

Town Planning Report

Proposed Neighbourhood Centre / Yangebup Road,
Hammond Road and Beeliar Drive
Cockburn Central



ROWE
GROUP



Document Control

Printed 19 February 2026

10033_20251209_DA_Beeliar_cr_02

Version	File Name	Prepared	Approved	Date
1	10033_20251209_DA_Beeliar_cr_01	C. Richards	G. Hajigabriel	12 February 2026
2	10033_20251209_DA_Beeliar_cr_02	C. Richards	G. Hajigabriel	19 February 2026

This report has been authorised by;



George Hajigabriel
Director



Claire Richards
Principal Town Planner



Jamie Baxter
Quality Control



CONTACT ROWE GROUP

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

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

© 2026 Greg Rowe Pty Ltd All Rights Reserved. Copyright in the whole and every part of this document belongs to Greg Rowe Pty Ltd and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person without the prior written consent of Greg Rowe Pty Ltd.



Town Planning Report Cockburn Central
19/02/2026 10033_20251209_DA_Beeliar_cr_02

Contents

1.	Introduction	5
2.	Description of Site	6
2.1	Location	6
2.2	Cadastral Information	6
2.3	Existing Improvements and Surrounding Land Uses	10
2.4	Site Conditions and Environmental Considerations	10
2.4.1	Geology	10
2.4.2	Topography	10
2.4.3	Groundwater	11
2.4.4	Site Contamination	11
2.4.5	Acid Sulphate Soils	11
2.4.6	Wetlands	11
2.4.7	Bushfire	11
2.4.8	Vegetation	11
2.4.9	Heritage	12
3.	Description of Proposed Development	15
3.1	Project Overview	15
3.2	Previous Development Approval	16
4.	Pre-Lodgement Consultation and Design Review	17
5.	Town Planning Considerations	19
5.1	Strategic Planning Framework	19
5.1.1	South Metropolitan Peel Sub-Regional Planning Framework	19
5.1.2	City of Cockburn Local Planning Strategy (2024)	19
5.1.3	City of Cockburn Local Commercial and Activity Centres Strategy (2012)	19
5.1.4	Hammond Road North Structure Plan (2018)	22
5.2	State Planning Policies	22
5.2.1	State Planning Policy No. 3.7 – Planning in Bushfire Prone Areas	22
5.2.2	State Planning Policy No. 4.1 – Industrial Interface	25
5.2.3	State Planning Policy No. 4.2 – Activity Centres	25
5.2.4	State Planning Policy No. 7.0 – Design of the Built Environment	26

5.3	Operational Policies	28
5.3.1	Draft Operational Policy No. 4.3 – Planning for High Pressure Gas Pipelines.....	28
5.3.2	Development Control Policy No. 5.1 – Vehicular Access	29
5.4	Local Planning Policies.....	29
5.4.1	Noise Attenuation	29
5.4.2	Waste Management.....	31
5.4.3	Commercial Development	32
5.4.4	Signs and Advertising	34
5.4.5	Vehicle Access	34
5.4.6	Public Art	34
5.5	Zones and Reservations	35
5.5.1	Metropolitan Region Scheme	35
5.5.2	City of Cockburn Local Planning Scheme No. 3.....	35
5.5.3	City of Cockburn Local Planning Scheme Review.....	38
5.6	Land Use Permissibility.....	40
5.7	Development Standards.....	41
5.7.1	Building Setbacks	41
5.7.2	Building Height.....	42
5.7.3	Landscaping	43
5.7.4	Convenience and Functionality.....	44
5.7.5	Vehicle Parking.....	44
5.7.6	Bicycle Parking	47
5.7.7	Matters to be Considered	48
6.	Traffic and Parking.....	51
7.	Conclusion	53

Figures

1.	Regional Location.....	7
2.	Local Context.....	8
3.	Site Plan.....	9
4.	Acid Sulphate Soils	13

5.	Bushfire Prone Areas	14
6.	South Metropolitan Peel Sub-Regional Planning Framework	20
7.	Local Planning Strategy Map	21
8.	Hammond Road North Structure Plan	23
9.	Hammond Road North Structure Plan Amendment Plan	24
10.	High Pressure Gas Pipeline	30
11.	MRS Zoning.....	36
12.	TPS3 Zoning	37
13.	Draft LPS13 Zoning	39

Attachments

1. Certificates of Title and Deposited Plan
2. Feature Survey
3. Development Proposal Plans
4. Bushfire Management Plan
5. Retail Needs Assessment and Net Benefit Test
6. ESD Report
7. Acoustic Assessment
8. Waste Management Plan
9. Landscape Plan
10. Transport Impact Assessment

Tables

1. Project Team
2. Cadastral Information
3. Encumbrance Information
4. Design Review Panel Summary
5. Response to SPP 7.0 Design Principles
6. Summary of Compliance with LPP 3.1
7. Land Use Permissibility (TPS3)
8. Land Use Permissibility (Draft LPS13)
9. Summary of Compliance with Landscaping Provisions (TPS3)



10. Car Parking Assessment (TPS3 standards)
11. Minimum Car Parking Assessment (WA Planning Manual) Standards
12. Bicycle Parking
13. Matters to be Considered by Local Government

1. Introduction

Rowe Groups acts on behalf of Beeliar Drive Project Pty Ltd, being the contracted purchaser of Lots 1, 300 and 4308 Yangebup Road/Beeliar Drive, Cockburn Central (site). We are instructed by our Client to prepare and lodge an Application seeking Development Approval for a proposed commercial development (Neighbourhood Centre) on the site. The proposed development comprises two (2) 'major' retail outlets along with a number of speciality retail, food and beverage tenancies, consulting rooms, a service station and two (2) drive thru fast food outlets with a combined total Net Lettable Area (NLA) of approximately 7,855m² (inclusive of retail and non-retail floorspace).

This report has been prepared in support of the proposed development and addresses the following matters:

- Site location and description;
- Surrounding land uses and context;
- Overview of relevant planning and design issues;
- Detailed explanation of the proposed development; and
- Justification for the proposed development.

The proposed development has been informed by technical input from the following consultants:

Discipline	Consultant
Arborist	Classic Tree Services
Architectural Design	Place Fabric
Bushfire	WA Fire and Safety
ESD	Summation
Landscape Architect	KDLA
Retail	Pracsys
Town Planning	Rowe Group
Traffic	Urbii
Waste Management	Talis Consultants

Table 1: Project Team

The proposed development has an estimated construction value of \$28 million and therefore meets the threshold for determination by the Outer Metro Development Assessment Panel (DAP). On this basis, our Client has elected for the proposed development to be determined under Regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011* (DAP Regulations). The associated forms and fees have been included to facilitate determination by the DAP.

2. Description of Site

2.1 Location

The site is located in the suburb of Cockburn Central, in the municipality of the City of Cockburn, approximately 19km south of the Perth Central Area. The site benefits from direct access to the district and regional road network, including Beeliar Drive, Hammond Road and the Kwinana Freeway and is located approximately 1.3km north-west of the Cockburn Central Regional Centre.

Refer to **Figure 1 – Regional Location**

The site is located within an established urban area characterised by a mix of commercial, community, industrial and residential land uses. It is positioned on the northern side of Beeliar Drive and is bound by Yangebup Road to the north, Ale's Fruit and Vegetable Market to the east and an approved Revo Fitness centre to the west which is currently under construction.

Beeliar Drive to the south provides an east-west connection through the Beeliar Regional Park connecting the Kwinana Freeway and Spearwood Avenue. The site is accessible to the Kwinana Freeway (northbound and southbound) via Beeliar Drive to the south and Hammond Road/North Lake Road to the north.

Refer to **Figure 2 – Local Context**

2.2 Cadastral Information

Cadastral information relating to the site is summarised in **Table 2** below.

