



Hammond Quarter Structure Plan

Lots 117, 200, 805, 809, 1000, 1001, 9001, 9002, & 9003
Wattleup Road, Hammond Park

Prepared for Qube Property Group and LWP Property
Group on behalf of Primewest Pty Ltd

Document Control

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Document Status

Revision	Comment	Author	Approved by	Issue Date
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B	Final for Council Lodgement	DW	DW	22nd July 2022
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Endorsement Page

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

**It is certified that this structure plan was approved 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 16
of the *Planning and Development Act 2005* for that purpose, in the presence of:

.....

Witness

.....

Date

.....

Date of Expiry

Table of Amendments

Amendment no.	Summary of amendment	Amendment Type	Date endorsed by WAPC
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1			
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Table of Density Plans

Density Plan no.	Area of density plan application	Date endorsed by WAPC
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1		
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Executive Summary

The majority of the land (lots 117, 809, 9001, 9002 and 9003) is the subject of two existing approved Structure Plans and subsequent subdivision approvals issued under Ministerial Appeal. The primary purpose of this Structure Plan is to update and consolidate the previously approved Structure Plans and reflect the layout amendment approved via the Ministerial appeal, integrate the three Homestead lots (200, 1000 and 1001) and the former WAPC lot which has now been acquired by Qube Property (lot 805).

Implementation of a Structure Plan over this 20.6276 hectare development site will provide a singular planning framework for the orderly development of the area as a co-ordinated precinct, including a design layout integrating the various multiple owners, allocation of R Codes and updated Structure Plan provisions as required by the site's 'Development' zoning under the City of Cockburn Town Planning Scheme No.3 (TPS3).

The Structure Plan accords with the planning objectives detailed in the Southern Suburbs District Structure Plan (Stage 3), which provides a high level development framework for the broader locality and assists in the delivery of strategic planning objectives set by the State Government and the City of Cockburn in relation to housing supply, affordability and urban development.

The Structure Plan provides for a range of residential densities and lot typologies, contributing towards the availability of diverse and affordable housing product within the South-West Sub-Region. It also includes an interconnected and legible movement network and generous provision of public open space within a number of strategically located reserves.

It is anticipated that the Structure Plan area will accommodate approximately 882 people in 296 dwellings on 296 lots at a density of 23.33 dwellings per residential site hectare.

The following Summary Table outlines the key planning outcomes of the Structure Plan.

Item	Data	Section number referenced within the structure plan report
Total area covered by the Structure Plan	20.6276 ha	Part 1, Section 1.0
Area of each land use proposed:		
Residential	12.6 ha	Part 2, Section 3.0
Public Open Space	2.428 ha	
Estimated lot yield	296 lots	Part 2, Section 3.3
Estimated number of dwellings	296 dwellings	Part 2, Section 3.3
Estimated residential site density	23.33 dwellings (per residential site hectare)	Part 2, Section 3.3
Estimated population	882 people	Part 2, Section 3.3
Estimated area and number: Local parks	2 (2.428 ha)	Part 2, Section 3.2

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Appendix no.	Document	Consultant	Referral / approval agency	Summary of document modifications
A	Urban Water Management Plan	WaterTech	DWER	
B	Engineering Report	Cossill & Webley		
C	Landscape Masterplan	Plan-E		
D	Bushfire Management Plan	MBS Environmental		
E	Environmental Report	Emerge Associates		
F	Transport Impact Assessment	Cardno		
G	Transportation Noise Assessment	Lloyd George Acoustics		



Part One: Implementation



1.0 Structure Plan Area

This Structure Plan (SP) applies to the land contained within the inner edge of the line denoting the structure plan boundary on the Structure Plan Map (Plan 1).

2.0 Operation

This SP shall come into operation on the date it is approved by the Western Australian Planning Commission (WAPC).

3.0 Staging

Staging of development will rely on key development parameters, primarily relating to:

1. The extension of available services from west to east.
2. The extraction of the sand resource at the eastern portion of the SP area in accordance with the engineering report.
3. The timing for the clearing of vegetation from adjacent lots and individual lots within the area relative to the staging of development will impact on the specified BAL ratings for future lots.
4. Agreement from the landowner of Lot 115 for construction of the eastern road reserve in accordance with Ministerial Approval (WAPC ref: 148010).

Indicative staging is shown in Plan 4 - Staging Plan

4.0 Subdivision and Development Requirements

4.1 Land Use Zones and Reserves

Land Use permissibility within the Structure Plan area shall be in accordance with the SP Map (Plan 1) and corresponding Zones and Reserves under the City of Cockburn Town Planning Scheme No.3.

4.2 Notifications of Title

Consistent with the conditions of subdivision approval of WAPC Ref 148010 and WAPC Ref 147987 that preceded the preparation of this SP, notifications, pursuant to section 165 of the Planning and Development Act 2005 are to be placed on the certificate(s) of title of each of the proposed lots as follows:

- a) within 500 metres of the Kwinana Industrial Area's air quality buffer:
"This lot is located in close proximity to existing industrial development, freight routes and semi-rural activities and has the potential to be affected by transport noise, vibration and dust which may be associated with the ongoing operation of those nearby activities."
- b) within 300 metres of an operating market garden:
"This lot is located within 300 metres of operating market garden/s and has the potential to be affected by odours, noise, spray drift and dust that are associated with the continued operation of a market garden."

Additionally, it is recommended that a notification be placed on the Certificates of Title to achieve the following:

- a) Where a Lot is affected by SPP 5.4 – Road and Rail Noise

4.3 Public Open Space

The provision of a minimum of 10% public open space is to be provided in accordance with Liveable Neighbourhoods. Public open space is to be provided generally in accordance with Plan 1.

4.4 Movement Network

Access shall be provided generally in accordance with Local Road Reserves shown on the Structure Plan Map.

4.5 Contaminated Sites

A search of the Department of Water and Environmental Regulation Contaminated Sites Database identified no contaminated sites in the SP area.

4.6 Wattleup Road

The City of Cockburn requires developers contribute to, or undertake, the upgrade of Wattleup Road where it abuts individual developments. These costs are currently being carried by the developers involved in subdivision works on the north side of Wattleup Road. Subdivision of the SP area will trigger the partial cost of upgrading Wattleup Road, where it abuts the subdivision, to an urban standard. Costs incurred by development to the north of Wattleup Road will be extended to development south of Wattleup Road via S159 claims as appropriate.

4.7 Rowley Road

Land abutting the south of the SP area, and portions of Lot 9003, Lot 809 and Lot 117 has been identified in the WAPC Planning Control Area 156 for the purposes of extending Rowley Road. Consistent with condition 2 of the subdivision approval, this land has been set aside.

4.8 Market Gardens

The Structure Plan ensures an adequate separation distance from the market garden to the West in accordance with WAPC Statement of Planning Policy 2.5 Rural Planning. Prospective purchasers will be made aware of the market garden via a Notification on Title.

4.9 Acid Sulphate Soils

A review of the Department of Environment and Conservation's ASS Risk Map for the South Metropolitan Region for potential acid sulphate soils (ASS) indicates the majority of the Site is classed as having a no risk of ASS potential within 3m, or deeper from the natural surface

4.10 Earthworks

Earthworks are to be carried out generally in accordance with the agreed Preliminary Earthworks Plan at Appendix B to the SP. Substantial variations to this plan require further agreement between the City of Cockburn, impacted landowners, and the Water Corporation.

4.11 Residential Design Code Variations

The City of Cockburn 'Single House Standards for Medium Density Housing in the Development Zone' Local Planning Policy 1.16 sets out acceptable variations to the provisions of the R-Codes for lots coded R25-R60. Except in a situation where an approved LDP imposing R-Code variations applies, the standards set out in Local Planning Policy 1.16 apply to this Structure Plan.

5.0 Residential Density

Residential densities applicable to the SP Area shall be those densities shown on the SP Map.

6.0 Local Development Plans

Local Development Plans (LDP) are required to be prepared and implemented pursuant to Part 6 of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 for lots comprising one or more of the following site attributes:

- a) Lots with an area of 260 square metres or less;
- b) Lots with an interface or outlook toward Public Open Space;
- c) Lots that obtain access from a laneway or right-of-way;
- d) Lots that propose grouped or multiple dwelling development;
- e) Lots subject to battering to Wattleup Road.

Local Development Plans should address the following matters:

- a) vehicle access of lots accessed by a rear laneway;
- b) subject to the findings of a transport noise assessment, quiet house design and/or construction requirements;
- c) Vehicle access for corner lots;
- d) Fencing;
- e) Passive surveillance;
- f) Dwelling orientation.

7.0 Other Requirements

7.1 Developer Contributions

The Structure Plan area is subject to the requirements of Development Contribution Area 10 and Development Contribution Area 13 (Community Infrastructure), as detailed in Table 10 of the City of Cockburn Town Planning Scheme No. 3.



YIELD	
Residential Density	
R20	18 Lots
R30	267 Lots
R40	9 Lots
TOTAL	294 Lots
Total Area: 12.6 ha	

Local Scheme Reserves	
Local Road Reserve	
Public Open Space	
Nature Reserve	

LEGEND	
Structure Plan Boundary	
Indicative Boundary	



CADASTRAL INFORMATION
PROJECT NAME: HAMMOND PARK
Y/M/M/D: 2012/5
DWG REF: 2012/5-cad DWG
PROJECTION: PCG94
SIZE A3 1:2000
0 20 40 60 80 metres

STRUCTURE PLAN	
Hammond Park Structure Plan	
City of Cockburn	
JOB CODE	QUB WAT
REV.	RD1 013 D
DRAWN	Y/M/M/D
APPROD	Y/M/M/D
TP	TP
TP	TP
TP	TP
TP	TP
TP	TP

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Part Two: Explanatory



1.0 Planning Background

1.1 Introduction and purpose

This Structure Plan (SP) has been prepared by Hatch RobertsDay on behalf of Qube Property Group and LWP Property Group on behalf of Primewest Pty Ltd. The purpose of the SP is to facilitate the subdivision and development of the subject site for residential use, in line with the Southern Suburbs District Structure Plan Stage 3 (SSDSP3); to facilitate the provision of public open space in accordance with Liveable Neighbourhoods; to facilitate the implementation of residential density codes over the subject lots; and to facilitate the adequate planning for earthworks and drainage over the SP area. The SP is prepared in accordance with the requirements and provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the Western Australian Planning Commission's Structure Plan Framework, with due consideration given to Clause 6.2 of City of Cockburn Town Planning Scheme No. 3.

