
STRUCTURE PLAN

HOMESTEAD ROAD PRECINCT

MARCH 2022
(AMENDMENT NO.2)

ENDORSEMENT PAGE

IT IS CERTIFIED THAT THE HOMESTEAD ROAD OUTLINE DEVELOPMENT
PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN
PLANNING COMMISSION ON:

26 AUGUST 2008

In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2.
(b) of the *Planning and Development (Local Planning Schemes) Regulations*
2015.

DATE OF EXPIRY: **19 OCTOBER 2029**

TABLE OF AMENDMENTS

AMENDMENT NO.	SUMMARY	COUNCIL ENDORSEMENT	WAPC ENDORSEMENT
Original	-	26 August 2008	-
1	<ul style="list-style-type: none">• Removal of road linking Homestead Road with Dowitcher Loop• Converting the road to a laneway and PAW• Replacement of the roundabout proposed for the intersection of Homestead Road and Lauterbach Drive with 'T' intersection	-	02 February 2017
2	<ul style="list-style-type: none">• Minor changes to the R-Code densities on Lot 800 to facilitate the implementation of conditionally approved subdivision (Application No. 160418)• Minor road network modifications	-	13 December 2022

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PART ONE - IMPLEMENTATION

1.0 STRUCTURE PLAN AREA

The Structure Plan (SP) applies to the land contained within the inner edge of the line denoting the Structure Plan boundary shown on the Structure Plan Map (Plan No. 1).

2.0 OPERATION

The date the Structure Plan comes into effect is the date the Structure Plan is endorsed by the WAPC.

3.0 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

3.1 Land Use Zones and Reserves

Plan No. 1 outlines land use, zones and reserves applicable within the SP area.

3.2 Notifications on Title

In respect of applications for the subdivision of land the City of Gosnells may recommend to the WAPC that conditions of subdivision approval be imposed requiring the following notifications on title pursuant to Section 165 of the *Planning and Development Act 2005*:

- a) For lots adjacent the Perth-Armadale Railway line advising of the potential for impacts from transport noise in accordance with *State Planning Policy 5.4 Road and Rail Noise*.

3.3 Public Open Space

The provision of a minimum of 10% Public Open Space (POS) will be provided in accordance with the WAPC's Liveable Neighbourhoods. POS is to be provided generally in accordance with Plan No. 1, with an updated POS Schedule to be provided at the time of subdivision for determination by the WAPC, upon the advice of the City of Gosnells.

3.4 Residential Density

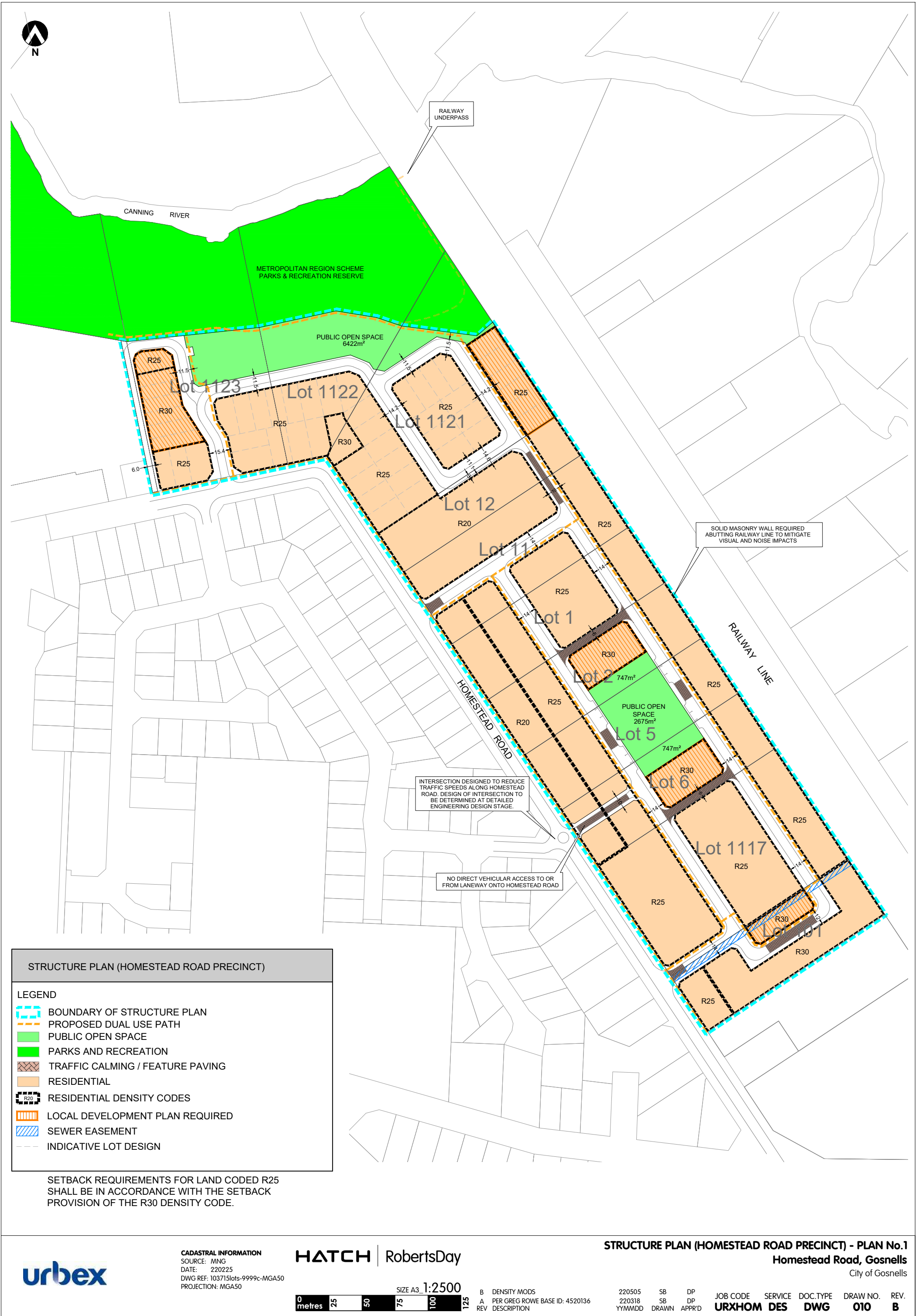
Subdivision and development will be in accordance with the applicable residential density code plan specified on Plan No. 1.