Lot No.	Street Address	Plan/Diagram	Volume /Folio	Landowner
1	No. 142 Yangebup Road	DP 59832	2702 / 759	Antonio Anselmo Alessandrini
300	No street address	DP 402552	2898 / 294	Angelo Luciano Alessandrini
4308	Lot 4308 Beeliar Drive	DP 193038	2151 / 262	Catina Christina Alessandrini
				John Alessandrini
7	No. 86 Hammond Road	D 25994	1250 / 932	

Table 2: Cadastral Information

Lots 7 and 99 form part of the proposed development only insofar as a portion of the north-south vehicular connection relies on thoroughfare through these lots to connect the balance of the site to the Beeliar Drive roundabout. No development other than road construction and landscaping is proposed on Lots 7 and 99.

The development site itself (Lots 1, 300 and 4308) has a combined total land area of 2.93ha and maintains a frontage of 212m to Beeliar Drive along its southern boundary and 207m to Yangebup Road along its northern boundary. A 0.1m wide pedestrian accessway is located along Berrigan Drive which restricts direct vehicular connection between the site and Beeliar Drive. An existing constructed roundabout provides access into the site from Beeliar Drive.

Refer **Figure 3 – Site Plan**

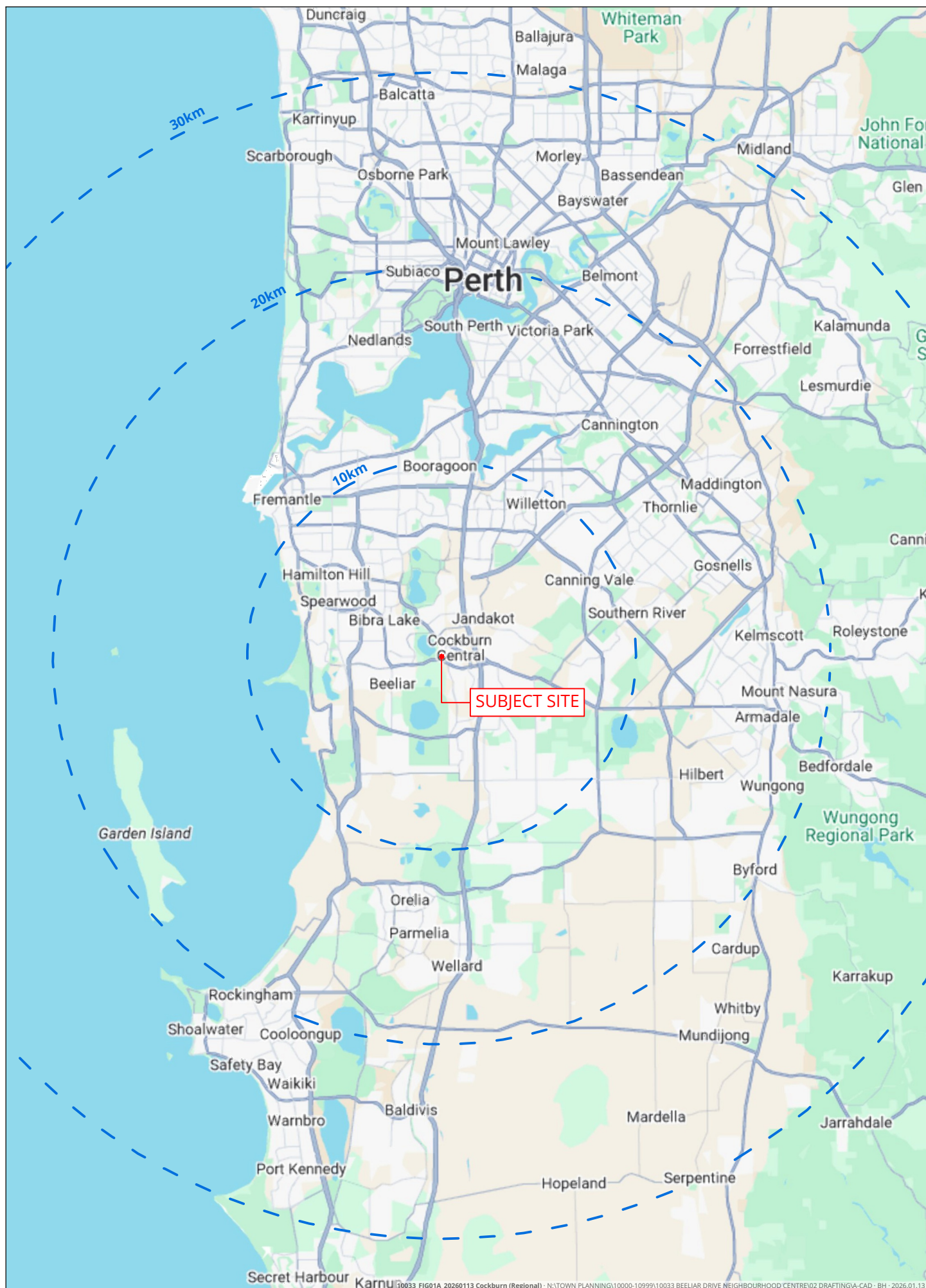
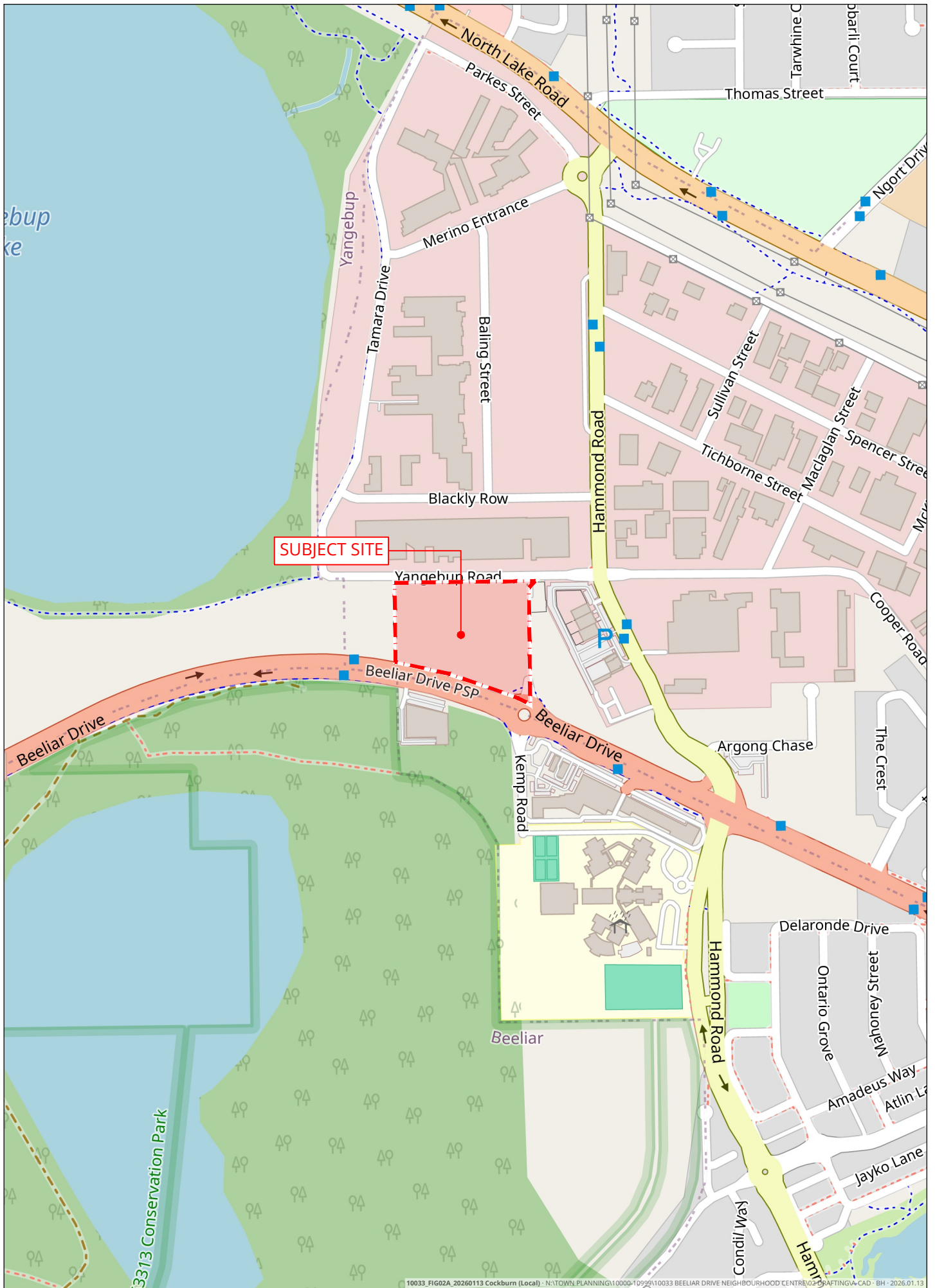


