

# LOT 53 KEROSENE LANE STRUCTURE PLAN

**Lot 53 Kerosene Lane, Baldivis  
City of Rockingham**

Date: September 2018 Rev 1.0  
Prepared By:



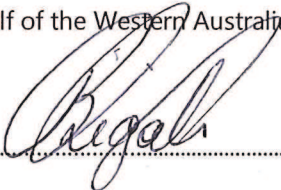
**CERTIFICATION OF APPROVED STRUCTURE PLAN**

This Structure Plan is prepared under the provisions of the City of Rockingham Town Planning Scheme No. 2 and in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*

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

.....13 December 2018.....Date

Signed for and on behalf of the Western Australian Planning Commission

  
.....

An officer of the Commission duly authorised by the Commission pursuant to section 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:

  
.....Witness

.....17 December 2018.....Date

.....13 December 2028..... Date of Expiry

**TABLE OF AMENDMENTS TO STRUCTURE PLAN**

<b>Amendment No.</b>	<b>Summary of the Amendment</b>	<b>Amendment Type</b>	<b>Date approved by the WAPC</b>

## EXECUTIVE SUMMARY

This Structure Plan (SP) has been prepared for Lot 53 Kerosene Lane, Baldivis. The subject site is located approximately 39kms south of Perth CBD and 6km east of Rockingham Regional Centre. The SP area is within the Perth Metropolitan South-West Corridor and is situated within the municipality of the City of Rockingham (City) and the locality of Baldivis.

This SP provides the rationale, justification and planning framework to guide and facilitate the development of approximately 11.16 hectares of land for urban purposes. The SP has been prepared in accordance with the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 Part 4 'Structure Plans'. The City of Rockingham Town Planning Scheme No. 2 (TPS 2) requires the preparation and approval of a SP for land zoned 'Development'.

The SP forms part of the Baldivis (North) District Structure Plan (DSP) and abuts established urban areas (recently developed under the approved *Baldivis North Structure Plan*) to the west and south. To the east is land earmarked for future urban development subject to Structure Plan approval. To the north is existing semi-rural land uses and an operational Extractive Industry (Sand). The proposed SP forms part of the northern most part of the DSP area and integrates with the existing development to the west and south through road connections. The following table is a summary of the proposed SP.

Item	Data	Section number referenced within the Structure Plan Report
Structure Plan Total Area	11.16 hectares (ha)	2.1
Area of each land use proposed		
- Residential	5.61 ha (50.3% of gross site area)	5.2
- Public Open Space & Drainage	1.06 ha (9.5% of gross site area)	5.2
- Other Regional Roads	2.33 ha (20.8% of gross site area)	7.3
Total estimated lot yield	133 lots	5.2
Estimated number of dwellings	133 dwellings	5.2
Estimated residential site density	15 dwellings per site hectare	5.2
Estimated Population (average 2.8 people/household)	372 people	5.2
Estimated area and percentage of public open space given over to:		7.3
- Neighbourhood Park	0.926 ha (10.7% POS) excluding land for drainage infrastructure	

## TABLE OF CONTENTS

---

### **PART ONE – IMPLEMENTATION**

1.0	STRUCTURE PLAN AREA	10
2.0	OPERATION	10
3.0	STAGING	10
4.0	SUBDIVISION & DEVELOPMENT REQUIREMENTS	10
4.1	Land Use & Permissibility	10
4.2	Residential Density	11
4.3	Notifications on Title	11
4.4	Local Development Plans	11
4.5	Construction and Upgrading of Roads	11
4.6	Site Investigation	12
4.7	Acoustic Assessment	12
4.8	Urban Water Management	12

### **PART TWO – EXPLANATORY SECTION**

1.0	INTRODUCTION	13
1.1	Purpose	13
2.0	LAND DESCRIPTION	14
2.1	Land Ownership & Description	14
2.2	Location	12
2.3	Existing Land Use	14

