



Western
Australian
Planning
Commission

CITY OF COCKBURN
DOC Set
13 JUN 2023
SUBJECT 109/152
RETENTION 124.2.3 A5
PROPERTY
APP
ACTION David Reynolds

Your ref: 109/152
Our ref: TPS/2833
Enquiries: Local Planning Schemes

Chief Executive Officer
City of Cockburn
PO Box 1215
BIBRA LAKE WA 6965

Transmission via electronic mail to: recordsrequests@cockburn.wa.gov.au

Dear Sir/Madam

TOWN PLANNING SCHEME NO. 3 - AMENDMENT NO. 152

The Western Australian Planning Commission (Commission) has considered the amendment and submitted its recommendation to the Minister in accordance with section 87(1) of the *Planning and Development Act 2005* (the Act).

The Minister has approved the amendment in accordance with section 87(2)(a) of the Act. In accordance with section 87(3) of the Act, the Commission will cause the approved amendment to be published in the Government Gazette.

The Commission has forwarded notice to the Department of Premier and Cabinet (attached) and it is the local governments' responsibility to make arrangements for the payment of any publication costs. The local government is required under section 87(4B) of the Act, and regulation 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, to publish the approved amendment, ensure that it is available to the public, and notify each person who made a submission.

For all payment and purchase order queries, please contact the Department of Premier and Cabinet on (08) 6552 6012. One signed set of the amending documents is returned for your records.

Please direct any queries about this matter to localplanningschemes@dph.wa.gov.au.

Yours sincerely

Ms Sam Fagan
Secretary
Western Australian Planning Commission

7/06/2023

PLANNING AND DEVELOPMENT ACT 2005

APPROVED TOWN PLANNING SCHEME AMENDMENT
City of Cockburn

TOWN PLANNING SCHEME No. 3 - AMENDMENT No. 152

Ref: TPS/2833

It is hereby notified for public information, in accordance with section 87 of the *Planning and Development Act 2005* that the Minister for Planning approved the City of Cockburn Town Planning Scheme amendment on 1 June 2023 for the purpose of:

1. Rezoning Lot 3 on Diagram 30047, Lot 6 on Diagram 91027, Lot 7 on Plan 21402, Lot 139 on Plan 18946, and Lot 509 on Diagram 91028 in the locality of Jandakot from 'Special Use' to 'Development'.
2. Rezoning Lot 512 on Diagram 94292 from 'Residential R40' to 'Development'.
3. Including the following new provisions in Table 9 – Development Areas:

REF. NO.	AREA	PROVISIONS
DA 45	Glen Iris Estate Jandakot	<ol style="list-style-type: none">1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions.2. The Structure Plan is to provide an appropriate mix of residential and compatible land uses.3. Public open space and the use of wider, landscaped road reservations shall be arranged to:<ul style="list-style-type: none">• Promote the retention of significant mature trees and provide an amount of public open space beyond minimum standards, in recognition of the character of the area and the former use as a private recreational space;• Retain where practicable, an appropriate amount of black cockatoo habitat, in consultation with the Department of Biodiversity, Conservation and Attractions;• Provide for future active recreational needs of the community; and• Provide an appropriate interface to surrounding landholdings.

		<p>4. Future subdivision and development of the DA 45 area is limited to a maximum of 250 dwellings (by no later than 2026), until such time as a new traffic-light controlled intersection on Berrigan Drive is approved by Main Roads Western Australia and constructed at the subdivision/developer's expense.</p>
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4. Deleting 'Special Use 1' and 'Special Use 6' from Table 8.
5. Amending the Scheme map accordingly.

L HOWLETT, JP
MAYOR

D SIMMS
CHIEF EXECUTIVE OFFICER



Town Planning Scheme No.3
Amendment No.152

Former Glen Iris Golf Course

MAY 2023

FOREWORD:

Inclusion of Environmental Protection Authority Advice

In the interests of posterity and to provide some clarity to persons who may compare the original recommendation and/or Council minutes to these documents please note the following.

Subsequent to Council initiation of the Scheme Amendment, on 20 April the Environmental Protection Authority (EPA) decided that the proposal was unlikely to have a significant impact on the environment and does not warrant formal assessment under Part IV Division 3 of the Environmental Protection Act 1986.

At the same time the EPA provided advice that (in part), recommended the inclusion of an additional Special Provision specific to Development Area No.45 prior to advertising, to ensure subsequent structure planning and development suitably addresses the protection of black cockatoo habitat.

The added provision is considered beneficial, not to materially affect the intent or purpose of the Scheme Amendment, and to be consistent with the City's resolution to advertise the proposal on advice from the Western Australian Planning Commission (WAPC) and EPA.

Officers of the Department of Planning Lands and Heritage (acting on behalf of the WAPC), have confirmed the appropriate wording of that provision (as now appears at #3 in the formal resolution pages) and their support for the adjustment to be made prior to advertising so that feedback on its inclusion and specific wording can be received.

**PLANNING AND DEVELOPMENT ACT, 2005
RESOLUTION TO AMEND A TOWN PLANNING SCHEME**

**CITY OF COCKBURN
TOWN PLANNING SCHEME NO 3
AMENDMENT NO. 152**

RESOLVED that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the City of Cockburn Town Planning Scheme No. 3 by:

1. Rezoning Lot 3 on Diagram 30047, Lot 6 on Diagram 91027, Lot 7 on Plan 21402, Lot 139 on Plan 18946, and Lot 509 on Diagram 91028 in the locality of Jandakot from 'Special Use' to 'Development'.
2. Rezoning Lot 512 on Diagram 94292 from 'Residential R40' to 'Development'.
3. Including the following new provisions in Table 9 – Development Areas:

REF. NO.	AREA	PROVISIONS
DA 45	Glen Iris Estate, Jandakot	<ol style="list-style-type: none">1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions.2. The Structure Plan is to provide an appropriate mix of residential and compatible land uses.3. Public open space should be arranged to:<ul style="list-style-type: none">• retain, where practicable, an appropriate amount of black cockatoo habitat, on the advice of the Department of Water and Environmental Regulation;• provide for future active recreational needs of the community; and• provide an appropriate interface to surrounding landholdings.

4. Deleting 'Special Use 1' and 'Special Use 6' from Table 8.
5. Amending the Scheme map accordingly.

The Amendment is complex under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

1. *an amendment that is not addressed by any local planning strategy;*
2. *an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality*

Dated this 9th day of December, 2021.


CHIEF EXECUTIVE OFFICER

FILE NO.

REPORT

1. LOCAL AUTHORITY City of Cockburn
2. DESCRIPTION OF TOWN PLANNING SCHEME: Town Planning Scheme No. 3
3. TYPE OF SCHEME: District Zoning Scheme
4. SERIAL NO. OF AMENDMENT: Amendment No. 152
5. PROPOSAL: Amend Town Planning Scheme No. 3 by rezoning various landholdings comprising the former Glen Iris Golf Course in Jandakot, from the 'Special Use' and 'Residential R40' Zones to the 'Development' Zone.

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AMENDMENT REPORT

1.0 Introduction / Executive Summary

This Amendment proposes to rezone the land comprising the former Glen Iris Golf Course located on Berrigan Drive, Jandakot (the 'subject site') from the 'Special Use' and 'Residential R40' Zones, to the 'Development' Zone under the provisions of the City of Cockburn Town Planning Scheme No. 3 ('TPS3'). The Amendment will facilitate the redevelopment of the subject site for urban (residential) purposes. Comprehensive planning of the site will be undertaken through the preparation of a Local Structure Plan.

The key elements of the Scheme Amendment proposal are summarised as follows:

- It is understood that the former use of the site as a golf course was not financially sustainable. The previous owners of the land were negotiating to sell the land for over 5 years. There was unsustainable revenue to run the course and there was no capital re-invested in infrastructure, which eventually led to closure of the golf course prior to land being transferred to the existing landowner.
- The previous use of the land as a golf course did not equate to public open space. Only fee-paying golfers could access the privately owned land.
- The current landowner will not be reinstating the former use of the site as a golf course.
- The current zoning of Lot 512 (comprising the former golf driving range) does not allow use of Lot 512 as a golf course.
- Under the provisions of the current zoning, the landowner can pursue development in accordance with a range of different land uses including residential development. Redevelopment under the existing zoning could produce in aggregate, over 1,150 dwellings (subject to the form of residential development – i.e. single dwelling/grouped dwelling/multiple dwelling and the use of a portion of the land for some form of golf course use). The consultation undertaken to date has indicated that this is not the preferred outcome of the community if the golf course is not retained in its current configuration, and that a comprehensive master-planned community is a superior outcome.
- In the event that the landowner chose to pursue development of the portion of the land currently zoned 'Special Use Zone 1', this would require residential development to (say) an R30 density together with a form of golf course use. The type and size of the golf course component is not defined.
- Lot 512 can be developed under the current zoning to a residential density of R40 with no golf course component.

- The landowner has undertaken significant community consultation for 12 months to inform the preparation of a respectful and balanced residential development approach, providing for the retention of mature trees, 22.9% open space in a linear design creating buffers to existing properties, a connected community with extensive public open space, improved environmental outcomes and a range of community facilities and amenity, addressing many of the key concerns raised by residents in the design consultation process.
- The proposed Amendment will have the effect of rationalising the site's existing zoning and broad land use permissibility into a single 'Development' Zone that enables the site to be comprehensively planned in a coordinated manner. This represents an improved planning outcome in the sense that it enables the site to be developed in a site-specific and integrated fashion that addresses key local issues and is consistent with strategic planning strategies.
- The approach to seek rezoning to 'Development' Zone and proposing a high-quality residential development, with a balanced distribution of large residential lots and smaller density nodes, amongst true open space via a high quality parkland setting is considered to represent a positive outcome particularly when set against the development outcome that is possible under the current zoning of the land.

2.0 Background – Historic Land Use and Zoning

The subject site has previously operated as a privately owned golf course operated as a commercial business for fee paying players. The central portion of the subject site was developed as a golf course in the early 1960s whilst the northern and southern extensions of the golf course were cleared and developed to its current extent during different periods in the early 1990s, alongside the residential development of the area between the former golf course and the Kwinana Freeway.

The golf course was eventually closed by the previous owners in March 2020 prior to being acquired by the current owner. Since its closure, the site has remained generally vacant and unused. The current owner is not a golf course operator and it is their intention to redevelop the site for urban (primarily residential) purposes.

The subject site has had a varied history of zonings and amendments and has not always been zoned in a manner that facilitated use as a golf course. Indeed a portion of the site can no longer be used as a golf course given expiry of its non-conforming use rights.

The site has previously been zoned for commercial, hotel, private recreation and light industrial zonings, which are understood to have been rationalised in the 1990s through various local scheme amendments. Rezoning proposals were also progressed during this period to increase residential densities in some surrounding areas from R12.5/15 to R20, R30 and R40.

2.1 Development Potential Under the Current Zoning

The entirety of the subject site is contained within the 'Urban' zone of the Metropolitan Region Scheme. There are three different zonings applicable under the provisions of the City of Cockburn Town Planning Scheme No. 3 (TPS3).

Lot 512 comprising the former golf driving range is currently zoned 'Residential' under the provisions of TPS3 and is assigned a residential density coding of R40 on the Scheme Maps. Lot 509 comprising the former golf club house is located within Special Use Zone 6 ('SU6'), whilst the remaining landholdings comprising Lots 3, 6, 7 and 139 are located within Special Use Zone 1 ('SU1'). Lots 6 and 7 are depicted on online mapping as being assigned a residential density coding of R20 on the Scheme Maps under the provisions of TPS3 however following advice from technical officers at the City of Cockburn, this is understood to be an error as is evidenced when the zoning is referenced against the printed maps. As such, determination of the residential density applicable to Lots 6 and 7 would follow the same approach as that which is applicable to Lots 3 and 139 which would be that the residential density is determined through a Structure Planning process, likely to a base residential density of R30.

The existing development potential applicable to each of the three areas is considered below.

2.1.1 Lot 512 – Former Golf Driving Range

Lot 512 comprises the former golf driving range. This land is currently predominantly zoned 'Residential (R40)' under the provisions of TPS3 and could be redeveloped immediately for residential land uses in the form of single, grouped and multiple dwellings.

The R40 area applies to most of Lot 512 and covers an area of approximately 2.5 hectares. Based on the average lot size requirement under the R40 density code of 220m² per dwelling and a minimum lot size of 180m² per dwelling, an 'as of right' grouped dwelling yield over 100 dwellings would be possible. The R40 area could alternately be developed with multiple dwellings (apartments) with a plot ratio of 0.6:1 equating to 15,000m² of plot ratio area. Assuming an apartment size in the order of 85m², an 'as of right' multiple dwelling yield of approximately 176 dwellings would be possible.

The existing 'Residential' zoning also enables the subject site to be used and developed for a number of non-residential land uses including:

- *Child Care Centre;*
- *Educational Establishment;*
- *Institutional Building;*
- *Place of Worship;*
- *Tourist Accommodation;*
- *Bank;*
- *Office;*
- *Motel;*
- *Reception Centre;*
- *Restaurant;*
- *Consulting Rooms;*
- *Medical Centre;*
- *Hospital; and*
- *Commercial Vehicle Parking.*

The above list is not exhaustive and some of the land uses listed would require discretionary approval from the City. However, the list is provided to demonstrate that this part of the site area can be developed under its existing zoning for a variety of purposes.

It is also relevant to note that under the existing zoning, this part of the site can no longer be used as a golf course or a golf driving range given expiry of its non-conforming use rights.