FIGURE 1
REGIONAL LOCATION



0 6,250 m
SCALE @ A4: 1:250,000





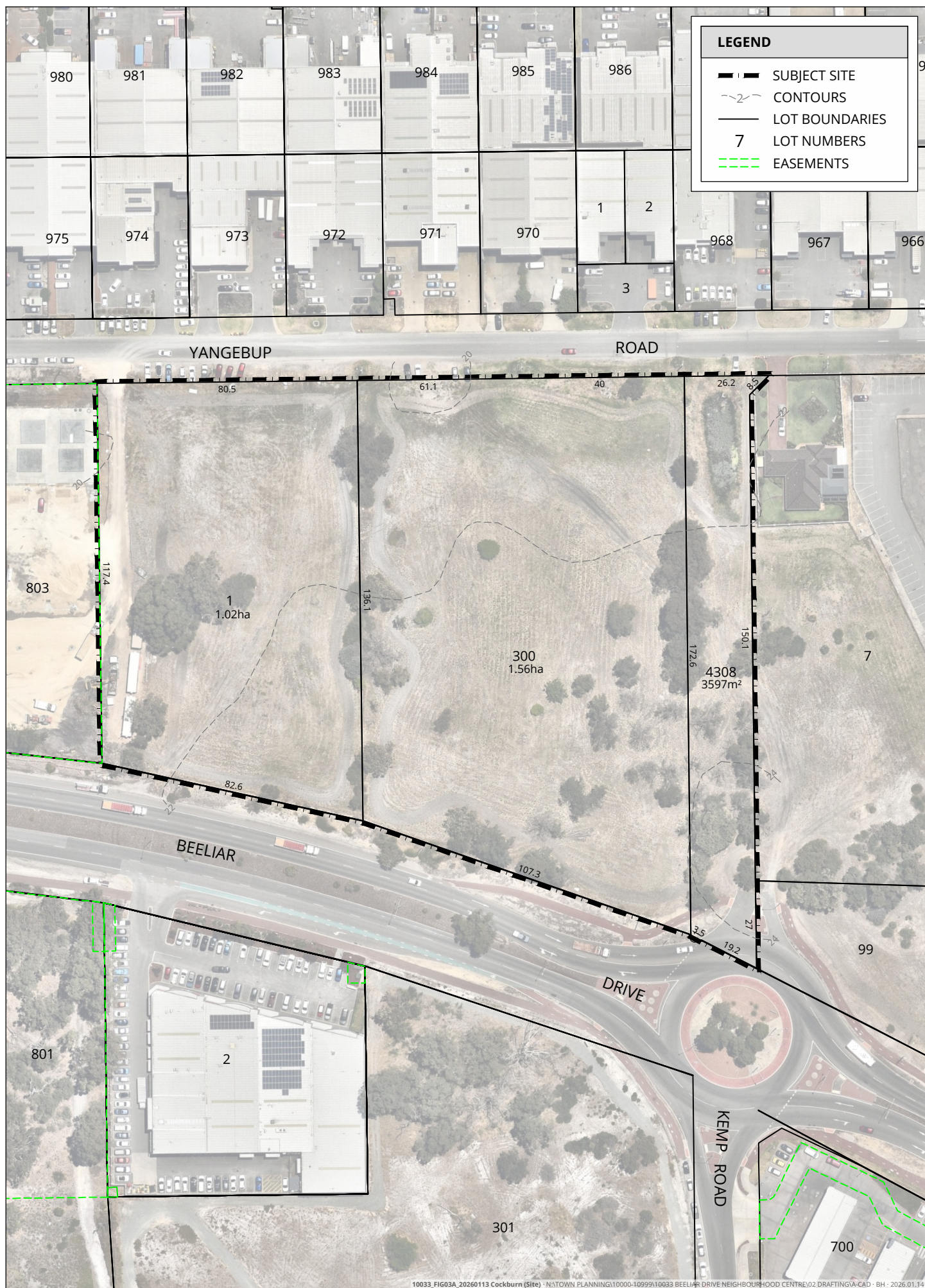
10033_FIG02A_20260113 Cockburn (Local) - N:\TOWN PLANNING\10000-10999\10033 BEELIAR DRIVE NEIGHBOURHOOD CENTRE\02 DRAFTING\A-CAD - BH - 2026.01.13



0 190 m
SCALE @ A4: 1:7,500



FIGURE 2
LOCAL CONTEXT



0 37.5 m
SCALE @ A4: 1:1,500



FIGURE 3
SITE PLAN

A review of the Certificates of Title reveals that the site is affected by a number of encumbrances, details of which are provided in **Table 3** below.

Lot No.	Document No.	Type	Details
1	G451638	Easement (Benefit)	Right of Carriageway
1 and 4308	N439532	Memorial	Land Taxation
300	N373427	Notification	Water Corporation (wastewater servicing)

Table 3: Encumbrance Information

The landowner is aware of the above encumbrances and the proposed development has been designed to accommodate and/or address each as necessary.

Refer **Attachment 1 – Certificates of Title and Deposited Plans**

2.3 Existing Improvements and Surrounding Land Uses

The site is currently vacant of built form but does contain a number of existing trees which are scattered throughout the site. The balance of the site comprises managed grassland.

The land to the immediate east of the site comprises three (3) residential dwellings and a number of commercial tenancies which include Tony Ale's Fruit and Vegetable Market/café/butcher and a fish processing/market facility. The commercial tenancies are supported by extensive on-site parking with vehicular access provided via Hammond Road to the west.

The land directly north of the site comprises a light industrial / service commercial precinct which accommodates a range of land uses including manufacturing, storage, office and recreational activities. A commercial development is under construction to the immediate west of the site and will accommodate Revo Fitness once complete. The area further west of the site comprises conservation areas and open space associated with the Beeliar Regional Park.

The area to the south of the site, south of Beeliar Drive, accommodates a range of commercial and educational activities and includes Emmanuel Catholic College.

Beeliar Drive is a constructed dual-lane road separated by a landscaped median. An existing roundabout is located on Beeliar Drive immediately south of Lot 4308 and provides for future vehicular access into Lot 4308.

Refer to **Attachment 2 – Feature Survey**

2.4 Site Conditions and Environmental Considerations

A desk-top assessment of existing conditions and services relating to the site has been undertaken with key findings summarised below.

2.4.1 Geology

Aerial imagery illustrates that the site was historically utilised for rural-residential purposes.