2.4	Surrounding Context	14
3.0	<b>PLANNING FRAMEWORK</b>	<b>15</b>
3.1	Perth and Peel@3.5million	15
3.2	Directions 2031	15
3.3	Metropolitan Region Scheme	15
3.4	Draft Outer Metropolitan Perth and Peel Sub-Regional Strategy	16
3.5	Liveable Neighbourhoods	16
3.6	State Planning Policy 3.7 'Planning in Bushfire Prone Areas'	16
3.7	State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations Planning'	16
3.8	City of Rockingham Town Planning Scheme No. 2	18
3.9	City of Rockingham Urban Growth Programme	18
3.10	Baldivis North District Structure Plan	18
3.11	City of Rockingham Planning Policy No. 3.3.22 – (RMD Codes)	17
4.0	<b>SITE CONDITIONS &amp; ENVIRONMENT</b>	<b>20</b>
4.1	Topography	20
4.2	Geology and Soils	20
4.3	Hydrology	20
4.4	Acid Sulfate Soils	21
4.5	Flora & Vegetation	21
4.6	Fauna	20
4.7	Bushfire Management	22
4.8	Contamination	22
4.9	Transport Noise	22
4.10	Proximity to Extractive (Sand) Industry	23

5.0	STRUCTURE PLAN	25
5.1	SP Proposed Land Uses	25
5.2	Residential Densities and Yield	25
5.3	Housing Typologies	28
5.4	Use of Local Development Plans	28
5.5	Street Layout	29
5.6	Population & Employment	31
5.7	Transport Noise	31
6.0	MOVEMENT NETWORK	30
6.1	Existing Movement Network	30
6.2	Proposed Movement Network - Roads	30
6.3	Proposed Movement Network – Pedestrian/Cyclists	32
6.4	Proposed Movement Network – Public Transport	32
6.5	Street Parking	33
7.0	PUBLIC OPEN SPACE	37
7.1	Public Open Space Provision	37
7.2	Public Open Space Typologies	37
7.3	Public Open Space Schedule	38
8.0	LOCAL WATER MANAGEMENT	39
8.1	Local Stormwater Drainage	39
8.2	1 year, 5 year and 100 year ARI events	39
9.0	LANDSCAPING	40

10.0	INFRASTRUCTURE & SERVICING	41
10.1	Wastewater	41
10.2	Water Supply	41
10.3	Power	41
10.4	Telecommunications	40
10.5	Gas	40
10.6	Earthworks	40
10.7	Roads & Pathways	41
10.8	Drainage	41
11.0	STAGING	42
11.1	Staging and Anticipated Timeframes	42
11.2	Development Contributions	42

## FIGURES

- Figure 1      Location Context  
Figure 2      Surrounding Cadastral/Aerial Image

## PLANS

- Plan 1      Structure Plan  
Plan 2      Existing Cadastral Aerial Contour Plan  
Plan 3      Subdivision Concept Plan  
Plan 4      Landscape Masterplan  
Plan 5      Pathways and Public Open Space and Ped-shed  
Plan 6      Indicative Staging  
Plan 7      Preliminary Drainage and Earthworks  
Plan 8      Opportunities and Constraints

## APPENDICES

No.	Document Title	Approval Required or Supporting Document only	Approval Status	Approval Agency
1	Local Water Management Strategy	Approval Required	Yet to be approved	Department of Water, City of Rockingham
2	Acoustic Assessment	Supporting Document	N/A	N/A
3	Engineering Servicing Report	Supporting Document	N/A	N/A
4	Bushfire Management Plan	Supporting Document – formal approval at subdivision stage	N/A	Department Fire & Emergency Services
5	Environmental Statement	Supporting Document	N/A	N/A
6	Transport Assessment	Supporting Document	N/A	N/A
7	Addendum to Transport Assessment	Supporting Document	N/A	N/A
8	Pre-lodgement Consultation Table	Supporting Document	N/A	N/A

# PART ONE (IMPLEMENTATION)

## 1.0 STRUCTURE PLAN AREA

The Structure Plan is identified as the *Lot 53 Kerosene Lane Structure Plan* (Plan No. 20617-10). This Structure Plan shall apply to the land contained within the inner edge of the line denoting the structure plan boundary on the Structure Plan Map.

## 2.0 OPERATION

The date the Structure Plan comes into effect is the date the Structure Plan is approved by the Western Australian Planning Commission as set out in the Structure Plan - Certification Page.

## 3.0 STAGING

Nairn Drive has been acquired by the Western Australian Planning Commission (WAPC) for the future creation of Nairn Drive regional road. The balance of the Structure Plan (in single landownership) is proposed to be developed in multiple stages due to the size of the development. There are no specific triggers for staging of development within the balance of the Structure Plan area.

Staging is expected to be undertaken from the north and the overall development could be completed in three stages (approximately 40 – 50 lots in each stage). Servicing is readily available from the urban development to the west and to the south.