Two SP approvals already exist over the precinct as follows:

- SP 27A over lots 809, 1000, 1001, 9002 and 9003 (formerly 121, 122 and 801); and
- SP 27B over lots 117, 200 (formerly Lot 801) and 9001 (formerly 17 and 805)

In November 2020 the Minister for Planning approved the subdivision of Lots 117, 809, 9001, 9002 & 9003 (WAPC Ref 147987 & 148010), subject to the preparation of an updated Concept Plan. This updated Concept Plan was endorsed as the approved plan of subdivision in May 2021.

The approval of these subdivision applications superseded the approved SP layouts and this SP has been prepared in accordance with the agreement reached with the City of Cockburn during the assessment of the Concept Plan.

This SP ensures the facilitation of coordinated development through the consolidation of approved SP's 27A and 27B, allocation of density codes, the delivery of a co-ordinated POS network and the resolution of associated engineering and drainage matters.

In addition to the land subject to the Ministerial decision, Lots 200, 805, 1000, & 1001 form the balance of the subject site. Lots 200, 1000 and 1001 are within the existing approved SP's 27A and 27B and lot 805, now controlled by Qube, has been included at the request of the City of Cockburn in accordance with the requirements of the SSDSP3 which identifies that future

structure planning be undertaken over the subject lots.

The SP proposes the creation of approximately 296 residential lots, with a density of R20, R30 and R40. The SP design provides a diverse range of residential lot sizes and strategically located public open spaces, set within an interconnected road network that integrates the subject site with the surrounding locality. These design outcomes are informed by a range of technical reports and documentation prepared by a project team consisting of the following consultants:

Hatch RobertsDay - Town Planning and Design;

WaterTech - Water Management;

Cossill & Webley - Engineering;

Emerge - Environmental Assessment; and

Plan E - Landscape Architecture.

1.2 Background

Lots 805, 809, 1000 (under contract to purchase), 9002, and 9003 Wattleup Road, Hammond Park comprise part of a larger group of Qube landholdings already under development. This wider landholding includes the lots subject to the Hammond Grove, and Hammond West Structure Plans, which are located to the north of the SP area. Lots 117 and 9001 Wattleup Road are owned by Primewest (Wattleup) Pty Ltd. Homestead lots 200 and 1001 remain in private ownership.

Subdivision and development in Hammond Park, one of the last remaining large greenfield areas within the City of Cockburn, has been substantially progressed in recent years. To date, development in the locality has been undertaken in accordance with the Southern Suburbs District Structure Plan Stage 3 (SSDSP3), originally adopted in 2005. The SSDSP3 shows the broad land use framework for the locality, including major road network and neighbourhood structure, and forms the basis of co-ordinating and considering Structure Plans.

1.2.1 Original Subdivision Applications

In May 2013, the Wattleup Road Development Company Pty Ltd lodged an application (WAPC Ref: 148010) with the Western Australian Planning Commission (WAPC) seeking approval under s. 135 of the PD Act to subdivide Lot 809, Lot 9002 and Lot 9003 Wattleup Road, Hammond Park (which have a total area of 9.4749 hectares). The application proposes that these lots be subdivided into 147 residential lots, two public open space reserves (with a total area of 8,207 m²) and new local road reserves.

Also in May 2013, Primewest (Wattleup) Pty Ltd lodged an application (WAPC Ref: 147098) with the WAPC seeking approval under s. 135 of the PD Act

to subdivide Lot 117 and Lot 9001 Wattleup Road, Hammond Park (which have a total area of 7.2974 hectares). The application proposes that these lots be subdivided into 93 residential lots, two public open space reserves (with a total area of 6,571 m²), new local road reserves and two balance lots - one (of 3,874 m²) containing the original homestead, the second (of 6,908 m²) containing land required for the western extension of Rowley Road.

Both these applications were subject to review under S.251 (1) of the Planning and Development Act 2005 (P&D Act) by the State Administrative Tribunal (SAT).

Recognising the strategic importance of the subject lots, and taking the view that the applications raise issues of such State or regional importance that it would be appropriate for the application to be determined by the Minister, the then Minister for Planning called in the application to SAT under S.246 and S.247 of the P&D Act, whilst directing the SAT to hear the applications but, without determining them, refer them with recommendations to the Minister for determination.

The then Minister for Planning approved the applications (WAPC ref 147098 & 148010) in November 2020 with conditions.

1.2.2 Endorsement of Concept Plan

Of significance to the preparation of this SP, Condition 3 of both approvals required the preparation of a

Concept Plan.

This Concept Plan was approved by the WAPC in May 2021 and was supported by a detailed plan of subdivision and density code plan. Notwithstanding the unique sequence of approval, the approved plan of subdivision and density code plan form the pre-approved basis of the SP.

1.3 Land description

1.3.1 Location

The SP area is situated within the locality of Hammond Park, which is located approximately 25 kilometres south of central Perth within the City of Cockburn. The SP area is bounded by Wattleup Road to the north, rural properties to the west, rural properties zoned for urban development to the east, and Wattleup Road to the south.

1.3.2 Area and Land Use

The Structure Plan area has a total area of 20.678 hectares and comprises remnant vegetation, a number of dwellings, outbuildings and cleared areas. A large portion of the site has been historically cleared for market gardening and other rural uses and as a result only Lots 809 contain remnant vegetation.

Land south of the structure plan area within the Town of Kwinana is a mixture of natural bushland, sand quarries and a packing/storage facility.

1.3.3 Legal Description and Ownership

The legal description of the subject land is provided in Table 1. The location of these lots is indicated in Figure 1.

Lot No.	Street Address	Ownership	Volume / Folio	Plan No.	Area (Ha)
117	415 Wattleup Rd, Hammond Park	Primewest (Wattleup) Pty Ltd	4022/93	P419760	4.0494
200	407 Wattleup Rd, Hammond Park	Foti, Nunzio	2829/55	P400424	0.3873
803	387 Wattleup Rd, Hammond Park	Qube Wattleup Development Pty Ltd	4027/635	P419759	3.3634
805	403 Wattleup Rd, Hammond Park	Qube Hammond Quarter Pty Ltd	2917/419	P409853	3.1833
816	Lot 9003 Wattleup Rd, Hammond Park	Qube Wattleup Development Pty Ltd	44027/637	P419759	2.9220
1000	381 Wattleup Rd, Hammond Park	Glavocic, Franko (under contract to Qube Property)	2801/395	P066290	0.4014
1001	427 Wattleup Rd, Hammond Park	Alfirevich, Dale Brian Alfirevich, Debra June	2774/94	P066291	0.2736
9001	Lot 9001 Wattleup Rd, Hammond Park	Primewest (Wattleup) Pty Ltd	2829/56	P400424	2.8592
9002	Lot 9002 Wattleup Rd, Hammond Park	Qube Wattleup Development Pty Ltd	2774/95	P066291	3.1895

Table 1 - Legal Description of the subject land

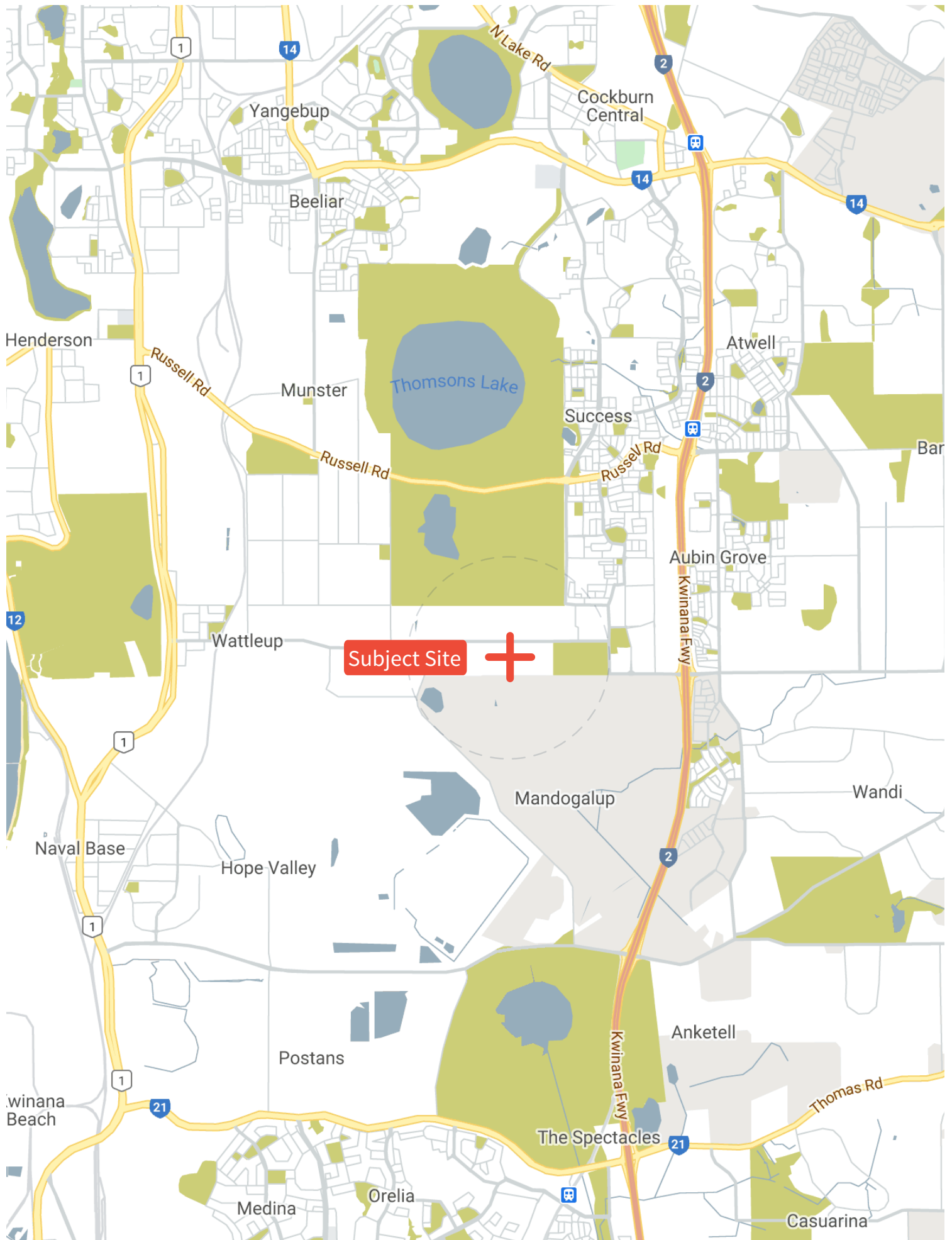


Figure 1 - Location Plan

1.4 Planning Framework

1.4.1 Zoning and Reservations

1.4.1.1 Metropolitan Region Scheme

The SP area is zoned 'Urban' under the Metropolitan Region Scheme (MRS). The SP area abuts land zoned 'Urban' to the north, east and west; and abuts land zoned 'Urban Deferred' to the south. Surrounding land to the east and west is generally zoned 'Urban'.