A geotechnical investigation of the site has been undertaken and confirms that the site is suitable for the form of development proposed.

2.4.2 Topography

The site is relatively flat with a cross-fall of approximately 4m from the south-east corner to the north-west corner of the site. Site levels range from approximately 24m Australian Height Datum (AHD) in the south-east



to 20m AHD in the north-west. The site's topography is conducive to the proposed development with minimal fill and retaining required.

2.4.3 Groundwater

Mapping produced by the Department of Water and Environmental Regulation (DWER) indicates that historical maximum groundwater is likely to be encountered at 17m AHD in the south-east corner of the site and 16m AHD in the north-east corner.

The existing site surface is located between 20m and 24m AHD with proposed finished floor levels likely to be constructed at an RL of approximately 21.75m, providing sufficient clearance to maximum groundwater levels.

2.4.4 Site Contamination

A search of the DWER's Contaminated Sites Database indicates that the site is not classified as a known or suspected contaminated site.

The land to the immediate north of the site, which comprises a light industrial / service commercial precinct, is registered on the Contaminated Sites Database as a known or suspected contaminated site and is classified as "remediated for restricted use". Land uses to the north are restricted to those of a commercial or industrial nature.

2.4.5 Acid Sulphate Soils

Acid Sulphate Soil (ASS) risk mapping by DWER indicates that the site has a moderate to low risk of disturbing ASS within 3m of the natural soil surface. Subject to the final development levels, the depth of excavation in proximity to the potential ASS shall be limited to minimise the risk associated with encountered acid sulphates.

Refer to **Figure 4 – Acid Sulphate Soils**

2.4.6 Wetlands

A search of the Department of Biodiversity, Conservation and Attractions (DBCA) Geomorphic Wetlands Mapping database confirm that the site does not contain any wetland features. The nearest wetlands are located to the north-west (Yangebup Lake) and the south-west (Kogolup Lake) of the site and are both classified as Conservation Category Wetlands.

2.4.7 Bushfire

Mapping produced by the Department of Fire and Emergency Services (DFES) indicates that the site is located within a Bushfire Prone Area. Further consideration of bushfire related matters is addressed in section 5.2.1 of this Report.

Refer to **Figure 5 – Bushfire Prone Areas**

2.4.8 Vegetation

A search of the Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW) Protected Matters Search Tool confirms that the site is not located within an area of National Environmental Significance and does not contain any known threatened or priority fauna or ecological communities.

The site contains a number of existing trees which are scattered through the site. A number of the larger trees have been identified by the proponent as desirable for retention as part of the proposed development and will be incorporated into the site's landscaping design.

An arborist has been engaged to confirm that retention of these trees is viable and will advise on suitable measures to ensure the protection of these trees during construction works.

2.4.9 Heritage

A search of the Aboriginal Cultural Heritage Inquiry System (ACHIS) database reveals that the site is located within a large Registered Aboriginal Site (Place No. 18937) which encompasses Yangebup Lake and surrounds. Given the site has previously been developed and subsequently cleared, no formal investigation or survey of Aboriginal cultural heritage has been undertaken in relation to the site.

A search of the Heritage Council of Western Australia (HCWA) InHerit database and the City of Cockburn's Heritage List confirms that the site is not registered as a site of cultural heritage significance.

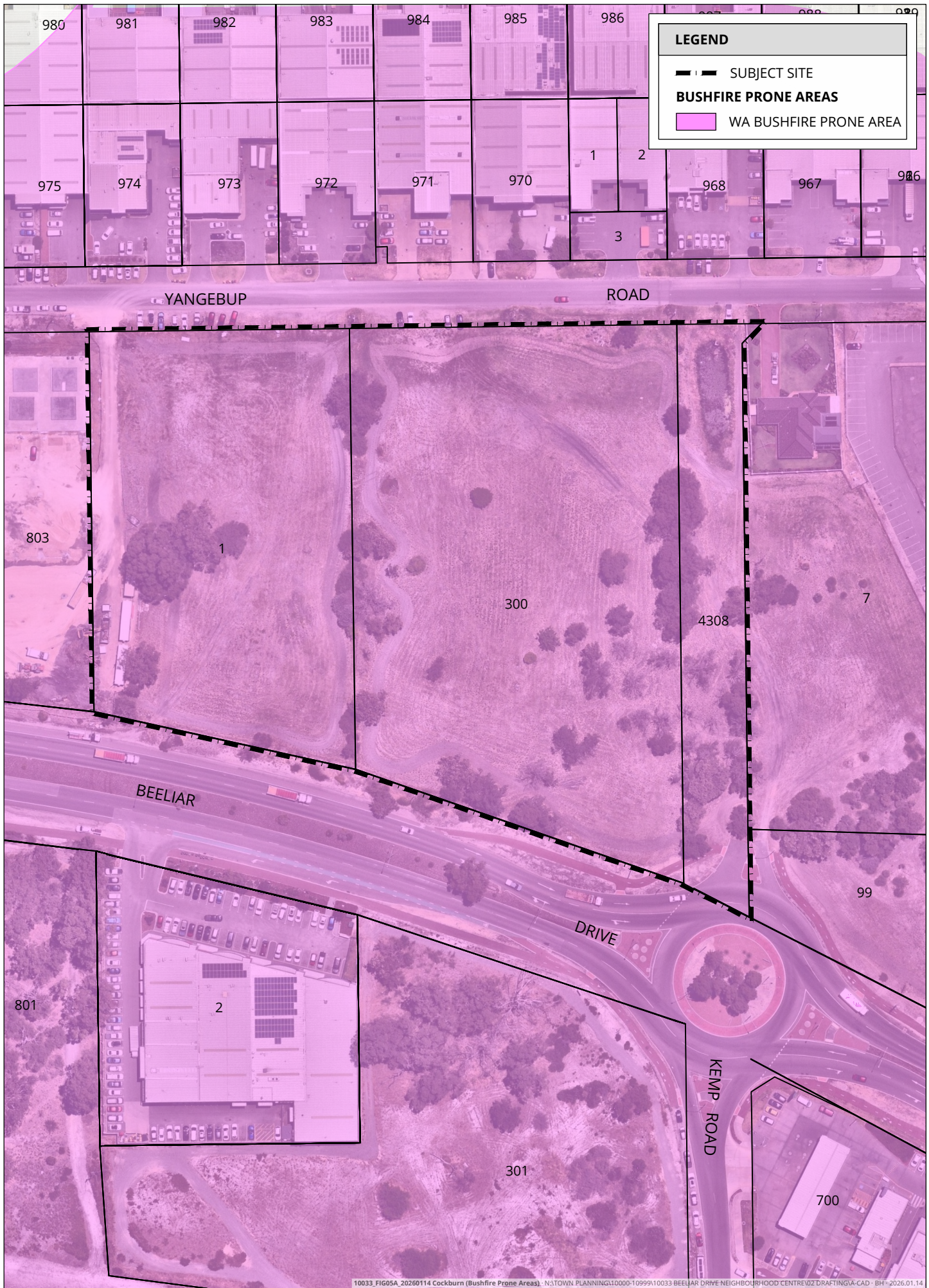




0 37.5 m
SCALE @ A4: 1:1,500



FIGURE 4
ACID SULPHATE SOILS



0 32.5 m
SCALE @ A4: 1:1,300



FIGURE 5
BUSHFIRE PRONE AREAS

3. Description of Proposed Development

3.1 Project Overview

This Application seeks Development Approval for the construction of a single storey commercial development (Neighbourhood Centre) on the site comprising:

- Two (2) 'major' retail outlets (one large and one small) with a combined NLA of 5,360m²;
- A liquor store measuring 160m² NLA;
- One large speciality retail tenancy measuring 600m² NLA and five (5) smaller speciality retail tenancies, each measuring 100m² NLA;
- One (1) health and wellness tenancy measuring 100m² NLA;
- Four (4) café / restaurant tenancies, each measuring between 75m² and 100m² NLA;
- Two (2) drive-thru fast food outlets fronting Beeliar Drive; and
- A Service Station.

