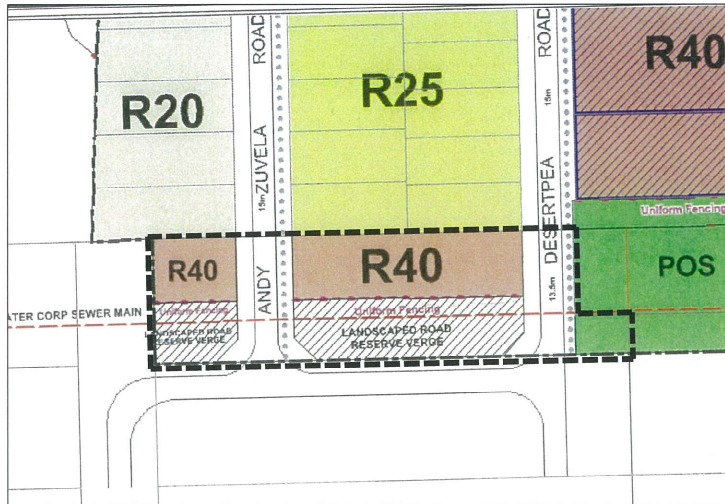
The modification will enable lots to front onto the southern subdivision road, providing adequate road frontage and permitting development as single house sites. The rear of future homes will have a northern aspect, which will encourage passive solar design and sustainable development.

4.0 CONCLUSION

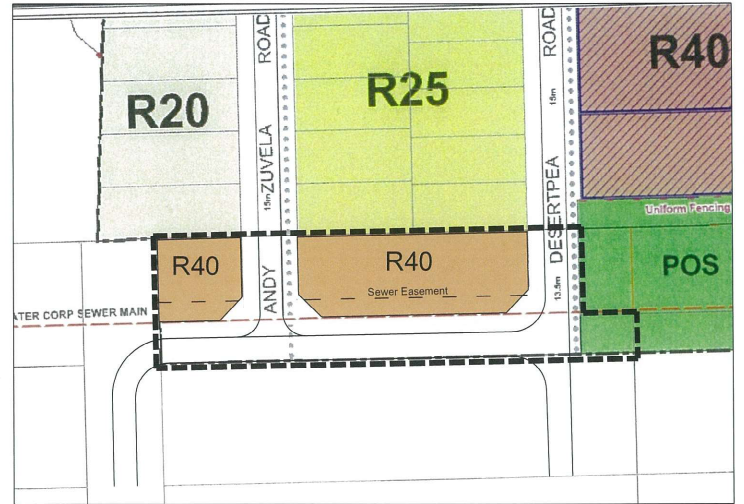
The review of policy and status of the subject site provides adequate justification for the size of the residential R40 to be increased. The Water Corporation sewer main is no impediment to use of the land for residential purposes and a Detailed Area Plan will control development to ensure access for maintenance and repairs.

APPENDIX A

EXISTING PORTION OF WATSON ROAD BEELIAR STRUCTURE PLAN (4C) AND
MODIFIED PORTION SHOWING LOT 9002 PRIZMIC STREET, BEELIAR



EXISTING STRUCTURE PLAN



PROPOSED STRUCTURE PLAN

LEGEND



Subject Land



Residential R20



Residential R25



Residential R40



Public Open Space



Water Corp Sewer Main



Uniform Fencing Required



Footpath



Sewer Easement

MGA
TOWN PLANNERS

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CITY OF COCKBURN
AMENDMENT to STRUCTURE PLAN 4C
DISTRICT PLANNING SCHEME No. 3
Lot 9002 Prizmic Street



