

Appendix A – Detailed Site Description

Site Description

As noted previously in this report, the subject site comprises part of two (2) lots that form part of the Armadale Rail Line corridor. The details are included in Table 5 below. The subject site is aligned with the eastern and western boundary of these two lots, with the designated PCA defining the northern and southern extent of the site.

The site particulars of all lots included in the subject site are included in Table 6 below and shown in Figure 25.

Table 5: Site Particulars

Lot	Street Address	Plan	Vol/Folio	Area	Landowner
City of Gosnells					
67	No Street Address	P796	2718/552	14,375m ²	Commissioner of Railways
320	Reserve No. R51572	P61379	3167/652	63,594m ²	State of Western Australia

Refer to Appendix D – Certificates of Title

Refer to Figure 24 – Site Plan

The subject site is currently developed with infrastructure that is associated with the Armadale Rail Line, including railway tracks, associated signalling infrastructure, the existing Beckenham Train Station as well as areas of car parking, PSPs and general site improvements such as landscaping. Much of this is approved to be demolished to provide for the construction of the VPCLXR viaduct and associated works.

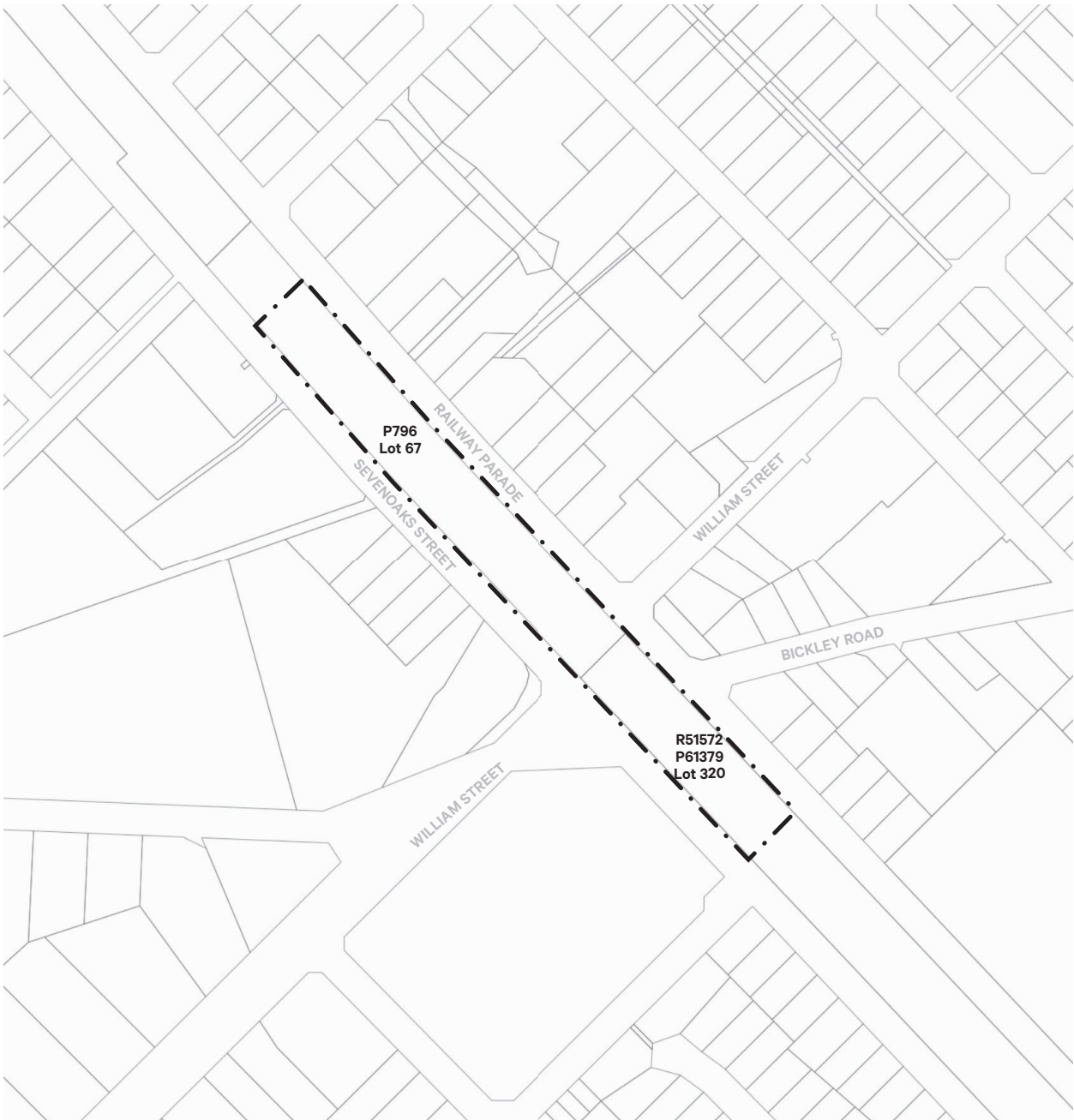
Site Context


The subject site is located within the suburb of Beckenham within the City’s local government area. The area surrounding this section of elevated rail infrastructure is characterised by a mix of land uses including single storey residential, multiple dwellings and grouped dwellings, light industrial and commercial uses on both the western and eastern sides of the Armadale Rail Line corridor. Beckenham Primary School and a number of retail showrooms and commercial tenancies including Anaconda, The Good Guys and Snooze are located in close proximity to Beckenham Train Station.

The surrounding area has a mixed character and includes a number of underdeveloped sites and vacant land parcels. The area is one in which significant population growth and new development is anticipated over the next two decades as set out in the Beckenham Station Precinct Activity Centre Plan.

There are therefore opportunities for new development in the area to leverage from the proposed significant investment in public infrastructure.