2.1.2 Lot 509 – Former Golf Club House

Lot 509 comprises the former golf club house. This lot is contained within 'Special Use Zone 6' (SU6) of TPS3. The permissible land uses for this lot are listed in SU6 as:

'Private Recreation, Hotel, Convention Centre and Associated Uses'.

The conditions for use are stated as:

'Structure Plan adopted to guide Subdivision, land use and Development - Glen Iris Golf Course Estate.'

The land uses permitted on this lot are defined in TPS3 as follows:

Private Recreation: "means premises used for indoor or outdoor leisure, recreation or sport which are not usually open to the public without charge."

Hotel: "means premises providing accommodation the subject of a hotel licence under the Liquor Control Act 1988 and may include a betting agency on those premises."

Convention Centre: "means land and buildings used and designed for the conduct of conferences, seminars and other similar uses for the dissemination of information and educational purposes."

Lot 509 contains an existing building being the former golf club house. The landowner could retain and refurbish the existing building so that it could accommodate one of the above mentioned uses or could seek approval to demolish the existing building and construct a new purpose built building to accommodate one of the above mentioned uses and uses that may be associated with the listed uses.

2.1.3 Lot 509 – Lots 3, 6, 7 and 139 – Former Golf Course

Lot 3, 6, 7 and 139 comprise the former golf course. These lots are contained within 'Special Use Zone 1' (SU1) of TPS3. The residential density applicable to these lots would be determined through a Structure Planning process. The permissible land uses for these lots are listed in SU1 as (emphasis added):

'Golf Course Estate, Private Recreation, Hotel, Convention Centre and associated uses - means land used and designed for a golf course, integrated with residential development and associated commercial and community facilities.'

The conditions for use are stated as :

'Structure Plan adopted to guide Subdivision, land use and Development - Glen Iris Golf Course Estate.'

The 'Private Recreation', 'Hotel', and 'Convention Centre' uses are defined as identified above.

As noted above, the residential density applied to these lots is determined by a Structure Plan, however the former golf course did not incorporate an integrated residential development component.

The land use term 'Golf Course Estate' is not specifically defined under the provisions of TPS3 but as stated in the above mentioned SU1 schedule, is understood to mean land used and designed for a golf course, integrated with residential development and associated commercial and community facilities. The residential development requirement is reinforced by the reference to integration with residential development. The land use 'Associated Uses' is similarly not defined under TPS3 but is, again, understood to include land uses that are directly associated with golf course, private recreation, hotel and convention centre uses.

It is also relevant to note that the term 'golf course' is not defined. There are no guidelines as to the type of golf course (mini golf, supa golf, disc golf etc) or any guidelines as to the size of the golf course such as the number and nature of golf holes. By way of example, the land could comprise a mini putt-putt facility, a two storey virtual reality golf driving range attached to a convention centre, with three par 3 holes, and the balance developed as residential, under the existing zoning.

Residential land uses are currently capable of being developed on the SU1 zoned portion of the site. The residential density applicable to Lots 3, 6, 7 and 139 would be determined through a Structure Planning process. The new development areas within the City of Cockburn typically have a base residential density coding of R30 which facilitates meeting the density targets sought by the WAPC. It is noted that there are a number of substantial R30 and R40 coded areas throughout the exiting developed Glen Iris residential area. An R30 density could therefore reasonably be adopted for these lots. Under this density coding, a minimum lot size of 260m² and an average lot size of 300m² is applicable. The form of development under the current zoning of the land could comprise new future housing directly abutting existing surrounding residential properties with a 10% public open space provision and a significantly smaller (possibly private) golf course component provided within the site.

Lots 3, 6, 7 and 139 have a combined land area of 49.6ha. In considering a hypothetical development outcome, a notional area equating to 25% of the site area would need to be deducted for roads and drainage and a further deduction of 10% of the site area would be required for public open space, leaving a developable area of 32.24ha. At an average lot size of 300m², this would yield approximately 1,074 lots on this part of the landholding, noting however that some land would also be required for a golf facility.

3.2 Ongoing Use as a Golf Course

The former golf course was not membership based. Rather the golf course was operated on a fee per use basis.

The previous owners had sought to sell the property for more than 5 years. Whilst the previous owner's intentions during the period while they were trying to sell the land cannot be stated with certainty, it is understood that due to falling trade and reduced revenue from golf operations, and in light of their intention to sell the land for its highest and best use, the previous owners had allocated little

or no budget for the long term maintenance of the golf course. It is understood there was unsustainable revenue to run the course and there was no capital re-invested in infrastructure, which eventually led to closure of the golf course prior to land being transferred to the existing landowner.

As a result, at the time of its closure by the previous owners, the golf course was in a poor state of repair and in need of extensive capital expenditure.

Again whilst the intentions of the previous landowners cannot be stated with certainty, it is understood that major capital expenditure was needed for:

- Replacement of the golf course maintenance machinery fleet,
- Replacement of the entire irrigation system,
- Club house major refurbishment, and
- On-course replacements including all greens.

Given the continuation of the golf course is not an option for the land, alternate uses under the MRS Urban zoning need to be considered.

3.0 Amendment Type

Pursuant to Part 5, Division 1 of the *Planning and Development (Local Planning Schemes) Regulations 2015* ('Planning Regulations'), there are three amendment types: 'basic', 'standard' and 'complex'. These are defined under Clause 34 of the Planning Regulations.

Clause 35(2) of the Planning Regulations requires the local government to specify in their resolutions to prepare or adopt an amendment what type of amendment it is, as well as the explanation for forming that opinion.

The proposed Amendment is considered to be a complex amendment which, under Clause 34 of the Planning Regulations, is described as follows:

complex amendment means any of the following amendments to a local planning scheme —

- a) an amendment that is not consistent with a local planning strategy for the scheme that has been endorsed by the Commission;*
- b) an amendment that is not addressed by any local planning strategy;*
- c) an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality;*
- d) an amendment made to comply with an order made by the Minister under section 76 or 77A of the Act; or*
- e) an amendment to identify or amend a development contribution area or to prepare or amend a development contribution plan.*

The proposed Amendment satisfies **b)** and **c)** of the above criteria and is not considered to fall within the definition of either a 'basic' or a 'standard' amendment.

4.0 Site Description

4.1 Location

The subject site constitutes privately owned land located within the municipality of the City of Cockburn, within the locality of Jandakot. It is situated approximately 16 kilometres south of the Perth Central Area and is accessible via the Kwinana Freeway (via Berrigan Drive). The Cockburn Central passenger railway station is located approximately 1.5 kilometres south west of the subject site and the Cockburn Gateway Shopping Centre is located approximately 2.5 kilometres south west of the site.

The subject site is elongated in shape, extending approximately 2.1 kilometres from Glen Iris Drive in the north to Imlah Court in the south. East to west, the site extends approximately from Glen Iris Drive, Hartwell Parade and The Lakes Boulevard to Dean Road and Prinsep Road. A proportion of the subject site boundary abuts the rear of existing residential dwellings, comprising 220 residences in the overall 780 residences in the Glen Iris precinct.

Berrigan Drive extends east to west through the southern part of the subject site effectively dividing the site into a northern and southern cell.

The subject site's elongated and irregular configuration and location abutting residential dwellings is characteristic of its former use as a golf course.

Refer to **Figure 1 – Regional Location** and **Figure 2 – Local Location**.

4.2 Existing Land Uses and Improvements

The subject site was previously utilised as a privately run golf course, comprising the Glen Iris Golf Course Estate. The golf course ceased operation in March 2020, and the land currently remains generally vacant and unused.

Characteristic of its most recent use, the subject site contains large open grassed areas with existing vegetation predominantly limited to the periphery.

The subject site is surrounded by low to medium density housing and associated land uses. A small commercial precinct comprising shops, restaurants and medical uses is located along Berrigan Drive, central to the site. The land further east of the subject site is predominantly used for semi-rural purposes and the land to the south comprises mixed business and industrial land uses.

Refer **Figure 3 – Site Plan**.

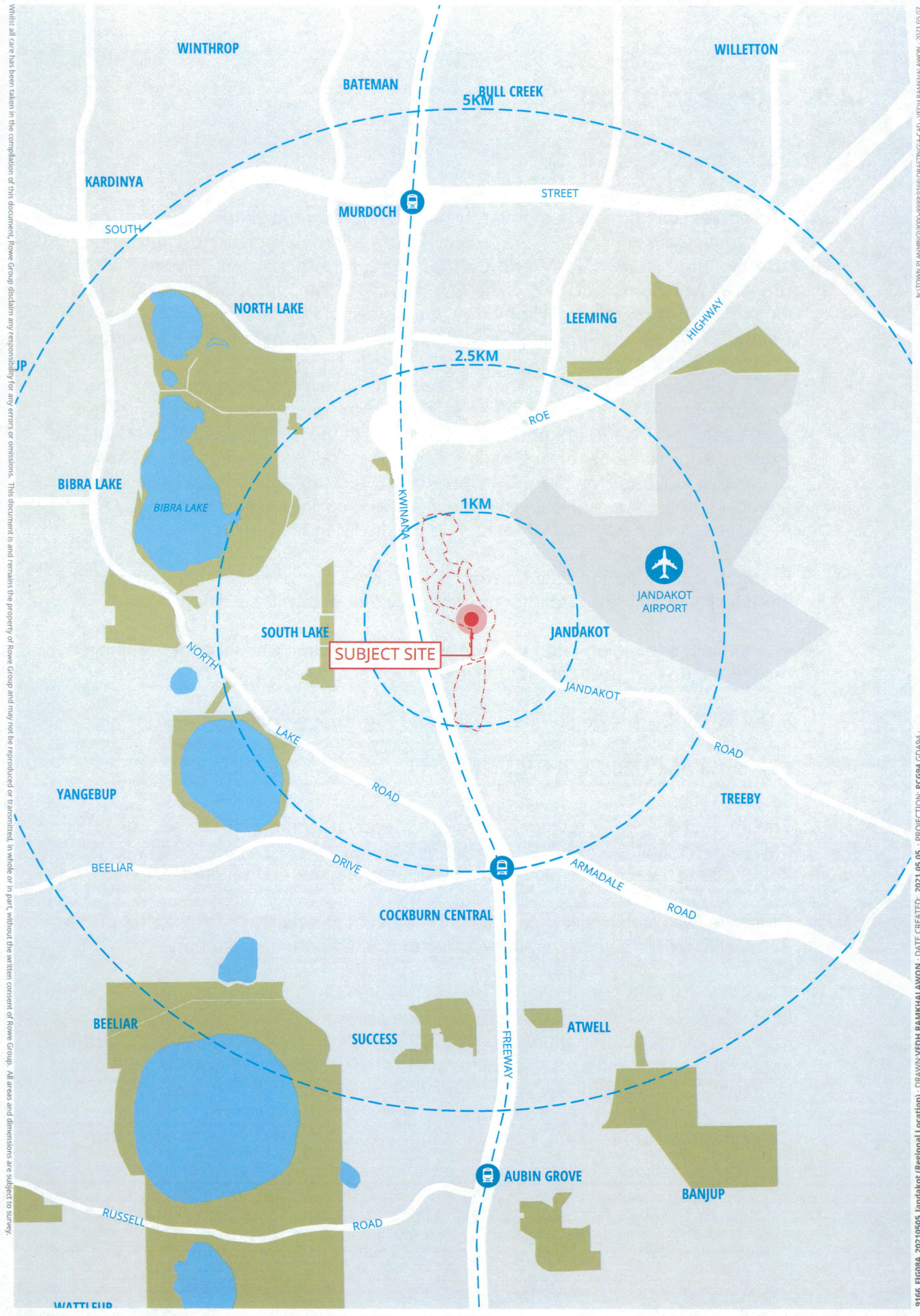
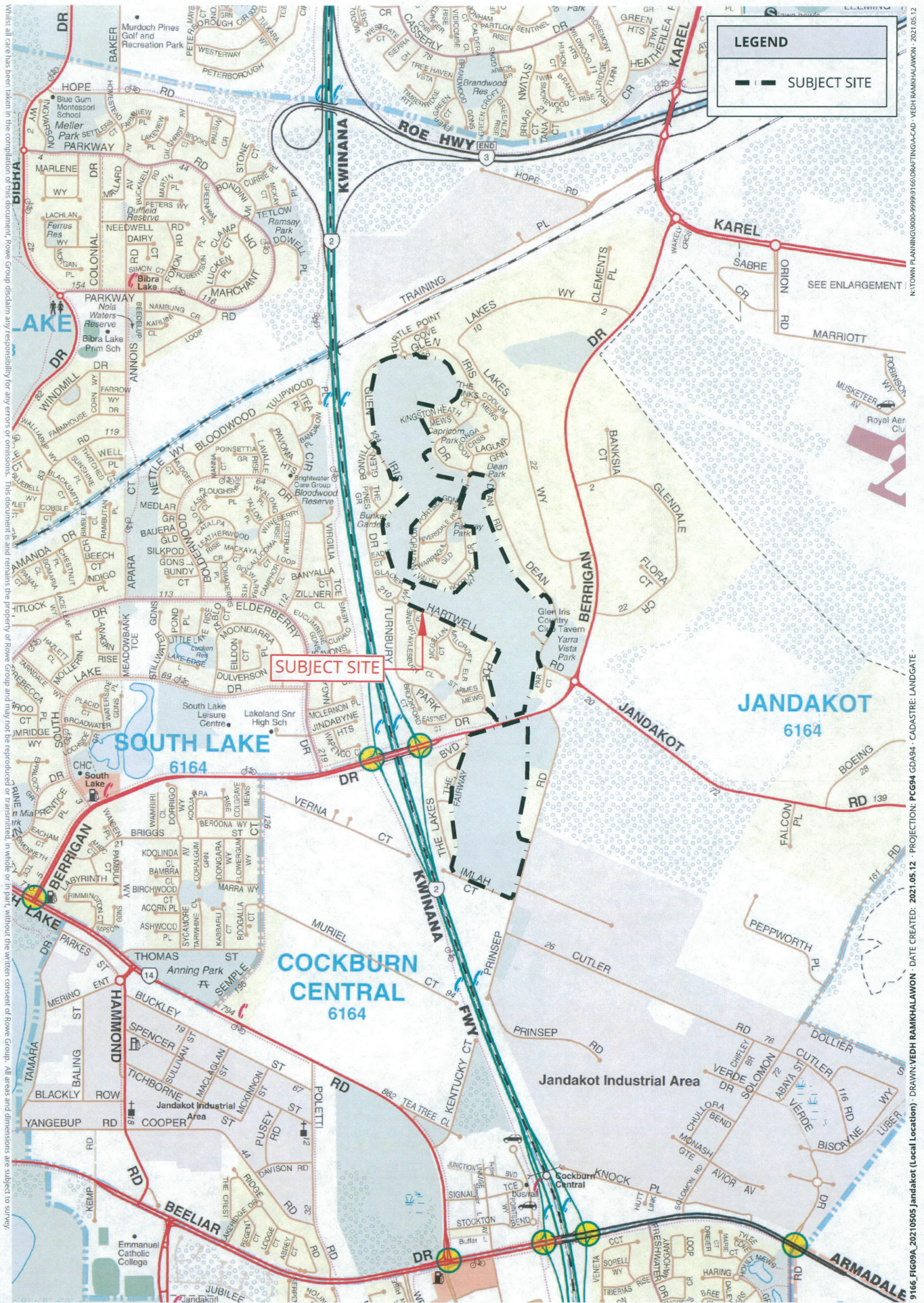