Refer Figure 2 - Metropolitan Region Scheme Map.

1.4.1.2 City of Cockburn Town Planning Scheme No. 3

The SP area is zoned 'Development' (Development Area 10) under the provisions of TPS3. Surrounding land is generally zoned 'Development' to the north, east and west, with a 'Parks and Recreation' local reserve to the east (Frankland Park).

Clause 4.2.1 of TPS3 states that the objective of the Development Zone is to provide for future residential, industrial and commercial development in accordance with a comprehensive Structure Plan prepared under the Scheme. As is required for land zoned 'Development' in TPS3, a Structure Plan is to be prepared prior to Council providing comment on subdivision applications and determining development applications.

Clause 15 (a) (ii) of Schedule 2 – Deemed Provisions for local planning schemes of the *Planning and Development (Local Planning Schemes) Regulations 2015* requires the preparation of a Structure Plan before any future subdivision or development is undertaken. The SP report has been prepared in accordance with the content and requirements outlined in clause 16 (1) of the Deemed provisions.

Refer Figure 4 - City of Cockburn Town Planning Scheme No. 3 Map.

1.4.2 Regional and sub-regional structure plans

1.4.2.1 Southern Suburbs District Structure Plan Stage 3

The SP area is subject to the provisions of the Southern Suburbs District Structure Plan Stage 3 (SSDSP3) prepared by the City of Cockburn. The SSDSP3 was adopted by the City of Cockburn Council in September of 2012.

The SSDSP3 provides a framework for urban land uses that integrates with the broader Sub-Regional context. SSDSP3 identifies the SP area as being subject to future structure planning. The provisions of the SSDSP3 also state that this future structure planning must provide an appropriate interface with residential development north of Wattleup Road.

The SP is consistent with the intent of the SSDSP3 in providing further structure planning over the SP area. Additionally, the SP is consistent with the SSDSP3 by ensuring future residential development does not directly abut the future Rowley Road through the provision of a 30m wide linear public open space along the south of the SP area.

Refer Figure 4 - Southern Suburbs District Structure Plan Stage 3 Map.

1.4.3 Planning Strategies

1.4.3.1 Directions 2031

Directions 2031 and Beyond (Directions 2031) is a high-level spatial framework and strategic plan for metropolitan Perth and Peel regions, providing a framework for the detailed planning and delivery of housing, infrastructure and services necessary for a variety of growth scenarios.

Directions 2031 identifies growth scenarios for low, medium and high-density rates of infill and greenfield development. The 'Connected City' medium density scenario, identified as the preferred growth scenario, was modeled to determine the area of greenfield land required to provide for a city of 3.5 million people. Consistent with the outcomes of this approach, Directions 2031 sets a target of 15 dwellings per gross urban zoned hectare land in development areas.

Directions 2031 is supported by a series of draft Sub-Regional Strategies, which provide information about the levels of expected population growth in individual local government areas and identify development opportunities and prospects for increased density within Greenfield areas.

The SP area is included within the South-West Sub-Region identified within the Outer Metropolitan Sub-Regional Strategy for Perth and Peel (OMPPSS). The South-West Sub Region is expected to supply 119,760 dwellings under the adopted 'Connected City' scenario. 18,280 of these dwellings are expected to come from greenfield sites within the City of Cockburn.

The OMPPSS identifies the Southern Suburbs District Structure Plan area as 'urban zoned undeveloped' with an expectation to provide '3000+' dwellings. In proposing approximately 237 dwellings the SP provides for approximately 7.9% of expected dwellings in this location.

1.4.3.2 Perth and Peel @ 3.5 Million and South Metropolitan Peel Sub-Regional Planning Framework

Perth and Peel @ 3.5 million is a suite of strategic land use planning documents that provide a framework

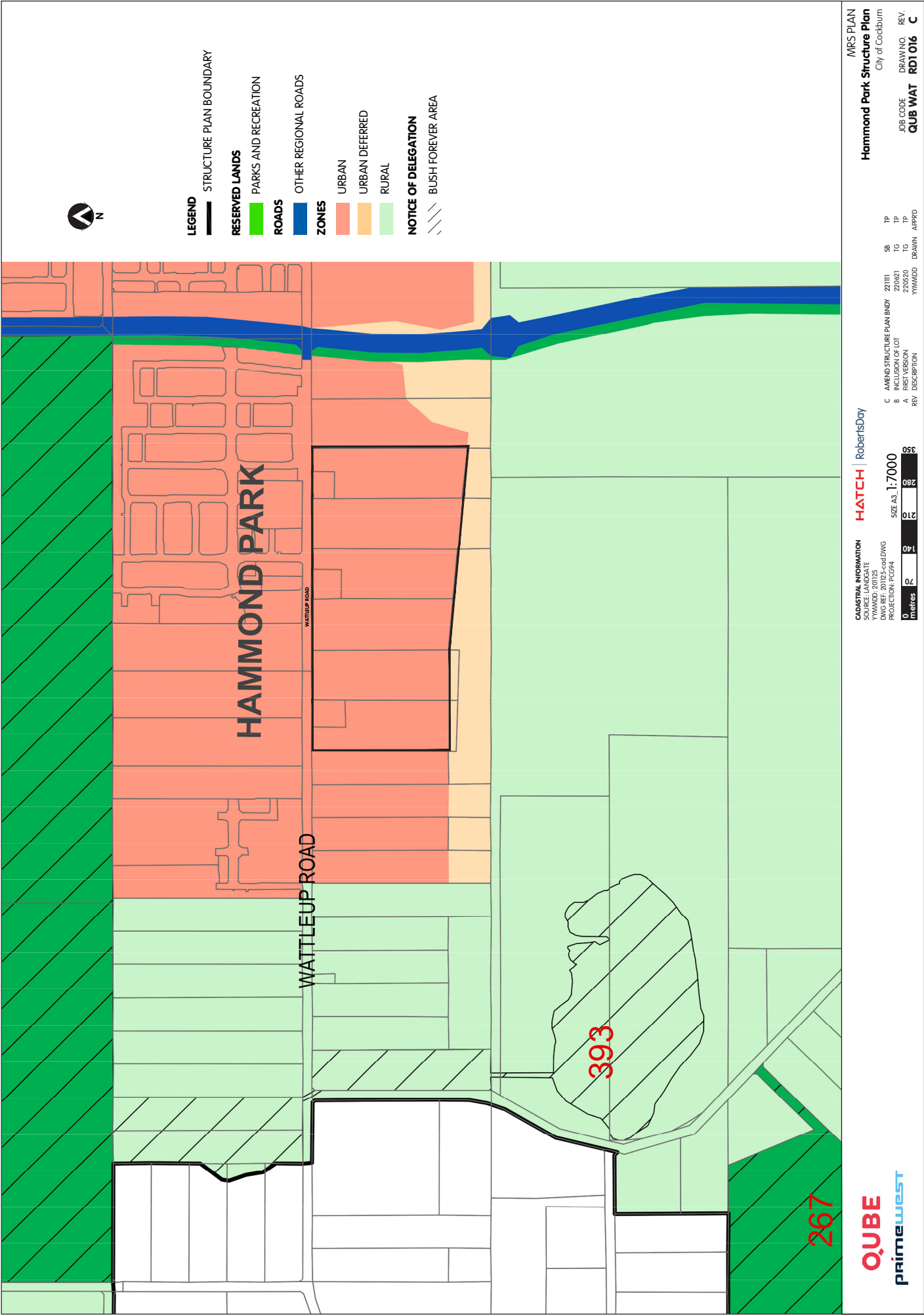
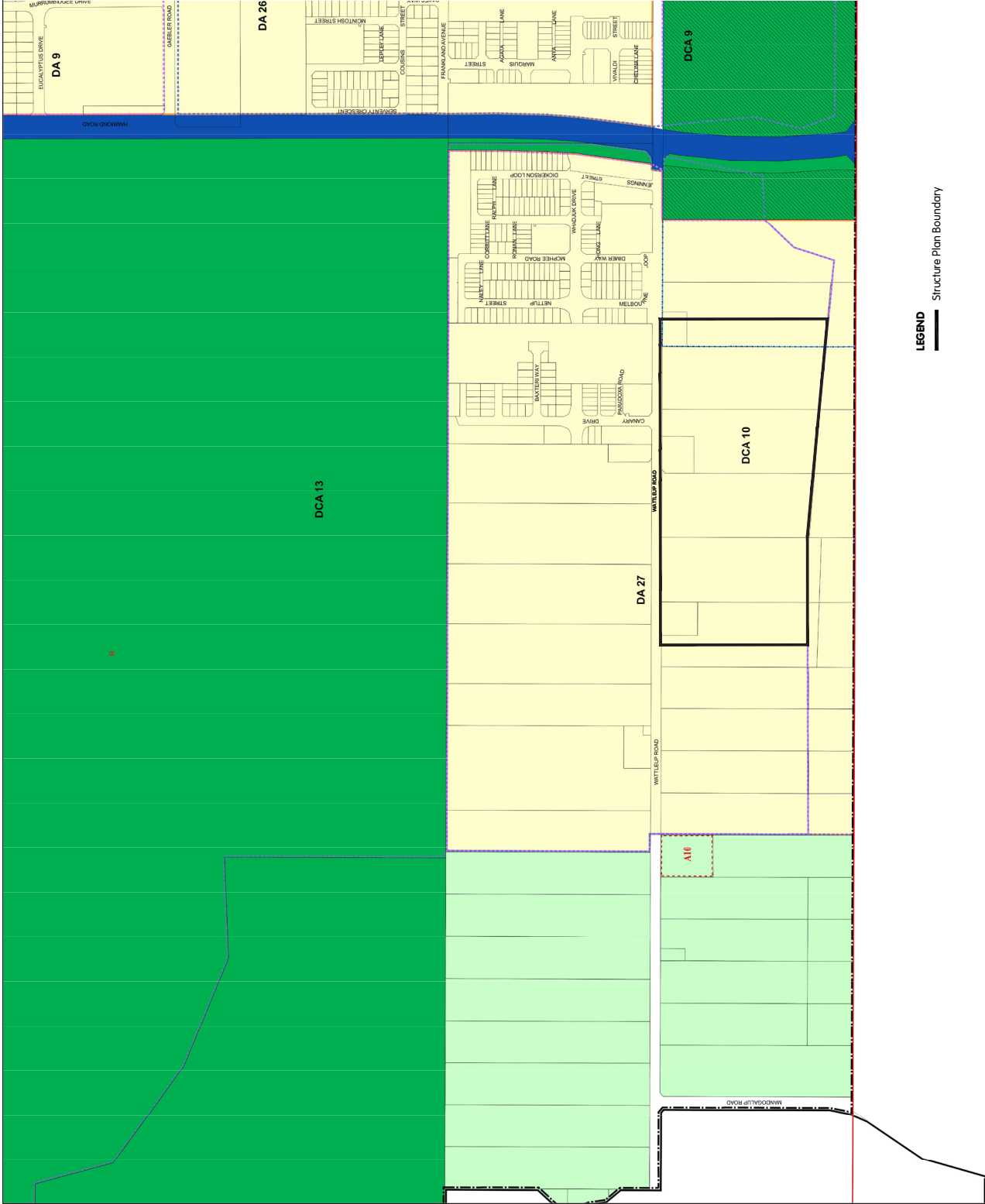