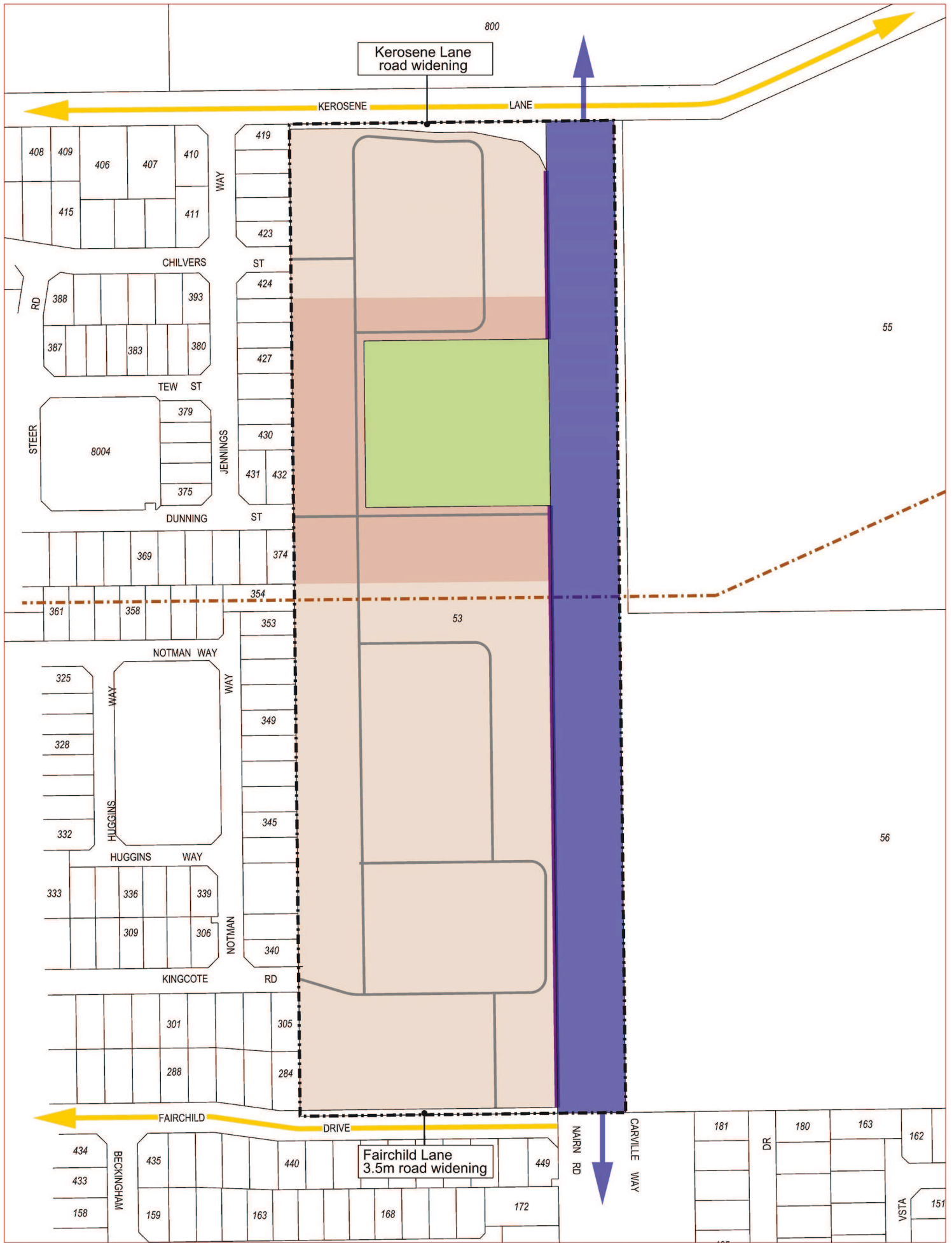
Nairn Drive would be constructed to a single carriageway urban standard as part of the first stage of development, in consultation with City of Rockingham and WAPC. As part of the first stage of northern lots, the required road widening and upgrading of Kerosene Lane would be undertaken. The final stage to the south would require the road widening and upgrading of Fairchild Drive.