4.0 LOCAL DEVELOPMENT PLANS

- a) Local Development Plans (LDP's) are to be prepared in accordance with Part 6 of Schedule 2 – Deemed Provisions for Local Planning Schemes, *Planning and Development (Local Planning Schemes) Regulations 2015*, prior to any subdivision and/or development that is affected by the following design considerations:
- (i) Lots coded R30;
 - (ii) Lots with vehicle access from a laneway;
 - (iii) Lots with direct interface to POS;
 - (iv) Lots that propose grouped or multiple dwelling development;
 - (v) Lots affected by an Asset Protection Zone; or
 - (vi) Lots affected by transport noise.
- b) LDP's may address (but are not limited to) consideration of fencing abutting POS, street and lot boundary setbacks, boundary walls, building and wall height, setbacks of garages and carports, restrictions to vehicle access, parking standards, dwelling orientation, outdoor living area and open space, overshadowing and visual privacy.

5.0 ADDITIONAL INFORMATION

Additional Information	Approval Stage	Consultation Required
Local Water Management Strategy	Structure Plan	City of Gosnells
Urban Water Management Plan	Condition of subdivision approval	City of Gosnells



PART TWO – EXPLANATORY

1.0 INTRODUCTION

This Report has been prepared by Greg Rowe and Associates for the Homestead Road Precinct ('HRP') of the City of Gosnells Local Housing Strategy.

The Report comprises two parts:

- Part 1: Implementation; and
- Part B: Explanatory.

Part 2 contains the findings of a comprehensive analysis of the HRP, and an overview of the proposed Structure Plan ('SP'). The report has been prepared following discussions with the City of Gosnells ('City') and State Government agencies.

The purpose of the report is to provide justification for the proposed SP and Scheme Amendment to rezone the land from Residential R17.5 to Residential Development under the City's district Town Planning Scheme No.6 ('TPS6'). The report addresses all of the matters set out in Part 7 of TPS6.

2.0 SITE DESCRIPTION

2.1 Context

The Homestead Road Precinct is situated 20 kilometres south-east of the Perth Central Area in the Municipality of the City of Gosnells. The precinct is located to the north-west of Gosnells Town Centre with several of the landholdings being less than 1 kilometre from Gosnells Railway Station. Refer Figure 1 – Context Plan.

All landholdings are located on the east side of Homestead Road. The southern portion of the precinct is located 190 metres north of Fremantle Road. The rear boundaries of the majority of the properties abut the Perth-Armadale rail line, whilst Lots 1123 and 1122 abut the Metropolitan Region Scheme Parks and Recreation Reserve for the Canning River. Refer Figure 2 – Location Plan.

It appears the landholdings on the east side of Homestead Road were historically used for rural purposes. An orchard occupies three landholdings, abutting the Canning River. An aged persons home occupies the land at the corner of Homestead Road and Fremantle Road to the south of the HRP. The remaining properties within the HRP each contain a single house positioned toward Homestead Road. A conventional single house subdivision has been developed on the west side of Homestead Road. Refer Figure 3 – Aerial Photograph.