Figure 2 - Metropolitan Region Scheme Map



LEGEND

REGION SCHEME RESERVES (MRS)

- CP Civic and Cultural
- CG Other Regional Roads
- HS Parks and Recreation
- H Parks and Recreation - restricted
- P Port Installations
- SU Primary Regional Roads
- SEC Railways
- TS Public Purposes - State Energy Commission
- U Public Purposes - Technical School
- WSD Public Purposes - University
- W Public Purposes - Water Authority of WA
- Public Purposes - Car Park
- Public Purposes - Commonwealth Government
- Public Purposes - High School
- Public Purposes - Hospital
- Public Purposes - Prison
- Public Purposes - Special Uses
- Public Purposes - State Energy Commission
- Public Purposes - Technical School
- Public Purposes - University
- Public Purposes - Water Authority of WA

LOCAL SCHEME RESERVES

- GS Lakes and Drainage
- GP Local Road
- PK Parks and Recreation
- PS Public Purposes - Civic
- AG Public Purposes : Dept of Agriculture
- FS Public Purposes : Fire Station
- Public Purposes : Gas Pipeline
- Public Purposes : Oil Pipeline
- Public Purposes : Pre-School
- Public Purposes : Primary School
- Public Purposes : Water Corporation
- Public Purposes : Western Power

LOCAL SCHEME ZONES

- Mixed Use
- Development
- District Centre
- Industry
- Lakes and Drainage
- Light and Service Industry
- Local Centre
- Mixed Business
- Regional Centre
- Residential
- Resource
- Rural
- Rural Living
- Special Use

OTHER CATEGORIES

(see scheme text for additional information)

- Scheme Area Boundary
- Local Government Boundary
- Hopk Valley - Wattleup Redevelopment Area
- R20 R Codes
- A1 Additional Uses
- R1 Restricted Uses
- SU1 Special Use Area
- Peel-Harvey Coastal Plain Catchment Area
- Building Envelope
- DA1 Development Area
- Development Contribution Area
- JAA Jandakot Airport
- Heritage Place
- No Zone
- Waterbodies

LEGEND

Structure Plan Boundary



CADASTRAL INFORMATION
SOURCE: LANDGATE
YMWADD: 20125
DWG REF: 20125-cad DWG
PROJECTION: PCG94

HATCH | RobertsDay

LOCAL PLANNING SCHEME PLAN
Hammond Park Structure Plan
City of Cockburn

SIZE A3 1:8000
0 70 140 210 280 350 metres

AMEND STRUCTURE PLAN BNDY 220111 SB TP
A FIRST VERSION 220422 TG JP
REV DESCRIPTION YMWADD DRAWN APPRD
JOB CODE **QUB WAT RDT 017 B** DRAW NO. REV.

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Figure 3 - City of Cockburn Town Planning Scheme No. 3 Map

1. PUBLIC RESIDENTIAL DEVELOPMENT SHALL NOT DIRECTLY ADJUT ROWLEY ROAD. FUTURE RESIDENTIAL PLANNING IS TO DEMONSTRATE A SUITABLE INTERFACING TREATMENT (E.G. ENLARGED SERVICE ROAD DESIGN WITH FRONTING RESIDENTIAL DEVELOPMENT AS A MINIMUM) BEING PROVIDED TO THE FUTURE ROWLEY ROAD FREIGHT ACCESS ROUTE.
2. FUTURE ACCESS ROAD TO BE PROVIDED AS A FULL INTERSECTION UNTIL WHICH TIME THE INTERSECTION WILL BE CONVERTED AND MAINTAINED AS LEFT INLEFF OUT ACCESS ONLY. (SUBJECT TO MAIN ROADS VIA APPROVAL).
3. AS PART OF THE UPGRADE OF ROWLEY ROAD, GRADE SEPARATED PEDESTAL AND VEHICULAR ACCESS IS TO BE PROVIDED AS A CONTINUATION OF BARFIELD ROAD. IN ORDER TO MAINTAIN CONTINUITY BETWEEN FUTURE DEVELOPMENT TO THE SOUTH OF ROWLEY ROAD THIS MAY BE FURTHER RATIONALISED THROUGH SUBSEQUENT LOCAL STRUCTURE PLANNING TO DETERMINE HOW THIS SPECIFIC ACCESS IS ORIENTED.
4. FUTURE STRUCTURE PLANNING OF THE CELL SOUTH OF WATLEIP ROAD MUST PROVIDE AN APPROPRIATE INTERFACE WITH RESIDENTIAL DEVELOPMENT NORTH OF WATLEIP ROAD. THIS IS TO HAVE PARTICULAR REGARD TO THE POSITION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION IN RESPECT OF ITS POSITION ON THE ACCEPTABILITY (OR OTHERWISE) OF RESIDENTIAL DEVELOPMENT SOUTH OF WATLEIP ROAD, AND ALTERNATIVE NON-RESIDENTIAL LAND USES THAT MAY BE REQUIRED. ANY IMPACTS FROM RESIDENTIAL LAND USES IN THE CELL SOUTH OF WATLEIP ROAD MUST BE FULLY CONTAINED WITHIN THE CELL BOUNDARIES.

SUBJECT TO FUTURE STRUCTURE PLANNING

SUBJECT SITE

ROWLEY

A. ALL LOCAL STRUCTURE PLANS MUST INCLUDE AND BE INFORMED BY:

- DETAILED LUNIS BASED UPON REGIONAL DRAINAGE STUDY.
- DETAILED WASTE MANAGEMENT STRATEGY WHERE LSPAD, LONS
- ROWLEY ROAD.
- FIRE MANAGEMENT PLAN WHERE LSP IS LOCATED NEAR ROS OR
- SIGNIFICANT POS.
- FLORA AND FAUNA MANAGEMENT PLAN.
- TRAFFIC MANAGEMENT PLAN.
- CONTAMINATED SITES & ACID SULPHATE SOILS MANAGEMENT PLAN
- WHERE REQUIRED.
- HERITAGE STUDY WHERE LSP INCLUDES FORMER HISTORIC
- TRAMWAY.
- TRANSITION AND/OR INTERFACE STRATEGY IN RESPECT OF EXISTING
- RURAL USES.
- NEIGHBOURHOOD CENTRE CONCEPT PLAN AND DETAILED AREA
- PLAN WHERE LSP INCLUDES LSP AREA.
- NEIGHBOURHOOD NODE CONCEPT PLAN AND DETAILED AREA PLAN.

B. LOCAL STRUCTURE PLANS

SUBDIVISION AND DEVELOPMENT OF THE SUBJECT AREA IS TO BE IN ACCORDANCE WITH AN ENDORSED APPLICABLE LOCAL STRUCTURE PLAN.

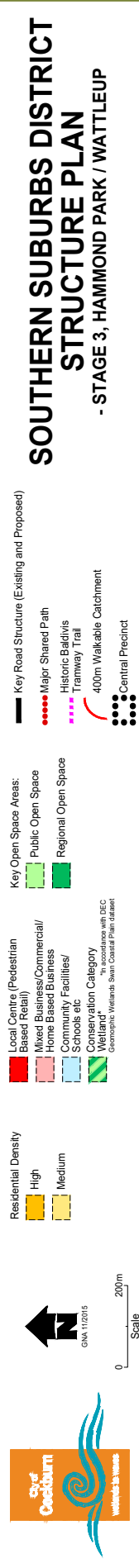


Figure 4 - Southern Suburbs District Structure Plan Stage 3 Map

for accommodating 3.5 million people by 2050. The framework seeks to build upon the direction set by Directions 2031 in delivering a more liveable, prosperous, connected, sustainable and collaborative city.

To achieve this, the framework establishes 7 overarching objectives:

- delivering consolidated built form to provide for more efficient use of urban land and infrastructure and preserve environmental attributes;
- promoting employment opportunities within strategic metropolitan centres to increase the number of people who live and work within the sub-regions;
- providing a wide range of community and social infrastructure to enhance community health and wellbeing;
- providing an efficient and effective regional movement network for people and freight that is integrated with land uses;
- ensuring the timely and efficient delivery of servicing to growth areas;
- preserving and enhancing the existing environmental and landscape values of the region, and;
- managing the availability and use of natural resources in balance with broader environmental outcomes.

The framework establishes the context for four sub-regional planning frameworks which build upon the principles of Directions 2031. The SP area is included within the South Metropolitan Peel Sub-Regional Planning Framework Area (SMPSPF), which identifies the subject site as 'Urban'. The SMPSPF predicts a significant increase in population within the surrounding region, estimating that population will increase significantly from 523,406 in 2011 to 1.26 million in 2050, necessitating the provision of an additional 302,177 dwellings over this period. It is expected that the number of dwellings in the City of Cockburn will almost double, from 35,651 today to 65,770 by 2050. The proposed structure plan provides approximately 296 dwellings, contributing to the required additional dwellings in the City of Cockburn.