FIGURE 1
REGIONAL LOCATION

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9166 FIG08A_20210505 Jandakot (Regional Location) - DRAWN:VEDH RAMKHALAWON - DATE CREATED: 2021.05.05 - PROJECTION: PCG94 GDA94 - N:\TOWN PLANNING\0000-9999\9166\DRAWING\ACAD - VEDH RAMKHALAWON - 2021.05.07



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9166 FIG09A, 20210505 Jandakot (Local Location) · DRAWN: VEDH RAMMHALAWON · DATE CREATED: 2021.05.12 · PROJECTION: PC694 GDA94 · CADASTRE: LANDGATE ·

4.3 Cadastral Information

The subject site comprises approximately 53.74 hectares of land across six (6) lots, legally described as follows:

Lot No.	Deposited Plan / Diagram	Volume / Folio	Area (approx.)	Proprietor/s
3	D 30047	2190 / 500	0.40 ha	ECP Acquisitions 7 Pty Ltd
6	D 91027	2765 / 992	10.81 ha	ECP Acquisitions 9 Pty Ltd
7	P 21402	2195 / 189	17.58 ha	ECP Acquisitions 7 Pty Ltd
512	D 94292	2183 / 872	2.79 ha	ECP Acquisitions 7 Pty Ltd
139	P 18946	1947 / 547	20.81 ha	ECP Acquisitions 8 Pty Ltd
509 (No. 76 Dean Road)	D 91028	2183 / 871	1.35 ha	ECP Acquisitions 7 Pty Ltd

Refer **Appendix 1** - Certificates of Title.

5.0 Town Planning Context

5.1 Metropolitan Region Scheme

The subject site and surrounds are zoned 'Urban' under the provisions of the Metropolitan Region Scheme ('MRS').

The Western Australian Planning Commission ('WAPC') defines the 'Urban' Zone as:

"Areas in which a range of activities are undertaken, including residential, commercial, recreational and light industry."

The proposed Amendment is consistent with the site's zoning under the MRS.

Refer to **Figure 4 – Metropolitan Region Scheme Zoning**.

5.2 City of Cockburn Town Planning Scheme No. 3

Part of the subject site comprising Lot 512 is currently zoned 'Residential' under the provisions of the City of Cockburn Town Planning Scheme No. 3 ('TPS3') and is assigned a residential density coding of R40 on the Scheme Maps. The balance of the site is zoned 'Special Use'.

The purpose of the 'Residential' Zone is as follows:

- i) *"To provide for a range of housing and a choice of residential densities to meet the needs of the community."*
- ii) *"To facilitate and encourage high quality design, built form and streetscapes throughout residential areas."*
- iii) *"To provide for a range of non-residential uses, which are compatible with and complementary to residential development."*

The purpose of the 'Special Use' Zone is as follows:

"To provide for uses which have unique development requirements that cannot be easily accommodated by the objectives of any of the other zones included in the Scheme."

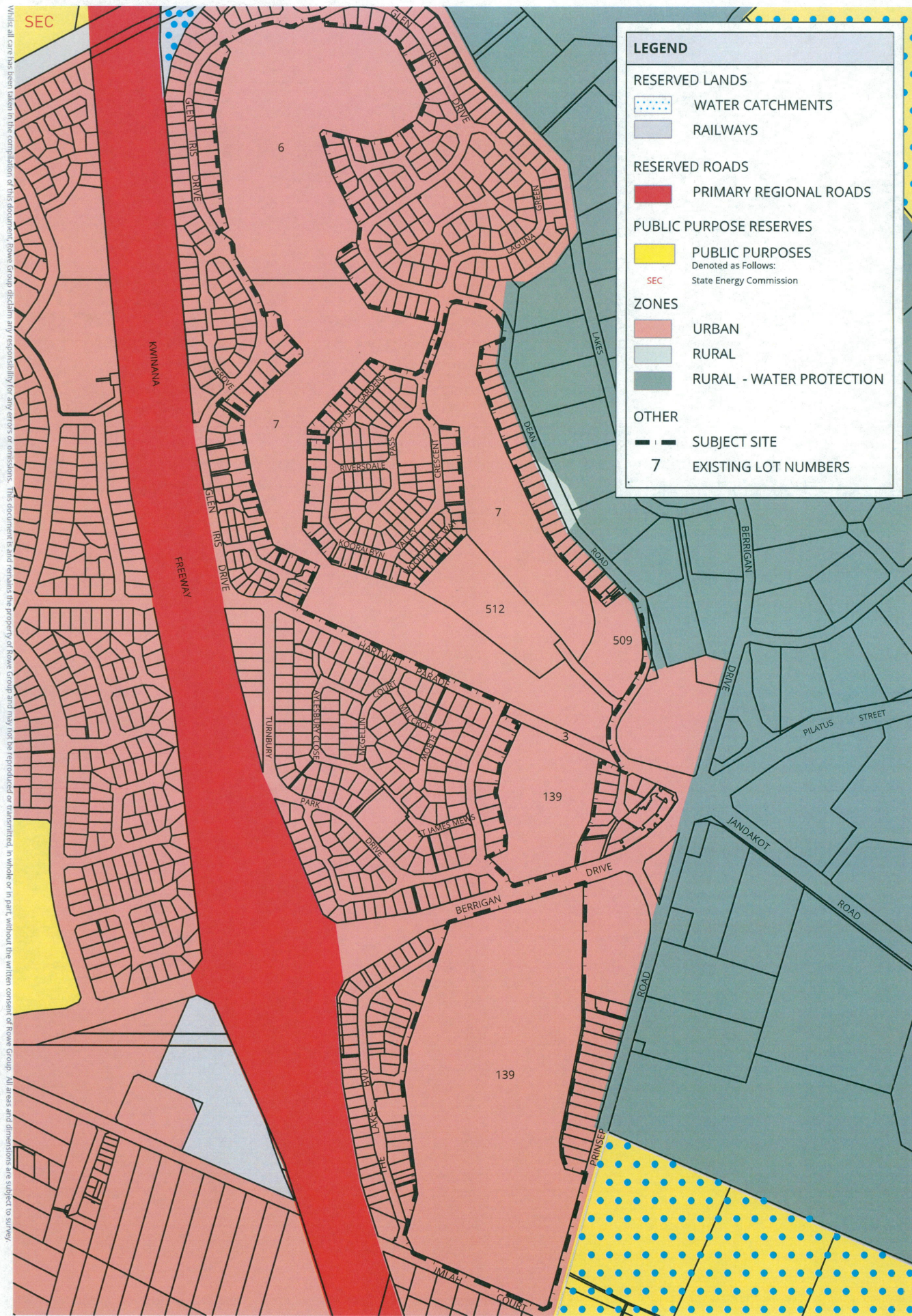
Lots 3, 6, 7 and 139 are located within Special Use Zone 1 ('SU1') under TPS3 and Lot 509 is located within Special Use Zone 6 ('SU6').

The provisions applying to each Special Use Zone are set out in Table 8 of TPS 3 as follows:

No.	Description of Land	Special Use	Conditions
SU1	Berrigan Drive, Jandakot, the Glen Iris Golf Course Estate	Golf Course Estate, Private Recreation, Hotel, Convention Centre and associated uses - means land used and designed for a golf course, integrated with residential development and associated commercial and community facilities.	Structure Plan adopted to guide Subdivision, land use and Development - Glen Iris Golf Course Estate.
SU6	Dean Road, Jandakot, the Glen Iris Golf Course Estate Commercial Area	Private Recreation, Hotel, Convention Centre and Associated Uses.	Structure Plan adopted to guide Subdivision, land use and Development - Glen Iris Golf Course Estate.

The subject site is also included within Development Contribution Areas ('DCA') 13 and 15 under TPS3. The DCA designation will continue to apply following endorsement of the proposed Amendment.

Refer **Figure 5** – City of Cockburn Town Planning Scheme No. 3 Zoning.



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9166 FIG14A_20210430 Jandakot (MRS) - DRAWN:VEDH RAMKHALAWON - DATE CREATED: 2021.05.04 - PROJECTION: PCG94 GDA94 - CADASTRE: LANDGATE - N:TOWN PLANNING:0000-9999:9166:DRAFTING:CAD - VEDH RAMKHALAWON - 2021.05.07

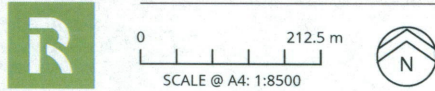


FIGURE 4
METROPOLITAN REGION SCHEME ZONING



FIGURE 5
EXISTING CITY OF COCKBURN TOWN PLANNING SCHEME NO. 3 ZONING

5.3 Regional Planning Strategies

5.3.1 Perth and Peel @3.5 million and South Metropolitan Peel Sub-Regional Planning Framework

Perth and Peel @ 3.5 Million seeks to meet the residential dwelling targets established under *Directions 2031 and Beyond* ('Directions 2031') and the *State Planning Strategy 2050*. It notes that some 800,000 new homes are required to accommodate the projected population growth of 3.5 million by 2050 and that this will be delivered through a mix of infill and greenfield development with targets of 47% and 53% respectively.

The suite of documents associated with *Perth and Peel @ 3.5 million* includes four sub-regional planning frameworks for the Central, North-West, North-East and South Metropolitan Peel sub-regions. The four sub-regional planning frameworks detail where future homes and employment should be located, and where important environmental assets should be avoided and protected.

The subject site is located within the *South Metropolitan Peel Sub-Regional Planning Framework* (the 'Framework'). Both *Perth and Peel @ 3.5 Million* and the Framework identify the subject site as 'Urban', consistent with the site's existing zoning under the MRS.

The Framework represents a whole of State Government approach to managing the future urban form within the sub-region and builds upon the principles of *Directions 2031*. One of the key principles fundamental to the development of the Framework is to:

"Develop a consolidated urban form that limits the identification of new greenfield areas to where they provide a logical extension to the urban form, and that places a greater emphasis on urban infill and increased residential density".

The Framework identifies minimum new dwelling targets for each local government area. Under the Framework the City of Cockburn is expected to require an additional 30,120 dwellings by 2050. Of these 30,120 new dwellings, a minimum of 14,680 are expected to be provided through infill development.

The proposed Amendment will assist in contributing towards achieving the City's residential dwelling targets under *Perth and Peel @ 3.5 Million* and the Framework.

5.3.2 Jandakot Airport Master Plan (2014) and Draft (2021)

The Jandakot Airport Master Plan ('Airport Master Plan') was endorsed in 2014 to guide the development of the Jandakot Airport over a 20-year period. It sets out the strategic direction for the efficient and economic development of the Airport and considers a range of on-site and off-site issues relating to both aviation and

non-aviation matters. A draft Master Plan was prepared in 2020 and is currently being advertised for public comment. Once finalised and endorsed, the draft Master Plan will replace the current 2014 Plan.

The subject site is not located within the boundaries of Jandakot Airport but is indirectly affected by the Airport through off-site impacts associated with aircraft noise. The 2014 and draft 2021 Master Plans forecast noise predictions in and around the Airport using the *Australian Noise Exposure Forecast* ('ANEF') system and map noise contours on a Chart plotted at 20, 25, 30, 35 and 40 ANEF units. The contour plot is the calculated total noise energy at that given point on the ground on an annual average day. The higher the ANEF value, the greater the expected exposure to aircraft noise in that area. The ANEF contours contained in the ANEF Chart are calculated on the theoretical maximum movement capacity of the airfield and in this regard, represent maximum noise exposure levels.