2.2 Legal and Cadastral Description

The HRP has a total area of 122,673 square metres (12.2673 hectares) of which approximately 22,890 square metres (2.2890 hectares) is reserved for Parks and Recreation. The HRP has a total frontage to Homestead Road of 603 metres. The majority of landholdings within the HRP have a depth of 160.9 metres and are rectangular in shape.

The landholdings within the HRP are listed in the table on the following page.

Lot Number	Site Area (m²)
Former 1117 *	16,185
Former 6 *	8,096
Former 5 *	8,093
Former 2 *	8,095
Former 1 *	8,097
Former 11 *	10,559
Former 12 (now Lot 128)	5,634
Former 1121 (Now Lots 800 and 801)	17,811
Former 1122 (Now Lots 800 and 801)	20,220
Former 1123 (Now Lots 800 and 801)	19,883
Total	122,673

* Now subdivided into multiple lots. Refer Figure 4 – Site Plan. Lot references throughout this report retain the original descriptors depicted in the table above.

2.3 Improvements

Excluding Lots 1121 and 1122, all of the lots contain improvements, in the form of residential dwellings and associated outbuildings. Lots 1121 and 1122 are vacant and contain remnant vegetation from an existing orchard. The dwellings within the HRP are in fair to good condition and most continue to be occupied. A vacant derelict house and a number of outbuildings associated with the site's former rural activities are located on Lot 1117. Refer Figure 5 – Photographs of Existing Improvements.

3.0 TOWN PLANNING

3.1 Metropolitan Region Scheme

The land is zoned Urban under the Metropolitan Region Scheme. The northern portions of Lots 1121, 1122 and 1123 are reserved for Parks and Recreation under the Metropolitan Regions Scheme. The remaining lots within the HRP abut the Metropolitan Region Scheme Railways Reservation for the Perth-Armadale rail line. A Metropolitan Region Scheme zoning map is contained in Figure 6.

3.2 City of Gosnells Town Planning Scheme No 6

The land is zoned Residential R17.5 under City of Gosnells TPS6. Refer Figure 7 – Local Authority Zoning Map.

The objective of the Residential zone is *“to provide for residential development at a range of densities with a variety of housing to meet the needs of different household types through the application of the Residential Design Codes.”*

The existing zoning allows for the land to be developed for residential purposes in accordance with the R17.5 density code, which stipulates the following frontage and minimum and average lot areas for single houses and grouped dwellings:

- Frontage: 12 metres
- Minimum Lot Area: 500m²
- Average Lot Area: 571m²

3.3 City of Gosnells Local Housing Strategy and Implementation Policy

The City's Local Housing Strategy ('LHS') was prepared in December 2003 to *“provide strategic direction to meet future housing needs within the City by identifying areas that have the capacity to accommodate increased residential densities in order to cater for population growth and change.”*

The landholdings are located in the North Gosnells Housing Precinct of the LHS. Refer Figure 8 – LHS Precinct Plan. The Precinct Plan for North Gosnells shows areas where medium density housing is recommended, being those areas generally within 400-metres of railway stations and local shopping centres.

On October 2005, the Council adopted a report titled *“The Identification and Analysis of Large Residential Lots Requiring Outline Development Plans.”* The report builds upon the recommendations of the LHS and identifies a further thirteen residential areas within the City requiring the adoption of SP’s prior to subdivision or development.

The report identifies the Homestead Road Precinct (Refer Figure 9 – Homestead Road Precinct) as an area requiring the preparation of an SP, for the following reasons:

- The area is characterised by large lots in fragmented ownership;
- The area lacks an effective road network;
- The lots are underdeveloped and underutilised;
- There is pressure from landowners to subdivide and develop their land; and
- There is a possible need to upgrade drainage infrastructure to service development.

The report acknowledges the Homestead Road Precinct is in close proximity to Gosnells Town Centre and Gosnells Railway Station. The report states:

“The lack of an ODP will result in the Homestead Road Precinct being further developed on an ad-hoc basis and the Precinct will most likely be characterised by battle axe lots and large grouped dwelling developments with long narrow access ways. Further subdivision in an orderly manner will result in the creation of smaller lots with additional roads through the Precinct which will enable all newly created lots to have direct street frontage.”

In July 2006, the City adopted a Local Planning Policy titled *“Planning Implementation Framework for Local Housing Strategy and Large Lot Outline Development Plan Areas.”* Part 1 of the Local Planning Policy provides a framework for implementing the LHS recommendations and Part 2 contains guidelines for determining proposals in those areas where Council resolved (in October 2005) that an SP is required.