Refer Figure 5 - South Metropolitan Peel Sub-Regional Planning Framework Plan.

1.4.3.3 Liveable Neighbourhoods

Liveable Neighbourhoods, Edition 3 (LN 3) is a Western Australian Planning Commission (WAPC) operational policy used to guide the design and assessment of structure plans and subdivision and development

applications in greenfield areas. Its aims include promoting the design of walkable neighbourhoods; places that support community and a sense of place; mixed uses and active streets; accessible and sustainable parks; energy efficient design, and; housing diversity.

The key initiatives of LN 3 are covered under eight design elements. The implementation of these elements and the overall principles of LN 3 will be fundamental to ensuring that development of the structure plan area and the wider metropolitan region occurs in an appropriate manner. Application of the LN 3 principles is therefore relevant to all levels of planning for the site from the proposed SP through to detailed lot and building design.

By providing for a diverse range of housing within a connected and walkable neighbourhood, structured around a sequence of high quality public open spaces, the SP reflects these requirements. A comprehensive justification of the design in relation to the principles outlined in LN 3 is provided in Section 3.0.

1.4.3.4 City of Cockburn Local Planning Strategy

The SSDPS3 states that the District Structure Plan is consistent with the following core principles established in the City of Cockburn Local Planning Strategy (LPS):

- Promote higher density and mixed use developments to reduce car use and promote, walking and public transport;
- Ensure there is an appropriate housing and density mix to fulfill existing and potential demand from various groups;
- Promote medium and high density housing in and near regional and district centres and near public transport facilities;
- Provide a range of housing opportunities; and
- Promote mixed land uses in communities, especially through the location of housing in commercial centres.

The SP remains consistent with the SSDPS3 and is therefore consistent with the above principles.

1.4.4 Planning Policies and Statements

1.4.4.1 State Planning Policy No. 1: State Planning Framework

State Planning Policy No.1: State Planning Framework (SPP1) unites existing state and regional policies, strategies and statements under a central framework to provide a context for decision-making on land use planning and development matters in Western

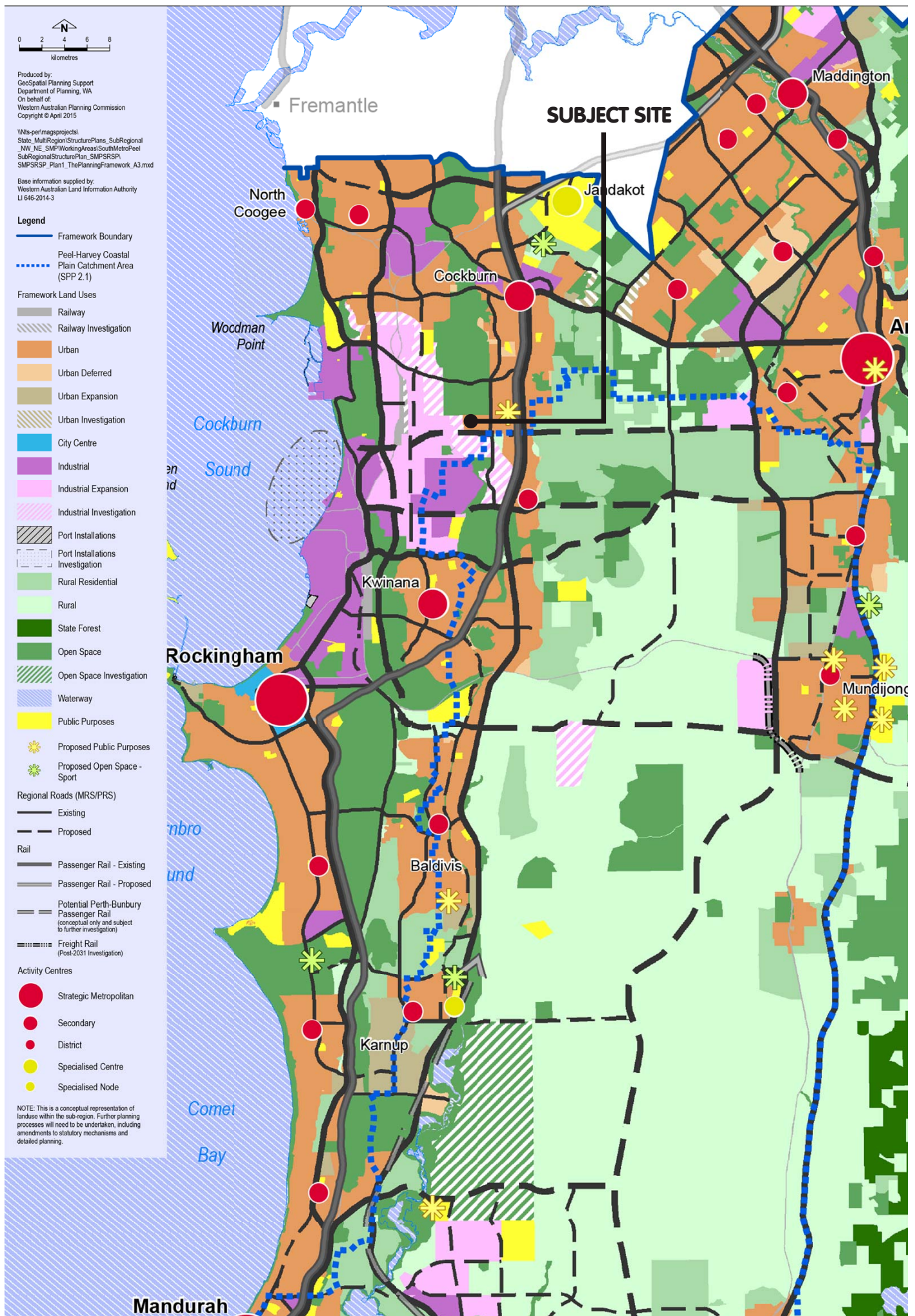


Figure 5 - South Metropolitan Peel Sub-Regional Planning Framework Plan

Australia. The SP is consistent with the primary aim of this overarching policy, which can be summarised as “...to provide for the sustainable use and development of land.” The WAPC and local government will refer to the relevant planning instruments referred to under SPP1 for all planning decisions, including those concerning the SP and subsequent planning proposals presented for the site.

1.4.4.2 State Planning Policy 3: Urban Growth and Settlement

State Planning Policy 3: Urban Growth and Settlement (SPP3) seeks to promote sustainable and well-planned settlement patterns that have regard to community needs and are responsive to environmental conditions. The objectives and principles of Directions 2031 and Liveable Neighbourhoods are reflected in this Policy.

SPP3 recognises that a majority of greenfield development in the metropolitan region has been in the form of low-density suburban growth, to the detriment of land, water and raw material resource availability, infrastructure and servicing costs, transportation availability and efficiency and socioeconomic equality.

To promote sustainable, equitable and liveable urban growth, SPP3 encourages a more consolidated urban form. The SP area is generally consistent with the high level principles of SPP3 in facilitating a high quality, cohesive and walkable community with a diversity of housing and lot types.

1.4.4.3 State Planning Policy 7.3 – Volume 1 – Residential Design Codes

State Planning Policy 7.3 - Volume 1 - Residential Design Codes (R-Codes) is the basis for the control of residential development throughout Western Australia, providing a framework for controlling development intensity within residential zones through the application of R-Code densities on local planning scheme maps. The R-Code density primarily controls the allowable average and minimum lot size, with built form performance standards and ‘deemed-to-comply’ examples, specific to the stipulated density, outlined within Part 5 & 6 of the R-Codes.

1.4.4.4 State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region

State Planning Policy 2.8 provides a policy and implementation framework which ensures that bushland protection and management is appropriately addressed and integrated with broader land use planning and decision-making.

The subject site is immediately south of a Bush Forever

site, as recognised within SPP 2.8. Future development of the subject site is not considered to have an adverse impact on the Bush Forever area, with provision made within the Structure Plan for a public open space adjoining the Bush Forever site to provide adequate separation and transition to urban development.

1.4.4.5 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

State Planning Policy 3.7 directs how land use should address bushfire risk management in Western Australia. It establishes a framework to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure.

SPP3.7 applies to all land which has been designated as bushfire prone by the Department of Fire and Emergency Services (DFES) Commissioner, such as the SP area. It impacts upon all higher order strategic planning tools and parts of Structure Plans, Subdivision and Development Applications.

The SP accords with the requirements of the SPP as detailed by the Bushfire Management Plan prepared for the SP area found in Appendix D of this report.

1.4.5 Other approvals and decisions

Several approved and proposed Structure Plans are in place across the Hammond Park locality, which outline the direction of future urban development surrounding the SP area, in line with the objectives of SSDSP3. The SP area is located on the southern side of Wattleup Road, opposite land subject to the Quenda Structure Plan over lot 107, 150 and 9150 Wattleup Road, the Hammond Park West Structure Plan over Lots 71, 74-75, and 303-305 Wattleup Road lots 109 & 110 Wattleup Road, Hammond Park and a Structure Plan over Lots 1, 111 & 810 Wattleup Road. As stated in the SSDSP3, the proposed structure plan has considered the interface to residential development on these sites.

1.4.6 Pre-Lodgement Consultation

Agency	Date of Consultation	Method of Consultation	Outcome
Department of Planning, Lands and Heritage	November 2020 to May 2021	Correspondence and Meetings	Agreement on the Concept Plan and WAPC approval of the Plan of Subdivision and Density Site Plan in accordance with the terms of the Ministerial Appeal determination.
City of Cockburn (Planning)	November 2020 to current - various and ongoing	Correspondence and Meetings	Agreement on POS concept design and LSP Concept Plan
City of Cockburn (Engineering)	November 2020 to current - various and ongoing	Correspondence and Meetings	Agreement on Earthworks and drainage concept
City of Cockburn (Parks)	November 2020 to current - various and ongoing	Correspondence and Meetings	Agreement on POS Concept Design & Draft LSP Design
Main Roads WA	May 2021 to current – various and ongoing	Correspondence and Meetings	Interface with Rowley Road extension

Table 2 - Pre-Lodgement Consultation

2.0 Site conditions and constraints

2.1 Biodiversity and natural area assets

All lots within the subject site, apart from Lot 809 and 805, have been cleared of native vegetation, consistent with the site's development for semi-rural and agricultural uses.

Lot 805 contains a number of trees. These are unable to be retained through the development process due to the significant changes in topography across the site.