The southern 'half' of the subject site comprising part of Lots 7, 512, 509 and 139 is identified on the ANEF Chart as being located between the 20 ANEF and 25 ANEF contours. The balance of the Site is located below the 20 ANEF contour.

The proposed Amendment has been considered in relation to its proximity to Jandakot Airport. Residential uses are acceptable in proximity to the Airport however it is expected that some noise attenuation measures will be required in the southern part of the subject site which is located within the 20 to 25 ANEF contour zone.

An acoustic assessment has been undertaken in support of the proposed Local Structure Plan to examine the potential noise impacts from Jandakot Airport in further detail. The assessment recommends appropriate noise mitigation measures where required. These measures will be incorporated into the Local Structure Plan and implemented through Local Development Plans and/or conditions of subdivision approval.

A copy of the acoustic assessment is contained within the Local Structure Plan Report submitted concurrently with the proposed Scheme Amendment request.

5.4 Local Planning Strategies

5.4.1 City of Cockburn Local Planning Strategy (1999)

The City of Cockburn Local Planning Strategy ('Planning Strategy') sets out the long-term planning direction for the City and covers a 10-15 year timeframe. The Planning Strategy contains an 'Ultimate Strategic District Plan' which provides a guide as to the ultimate land use pattern for the district and a context for planning and development under both the MRS and the local scheme. The subject site is identified as 'Urban' on the Ultimate Strategic District Plan, based on its zoning under the MRS. The proposed Amendment is consistent with the site's designation under the Ultimate Strategic District Plan.

The Planning Strategy does not specifically consider the subject site in isolation but rather deals more broadly with a range of district-wide issues relating to matters such as housing, employment, shopping and transport.

In relation to housing, the Planning Strategy notes that the opportunity for infill development within the City is limited due to the small size of existing lots and observes that, as a consequence, these areas are likely to be redeveloped on a lot-by-lot basis. The Planning Strategy observes that this has a subsequent effect on the timeframe for delivery of infill development.

Unlike these 'typical' infill opportunity sites, the subject site is held under a single ownership and comprises a significant land area (in terms of traditional infill sites). It is also largely cleared and generally unconstrained from an environmental perspective. As such, the subject site is not constrained by existing built form, small lot sizes, and fragmented land ownership and provides a unique opportunity for infill redevelopment. Rezoning the subject site to accommodate additional residential and complimentary land uses via the 'Development' Zone, will facilitate additional infill development, in line with the objectives of the Planning Strategy.

5.4.2 City of Cockburn Draft Local Planning Strategy (2020)

The City has prepared a draft Local Planning Strategy ('draft Planning Strategy') to replace the current Planning Strategy and inform the preparation of a new Local Planning Scheme. The draft Planning Strategy was endorsed by Council at its meeting on 8 October 2020 and is currently with the WAPC awaiting consent to advertise.

The draft Planning Strategy sets out a vision for the City *"to create a sustainable, healthy, connected and prosperous Cockburn community"*. In achieving this vision, the draft Strategy follows five key themes of Environment, Urban Growth and Housing, Economy and Employment, Infrastructure, and Governance. Strategies and Actions are provided for each theme.

The proposed Amendment has been considered in relation to the Strategies and Actions contained in the draft Planning Strategy. Having regard to the five key themes of the draft Planning Strategy, the proposed Amendment satisfies the following key Strategies and Actions:

- Focus development intensity in areas that are well-connected to infrastructure and best meet the needs of Cockburn's community whilst protecting and enhancing the City's natural setting and environmental values, including ecological corridors (*Urban Growth and Housing*);
- Promote employment self-sufficiency for Cockburn's residents, and encourage new development and employment opportunities within proximity to centres and in areas accessible to where people live (*Economy and Employment*);

- Create a high quality and liveable urban environment that supports a thriving City that attracts more people to live, work and invest (*Economy and Employment*);
- Support and promote a transition to sustainable transport mode choices, and improve the efficiency of the City's movement network through integrated transport planning (*Infrastructure*);
- Prioritise co-location of services, facilities, housing and jobs to reduce trip distances, travel times and reliance on private motor vehicles (*Economy and Employment*);
- An evidence-based approach to land use planning and decision-making that responds to the local planning framework and considers community benefit (*Governance*); and
- Appropriate flexibility in the planning framework to respond to changes over time while ensuring the intent of this Strategy and the community's needs are considered (*Governance*).

The draft Planning Strategy identifies the subject site as 'Residential - Garden Character Area'. This designation is provided across most of the existing residential areas within the City and is characterised by elements such as open front setbacks; dwellings set amongst landscaping and open space; and dwellings with a form, scale, bulk, style and roof line that generally does not detract from the open, landscape character.

The proposed Amendment is consistent with the site's designation under the draft Planning Strategy as it proposes (via a Local Structure Plan) low to medium residential density development, consistent with the key elements of the Garden Character Area.

In relation to urban infill, the draft Planning Strategy notes that urban infill in the form of development of larger sites presents greater opportunities to integrate with the surrounding area; manage appropriate interfaces (streetscape and adjoining properties); rationalise access points and crossovers; and design for increases in traffic and parking that may be generated. Larger infill sites can also provide for a more coordinated outcome as they allow for greater design flexibility.

The subject site presents a unique opportunity for infill development as it is a large, unused and predominantly cleared area that is not constrained in the 'typical' manner by existing developed lots and fragmented land ownership (noting that the site is held under a single ownership). In this regard, the proposed Amendment can facilitate a quality urban infill outcome consistent with the Strategies and Actions contained within the draft Planning Strategy.

5.4.3 Age Friendly Strategy (2016)

The City's 'Age Friendly Strategy' was adopted by the City in 2016 and identified that many older residents within the City had spent most of their lives in the area and wished to continue to live in Cockburn.

The Age Friendly Strategy identifies Jandakot as a suburb that has a high concentration of people over the age of 55 years (30% of the population) which is expected to rise by 2025 (38% of the population). The Age Friendly Strategy notes that the provision of improved services and accommodation for older people in this area will become critically important and observes that the provision of appropriate housing options is a key necessity.

The proposed Amendment will facilitate additional undeveloped land suitable for residential land uses that is of sufficient size to ensure it is developed in a comprehensively planned and coordinated manner. This will ensure the site provides for a diversity of housing needs that takes advantage of its proximity to the existing public transport network and established community facilities and services. In this regard, the proposed Amendment is consistent with the strategies and recommendations contained within the Age Friendly Strategy.

5.4.4 Housing Affordability and Diversity Strategy (2018)

In 2018, the City adopted its Housing Affordability and Diversity Strategy ('Housing Strategy'). The Housing Strategy builds upon the findings and recommendations contained within an earlier Strategy adopted in 2014. The key objectives of the Housing Strategy are:

- To provide households with access to housing that is appropriate to their needs in terms of size, physical attributes and location;
- To provide housing that is affordable to households of varying financial capacity;
- To provide a variety of housing types in locations that have good accessibility to public transport, and essential services; and
- To promote affordable living, taking into consideration the total cost of living in a dwelling, including energy and water consumption, the price of transport to access employment and essential services, and other daily needs impacted by location.

The proposed Amendment will facilitate the provision of additional undeveloped land suitable for residential land uses that is of sufficient size to ensure it is developed in a comprehensively planned and coordinated manner. The proposed 'Development' zoning will enable the site to be developed through a local structure planning process that addresses key housing issues such as the provision of greater housing choice through lot and dwelling diversity and the

strategic placement of higher density housing close to areas of high amenity, existing public transport services and/or shopping facilities.

In this regard, the proposed Amendment is consistent with the objectives and recommended actions contained within the Housing Strategy.

5.4.5 Urban Forest Plan (2018)

The City's Urban Forest Plan was adopted by the City in 2018. The Plan sets out a vision for the future management and expansion of the City's urban forest and directs the management of streetscapes and public open space to improve liveability and wellbeing. Whilst the proposed Amendment does not, in itself, propose the clearing of land or address issues such as tree retention and public open space provision, it will facilitate a 'Development' zoning which, under the provisions of TPS3, will require the preparation and adoption of a local structure plan before development can be undertaken.

The local structure planning process provides an opportunity within which to respond to the objectives and provisions of the Urban Forest Plan and in doing so, ensures development is undertaken in a coordinated and considered manner.

5.4.6 Strategic Community Plan (2020)

The City of Cockburn Strategic Community Plan ('Community Plan') was adopted in 2020. The Plan sets out the City's vision and outlines how the vision will be achieved. The Community Plan has five (5) broad strategic themes covering the Local Economy; Environmental Responsibility; Community, Lifestyle and Security; City Growth and Moving Around; and Listening and Leading. For each theme, the Community Plan identifies a list of Objectives based on feedback provided through consultation with the community.

The proposed Amendment has been considered in relation to the Community Plan and satisfies the following specific *Objectives*:

- Sustainably revitalise urban areas to deliver high levels of amenity and to cater for population growth.
- Plan and facilitate diverse and affordable housing choices for residents and vulnerable communities.

By rezoning an unused parcel of land and providing additional dwellings within an established residential community that is close to public transport and employment opportunities, the proposed Amendment will assist in delivering key objectives of the Community Plan.

5.5 State Planning Policies

5.5.1 State Planning Policy 2.3 – Jandakot Groundwater Protection

Part of the site is currently classified as a Priority 3 Groundwater Protection Area and is therefore subject to the principles and policy measures contained within the WAPC's State Planning Policy 2.3 – *Jandakot Groundwater Protection* ('SPP 2.3'). SPP 2.3 aims to protect the Jandakot Groundwater Protection Area from development and land uses that may have a detrimental impact on the water resource. The site's location with the Jandakot Groundwater Protection Area does not preclude residential development, although some specific land use and development restrictions/exclusions may apply such as locating a sewer pump station or petrol station in these areas.

SPP 2.3 is to be read in conjunction with the Department of Water's ('DoW') 2016 *Water Quality Protection Note 25: Land Use Compatibility Tables in Public Drinking Water Source Areas* ('Protection Note'). The Protection Note sets out guidelines on appropriate land uses and activities within Public Drinking Water Source Areas ('PDWSA') and represents best management practice to protect water quality and public health based on experience, scientific investigation and risk assessment.

The Protection Note lists urban residential land uses as 'Acceptable' within a Priority 3 PDWSA. In contrast, a golf course is defined as a land use that is 'Compatible subject to Conditions'. These conditions include restrictions on the use of pesticides and fertilisers; licensing of water use; refuse disposal; and nutrient and irrigation management requirements. In this regard, residential land uses are considered more appropriate than a golf course within a Priority 3 PDWSA.

A Local Water Management Strategy ('LWMS') has been prepared in support of the proposed Local Structure Plan to examine the site's hydrological conditions and recommend a strategy for managing existing and future stormwater on-site. The LWMS demonstrates that the subject site can be developed for urban (residential) purposes in accordance with the Objectives of SPP 2.3 and without comprising the SPP's Groundwater Protection Principles.

A copy of the LWMS is contained within the Local Structure Plan Report submitted concurrently with the proposed Scheme Amendment.

5.5.2 State Planning Policy 3 – Urban Growth and Settlement

State Planning Policy 3 – Urban Growth and Settlement ('SPP 3') sets out the principles which apply to planning for urban growth and settlement in WA. The overall aim of SPP 3 is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy in accommodating growth and change.

SPP 3 recognises that the orderly planning of urban growth and settlement should be facilitated by structure plans, which should take into account the strategic and physical context of the locality; provide for the development of safe; convenient and attractive neighbourhoods which meet the diverse needs of the community; and facilitate logical and timely provision of infrastructure and services. The proposed Amendment will facilitate a 'Development' zoning over the site which, under the provisions of TPS3, will require the preparation and adoption of a local structure plan before development can be undertaken. By facilitating a structure planning process, the proposed Amendment is consistent with the objectives of SPP 3.

SPP 3 also recognises that more consolidated development is suitable in appropriate locations where consistent with neighbourhood character and where the necessary services are available. The proposed Amendment will facilitate the redevelopment of an unused parcel of land that is well serviced by the existing road network; is accessible to high frequency public transport routes; and is capable of being serviced by existing and/or upgraded services and infrastructure. In this regard, the subject site presents an appropriate location for more consolidated urban development, consistent with the following SPP 3 objectives:

- To build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities.
- To promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community.
- To coordinate new development with the efficient, economic and timely provision of infrastructure and services.

The proposed Amendment is also consistent with the following specific Policy Measures under SPP 3:

- Making the most efficient use of land in existing urban areas through the use of vacant and under-utilised land and buildings, and higher densities where these can be achieved without detriment to neighbourhood character and heritage values; the cost-effective use of urban land and buildings, schools and community services, infrastructure systems and established neighbourhoods; and promoting and encouraging urban development that is consistent with the efficient use of energy (*Policy Measure 5.1 Creating Sustainable Communities*).
- Consolidating residential development in existing areas and directing urban expansion into the designated growth areas which are, or will be, well serviced by employment and public transport (*Policy Measure 5.3 Managing Urban Growth in Metropolitan Perth*).

- Giving priority to infill development in established urban areas, particularly through urban regeneration and intensification of development of under-utilised urban land, whilst respecting neighbourhood character (*Policy Measure 5.3 Managing Urban Growth in Metropolitan Perth*).

The proposed Amendment satisfies the overall aim of SPP 3 in terms of accommodating sustainable urban growth by facilitating development of an unused parcel of land within an existing, established area that is well serviced by existing facilities and services.

The Objectives and specific Policy Provisions within SPP 3 will be further reinforced at the local structure planning stage.