The proposed development comprises a combined total NLA of approximately 7,855m².

The major retail outlets are expected to operate 7 days a week between the hours of 7.00am and 9.00pm, and the liquor store is expected to operate 7 days a week between the hours of 9.00am and 9.00pm. The Service Station and Drive-Thru outlets are expected to operate 24 hours a day, seven days a week.

The site layout includes multiple building forms arranged around internal circulation areas and public spaces, with active frontages oriented toward internal pedestrian routes. A landscaped courtyard/piazza will be constructed along the southern entrance to the Centre adjoining the food and beverage tenancies, providing an informal meeting and public amenity space. Extensive landscaping will be provided throughout the site and within the adjoining road reserves and will include the retention of six (6) existing large trees. A total of 133 new trees are proposed to be planted within the site and a further 26 new trees are to be planted within the adjoining.

The proposed development will be serviced by 315 on-site parking bays including accessible bays, motorcycle parking and designated short-stay parking associated with retail and food uses. 71 of the proposed on-site parking bays will be covered with shade structures to provide weather protection. On-site parking will also include the provision of four (4) dedicated EV charging bays, conveniently located near the main (southern) entrance to the Centre.

68 bicycle bays (44 visitor and 24 staff) will be provided within the development along with end-of-trip facilities to support cycling as an alternative mode of access for customers and staff. These bays are located in convenient and visible areas close to key building entrances.

Vehicular access to the site is proposed from the existing roundabout on Beeliar Drive, with access points designed to separate customer traffic, service vehicles and fuel station movements where practicable. Internal connectivity is provided to the adjoining properties to the east and west of the site, to promote cross-trade between integrated land uses.

Service and delivery activities are accommodated via dedicated loading areas, accessible via Yangebup Road to the north of the site, designed to cater for rigid and articulated service vehicles, with turning movements and swept paths considered as part of the site layout. Servicing is generally separated from primary customer access areas to minimise conflict.

Internal circulation roads will provide access to parking areas, drive-thru sites and service station, with vehicle speeds managed through geometry and layout to support safe operation. Internal connectivity will be provided to the adjoining properties to the east and west of the site, to promote cross-trade between existing and future integrated land uses.

Pedestrian access to the site will be provided via a network of existing and proposed footpaths to the north, south and east of the site, including two (2) new dedicated pedestrian connections into the site from Beeliar Drive. Internally, the parking area will be serviced by a series of designated pedestrian access points providing for the safe movement of pedestrians between the car park, shopping area and surrounding footpaths. A pedestrian friendly section of the access road in front of the tenancies will be created to slow cars down, using a different surface colour.

The proposed Centre will provide a high quality modern amenity for the local and wider community, offering a range of retail, health and ancillary services that will complement the surrounding mixed use area. The Centre has been designed to offer convenience and functionality with a high level of pedestrian amenity.

Refer **Attachment 3 – Development Proposal Plans**

3.2 Previous Development Approval

On 21 December 2020, the Metro Outer Joint Development Assessment Panel (JDAP) conditionally approved an Application for a Mixed Use / Commercial Development on land comprising the site and adjoining Lot 803 to the west. The approved development included approximately 13,467m² of commercial floor space across three (3) separate buildings and included some 491 on-site parking bays. A variety of land uses were approved as part of the development including Shop, Service Station, Restaurant, Tavern, Office, Health Studio and Warehouse/Showroom.

The 2020 Approval was not implemented and has subsequently lapsed.

The enclosed Application contains a number of similarities to the 2020 Approval. The range of land uses proposed is broadly consistent with those approved in 2020 however the size and scale of the proposed development is considerably smaller.

4. Pre-Lodgement Consultation and Design Review

The proposed development has been informed by consultation with the City of Cockburn's Planning Department and Design Review Panel (DRP). Noting that the site is zoned 'Development' under the provisions of the *City of Cockburn Local Planning Scheme No. 3* (LPS3) and that an existing Structure Plan applies to the site, a key topic of discussion was the reconfiguration of the development and the proposed location of different uses relative to the allocation of zoning on the Structure Plan map.

It was resolved that a Structure Plan Amendment would be required to align the positioning of the zonings relative to the proposed location of land uses in the context on the new development proposal. It is important to note however that no change to the amount of retail floorspace allocated to the site would be required. A Structure Plan Amendment has been submitted to the City of Cockburn for assessment in parallel with this Development Application and is currently under consideration.

On 22 October 2025, the Applicant presented to the City of Cockburn DRP to assess and provide comments on the proposed development. A second DRP meeting was held on 26 November 2025 to present an updated development concept addressing matters raised during the first DRP. Using the 'traffic signal' approach, eight (8) of the design principles were provided with a 'green' (supported) score whilst Principles 1 and 10 were provided with an 'orange' (pending further attention) score. The DRP was generally supportive of the proposal.

Key aspects of the second DRP meeting are summarised in **Table 4** below, together with the Applicant's response.

DRP 2 Comments and Recommendations

Introductory comments:

- The presentation directly addresses the Panel's previous comments.
- Olive trees proposed alongside the north south road (Allesandrini Drive) links to the history of the site.
- Moving the roundabout further south and increasing the size of the public space on the corner of the alfresco area is supported.
- The internal Main Street and alfresco areas are generous.
- The subtle curve in the east west internal road acts as a traffic calming device.
- A low height wall on the corner of the site softens the presentation of the fast food offering when viewed from the streetscape which previously appeared exposed and a little like a service area.
- Parklets or 'pause' areas on the perimeter as well as throughout the site along pedestrian pathways establish a series of community spaces and activates the site.
- The buffer to the loading docks at rear of the site in the form of screening and landscaping has been strengthened.
- ESD commitments including a 30kW PV solar system, all electric development and EV charging have been added.
- Bicycle parking is now shown on the drawings.
- Two set-down parking bays have been removed near main entry to the centre.
- The legibility of the north south pedestrian pathways through site have been strengthened and now connect to the Beeliar Drive streetscape as well as the main entries to the centre.
- A greater diversity of public art has been shown on the site including in the alfresco areas at the front of the site.

Principle 1: Context and Character		Applicant Response
1.	Consider positioning built form addressing the primary streetscape on the site and establish a greater buffer to the properties at the rear of the site	The built form arrangement offers legibility, functionality, activation (where its best located) and convenience, whilst separating off the primary service areas to the rear, ensuring no conflict with customers. The fast food (and fuel) pad sites are purposefully located close to Beeliar Drive as their functions are primarily car based. These

DRP 2 Comments and Recommendations

		buildings have, however, been orientated and designed to ensure a safe, legible and high quality design outcome.
Principle 2: Landscape Quality		
2.	Consider all opportunities for larger trees on the site	The landscape quality is of a high standard and includes the retention and protection of six (6) existing mature trees which have been incorporated into the landscaping design. A number of additional large and very large endemic trees (10m and 15m canopies) will be planted at key locations throughout the site.
Principle 3: Built Form and Scale		
3.	None (supported)	Noted
Principle 4: Functionality and Build Quality		
4.	None (supported)	Noted
Principle 5: Sustainability		
5.	None (supported)	Noted
Principle 6: Amenity		
6.	None (supported)	Noted
Principle 7: Legibility		
7.	None (supported)	Noted
Principle 8: Safety		
8.	None (supported)	Noted
Principle 9: Community		
9.	Further integrate public art into the Parklets dispersed throughout the site and ensure artistic concepts are unique as well as engaging with a high level of artistic integrity to contribute to the site and surrounding local community in a meaningful way	The proponent has a demonstrated track record of imaginative and exemplary means of integrating public art into their projects. Public art will take various forms and will be distributed around the centre where it has beneficial and meaningful impact. An artist has been engaged to explore public art options for the site and these options will be presented to the City for discussion in due course.
Principle 10: Aesthetics		
10.	Provide a Signage Strategy clearly nominating the types and locations of signage that will be integrated into the development in a sensitive way whilst still achieving adequate commercial visibility.	A signage strategy will be prepared following the granting of Development Approval. The Applicant is agreeable to a suitably worded condition being imposed on any approval granted by the DAP.