Lot 809 has been identified as containing native vegetation. An application has been made under the Environmental Protection and Biodiversity Conservation Act 1999 to clear Lot 809 for the purpose of residential development of Lot 809 Wattleup Road. A Preliminary Documentation Report has been prepared by Emerge Associates and has been accepted by the Department of Water, Agriculture and the Environment. This is found in Appendix D.

2.2 Topography, landform and soils

The Geological Survey of Western Australia Perth Metropolitan Region soils maps for Fremantle (part 2033I & 2033IV) indicates that the majority of the site is generally characterised by Sand derived from Tamala Limestone. These soil types are well suited to urban development, with very good permeability anticipated.

Based on experience in Qube landholdings that surround the SP area, it is anticipated a Site Classification A will be provided in accordance with Australian Standard AS2870: "Residential Slabs and Footings".

2.3 Hydrology

The Annual Average Maximum Groundwater Levels (AAMGL) vary from approximately RL15.5m AHD on the western boundary to RL18.5m AHD in the north-east corner of the Site. It is anticipated that preliminary earthworks levels will provide at least 4 metres clearance to groundwater, thus groundwater is not expected to restrict or influence the development of the Site.

2.4 Bushfire hazard

Portions of the site are identified on the Department of Fire and Emergency Services' Map of Bushfire Prone Areas. On this basis, State Planning Policy 3.7: Planning in Bushfire Prone Areas requires the preparation of a Bushfire Management Plan. Additionally, the Ministerial subdivision Approvals require the preparation of a Bushfire Management Plan which meets the requirements of SPP 3.7.,

In accordance with the requirements of SPP 3.7, a BMP has been prepared for the entirety of the SP area.

The BMP provides a preliminary BAL assessment which indicates that no lots within the Structure Plan area are exposed to unacceptable level of bushfire risk, based on the proposed development of the site, and surrounding 'urban' zoned areas.

For further detail, refer to Appendix D - Bushfire Management Plan.

2.5 Heritage

An online search for relevant aboriginal heritage information was undertaken using the Department of Aboriginal Affairs (DAA) Aboriginal Heritage Inquiry System (AHIS). This search found no registered Aboriginal heritage sites or other heritage places within the site, with the closest registered Aboriginal site 500 metres west of the site.

An online search for non-indigenous heritage information was also conducted in order to determine the presence of potential or actual non-aboriginal heritage features of significance within the site. This review did not identify any areas of non-indigenous heritage significance.

For further detail, refer to Appendix E – Environmental Assessment and Management Strategy.

2.6 Land Use Buffers

2.6.1 Kwinana Industrial (Including Air Quality) Buffer (2010)

The south-eastern portion of the subject site is intersected by the Kwinana Industrial (Including Air Quality) Buffer (2010). This buffer is given effect by the the Draft Western Coast Trade Protection Area (WTCPA) Bill, which has been drafted to strengthen land use separation between progressing urban development and the existing industrial area comprised of the Kwinana Industrial Area, Latitude 32 Industry Zone, Rockingham Industry Zone and Australian Marine complex. This bill has now lapsed.

The decision by Minister for Planning pursuant to Section 246(2)(b) of the Planning and Development



LEGEND
— Structure Plan Boundary
--- Indicative Boundary



SITE PLAN
Hammond Park Structure Plan
City of Cockburn

JOB CODE
QUB WAT RDI 017 C

DRAW NO.
REV.

COASTAL INFORMATION
SOURCE: LANDPLAN
Y/M/MDD: 2011/25
DWG REF: 2011/25-cad DWG
PROJECTION: PC94

AMEND STRUCTURE PLAN BNDY 22/01/11 TP
INCLUSION OF LOT 22/02/20 TG
FIRST VERSION Y/M/MDD DRAWN APPRD

SIZE A3 1:2000
0 4 8 12 16 20 24 28 32 36 40 44 48 52 56 60 64 68 72 76 80 metres

DISCLAIMER: ISSUED FOR DESIGN INTENT ONLY. ALL AREAS AND DIMENSIONS ARE SUBJECT TO DETAIL DESIGN AND SURVEY

Figure 6 - Site Plan

Act 2005 (DR 444 of 2013) and supporting rationale which notes that “there is no further justification for providing what may be viewed as an almost continuous moratorium on subdivision and development approvals” arising from the buffer based on “reasonable application of the latest scientific data” and “non-planning grounds in the public interest”.

3.0 Land use and subdivision requirements

As outlined in section 1.2.2 the existing SP’s 27A and 27B design layouts have been superseded. The layout of this updated and consolidated SP has been predetermined by the Ministerial Appeal decision, mandatory Concept Plan elements and the ultimate Concept Plan layout endorsed by the WAPC.

The Appeal decision required the following fixed elements to the Concept Plan as follows:

- three fixed entry points to Wattleup Road;
- 30m linear POS space along the southern edge of the precinct; and
- fixed road reserve width and landowner apportioning requirements.

In order to meet the Ministerial requirements, address the integration with the wider Hammond Park neighbourhood, respect approved SP’s north of Wattleup Road and address engineering delivery requirements a number of key changes to the existing SP’s were made through the preparation of a wider Neighbourhood Plan over the whole of Hammond Park (refer Figure 7). This illustrates the key design responses of the approved Concept Plan and proposed SP as follows:

- the mandated linear POS was supplemented with a central pocket park as a common local focal point;
- the three Wattleup Road access points all connected directly to the southern linear open space to create active walking loops through the precinct and north of Wattleup Road through to the network of similar linear and pocket park spaces, including the Beeliar Parkland frontage and neighbourhood retail to the east;
- the central pocket park in particular was aligned to the central access point to Wattleup Road to enable direct walkable access north to the Hammond Park Primary School, currently under construction;
- the local street network was re-orientated to an east – west alignment to enable all local streets to focus back to the central open space, with subtle pivots in the street alignment and landscaped slow points to

maintain low vehicle speeds;

- lowering of the elevated land in the east portion of the site (which is currently above the serviceable ground level for potable water supply) and a reduction in the height of retaining walls by running streets east – west with the large residual downwards slope to the west; and
- remove all direct access to Wattleup Road including integration of the homestead lots into the design with alternate internal street access and ultimate ground level integration that reflects water servicing and retaining limitations.

In affect the approved Concept Plan has dictated the design layout of the SP, with the exception of lot 805, which has now been included in accordance with the indicative layout identified on the Concept Plan.

Figure 6 – Neighbourhood Concept

3.1 Land use

Consistent with Liveable Neighbourhoods, the design objectives for the SP include the following:

- To respond to the topography and site conditions of the land, particularly the water servicing constraints, earthworks and retaining considerations;
- To provide a walkable, interconnected street network that is integrated with adjoining Hammond Park retail, community and open space infrastructure to the north;
- To integrate the drainage with POS for the aesthetic and recreational value of future residents
- To ensure a balanced mix of lot sizes and dwelling types appropriate to the locality that contribute to affordable housing options; and
- To maximise the solar orientation of residential lots.

The SP incorporates a subdivision layout based on a traditional grid pattern with interconnected roads, adjusted where necessary to respond to the topography, which integrates with the lot design and road network of surrounding and approved development.



Figure 7 - Neighbourhood Concept

3.2 Open space

Condition 3(d) of the Ministerial approvals requires the concept plan (and thus the SP) identifies an area(s) of land equal to (at least) 10 per cent of the site's gross subdivisible area as public open space. Additionally Condition 3(a) required that the concept plan separates residential lots from land affected by Planning Control Area 156 and required for the planned western extension of Rowley Road by a public open space area at least 30 metres in width.

The open space network is defined by two discrete public open space reserves, totalling 2.428 ha and representing 12.9% of the gross subdivisible area, and providing 10.71% creditable open space. These areas are:

1. A 0.493 ha central open space area including passive grassed areas, shaded structure with barbecue and seating arrangements and playspace (POS 1);
2. A 1.935 ha linear POS area abutting the Rowley Road extension incorporating a series of functional amenity spaces throughout the wider open space area (POS 2).

The POS network is resultant of considerable consultation with the City of Cockburn, with three main considerations:

- Providing an amount of POS in a location consistent with the Ministerial Approval and following consultation with the City of Cockburn;
- Ensure a variety of recreational needs and POS amenity within a walkable catchment of all residential lots and integrated with the wider Hammond Park open space network; and
- Balance between the unique servicing, drainage and earthworks requirements and ensuring the provision of useable POS amenity;

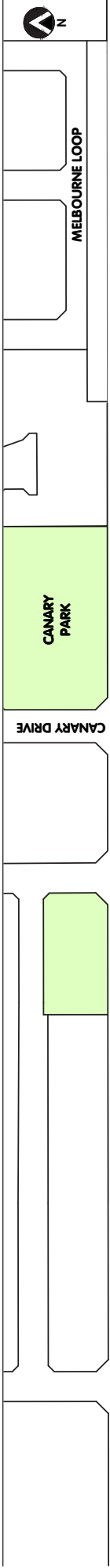
A preliminary POS design was presented to the City of Cockburn prior to lodgement. The design presented in this SP has been refined to increase the useable area of the central POS and has resulted in a greater proportion of useable turf area, whilst maintaining drainage requirements.

The Landscape Masterplan found in Appendix C also details the trees that are able and suitable for retention following a review of the suitable trees and earthworks.

It also details the area of unrestricted, restricted open space, and credited drainage within each of the POS reserves.