A3

2772/Beelair SP Amend.dwg 14 Oct 2014

APPENDIX B

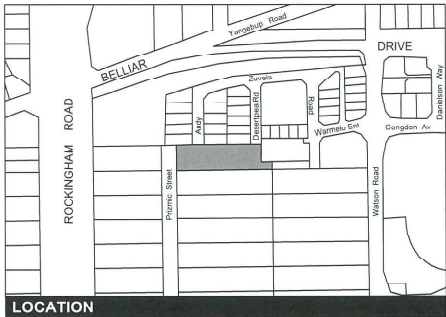
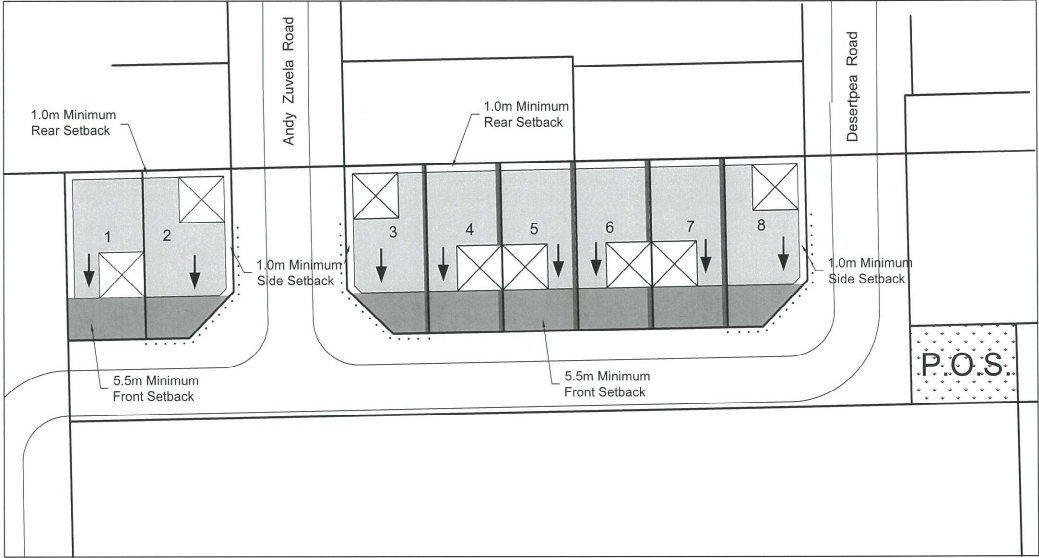
DETAILED AREA PLAN

DETAILED AREA PLAN PROVISIONS

All development shall comply with the requirements of the City of Cockburn Town Planning Scheme No.3, relevant policies and the Residential Design Codes of Western Australia unless varied by this Detailed Area Plan.

Design Elements

- The applicable residential Density Code is R40.
- This subdivision does not provide for multiple dwellings development.
- Consultation with adjoining or other landowners to achieve a variation of the R-Codes is not required where the design complies with this Detailed Area Plan.
- Minimum 40% private open space required.
- Dwellings must be orientated to address the primary street, with major openings to habitable rooms and the main entrance via the primary street.
- A front setback area of 5.5 metres minimum applies. This area may only contain items such as fencing / similar structures that are easily removed or small trees (less than 5m high).
- Outdoor Living Areas are encouraged in the front setback zone of all dwellings. Where not provided with the front setback area, Outdoor Living Areas are to achieve north solar access.
- All letterboxes shall be located on the primary street boundary and integrated with front fencing where proposed.
- Front fencing may be solid up to 1.2 metres in height above the adjacent ground level (inclusive of retaining wall). Any fencing above 1.2 metres is to be visually permeable.
- Garages may occupy more than 60% of the site frontage for front loaded sites.
- Dwellings are encouraged to be designed in accordance with the City's "Building a Sustainable House in the City of Cockburn" brochure.
- Two Storey boundary walls to east/west boundaries (excluding street boundaries) are encouraged where a larger rear (north) setback is proposed.

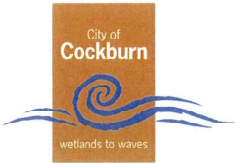


LEGEND	
	Building Envelope
	Designated Garage Location
	No Vehicle Access
	Front Setback Zone (Minimum 5.5m)
	Side and Rear Setback (Minimum 1.0m)
	Retaining Wall
	Dwelling Orientation

ENDORSEMENT
This Detailed Area Plan has been adopted by the City of Cockburn under delegated authority of Council.

Manager and/or Coordinator
of Statutory Planning
(City of Cockburn)

Date _____
2772/Lot9002DAP.dwg 15 October 2014 MGA Town Planners



DETAILED AREA PLAN
LOT 9002 PRIZMIC STREET, BEELIAR