Concluding Remarks:

The applicant has responded strongly to the Panel's previous comments and recommendations. Whilst the organisation of built form on the site positioned at the rear of the site is not the Panel's preferred arrangement, the applicant has strengthened the buffer to the loading docks at the rear of the site, improved the network of pedestrian pathways through the site and introduced a series of small Parklet style public spaces on the perimeter as well as dispersed throughout the site which assists in activating the site.

On balance the proposal is supported by the Panel pending the inclusion of an appropriate Signage Strategy being provided prior to the submission of a Development Approval application.

Table 4: Design Review Panel Summary



5. Town Planning Considerations

5.1 Strategic Planning Framework

5.1.1 South Metropolitan Peel Sub-Regional Planning Framework

The *South Metropolitan Peel Sub-Regional Planning Framework* (Framework) was adopted by the WAPC in 2018 and establishes a long-term planning framework for land use and infrastructure to guide future growth across the south metropolitan region. The Framework forms part of the *Perth and Peel @ 3.5 Million* suite of documents and is specific to the South Metropolitan and Peel regions.

The Framework identifies the site as 'Urban' with the short term (2015-2021) implementation timeframe. Beeliar Drive is identified under the Framework as a 'proposed high-priority transit corridor' connecting Armadale and Cockburn to Fremantle.

The form of development proposed is broadly consistent with the site's designation as an 'Urban' area under the Framework and its location adjoining a proposed high-priority transit corridor is conducive to land uses of a retail nature.

Refer **Figure 6 - South Metropolitan Peel Sub-Regional Planning Framework**

5.1.2 City of Cockburn Local Planning Strategy (2024)

The City of Cockburn *Local Planning Strategy* (Planning Strategy) was endorsed by the WAPC in October 2024. It sets out the long term planning direction for the City, covering a 10-15 year timeframe, and is intended to guide the ultimate land use pattern for the district, and a context for planning and development under both the MRS and LPS13.

The site is identified on the Planning Strategy Map as a 'Structure Planning Area for future rationalisation' and is shown on the Activity Centres Map as forming part of the 'Tony Ale's Local Centre / Hammond Road North Mixed Business Area'. These designations are broadly consistent with the site's zoning under TPS3 and its designation under the *Hammond Road North Structure Plan* (discussed below).

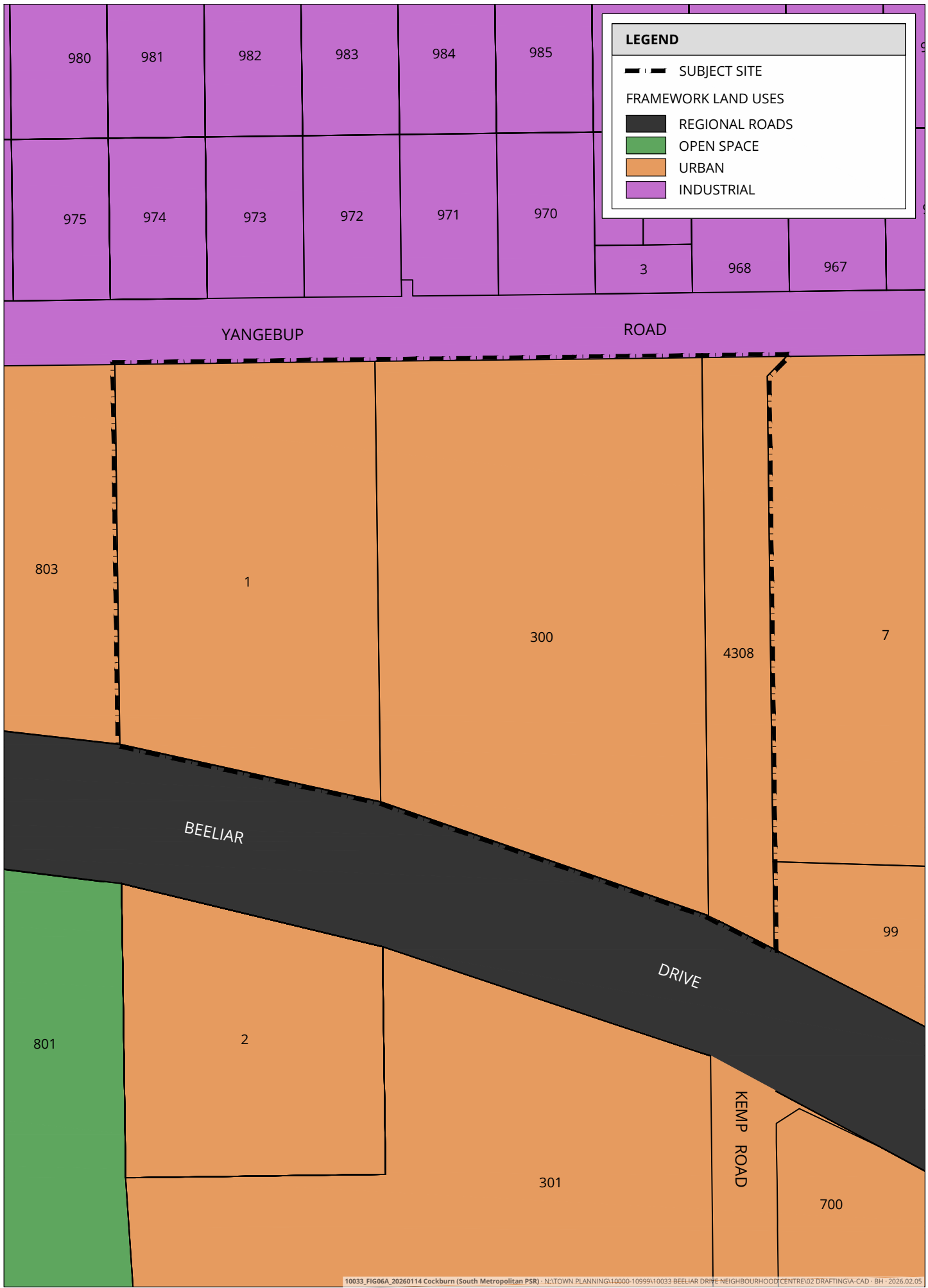
The Planning Strategy identifies the centre for a total expansion to approximately 17,650m² of commercial floorspace, with approximately 8,170m² identified as Shop floorspace.

Refer **Figure 7 - Local Planning Strategy Map**

5.1.3 City of Cockburn Local Commercial and Activity Centres Strategy (2012)

The City of Cockburn *Local Commercial and Activity Centres Strategy* (Commercial Strategy) was adopted by Council in 2012 and sets out the strategic vision and broad framework to guide the planning and development of the City's activity centres. Findings and recommendations from the Commercial Strategy have informed the City's Planning Strategy and *draft Local Planning Scheme No. 13* (draft LPS13).

The site is identified under the Commercial Strategy as forming part of the Beeliar Drive Mixed Business Area. Whilst no specific recommendations are provided within the Commercial Strategy for this Mixed Business Area, the proposed development is considered to be broadly consistent with its Mixed Business designation and will assist in meeting local retail needs and the delivering local employment opportunities.