5.5.3 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

Part of the site (along the periphery) is identified by the Department of Fire and Emergency Services ('DFES') Map of Bushfire Prone Areas as being "bushfire prone" with the mapped bushfire risk coming from the adjacent areas of remnant vegetation. Accordingly, the WAPC's *State Planning Policy 3.7 – Planning in Bushfire Prone Areas* ('SPP 3.7') is relevant to the subject site. 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 and infrastructure.

Whilst the proposed Amendment does not, in itself, result in any physical development on the site, it will facilitate a 'Development' zoning which, under the provisions of TPS3, will require the preparation and adoption of a local structure plan before development can be undertaken. The local structure planning process will include an assessment of bushfire risk and demonstrate compliance with the provisions of SPP 3.7.

Notwithstanding that a detailed assessment of bushfire considerations will be undertaken at the local structure planning process, given the subject site's proximity to existing bush land and partial mapping within the "bushfire prone" designation, a Bushfire Management Plan ('BMP') has been prepared in support of the proposed Amendment and is enclosed at **Appendix 2**.

The BMP demonstrates that the proposed Amendment complies with the relevant policy measures and is consistent with the aim and objectives of SPP 3.7 and associated guidelines. In this regard, the proposed Amendment is acceptable in terms of bushfire risk and management.

5.5.4 State Planning Policy 5.3 – Land Use Planning in the Vicinity of Jandakot Airport Vicinity

The subject site is located approximately 1.5km west of Jandakot Airport and accordingly the provisions of *State Planning Policy 5.3 – Jandakot Airport Vicinity* ('SPP 5.3') are a relevant consideration. SPP 5.3 recognises the strategic importance of Jandakot Airport, both as an element of transport infrastructure and

as a local economic contributor. Its objectives are to protect Jandakot Airport from encroachment by incompatible land use and development whilst also minimising the impact of airport operations on existing and future communities with particular reference to aircraft noise.

SPP 5.3 is predicated upon the Australian Noise Exposure Forecast ('ANEF') system which is used to guide zoning, land use and development proposals. The *Jandakot Airport Ultimate Capacity ANEF Chart 2019* ('ANEF Chart') illustrates noise contours in and around the Airport, plotted at 20, 25, 30, 35 and 40 ANEF units. The contour plot is the calculated total noise energy at that given point on the ground on an annual average day. The higher the ANEF value, the greater the expected exposure to aircraft noise in that area. The ANEF contours contained in the ANEF Chart are calculated on the theoretical maximum movement capacity of the airfield and in this regard, represent maximum noise exposure levels.

The southern 'half' of the subject site comprising part of Lots 3, 7, 512, 509 and 139 is identified on the ANEF Chart as being located between the 20 ANEF and 25 ANEF contours. The balance of the site is located below the 20 ANEF contour.

SPP 5.3 provides guidance on zoning, land use, residential density, subdivision, and development within each of the various ANEF contours based on *AS2021 – Building Site Acceptability Based on ANEF Zone*. Within the 20 to 25 ANEF zone, residential uses are deemed 'Conditionally Acceptable', meaning consideration should be given to the suitability of such uses within this noise exposure zone.

Whilst the proposed Amendment does not, in itself, result in any physical development on the site, it will facilitate a 'Development' zoning which, under the provisions of TPS3, will require the preparation and adoption of a local structure plan before development can be undertaken. The local structure planning process will assess the potential for noise impacts from Jandakot Airport and demonstrate compliance with the provisions of SPP 5.3.

An acoustic assessment has been undertaken in support of the proposed Local Structure Plan to examine the potential noise impacts from Jandakot Airport in further detail and recommend appropriate noise mitigation measures where required. The assessment demonstrates that residential land uses are acceptable on the subject site having regard to the predicted noise impacts from Jandakot Airport. Noise attenuation measures recommended in the acoustic assessment will be incorporated into the Local Structure Plan and implemented through Local Development Plans and/or conditions of subdivision approval.

A copy of the acoustic assessment is contained within the Local Structure Plan Report submitted concurrently with the proposed Scheme Amendment.

5.5.5 State Planning Policy 5.4 – Road and Rail Noise

Given the Kwinana Freeway (Primary Regional Road), Berrigan Drive, the Perth to Mandurah Railway Line, the extension of the Thornlie line passenger rail and the Yangebup Freight Rail Line are located in proximity to the subject site, the provisions of *State Planning Policy 5.4 - Road and Rail Noise* ('SPP 5.4') are a relevant consideration. The general objectives of SPP 5.4 are to ensure people are protected from unreasonable levels of transport noise and to ensure new development is compatible with existing transport corridors and freight operations.

Whilst the proposed Amendment does not, in itself, result in any physical development on the site, it will facilitate a 'Development' zoning which, under the provisions of TPS3, will require the preparation and adoption of a local structure plan before development can be undertaken. The local structure planning process will assess the potential impacts of road and rail noise on the subject site and demonstrate compliance with the provisions of SPP 5.4.

An acoustic assessment has been undertaken in support of the proposed Local Structure Plan to examine the potential noise impacts from road traffic (Kwinana Freeway and Berrigan Drive) and rail traffic (Perth to Mandurah Line, Thornlie to Cockburn Passenger rail line and Yangebup Freight Rail Line) and recommend appropriate noise mitigation measures where required. These measures will be incorporated into the Local Structure Plan and implemented through Local Development Plans and/or conditions of subdivision approval. A copy of the acoustic assessment is contained within the Local Structure Plan Report submitted concurrently with the proposed Scheme Amendment.

The acoustic assessment demonstrates that potential road and rail noise levels at the subject site are not at a sufficient level to require acoustic amelioration but recommends notification be placed on the Titles of lots in proximity to the road and rail line.

6.0 Environmental Context

An Environmental Assessment Report (EAR) has been prepared in support of this Scheme Amendment Request and is enclosed at **Appendix 3**. The following provides a summary of the key findings from the EAR.

6.1 Flora and Vegetation

A detailed Flora and Vegetation Survey was undertaken during Winter and Spring 2021 to support the preparation of the EAR. Additional site visits have occurred in August and September 2021, and the information/data generated from these visits have been used to update the survey report. The Survey recorded four (4) native plant communities present on the site.

Plant community EmB, which is described as “*woodland to open woodland*”, was found to comprise the most intact native vegetation within the site, covering approximately 4% of the site. One small patch of this community was mapped as being in ‘very good’ condition whilst other patches of EmB that were more disturbed with an altered structure, lower native species diversity and higher weed cover, were mapped as being in ‘good’ and ‘good-degraded’ condition.

Plant community TdSt, which is described as “*closed sedgelands*”, covers less than 1% of the site and was identified as being in ‘good – degraded’ condition as it comprises combination of native and non-native species that only exist in the site due to the presence of the artificial lakes.

The two remaining plant communities Planted Trees and Shrubs (25% coverage) and Turf and Bare Ground (66% coverage) were mapped as being in ‘completely degraded’ condition as they were dominated by non-native species or present only as bare non-vegetated areas on the site.

The remainder of the subject site supports multiple artificial lakes, buildings and hardstand. It is noted that the artificial lakes are no longer being maintained.

The EAR demonstrates that the subject site’s flora and vegetation characteristics do not present an impediment to the proposed ‘Development’ zoning.

6.1.1 Threatened and Priority Ecological Communities

No threatened or priority flora species (‘TEC’) were recorded within the subject site as part of the Reconnaissance Flora and Vegetation Survey undertaken for the site. Furthermore, there were no locally or regionally significant flora species recorded. Some parts of the site fall within the boundary of the mapped buffer zone for Banksia Woodlands of the Swan Coastal Plain.

The Reconnaissance Flora and Vegetation Survey also noted the structure and composition of plant community EmB indicates that it has the potential to represent Commonwealth listed TEC ‘Banksia Woodland of the Swan Coastal

Plain' ('BWTEC') and the state listed PEC 'banksia dominated woodlands of the Swan Coastal Plain IBRA region'. However, due to the small size of the vegetation patches, it does not satisfy the criteria to be considered a TEC.

Notwithstanding, intensive targeted searches were undertaken in August and early September 2021 across the EmB vegetation, confirming none of the identified threatened or priority flora species were recorded. The absence of the larger perennial species such as *Jacksonia gracillima*, *Verticordia lindleyi* subsp. *lindleyi* and *Andersonia gracilis* was relatively easy to confirm. However, due to their size and seasonal lifeform, smaller annual or geophytic species such as *Drakaea elastica*, *Thelymitra variegata* and *Caladenia huegelii* can be more difficult to detect.

The targeted searches in August and September 2021 are considered sufficient to conclude that *Drakaea elastica* and *Thelymitra variegata* do not occur. The searches were conducted during the main growing and flowering period for these species and it is unlikely they would come to be recorded later in the season. August and early September lie within the active growing period and the beginning of the flowering period of *Caladenia huegelii* and so the leaf and potentially the flower of *Caladenia huegelii* would be expected to be visible at this time, if present. Suitable habitat in the site was intensively searched and no evidence to indicate that *C. huegelii* occurs, such as flowering individuals or sterile orchid leaves, was recorded. Therefore, it is very unlikely that *Caladenia huegelii* occurs within the site. Nevertheless, further targeted surveys are planned for the remainder of the flowering period (October and November 2021) to search and confirm the status of *C. huegelii* in the site.

No Bush Forever sites occur within the subject site or immediate surrounds. Furthermore, no Environmentally Sensitive Areas prescribed under the *Environmental Protection (Clearing of Native Vegetation) Regulations 2004* are present within or in proximity to the site.

The subject site has two local ecological linkages/corridors included in the 'Towards Green Network' (WALGA 2014). One of the linkages primarily comprises the rural residential land to the east of Dean Road with a very small portion of the linkage entering the subject site. The second linkage aligns with the Western Power easement located along the southern edge of the site. The extent to which the site contributes to these linkages is limited by the lack of native remnant vegetation within the site.

The EAR demonstrates that the Amendment does not contain any ecological communities, significant areas of bushland or environmentally sensitive areas that would present an impediment to the proposed 'Development' zoning.

6.2 Fauna

A Level 1 Fauna Survey and targeted Black Cockatoo Habitat Assessment were carried out by Emerge Associates to determine the fauna values associated with the subject site.

Five fauna habitats were recorded on the site. The majority of the site supports turf, bare ground and infrastructure which provides low habitat values for native fauna. The native woodland habitat provides the highest relative value but, as this habitat extends over a small portion of the site (4%) and occurs as scattered patches, the importance of this habitat to native fauna is limited. The remainder of the site supports planted trees and shrubs which provide varying habitat values depending on plant species and density.

11 black cockatoo habitat trees were recorded on the site however none were determined to be suitable for breeding due to the absence of suitable hollows. Approximately 4.9 hectares of Carnaby's Black Cockatoo and Forest Red-tailed Black Cockatoo foraging habitat exists on the site, and extensive areas of foraging habitat for both species occur adjacent to the site and in the wider area. The rezoning of the site to 'development' will not of itself result in an impact to the Black Cockatoo species or to any other fauna given the rezoning does not provide approval for the removal of vegetation.

A preliminary self-assessment against the Matters of National Environmental Significance Significant Impact Guidelines (DotE 2013) was undertaken to determine the likelihood of whether future subdivision or development approval applications will require referral pursuant to the EPBC Act. It was concluded that due to the limited extent of foraging habitat and the absence of any trees with suitable breeding hollows on the site, future development is highly unlikely to significantly impact any species of black cockatoo and a referral pursuant to the EPBC Act is presently unnecessary.

Once the detailed designs have been progressed to subdivision and/or development application stage, there will be sufficient certainty to confirm the extent of any impact to the Black Cockatoo and any other relevant species. Using this design information, a further self-assessment in accordance with DAWE's *Matters of National Environmental Significance Significant Impact Guidelines* will be undertaken to determine if the confirmed impact extent raises any issues that will alter the current view that any impact to the Black Cockatoo and any other relevant species will not be significant. While there is currently no expectation this view will be altered, it is recognised that if the self-assessment raised sufficient doubt, an EPBC Act referral might be required to obtain regulatory certainty.

The EAR demonstrates that the subject site's fauna characteristics do not present an impediment to the proposed 'Development' zoning.

6.3 Wetland

The Department of Biodiversity Conservation and Attractions '(DBCA') Wetland Mapping does not identify any wetlands within the subject site. There are two Multiple Use management category wetlands in close proximity to the site, but these areas do not support any conservation values and have been predominantly already developed over in surrounding areas.

6.4 Landform and Soils

The topography of the subject site ranges from approximately 25 metres Australian Height Datum ('AHD') in the southern portion of the site up to approximately 40 metres AHD in the northern portion of the site.

Regional soil association mapping indicates the subject site is within the Bassendean soil association, which is described as "*sand plains with low dunes and occasional swamps, iron or humus podzols and areas of complex steep dunes*".

The Department of Water and Environmental Regulation ('DWER') Acid Sulphate Soils ('ASS') Mapping identifies the subject site as having a "moderate to low" risk of ASS occurring within 3 metres of natural soil surface, but "high to moderate" risk of ASS beyond 3 metres of the natural soil surface.

The DWER Contaminated Sites Database does not list the subject site as being a known or suspected contaminated site.

The EAR demonstrates that the subject site's landform and soil characteristics do not present an impediment to the proposed 'Development' zoning.

6.5 Groundwater and Surface Water

6.5.1 Groundwater

The DWER Water Register indicates that the site is underlain by a multi-layered aquifer system comprised of the following resources:

- Perth – Superficial Swan (unconfined).
- Perth – Leederville (confined).
- Perth – Yarragadee North (confined).