Proposed Public Open Space Schedule

Site Area (Lots 117, 200, 805, 809, 1000, 1001, 9001, 9002, & 9003)				19.5048
Deductions				
Dedicated drainage reserve not included in POS (1:1 year event)				0.1162
Restricted POS over 20%				0.3214
Gross subdivisible area				19.0672
Public open space @ 10 percent				1.9067
May comprise:				
- minimum 80% unrestricted POS				1.5254
- maximum 20% restricted POS				0.3813
Public Open Space Contribution	Open Space Area (gross)	Unrestricted	Restricted (Battered area with slope greater than 1:6, and 1:1 - 1:5 year event)	Dedicated Drainage (1:1 year event)
POS 1 (Central)	0.4935	0.2939	0.1574	0.0422
POS 2 (Linear)	1.9347	1.3154	0.5453	0.0740
Sub-Total	2.4282	1.6093	0.7027	0.1162
- maximum 20% restricted POS				0.3813
Sub-Total		1.6093	0.3813	
Total	1.99	10.44%		

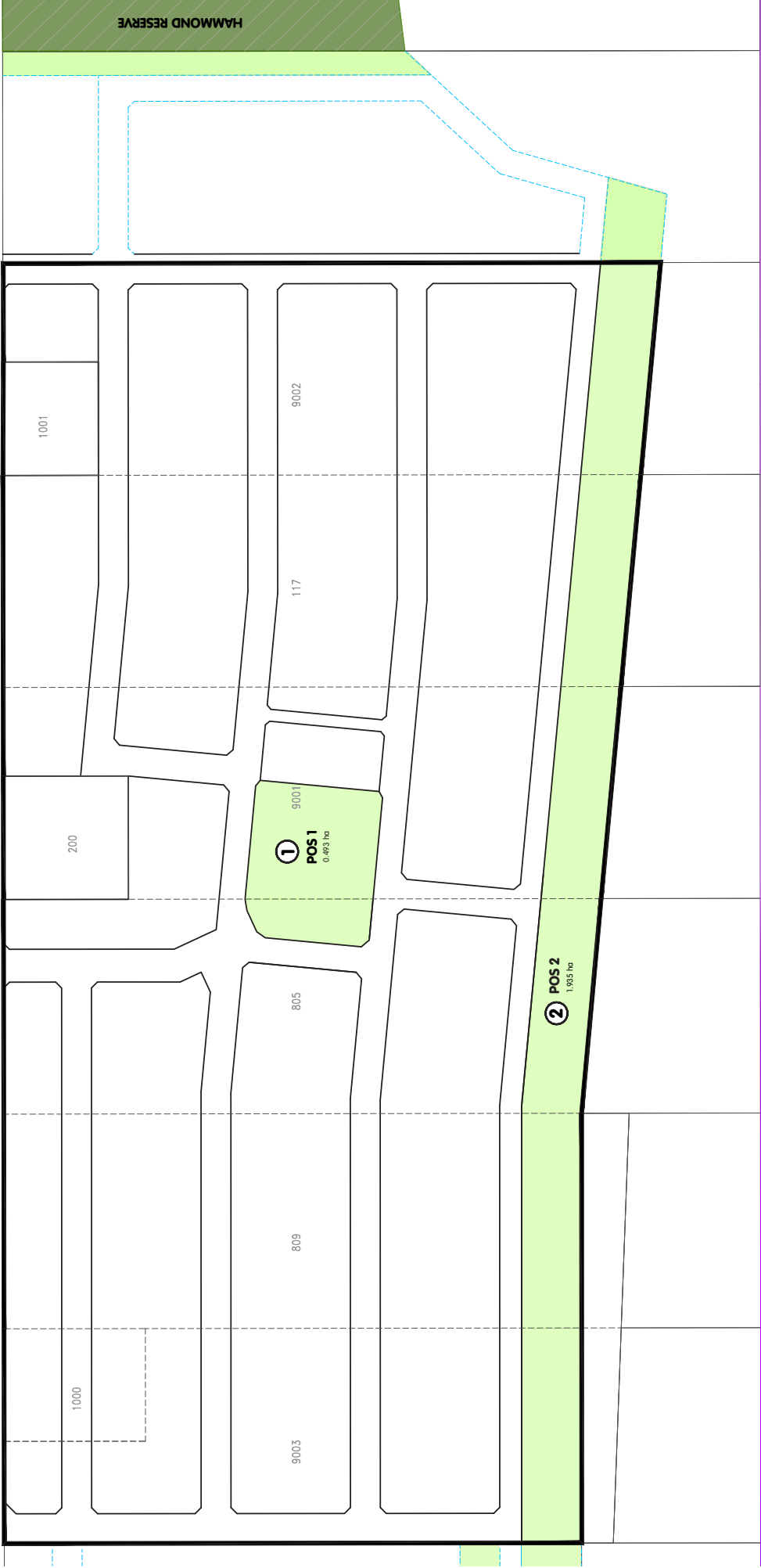


WATTLEUP ROAD

CANARY DRIVE

CANARY PARK

MELBOURNE LOOP



LEGEND	Structure Plan Boundary	Indicative Boundary	Local Scheme Reserves	POS BREAKDOWN		
				①	②	POS TOTAL
			Local Road Reserve	0.493 ha	1.935 ha	2.428 ha
			Public Open Space			
			Nature Reserve			

CADASTRAL INFORMATION
SOURCE: LANDGATE
TYPED: 201123
DRAWN: 201123
PROJECTION: PC04

SIZE AS 1:2000
0 20 40 60 80 100
metres

HATCH | RobertsDay

CADASTRAL INFORMATION
SOURCE: LANDGATE
TYPED: 201123
DRAWN: 201123
PROJECTION: PC04

POS BREAKDOWN
① 0.493 ha
② 1.935 ha
POS TOTAL 2.428 ha

PUBLIC OPEN SPACE
Hammond Park Structure Plan
City of Cockburn

JOB CODE
QUB WAT RDI 014 C

DRAWING
REV. C

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3.3 Residential

The SP proposes approximately 296 residential lots within a residential density of R20, R30 and R40. The subdivision configuration proposed by the SP adopts the principles of traditional neighbourhood design, with a wide variety of lot typologies suited to a range of income groups and household types.

Further, the proposed placement of lots achieves a highly desirable solar orientation outcome, with the majority of lots aligned on an east-west or north-south axis, as recommended by Liveable Neighbourhoods.

The Structure Plan proposes a residential density of 23.33 dwellings per residential gross site hectare, complying with the density target of 22 dwellings per residential site hectare set by Liveable Neighbourhoods and SSDSPS3. The Structure Plan design also meets the density target set by Directions 2031 of 15 dwellings per gross urban zoned hectare.

3.4 Movement network

The internal street network proposed for the SP area establishes a hierarchy of laneways and access streets, facilitating vehicular, pedestrian and cyclist connections between neighbouring landholdings to the east and north. Slow points along the 15m wide Access Street D will be generally in accordance with the Engineering and Servicing Report.

Access shall be provided generally in accordance with the access points shown on the Structure Plan, and Plan 4 - Movement Network. The Plans show three access points from the LSP to Wattleup Road:

- Access Road 1 – Full movement access at Wattleup Road
- Access Road 2 – Full movement access at Wattleup Road
- Access Road 3 – left-in left out access at Wattleup Road

A Transport Impact Assessment has been prepared in support of the SP and is found in Appendix F. The TIA assesses traffic access, volumes and safety. The report documents likely traffic generation associated with the proposed development, its impact on the internal and external road network, and public transport, walking and cycling requirements. The assessment confirms that the impact of predicted traffic volumes associated with development of the SP area will have an acceptable impact on roads in the vicinity.

Analysis of Wattleup Road and access roads indicates that the intersections will perform adequately in the year of completion, and improve following further development of the surrounding road network.

3.5 Water management

Consistent with condition 9 of the Subdivision Approvals, an urban water management plan has been prepared and is attached in Appendix A.

The stormwater drainage system is designed to manage a range of rainfall events up to the 1% Annual Exceedance Probability (AEP), and this is achieved by adopting the small storm, minor and major stormwater management system design approach outlined in ARR 2016 (Ball et al., 2016) and the Decision process for stormwater management in WA (DWER, 2017).

The SP area is divided into two (2) stormwater drainage catchments. The stormwater catchments also pick up the southern carriageway of Wattleup Rd for the length of the subdivision frontage.

Key design elements of the minor and major storm event drainage system are as follows:

- Stormwater runoff from lots will be partially retained by soak wells, with excess stormwater conveyed to the street drainage system via overland flow.
- Stormwater runoff from internal roads will be conveyed by the pit and pipe drainage system. For rainfall events exceeding the capacity of the pipe system (nominally >20% AEP) excess stormwater will be conveyed by overland flow, with roads graded to the detention basin at the catchment low point.
- Internal roads will discharge to the infiltration basin located in Lots 9003, 809 and 9001 Public Open Spaces (Figure 6). Details of the storage are presented in Table 5.
- The external road catchment (Wattleup Rd) will drain via the pipe drainage system and discharge to the infiltration basin located in Lots 9003, 809 and 9001 Public Open Space.
- The infiltration basin has been sized using a soil hydraulic conductivity of 8 m/day, for the area outside of the bioretention basin.

3.6 Infrastructure coordination, servicing, & staging

An Engineering Services Report was prepared by Cossill & Webley Consulting Engineers in January 2022. The report outlines the infrastructure likely to be required to develop the site and confirms it can be fully serviced with electrical, water, sewer, gas, stormwater drainage and communications infrastructure.

The Site forms part of the Water Corporation's Thompson's Lake Waste Water Reticulation System and sewer infrastructure will be provided by connection the reticulation sewer that runs along the Wattleup Road north of the Site. This new line grades to a future Type 40 Waste Water Pumping Station (WWPS) "Thomsons Lake Pump Station G", located at the natural low point within Lot 74 to the north of Wattleup Road. Installation of the pump station is due to commence in February 2022, with completion scheduled for October 2022. There are no impediments to the provision of sewerage infrastructure to service the Site.