0 37.5 m
SCALE @ A4: 1:1,500



FIGURE 6
SOUTH METROPOLITAN PEEL SUB-REGIONAL PLANNING FRAMEWORK

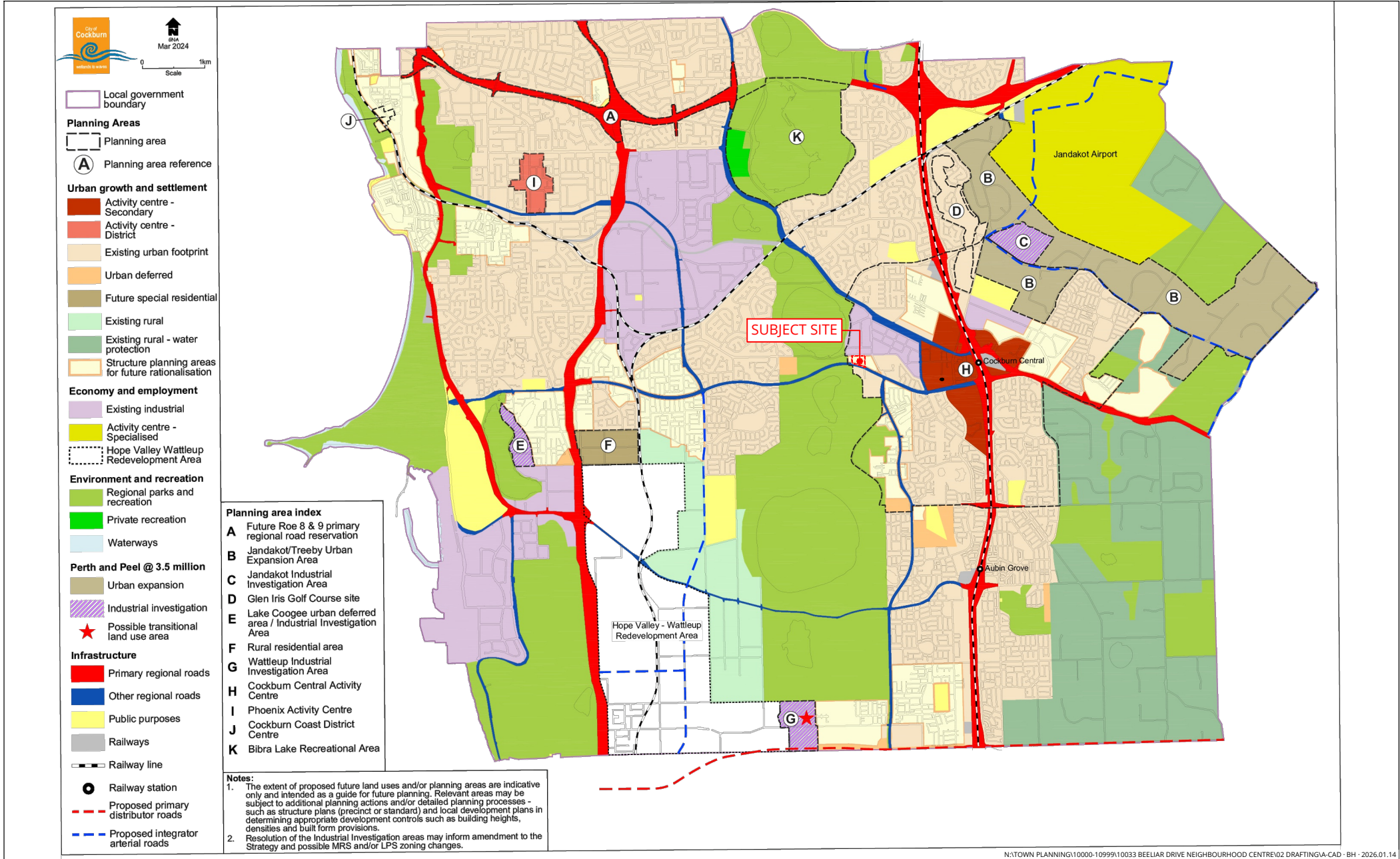


FIGURE 7
LOCAL PLANNING STRATEGY MAP

5.1.4 Hammond Road North Structure Plan (2018)

The site forms part of the *Hammond Road North Structure Plan* (Structure Plan) which was endorsed by the WAPC on 18 November 2018 and acts as a guide for future subdivision and development. It identifies a mixture of 'Local Centre' and 'Mixed Business' zonings with an allocation of 8,100m² NLA of retail floorspace.

The Structure Plan designates a combination of 'Local Centre' zone and 'Mixed Business' zone over the site which broadly aligns with a preliminary development concept plan that was prepared at the time for the purposes of informing the Structure Plan. It depicts the majority of the 'Local Centre' zoning on the eastern side of the future north-south private access road (Kemp Road).

Refer **Figure 8 – Hammond Road North Structure Plan**

The current configuration of 'Local Centre' and 'Mixed Business' zoning under the Structure Plan does not align with the proponent's preferred development configuration. On this basis, a request to amend the Structure Plan has been prepared and submitted to the City and is currently under assessment. The purpose of the Structure Plan amendment is to recognise the reconfigured future site layout and to reallocate the 'Local Centre' and the 'Mixed Business' zonings on the structure plan map. The Amendment does not propose any change to the retail floorspace allocation for the centre. It is however noted that the existing retail activities that adjoin Hammond Road will become 'non-conforming' uses upon adoption of the Structure Plan amendment.

Refer **Figure 9 – Hammond Road North Structure Plan Amendment Plan**

The Structure Plan requires that a Local Development Plan (LDP) is prepared for the Structure Plan Area to inform future subdivision and/or development stages. The enclosed Development Application covers a substantial component of the structure planning area and addresses those key matters such as building orientation, bulk and scale, setbacks, access points, pedestrian movement, street interface and the like that would otherwise be covered by a LDP. On this basis, the preparation and submission of an LDP as a precursor to the consideration of a formal Development Application is considered unnecessary in this instance.

5.2 State Planning Policies

5.2.1 State Planning Policy No. 3.7 – Planning in Bushfire Prone Areas

The site is mapped by the Department of Fire and Emergency Services (DFES) as being within a Bushfire Prone Area 2. Accordingly, the proposed development requires assessment against the objectives and requirements contained within the WAPC's *State Planning Policy No. 3.7 – Bushfire* (SPP 3.7) and accompanying *Planning for Bushfire Guidelines* (SPP 3.7 Guidelines). SPP 3.7 seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property / infrastructure.

The Applicant has engaged WA Fire and Safety to undertake a Bushfire Attack Level (BAL) and prepare a Bushfire Management Plan (BMP) in relation to the site to advise on any bushfire management measures required to ensure compliance with SPP 3.7. The Assessment determined that the proposed configuration of buildings on the site will result in an appropriate balance between bushfire risk mitigation and vegetation retention, and that all applicable bushfire protection criteria can be satisfied. The Assessment also determined that post-development, all of the proposed commercial buildings can achieve a BAL rating of BAL-29 or less.