The DWER Water Information Reporting Tool indicates the current water table in the northern part of the site is 18 metres below surface level with the base of the aquifer 59 metres below surface level. In the southern part of the site, the water table is 4 metres below surface level with the base of the aquifer 47 metres below surface level.

Given the depth to groundwater, it is unlikely that the separation distance between surface levels and groundwater will require further consideration within the site. Notwithstanding, a Local Water Management Strategy will be prepared to support local structure planning for the site.

The EAR demonstrates that the subject site's groundwater characteristics do not present an impediment to the proposed 'Development' zoning.

6.5.2 Surface Water

Although there were previously seven man made lakes that were part of the former golf course use providing an aesthetic, irrigation, and broader drainage function, these lakes have been decommissioned. There are no natural surface water bodies present within the subject site.

The management of surface water runoff will be considered as part of a Local Water Management Strategy, to be prepared in support of local structure planning for the site.

The EAR demonstrates that the subject site's surface water characteristics do not present an impediment to the proposed 'Development' zoning.

6.6 Heritage

A search of the Department of Planning, Lands and Heritage ('DPLH') Aboriginal Heritage Inquiry System identified no registered sites on the subject site or immediate surrounds.

A search of the Heritage Council of Western Australian's ('HCWA') Register of Heritage Places, and the City of Cockburn's Municipal Heritage Inventory, identified no sites of state or local heritage significance within the subject site or immediate surrounds.

6.7 Surrounding Land Uses

The subject site is surrounded by low to medium density housing and associated land uses. A small commercial precinct comprising shops, restaurants and medical uses is located along Berrigan Drive, central to the site. The land further east of the subject site is predominantly used for semi-rural purposes and the land to the south comprises mixed business and industrial land uses. The Jandakot Airport is located further east of the site.

The mixed business and industrial land uses largely comprise depots and storage yards, with the exception being Fremantle Steel Group's steel fabrication facilities being located approximately 200m south from the nearest portion of the site. Whilst not expected to be an issue due to existing noise sensitive premises being located between the subject site and the mixed business/industrial activities, built form responses that are already proposed in response to mitigation of aircraft noise, would further mitigate noise emissions from the industrial uses to the south of the site. Whilst it is understood that industrial emissions from the steel fabrication activities are contained, the existing residential dwellings situated along the southern side of Imlah Court also provide an existing threshold for any industrial emissions to the subject site.

An acoustic barrier wall will be provided along the short section of the site that abuts Prinsep Road providing additional mitigation.

7.0 Servicing Context

7.1 Sewer

The subject site is currently serviced by reticulated sewer, maintained and operated by the Water Corporation.

Advice from the Water Corporation indicates there are number of upgrades required to downstream headworks infrastructure (including collection sewers, pump stations and pressure mains) to facilitate the development of the site for residential purposes. This will be addressed as part of detailed design through the local structure planning and subdivision processes.

It is also noted there are numerous live wastewater lines located within the site, protected by existing easements in favour of the Water Corporation. These have been considered in the indicative concept planning for the site, and will be considered further through detailed design.

7.2 Water

The site is currently serviced by reticulated potable water, owned and operated by the Water Corporation.

Advice from the Water Corporation indicates that upgrades to the existing network will be required to accommodate the development of the site for residential purposes. This includes upgrades to headworks infrastructure, including distribution mains, and will be undertaken by the Water Corporation as development progresses. These upgrades will be addressed as part of detailed design through the local structure planning and subdivision processes.

7.3 Electricity

There are existing High Voltage (HV) overhead power lines in the east of the site along Prinsep Road, with various sections of underground HV located within the vicinity of the site, servicing the existing residential lots. There are also existing Low Voltage (LV) underground services surrounding the site.

Western Power forecasting indicates there is between 10 to 15 MVA of capacity available in the existing surrounding network to the service the locality. Any upgrades required to accommodate the development of the site will be reviewed and determined as part of detailed design through the local structure planning and subdivision processes.

7.4 Gas

There are existing ATCO Gas services in the vicinity of the subject site. ATCO Gas has advised the existing surrounding network has capacity to accommodate the residential development of the site.

There is also an existing DN150 PVC medium pressure gas main running through the portion of the site between the existing Dean Road reserve and the Hartwell Parade reserve. The Thornlie Cockburn Link Project Team are currently installing a DN200 steel high pressure gas main through the site along the same alignment as the existing main. This is to replace existing gas mains which currently run through the proposed rail reserves. These mains will also provide opportunity for connection and have been designed to ensure there are no limitations for development in the future.

7.5 Telecommunications

There are existing Telstra and NBN owned pit and pipe networks in the vicinity of the subject site.

The NBN Rollout Map indicates the wider Glen Iris area is covered by the NBN network and is 'service ready'. Existing properties surrounding the site are covered by a fixed line, Fibre To The Node (FTTN) service.

7.6 Traffic and Access

The subject site is bound by Dean Road, Glen Iris Drive and Prinsep Road on the east, The Lakes Boulevard, The Fairway, Hartwell Parade and Glen Iris Drive on the west and Imlah Court to the south. These roads are all classified as 'Access Roads' under Main Roads WA's *Functional Road Hierarchy* and are subject to the default 50km/h built up speed limit.

Vehicular access to and from the site is possible via intersections at The Lakes Boulevard, Turnbull Park Drive and Prinsep Road as well as a four-way signal-controlled intersection at Dean Road/Jandakot Road/Berrigan Drive.

Whilst the proposed Amendment does not, in itself, result in any physical development on the site, it will facilitate a 'Development' zoning which, under the provisions of TPS3, will require the preparation and adoption of a local structure plan before development can be undertaken. A Transport Impact Assessment ('TIA') has been prepared in support of the proposed Local Structure Plan and demonstrates that redevelopment of the site can be accommodated within the existing road network subject to a number of upgrades and improvements to achieve an acceptable traffic outcome. These upgrades will be the responsibility of the Developer.

A report and modelling has been completed in accordance with Main Roads Western Australia (MRWA) Network Operations Directorates Traffic Signals Approval Policy Stage 1 Approval Process for New Traffic Signals (March 2019) to review a range of options for the new four-way intersection on Berrigan Drive. Ongoing liaison with MRWA and City of Cockburn will occur through the consideration of the proposed Local Structure Plan to determine the best outcome for traffic access at Berrigan Drive.

8.0 Justification for Proposed Amendment

This section of the Report outlines the rationale for the proposed Scheme Amendment and provides justification in support of the request.

8.1 Regional and Local Planning Strategies

The proposed Amendment has been considered in relation to the various local and regional planning strategies relevant to the subject site.

From a regional perspective, it is noted that the proposed Amendment is consistent with its 'Urban' designation under *Perth and Peel @ 3.5 Million* and the *South Metropolitan Peel Sub-Regional Framework*, reflecting its current zoning under the MRS and its location within an established residential community.

The proposed Amendment will facilitate a 'Development' zoning over the subject site and in doing so, enable the preparation of a Local Structure Plan to guide land use and development. Once rezoned, the subject site expected to accommodate approximately 550 - 600 new dwellings.

The proposed Amendment will assist in contributing towards achieving the City's *minimum* infill development target of 14,680 under *Perth and Peel @ 3.5 Million* and the Framework. Importantly, the subject site is 'development ready' in the sense that it is largely vacant of built form; has been extensively cleared of native vegetation on account of its former use; is held in single ownership under the control of a landowner that has the desire and financial ability to implement the proposal; and is largely unconstrained from an environmental perspective. In this regard, the site is capable of contributing towards the City's infill dwelling target within the next 2 to 4 years.

At the local level, the proposed Amendment is consistent with its 'Urban' designation under the 'Ultimate Strategic District Plan', which forms part of the City's existing Local Planning Strategy. The Urban designation reflects the subject site's zoning under the MRS and its location within an established residential community.

The City has prepared a draft Planning Strategy to replace the existing Planning Strategy and inform the preparation of a new Local Planning Scheme. The proposed Amendment is consistent with the site's designation as a 'Residential – Garden Character Area' under the draft Planning Strategy as it proposes low to medium residential density development, consistent with the key elements of the Garden Character Area.

The subject site presents a unique opportunity for infill development as it is a large, unused and predominantly cleared area that is not constrained in the 'typical' manner by existing developed lots and fragmented land ownership. In this regard, the proposed Amendment achieves a quality urban infill outcome consistent with the Strategies and Actions contained within the draft Planning Strategy.

Having regard to the above, the proposed Amendment is consistent with, and conforms with, the general objectives and provisions contained within the following regional and local planning strategies:

- Perth and Peel @ 3.5 Million.
- South Metropolitan Peel Sub-Regional Framework.
- City of Cockburn Local Planning Strategy (1999).
- City of Cockburn draft Local Planning Strategy (2020).

8.2 Housing Affordability and Diversity

The provision of affordable and diverse housing, particularly in existing established suburbs, is a key issue reflected in the City's existing and draft Local Planning Strategies and addressed under the City's Age Friendly Strategy (2016) and Housing Affordability and Diversity Strategy (2020).

Jandakot is identified as a suburb that has a high concentration of people over the age of 55 years (30% of the population) which is expected to rise by 2025 (38% of the population). As such, the need to provide a diversity of housing options that include opportunities for 'downsizing' is an important consideration. Although the proposed development of the site will respect and build upon the existing lot typologies in the area, it is also intended that several medium density sites are created.

The subject site is uniquely placed to provide a variety of housing options given it is held under a single ownership, comprises a reasonably large land area, is largely cleared and generally unconstrained from an environmental perspective. These characteristics enable the site to be developed in a comprehensively planned and coordinated manner through the local structure planning process. This will ensure the future development of the site to provide opportunities for the provision of housing that is more appropriately suited to the occupiers needs and hence facilitates more affordable living within vibrant, connected and rejuvenated neighbourhoods.

The City's Housing Strategies recommends that:

"The City should continue with great earnest its programs of revitalisation strategies, which have been very successful in delivering higher residential densities within established communities like Spearwood and Hamilton Hill".

The subject site presents an opportunity for advancing the City's program of revitalising older suburbs, consistent with the recommendations of its Housing Strategy.

In this regard the proposed Amendment is consistent with the recommendations and strategies contained within the following City of Cockburn Housing Strategies:

- Age Friendly Strategy (2016).
- Housing Affordability and Diversity Strategy (2020).
- Strategic Community Plan (2020).

8.3 Airport Noise - Jandakot Airport

The subject site is not located within the boundaries of Jandakot Airport but is indirectly affected by the Airport through off-site impacts associated with aircraft noise. Consideration of forecast noise predictions from Jandakot Airport and the findings of an acoustic assessment prepared in support of the proposed Local Structure Plan confirm that the subject site's proximity to Jandakot Airport does not present an impediment to the proposed 'Development' zoning. Any development within the subject site will be assessed against the provisions of the City of Cockburn Local Planning Policy 1.12 which specifically considers the long term health and amenity of residents from noise sources.

It is anticipated that some noise attenuation measures will need to be incorporated into dwelling construction for those dwellings located in the southern part of the subject site. These measures will be incorporated into the Local Structure Plan and implemented through Local Development Plans and/or conditions of subdivision approval.

8.4 Road and Rail Noise – Kwinana Freeway

The subject site is located in proximity to the Kwinana Freeway (Primary Regional Road), Berrigan Drive, the Perth to Mandurah Railway Line, the Thornlie to Cockburn passenger line and the Yangebup Freight Rail Line.

An assessment of existing and forecast road and rail noise on the subject site has been undertaken and demonstrates that potential road and rail noise levels at the subject site are not at a sufficient level to require acoustic amelioration but recommends notification be placed on the Titles of lots in proximity to the road and rail line.

In this regard, the subject site's proximity to road and rail infrastructure does not present an impediment to the proposed 'Development' zoning.

8.5 Groundwater Protection and Water Usage

The subject site's former use as a private golf course required a significant groundwater allocation for irrigation purposes (325,000 kL annually). Whilst irrigation for new public open space from the groundwater supply will still be required following redevelopment of the site, annual water usage is expected to be reduced by approximately 70% by replacing the golf course with a combination of residential land uses and public open space.

This figure is broadly based on a total combined irrigated POS area of 11ha and represents a reduction of local aquifer groundwater use only, not local domestic use of scheme water. If local domestic use were to be included in post-

development water usage calculations, it is expected that post-development usage would still be significantly less than pre-development usage.

The reduction in groundwater use will provide an overall environmental benefit, in line with the Objectives of SPP 2.3. Further consultation will be required with the Department of Water and Environmental Regulation to agree upon the most appropriate action with respect to any surplus groundwater allocation, once an accurate understanding of the groundwater requirements for maintenance of the POS and other green spaces is determined.

In relation to the Jandakot Groundwater Protection Area, DoW's Protection Note 25 Protection Note lists urban residential land uses as 'Acceptable' within a Priority 3 PDWSA. In contrast, a golf course is defined as a land use that is 'Compatible subject to Conditions'. These conditions include restrictions on the use of pesticides and fertilisers; licensing of water use; refuse disposal; and nutrient and irrigation management requirements. In this regard, residential land uses are considered more appropriate than a golf course within a Priority 3 PDWSA.

Accordingly, the proposed Amendment will have an overall environmental benefit in terms of groundwater protection.

8.6 Environmental Considerations

An Environmental Assessment Report ('EAR') has been prepared in support of the proposed Amendment. It considers the full range of environmental consideration relevant to the site including Flora and Vegetation; Threatened and Priority Ecological Communities; Fauna; Wetlands; Landform and Soils; Groundwater and Surface Water; and Heritage.