Refer to Figure 25 – Aerial Plan



 Subject Site


source: MNG / landgate

Figure 24. Site Plan



 Subject Site


source: nearmaps

Figure 25. Aerial Plan

Reservations and Zonings

Metropolitan Region Scheme

The rail corridor is generally reserved for 'Railways' under the MRS. However, the western side of the rail corridor, generally south of Albion Street (which is beyond the northern boundary of the PCA) and extending southwards (beyond the southern end of the PCA at Linden Close), is reserved for the purpose of 'Other Regional Roads' (ORR). The 'Other Regional Roads' reserve extends into PTA's 40 metre rail corridor by 10 metres in this area.

Refer to Figure 26 – Extract of Metropolitan Region Scheme

City of Gosnells Local Planning Scheme No. 6

The subject site is not zoned or reserved under the City's LPS 6. LSP 6 provides the zonings and local reserve purposes for the land immediately adjacent to the subject site, which includes the 'Residential', 'General Industry', 'Mixed Business', 'Water Courses' and 'Public Purposes' zones and reserves.

Environmental Considerations

A desktop search indicates that the subject site:

- Has no known local, State, national or Aboriginal heritage significance (referring only to matters of non-Aboriginal and/or Aboriginal heritage);
- Is not a registered contaminated site;
- Is not located within an identified bushfire prone area under the State Map of Bush Fire Prone Areas; and
- Has a moderate to low risk of acid sulphate soils.

As such, there are no known environmental or heritage issues that would inhibit the development of the subject site for the proposed development. Notably, a Preliminary Environmental Impact Assessment for the project was undertaken by the PTA as part of the reference design process. This did not identify any matters of note that are relevant to this development application. Native vegetation clearing permits have also been obtained separately by PTA as required.

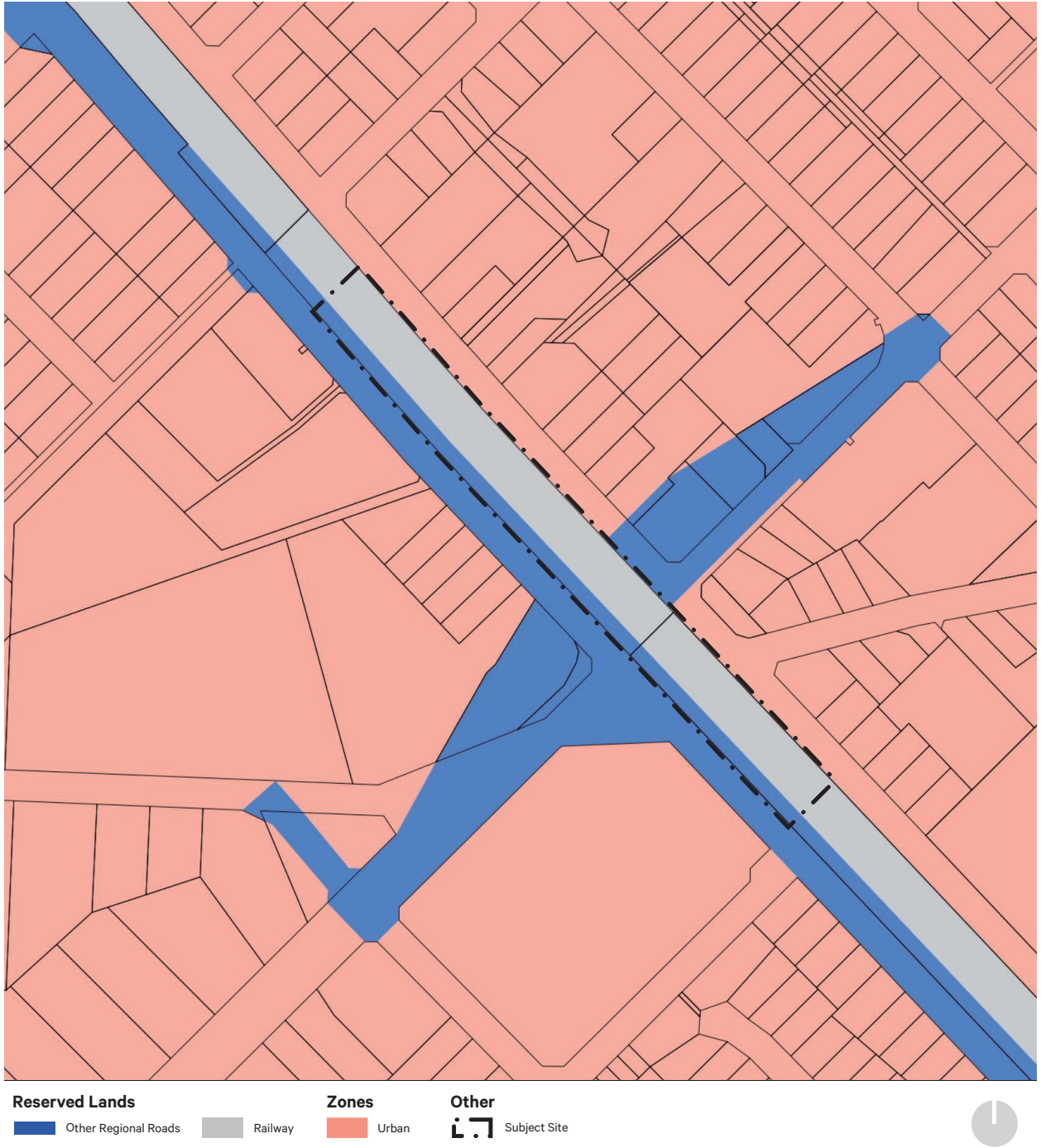


Figure 26. Extract of Metropolitan Region Scheme