Refer to **Attachment 4 – Bushfire Management Plan**

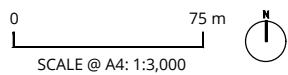
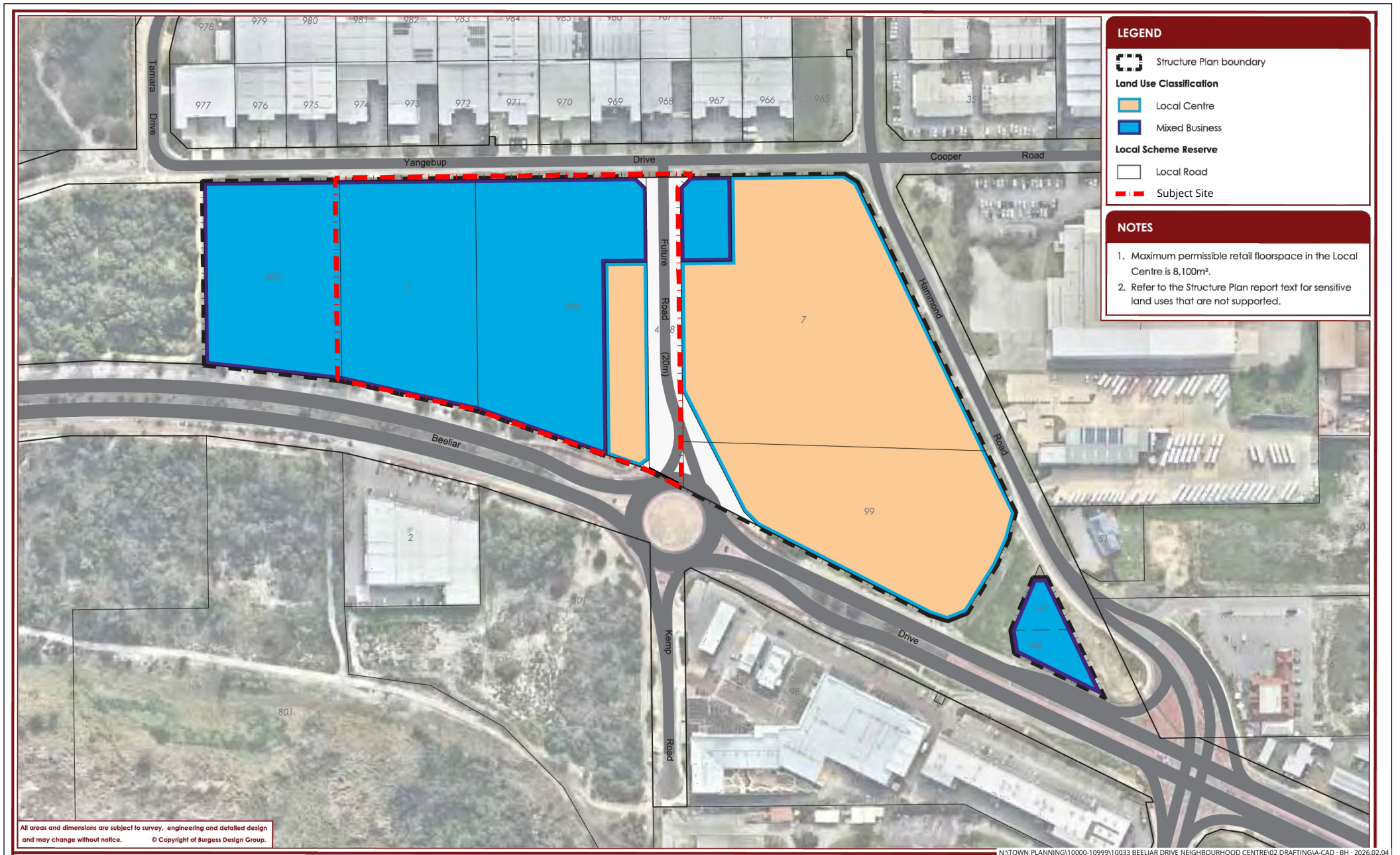
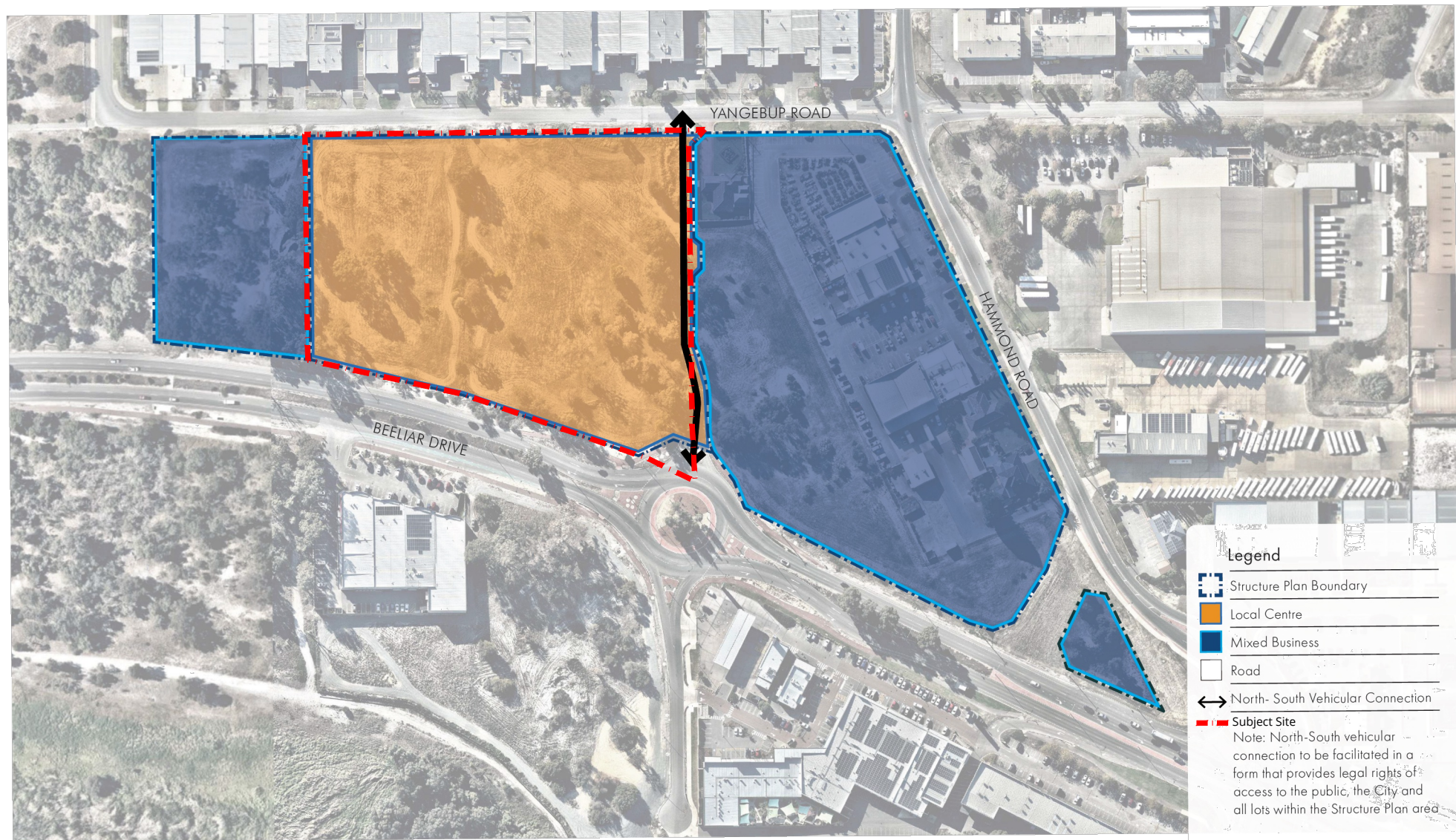


FIGURE 8
HAMMOND ROAD NORTH STRUCTURE PLAN



N:\TOWN PLANNING\10000-10999\10033 BEELIAR DRIVE NEIGHBOURHOOD CENTRE\02 DRAFTING\A-CAD - BH - 2026.02.19

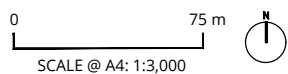


FIGURE 9
HAMMOND ROAD NORTH STRUCTURE PLAN AMENDMENT PLAN