The EAR demonstrates that the site does not contain any environmental features that would present an impediment to the proposed 'Development' zoning being supported.

8.7 Site Servicing

A review of existing servicing considerations (water, sewer, power, gas and telecommunications) demonstrates that the site is currently well serviced by existing infrastructure. The review also demonstrates that the redevelopment of the site for urban (residential) purposes can be accommodated without any significant impact on existing services except to the extent that some upgrades may be required. These will be considered further at the detailed design stage and are not an impediment to future development.

In this regard, there are no impediments to the proposed Amendment in terms of servicing.

8.8 Infill Development Potential – Contribution towards timely delivery of infill targets

In relation to achieving its infill dwelling target of 14,680 dwellings by 2050, the City's draft Planning Strategy notes that infill within the 'Revitalisation Strategy Areas' (Hamilton Hill, Spearwood North and Coolbellup) and within established residential areas are projected to deliver approximately 9,966 infill dwellings over the next 15 years. This leaves a shortfall of some 4,714 dwellings which are expected to be provided within the vicinity of the Cockburn Central Activity Centre and, at a later stage, by 'modest upcodings' throughout existing residential areas. Whilst the subject site is not identified as a 'Revitalisation Strategy Area', it does present an excellent opportunity for increasing the overall provision of infill dwellings to meet the City's target earlier than predicted.

The City's existing and draft Planning Strategies note that the opportunity for infill development within the City is limited due to the small size of existing lots and observes that, as a consequence, these areas are likely to be redeveloped on a lot-by-lot basis. This has a subsequent effect on the timeframe for delivery of infill development.

Unlike these 'typical' infill opportunity sites, the subject site is held under a single ownership and comprises a significant land area (in terms of traditional infill sites). The subject site is also 'development ready' in the sense that it is largely vacant of built form; has been extensively cleared of native vegetation on account of its former use; is under the control of a landowner that has the desire and financial ability to implement the proposal; and is largely unconstrained from an environmental perspective. In this regard, the subject site provides an excellent infill opportunity and can start contributing towards achieving the minimum dwelling targets established under *Perth and Peel @ 3.5 million* and the Framework within the next 2 to 4 years.

8.9 Sustainable Urban Growth

The proposed Amendment satisfies the overall aim of the WAPC's SPP 3 in terms of accommodating sustainable urban growth. It achieves this by facilitating development of an unused parcel of land within an existing, established area that is well serviced by the existing road network; is accessible to high frequency public transport routes; and is capable of being serviced by existing and/or upgraded services and infrastructure.

Further, the development of the site will constitute urban infill, addressing the *Perth and Peel @ 3.5 Million* objectives of consolidating urban growth, as well as the City of Cockburn's planning strategies addressing environmental integrity and social community benefit, such as housing choice, liveability, connection to activity centres and services, transport options, and access to public spaces and employment.

Integral to this, the proponent is committed to implement key sustainability initiatives aligned with the UDIA EnviroDevelopment standards. Active Sustainability has undertaken a preliminary analysis of the proposed development to inform the Amendment and subsequent Structure Plan, and determine project initiatives. The results of this preliminary analysis indicate the development is well placed to address the EnviroDevelopment certification requirements in all six categories, being Ecosystems, Community, Waste, Materials, Energy and Water. Further assessment will be undertaken through structure planning and subdivision, as detailed design and development progresses.

The following table summarises the preliminary sustainability analysis undertaken for the proposed Amendment.

EnviroDevelopment Category	Key Project Sustainability Initiatives
Ecosystems	<ul style="list-style-type: none"> - Water Sensitive Urban Design to manage surface water quality to support ecological health, including a major reduction in the existing long-term groundwater draw, and significant reduction in the use of fertilisers, herbicides and pesticides; - Subject to the final outcome with respect to the Structure Plan and detailed subdivision design, retention of approximately 500 existing mature trees, relocation of some, and planting of local natives species in new parks and the landscaped interface adjoining existing residences, including the planting of some 1,000 new trees; - Protection and/or relocation of native fauna during construction; - Creation of possible fauna habitat opportunities within open space and retention of trees suitable for avian fauna, balanced against the need to minimise fire fuel loads; and - Landscaping of public open spaces in park and bushland corridors, designed to manage fire risk.
Community	<ul style="list-style-type: none"> - Detailed consultation with existing residents to ensure new areas are strongly integrated with the existing community; - Delivery of a range of housing types and densities to allow greater diversity of residents, including down-sizing for retirees (ageing in place), singles, couples and families;

	<ul style="list-style-type: none"> - Creating a community hub (local centre) as a connection point for interaction of future and existing residents; - The public open space and movement network has been designed to encourage a safe environment, and encourage positive interaction between residents and other local people using the area; - All dwellings will be within 150 metres of local parks and green spaces; - Public spaces will be designed to provide for multiple uses with safety, comfort and security for community members, including children, the elderly and disabled people, providing shade, seating and quality amenities; and - Pathways for both walking and cycling that are safe, attractive and well-lit, connecting residential areas with public spaces and local facilities.
Water	<ul style="list-style-type: none"> - Reduction in water use through waterwise landscaping and gardens, water efficient fixtures and appliances; and - Landscape guidelines will be provided to residents to assist in making informed choices around design, aesthetics, plants species selection and productive gardens.
Energy	<ul style="list-style-type: none"> - Street and lot orientation designed to provide best practice solar access opportunities, as well as ensure buildings and outdoor spaces have solar amenity; - Building design guidelines will be prepared, informing purchasers about energy efficiency and comfort, addressing the following elements: <ul style="list-style-type: none"> › climate responsive, solar passive design for homes, › renewable energy systems, and › efficient fixtures and appliances. - Use of efficient LED and solar lighting for street lighting and public spaces.
Waste	<ul style="list-style-type: none"> - All development works are to be guided by a Waste Management Plan during civil works and building construction, targeting > 80% recycling; and

	- Building design guidelines to be prepared, informing purchasers about the waste hierarchy of reduce, reuse and recycle.
Materials	- All civil works and landscape design to incorporate materials with recycled content, reused, and replacement materials; such as for construction of roads and pathways, landscape features, reuse of timber as both nature play elements and in mulch and possible selected public art elements.

8.10 Neighbourhood Character

The subject site is located within a predominantly low density residential area characterised by mainly single residential dwellings on reasonably large lots with wide, landscaped verges. The former golf course located centrally to the locality, was held in private ownership and legally accessible to paying golfers only. Although the former golf course provided a perceived area of open space, public access for non-paying golfers was restricted to only an access path linking Hartwell Parade to Kooralbyn Valley Crescent that is protected by easement. The golf course ceased operation in March 2020, prior to the current landowner purchasing the site.

In considering the area's existing character, it is necessary to not only consider the type and nature of land use and development currently on site but also consider the land uses and form of development that could be accommodated under the site's existing zoning. As documented above, the subject site's existing zoning permits a range of residential, commercial, recreational and entertainment land uses. Whilst the area has, for many years, been characterised by a golf course, it is not the only land use capable of being developed on the site under its existing zoning and this is relevant in the context of considering the impact of the proposed Amendment on existing neighbourhood character.

The 'Development' Zone is considered the most suitable and appropriate zoning for the site given it requires the preparation and adoption of a local structure plan before development can be undertaken. The local structure planning process ensures that future land uses and development on the site are designed and planned in a comprehensive, cohesive and coordinated manner that considers a range of issues including the elements that combine to form the character of an area. This includes elements such as the interface between new and existing residential dwellings; the placement of residential densities; tree retention; vehicle movement and accessibility; and the distribution of public open space.

The proposed 'Development' zoning ensures these elements are appropriately and sensitively addressed through the subsequent local structure planning process.

8.11 Orderly and Proper Planning

The Amendment proposes a 'Development' zoning over the entire site, including the part of the site currently zoned 'Residential (R40)'. The 'Development' zoning will necessitate the preparation and adoption of a local structure plan pursuant to the provisions of TPS 3, before development can be undertaken. This will ensure the subject site is developed in a comprehensively planned and coordinated manner and, importantly, ensures that the ultimate form of development responds to important local issues.

9.0 Conclusion

This Amendment proposes to rezone the land comprising the former Glen Iris Golf Course located on Berrigan Drive, Jandakot from the 'Special Use' and 'Residential R40' Zones, to the 'Development' Zone under the provisions of TPS3. Whilst the land has considerable existing development potential, the Amendment will facilitate the redevelopment of the subject site for urban (residential) purposes in a cohesive and coordinated manner with comprehensive planning of the site to be undertaken through the preparation of a Local Structure Plan.

The proposed Amendment provides an improved outcome over the continuation of the former golf course use, and these benefits can be categorised as being of a social, economic and environmental nature.

Social Benefits

- Contributes to housing diversity and responds to ongoing changing demographics and community aspirations, including opportunities for 'downsizing' to facilitate ageing in place noting that Jandakot is a suburb that has a high concentration of people over the age of 55 years (30% of the population) which is expected to rise by 2025 (38% of the population).
- Provides opportunities for the creation of more housing options for homebuyers, including ageing in place.
- Revitalises the area by bringing in new residents and businesses, and increases opportunities for social interaction, exercise and public recreation.
- Upgrades and improves existing services and infrastructure such as road and intersections.
- The 'Development' zoning under TPS3 requires the preparation and adoption of a Local Structure Plan before development can proceed ensuring land use and built form responds appropriately to key local issues such as the protection of neighbourhood character and amenity; interface with existing residential dwellings; streetscape; privacy; tree retention; traffic; and access.

Economic Benefits

- Supports the economic development and vitality of the existing Local Centre through population growth and critical mass of retail uses.
- Increases financial contributions to regional infrastructure and services through the provision of additional Developer Contribution payments at the subdivision stage.
- Ensures the more efficient use of existing infrastructure and services.
- Represents a more efficient use of vacant and under-utilised land.
- Provides additional housing in proximity to existing employment nodes (Jandakot Airport, industrial land to the south)
- Will contribute to employment in the construction sector.
- Encourages the concentration of further investment in the improvement of existing local services and infrastructure.

Environmental Benefits
<ul style="list-style-type: none"> - Co-location of housing with existing services, facilities, and employment opportunities reduces trip distances, travel times and reliance on private motor vehicles.
<ul style="list-style-type: none"> - Ensures a more efficient use of existing and planned infrastructure to achieve a more sustainable urban environment.
<ul style="list-style-type: none"> - Improves the efficiency of existing public transport and may justify improved public transport services to the area.
<ul style="list-style-type: none"> - Provides for sustainable urban growth by facilitating development of a vacant and unused parcel of land.
<ul style="list-style-type: none"> - Will reduce annual ground water usage on the site by approximately 70% by replacing the former golf course with a combination of residential land uses and public open space.
<ul style="list-style-type: none"> - Provides for urban residential land uses which present a more environmentally acceptable use than a golf course within a Priority 3 PDWSA, reducing fertilizer and pesticide use.

Aside from generating a range of community, economic and environmental benefits, the proposed Amendment is acceptable from a land use planning view point given it:

- Is consistent with the site's 'Urban' zoning under the MRS.
- Will contribute towards achieving the City's residential dwelling target under *Perth and Peel @ 3.5 Million* and the Framework, specifically the minimum infill dwelling target of 14,680 dwellings by 2050.
- Will generate additional infill development, in line with the objectives for housing and growth under the current and draft Local Planning Strategies.
- Is consistent with the objectives, strategies and/or recommendations contained within local strategic planning documents such as the Age Friendly Strategy (2016), Housing Affordability and Diversity Strategy (2018), and Strategic Community Plan (2020); and
- Satisfies the objectives, principles and policy measures contained within relevant WAPC State Planning Policies including SPP 2.3 - Jandakot Groundwater Protection; SPP 3 - Urban Growth and Settlement; SPP 3.7 - Planning in Bushfire Prone Areas; SPP 5.3 - Jandakot Airport Vicinity; and SPP 5.4 - Road and Rail Noise.

Having regard to the above, the proposed Amendment is considered a reasonable and appropriate proposal and it is requested that the City resolves to initiate the proposed Amendment and forward a copy to the EPA for review and the WAPC with a request that consent to advertise be granted.

POSTSCRIPT: Inclusion of Minister's modifications

Modifications required by the Minister for Planning were outlined in correspondence dated 1 May 2023 sent to the City of Cockburn and are set out further below.

In carrying out these modifications, the Council resolution dates are not modified, although in this case there are changes to the proposed scheme text from what was set out originally in those Council decisions.

In the interests of posterity and to provide some clarity to persons who may compare the original recommendation and/or Council minutes to these documents and/or the amended version of Town Planning Scheme No. 3, below are the Minister modifications:

- (i) replace provision 3 for proposed DA 45 in Table 9 – Development Areas with the following:
 3. Public open space and the use of wider, landscaped road reservations shall be arranged to:
 - promote the retention of significant mature trees and provide an amount of public open space beyond minimum standards, in recognition of the character of the area and the former use as a private recreational space;
 - retain where practicable, an appropriate amount of black cockatoo habitat, in consultation with the Department of Biodiversity, Conservation and Attractions;
 - provide for future active recreational needs of the community; and
 - provide an appropriate interface to surrounding landholdings.
- (ii) Include an additional provision 4 as follows:
 4. Future subdivision and development of the DA 45 area is limited to a maximum of 250 dwellings (by no later than 2026), until such time as a new traffic-light controlled intersection on Berrigan Drive is approved by Main Roads Western Australia and constructed at the subdivider/developer's expense.