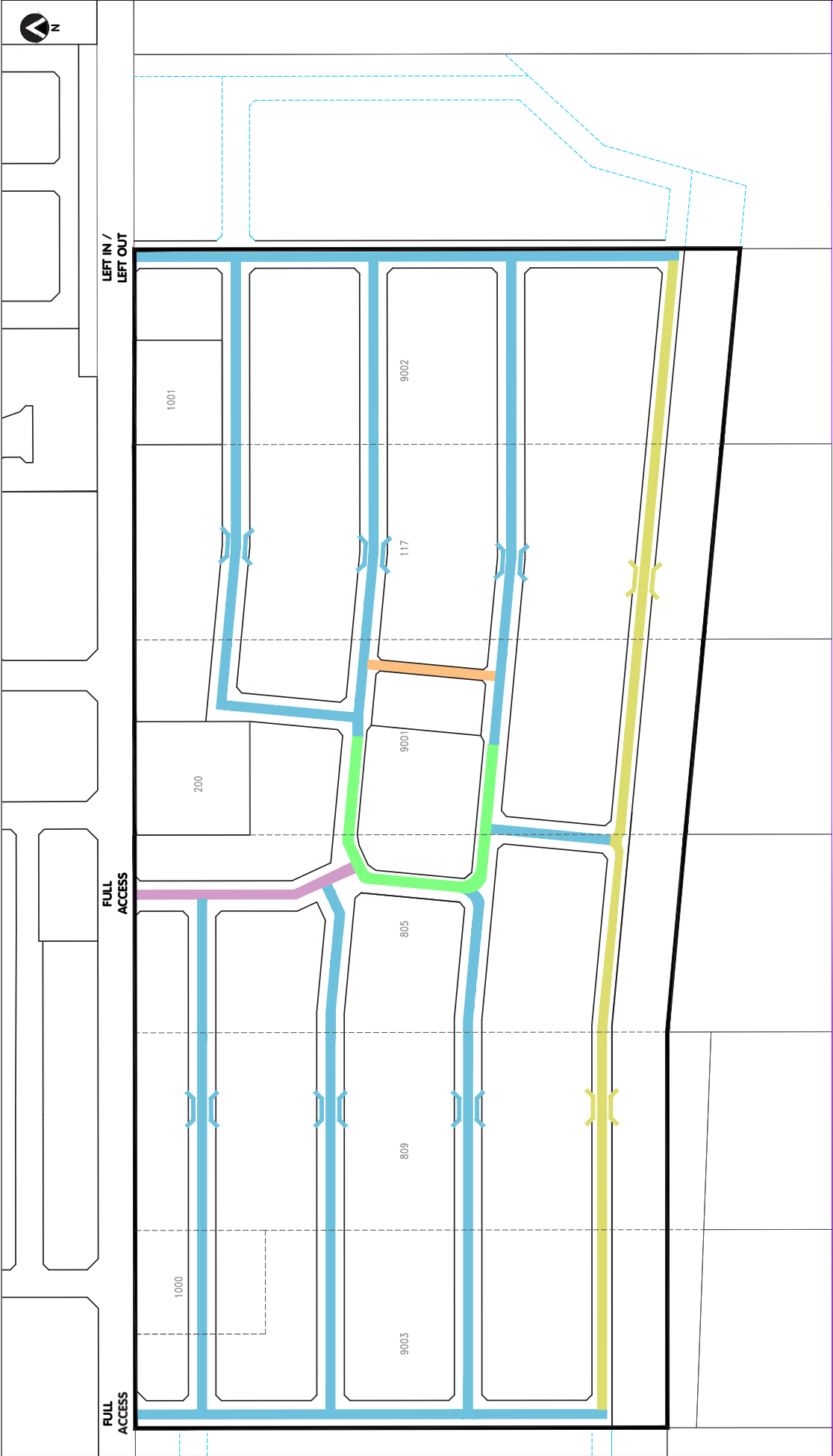
Water supply will be provided via an extension of the existing pipe infrastructure in Wattleup Road. Electrical supply can be provided by extension of the existing infrastructure on Wattleup Road.

Telecommunications and gas are available via extensions from the existing network in Wattleup Road to the development. There is capacity in the existing network to service the proposed development.

Telecommunications carriers Telstra and Optus have both confirmed that no additional infrastructure upgrades are likely to be required as a result of the subdivision development. Optus has advised further coverage and capacity improvements will follow once Optus new P0955 Wandl North is built (forecast March 2024). It is important to note that TPG were contacted, however no response has been received.

Staging will generally be from west to east consistent with availability of services. POS areas will be delivery concurrently with the adjacent residential development. Secondary temporary access to Wattleup Road will be maintained at all times to provide safe access in the event of bushfire. Indicative staging is shown in Plan 5 -Staging Plan.

Refer to Appendix B – Engineering Report



LEGEND

— Structure Plan Boundary

- - - Indicative Boundary

MOVEMENT NETWORK

Access Street D (11.0m)

Access Street D (16.5m)

Access Street D (15.0m)

Access Street D (13.0m)

Laneeway (6m)

Landscaped Vehicular Slow Point

prime west

CADASTRAL INFORMATION
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DWG REF: 20125-cad.DWG
PROJECTION: PC04
0 metres

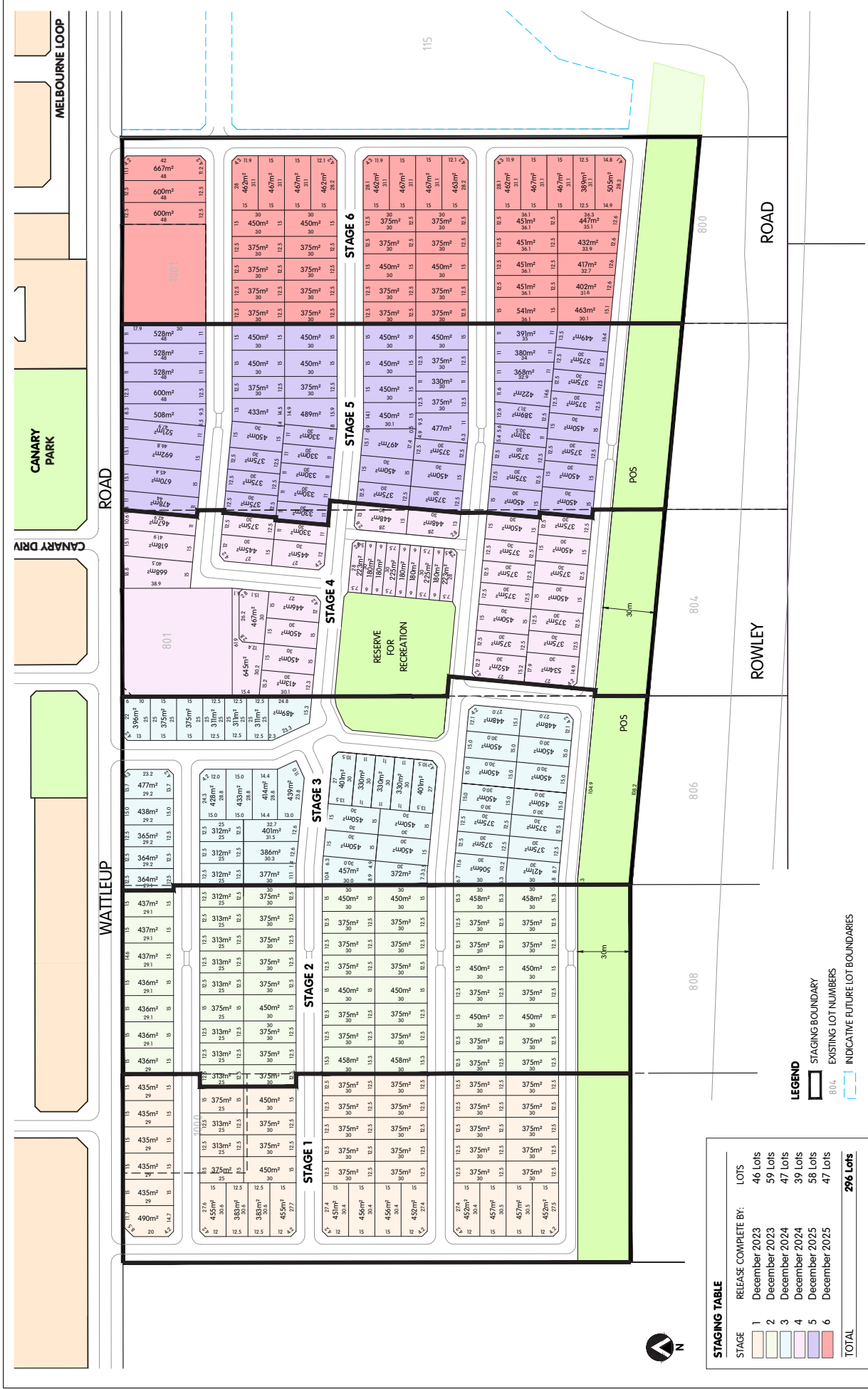
SIZE AS 1:2000
01 02 03 04 05 06 07 08 09 10 11 12

HATCH | RobertsDay

DRAFT
C AMEND STRUCTURE PLAN BNDY 22111 SB TP
B INCLUSION OF LOT 22021 TG TP
A FIRST VERSION 22020 TG TP
REV DESCRIPTION YMWMD DRAWN APPRD

MOVEMENT NETWORK
Hammond Park Structure Plan
City of Cockburn
JOB CODE **QUB WAT** DRAW NO. **RD1 015** REV. **C**

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STAGING TABLE	
STAGE	RELEASE COMPLETE BY:
1	December 2023
2	December 2023
3	December 2024
4	December 2024
5	December 2025
6	December 2025
TOTAL	296 Lots



STAGING PLAN

Lots 117, 809 9001-9003 Watteup Road - Hammond Park

City of Cockburn

CADASTRAL INFORMATION

YOUR FILE LOCATION
Y:\PROJECTS\20125-cordwng
DWG REF: 20125-cordwng
PROJECTION: PCG94

22117

YMWDD

SB

TP

APPRD

JOB CODE

QUB WAT

DRAW NO.

RD1 021

REV

A

0

20

40

60

80

100

metres

SIZE A3 1:2000

0

10

20

30

40

50

60

70

80

90

100

metres

4.0 Conclusion

The Hammond Quarter SP will facilitate the consolidation and update of existing SP's 27A and 27B in accordance with the approval of subdivision applications by the Minister for Planning in November 2020 and associated detailed planning endorsed by WAPC in May 2021.

This planning ensured there was careful consideration of higher order strategic planning objectives outlined by the Southern Suburbs District Structure Plan - Stage 3 for the wider Hammond Park neighbourhood. This included particular attention to walkable access to the eastern Neighbourhood Centre retail facilities, the Hammond Park Primary School currently under construction and the wider network of central pocket parks and perimeter linear open spaces.

The approval of this SP will allow for the allocation for a singular planning framework for the core Appeal landholdings, homestead lots and recently acquired lot 805. This will ensure a cohesive application of SP standards for further subdivision and development including overall agreed subdivision layout, allocation of density codes and a network of quality public open space.

It is expected that the SP will accommodate 296 dwellings, primarily consisting of single residential dwellings on freehold lots, facilitating a total population of approximately 882 people. This provides a density of 23.33 dwellings per residential site hectare, which meets established Liveable Neighbourhoods and Perth & Peel @ 3.5m targets of 15 dwellings per gross hectare and 22 dwellings per site hectare of residential land.

Appendix A

Urban Water Management Plan

Appendix B
Engineering Report

Appendix C

Landscape Masterplan

Appendix D

Bushfire Management Plan

Appendix E
Environmental Report

Appendix F

Transport Impact Assessment

Appendix G

Transportation Noise Assessment

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