## 4.0 SUBDIVISION & DEVELOPMENT REQUIREMENTS

4.1	Land Use & Permissibility	<p>The Structure Plan Map outlines the Zones and Reserves applicable within the Structure Plan Area and these will guide future subdivision and development of the land.</p> <p>Land use permissibility within the Structure Plan Area shall generally be in accordance with the corresponding Zone under the City of Rockingham Town Planning Scheme No. 2 (TPS 2).</p>
-----	---------------------------	--

4.2	Residential Density	<p>(i) Residential densities applicable to the Structure Plan Area shall be those residential densities shown on the Structure Plan Map.</p> <p>(ii) The Structure Plan shall provide for a minimum 15 dwellings per gross hectare at the subdivision approval stage consistent with Directions 2031.</p>
4.3	Notifications on Title	<p>In respect of applications for the subdivision of land the City of Rockingham shall recommend to the Western Australian Planning Commission that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate(s) of Title(s) to advise of the following: -</p> <ul style="list-style-type: none"> <li>(i) Land or lots deemed to be affected by a Bush Fire Hazard.</li> <li>(ii) Building setbacks and construction standards required to achieve a Bushfire Attack Level 29 or lower in accordance with Australian Standards (AS3959-2009): Construction of buildings in bushfire prone areas.</li> <li>(iii) Lots affected by transport noise.</li> <li>(iv) Lots affected by and within the Extractive Industry (Sand) 300m buffer.</li> </ul>
4.4	Local Development Plans	<p>Local Development Plans (LDP's) are required to be prepared and implemented pursuant to the provisions of TPS 2 and the <i>Planning &amp; Development (Local Planning Schemes) Regulations 2015</i>, for lots with the following site attributes, but not limited to:</p> <ul style="list-style-type: none"> <li>(i) Lots with direct boundary frontage to an area of Public Open Space; and</li> <li>(ii) Lots affected by transport noise under WAPC <i>State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning'</i>.</li> </ul>
4.5	Construction and upgrading of roads	<p>The City of Rockingham shall recommend to the Western Australian Planning Commission that a condition be imposed on the grant of subdivision approval for the:</p> <ul style="list-style-type: none"> <li>(i) Construction of one carriageway within the future alignment of Nairn Drive within the Structure Plan boundary;</li> <li>(ii) Ceding of the necessary land for the road widening and upgrading of Kerosene Lane abutting the Structure Plan boundary;</li> </ul>

		<p>(iii) Ceding of the necessary land for the road widening necessary for the provision of a future intersection treatment at Kerosene Lane and Nairn Drive;</p> <p>(iv) Ceding of the necessary land for the road widening and upgrading of Fairchild Drive abutting the Structure Plan boundary.</p>
4.6	Site Investigation	The City of Rockingham shall recommend to the Western Australian Planning Commission that a condition be imposed on the grant of subdivision approval to undertake a Preliminary Site Investigation to identify and address any potential contamination.
4.7	Acoustic Assessment	The City of Rockingham shall recommend to the Western Australian Planning Commission that a condition be imposed on the grant of subdivision approval to undertake an Acoustic Management Plan to identify and appropriately address noise mitigation for any lots being the subject of noise levels exceeding the 'noise targets' of <i>State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning'</i> .
4.8	Urban Water Management	<p>An Urban Water Management Plan (UWMP) shall be prepared as a condition of subdivision and/or development approval to the satisfaction of the City of Rockingham and Department of Water and Environmental Regulation and of which shall include, but not be limited to, the following requirements:</p> <ul style="list-style-type: none"> <li>(i) Ensure that all lots are at least 500mm above the top of the drainage basin; and</li> <li>(ii) A Geotechnical Investigation, including soil permeability testing, to be undertaken as part of the preparation of the UWMP.</li> </ul>



Plan No. : 20617-10  
 Revision : REV.0  
 Scale : 1:2000@A3



© This plan must not be reproduced without the approval of Veris. All dimensions and areas are subject to survey.

Level 10, 3 Hasler Road Osborne Park WA 6017 www.veris.com.au

LEGEND	
	MRS 'Other Regional Roads'
	Structure Plan Boundary
	Noise Wall (Indicative Location)
	Neighbourhood Connector
	Public Open space and Drainage
	Residential (R25)
	Residential (R30)
	300m Buffer from Extractive Sand Industry
	Access Roads (Indicatively shown subject to detailed design)

STRUCTURE PLAN  
 LOT 53 KEROSENE LANE

DATE DRAWN: 28/18  
 DRAWN BY: C66JRM  
 CHECKED BY: JP

FILE: 170529 Structure Plan  
 V DATUM: AHD  
 H DATUM: MGA84 (50)