**PLANNING AND DEVELOPMENT ACT, 2005
RESOLUTION TO AMEND A TOWN PLANNING SCHEME**

**CITY OF COCKBURN
TOWN PLANNING SCHEME NO 3
AMENDMENT NO. 152**

RESOLVED that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the City of Cockburn Town Planning Scheme No. 3 by:

1. Rezoning Lot 3 on Diagram 30047, Lot 6 on Diagram 91027, Lot 7 on Plan 21402, Lot 139 on Plan 18946, and Lot 509 on Diagram 91028 in the locality of Jandakot from 'Special Use' to 'Development'.
2. Rezoning Lot 512 on Diagram 94292 from 'Residential R40' to 'Development'.
3. Including the following new provisions in Table 9 – Development Areas:

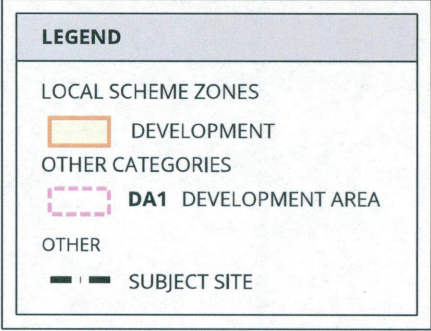
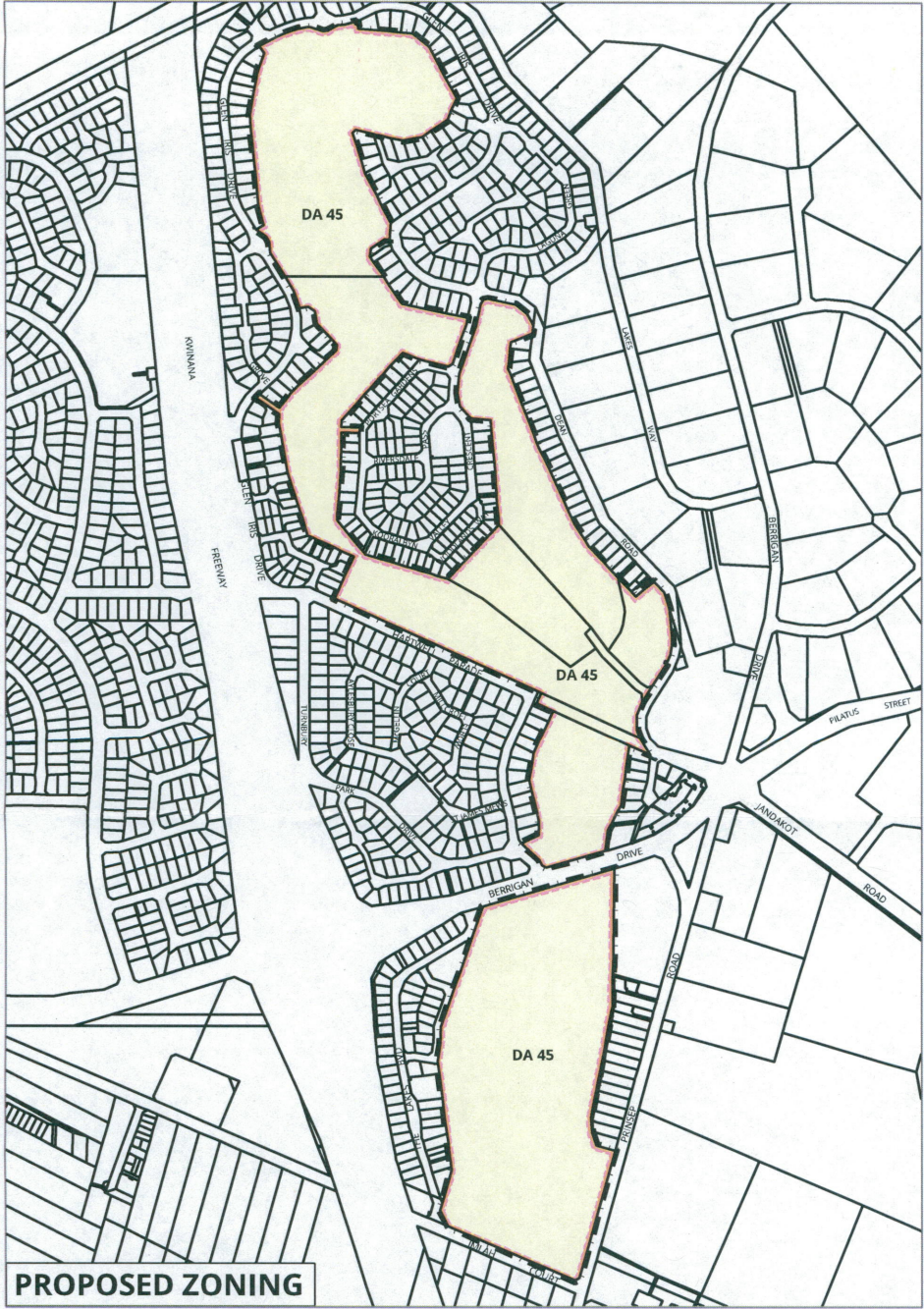
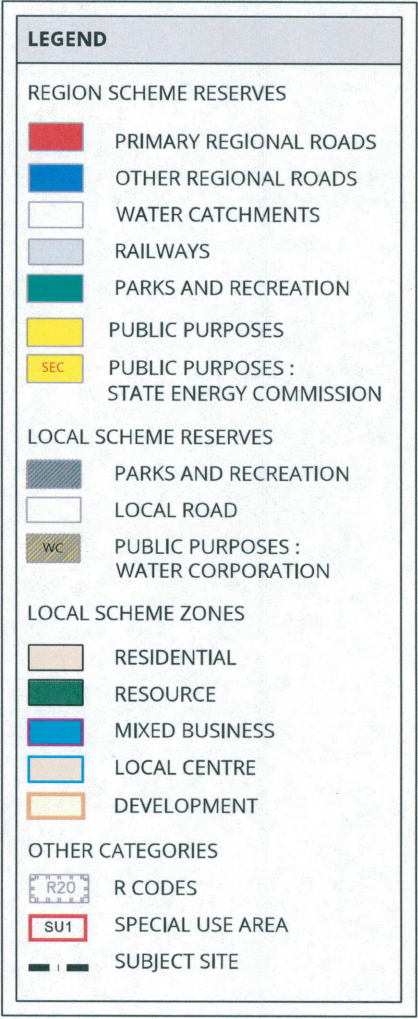
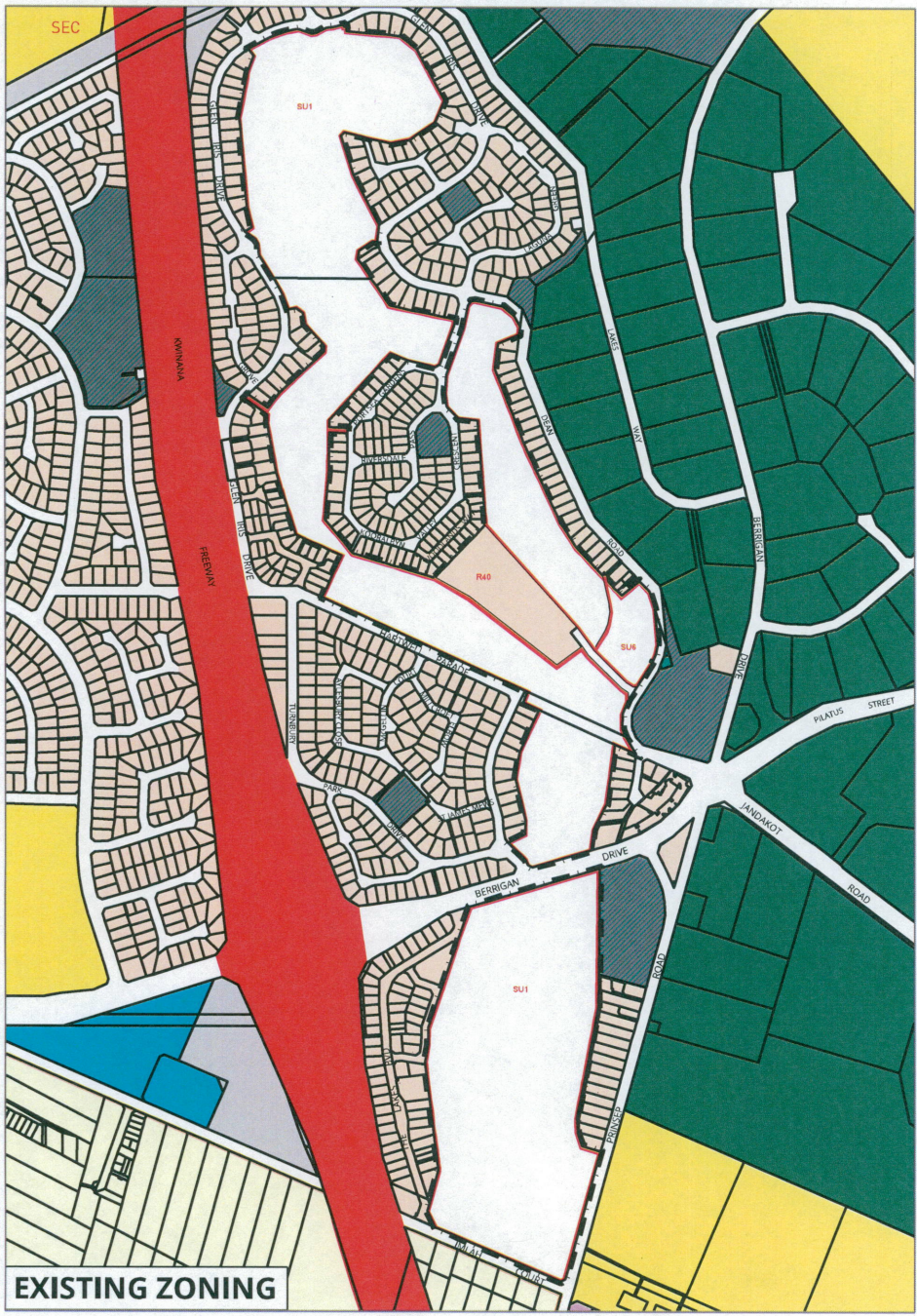
REF. NO.	AREA	PROVISIONS
DA 45	Glen Iris Estate, Jandakot	<ol style="list-style-type: none">1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions.2. The Structure Plan is to provide an appropriate mix of residential and compatible land uses.3. Public open space and the use of wider, landscaped road reservations shall be arranged to:<ul style="list-style-type: none">• promote the retention of significant mature trees and provide an amount of public open space beyond minimum standards, in recognition of the character of the area and the former use as a private recreational space;• retain where practicable, an appropriate amount of black cockatoo habitat, in consultation with the Department of Biodiversity, Conservation and Attractions;• provide for future active recreational needs of the community; and• provide an appropriate interface to surrounding landholdings.4. Future subdivision and development of the DA 45 area is limited to a maximum of 250 dwellings (by no later than 2026), until such time as a new traffic-light controlled intersection on Berrigan Drive is approved by Main Roads Western Australia and constructed at the subdivider/developer's expense.

4. Deleting 'Special Use 1' and 'Special Use 6' from Table 8.
5. Amending the Scheme map accordingly.

The Amendment is complex under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

1. *an amendment that is not addressed by any local planning strategy;*
2. *an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality.*

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CITY OF COCKBURN TOWN PLANNING SCHEME NO. 3
AMENDMENT NO.
JANDAKOT

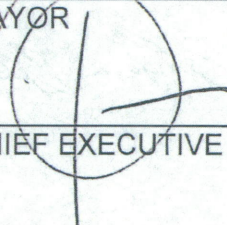


0 312.5 m
SCALE @ A3: 1:12,5000
9166-FIG-17-F

ADOPTION

Adopted by resolution of the Council of the City of Cockburn at the ordinary meeting of the Council held on 9th day of December, 2021.


MAYOR


CHIEF EXECUTIVE OFFICER

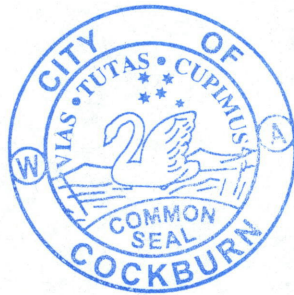
It is hereby certified that this is a true copy of the
Local Planning Scheme (Amendment) 2021, which was
endorsed by the Minister for Planning on 17/12/2021.

Certified by

Order of the Commission duly authorized pursuant
to section 24 of the Planning and Development Act
2005 and Regulation 24(3) Scheme and Regulation
24(3) (Amendment) of the Planning and Development
(Local Planning Scheme) Regulations 2015.

COUNCIL RECOMMENDATION

This Amendment is recommended **not to be supported** by resolution of the City of Cockburn at the ordinary meeting of the Council held on 10th November 2022, and the Common Seal of the City of Cockburn was hereunto affixed by the authority of a resolution of the Council in the presence of:



(Seal)

MAYOR

CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)

DELEGATED UNDER S.16 OF THE
PLANNING AND DEVELOPMENT ACT 2005

DATE 29 May 2023

APPROVAL GRANTED

It is hereby certified that this is a true copy of the ~~Scheme~~ Amendment, final approval to which was endorsed by the Minister for Planning on 1/6/2023

Certified by

Officer of the Commission Duty authorised pursuant to Section 24 of the Planning and Development Act 2005 and Regulation 32(3) Scheme and Regulation 63(3) (Amendment) of the Planning and Development (Local Planning Scheme) Regulations 2015.

MINISTER FOR PLANNING

DATE