Part 2 of the Local Planning Policy states:

“A landowner or group of landowners may request that Council consider a proposed ODP for land within a precinct identified in Appendix 2 to this Policy, ahead of the City preparing an ODP where the proposal:

- i) Has been prepared by a suitably-qualified planning consultant to the City’s satisfaction;*
- ii) Satisfactorily addresses the matters specified in Part 7 of TPS6; and*
- iii) Is accompanied by the required ODP proposal fee and a written commitment to meet all advertising costs should the proposal proceed.”*

The LHS and subsequent Implementation Strategy indicate the subdivision and development of land within the Homestead Road Precinct may occur if a landowner-initiated SP is first of all prepared. Discussions with the City confirm that the Council may consider the introduction of a higher density codes as part of the Scheme Amendment and SP processes, provided adequate justification can be made. In the case of the Homestead Road Precinct, the proximity of the land to Gosnells Town Centre and Railway Station, together with the availability of infrastructure (and the ability for such infrastructure to be upgraded to meet demand), suggest the introduction of low to medium-density codes such as R20 to R30 is appropriate.

Part 7 of TPS6 lists the matters that an SP is required to address, including site description, opportunities and constraints, planning context, proposed land uses, indicative lot pattern, estimates of lot and dwelling yields, provision of infrastructure, road network, public transport, pedestrian / cycle network, and staging. Part 7 of TPS6 sets out the approval process for an SP.

4.0 ENVIRONMENTAL

4.1 Vegetation

The rear (eastern) portions of the HRP are generally parkland cleared, with mature trees dispersed throughout the HRP but primarily along lot boundaries and within the curtilage of dwellings. Numerous large trees are present in the central portion of Lot 1117, along the rear (north-east) boundary and within the curtilage of the dwelling.

Refer Figure 10 – Photographs of Existing Vegetation.

4.2 Topography

The topography of the landholdings contained within the southern portion of the HRP is flat. The topography varies by less than 0.3 metres across the HRP. The lots abutting the Metropolitan Region Scheme Parks and Recreation Reserve slope downwards to the flood fringe of the Canning River.

4.3 Acid Sulfate Soils

Acid sulfate soils is the common name given to naturally occurring soil and sediment containing iron. According to mapping produced by the Western Australian Planning Commission, the landholdings within the HRP are located in an area with *“moderate to low risk of actual acid sulfate soil and potential acid sulfate soil”* being present less than 3 metres from the ground surface. In addition, the portion of Lots 1121, 1122 and 1123 fronting the Canning River flood fringe contains land with *“high risk of actual acid sulfate soil”*, however, this land is contained within the Metropolitan Region Scheme Parks and Recreation Reserve. The land with the potential to be developed is not within an area where there is a significant risk of disturbing acid sulfate soils.

4.4 Wetlands

Department of Water data confirms the land is not within the 1 in 100 year floodplain associated with the Canning River. Mapping of Wetlands of the Swan Coastal Plan shows evidence of a Multiple Use Category Wetland in the area generally east of Homestead Road. This is the least significant category for all assessed wetlands and does not prevent the land being developed in accordance with its current urban zoning.

4.5 Noise

Several lots within the HRP abut the Perth-Armadale Railway Line. In May 2005 the Western Australian Planning Commission prepared a Draft State Planning Policy ('SPP') titled *"Road and Rail Transport Noise."* The draft SPP identifies measures that can be adopted to reduce road or rail traffic noise and describes the circumstances when such measures may be required. The intent of the draft SPP is to *"minimise the effect of road and rail traffic noise on residential development."* The draft SPP sets target noise exposure levels and recommends noise amelioration measures that can be incorporated into the design of a development to mitigate the adverse effects of road and rail traffic noise. Such measures include use of certain building materials, construction of solid masonry walls, and orientation of dwellings and outdoor living spaces.

5.0 SERVICES

The results of a “dial-before-you-dig” enquiry are contained in Appendix 2. Following is a summary of existing infrastructure servicing the site. Porter Consulting Engineers has prepared a Drainage and Servicing Report (refer Appendix 3).

5.1 Sewer

A main sewer is located in the railway reserve to the rear of the properties. The sewer also runs along the south-east boundary of Lot 1117. Another sewer also runs along the west side of Homestead Road, from a point midway between Lots 1117 and Lots 1 and 11.

5.2 Water

A water main runs along the west side of Homestead Road.

5.3 Power

Overhead power lines are located on the west side of Homestead Road. It is normal for Western Power to require, as a condition of subdivision approval, that any existing overhead power lines adjacent to a site be removed and replaced with an underground power supply service, for the extent of the site’s frontage to the overhead power supply. All proposed new lots are also required to be provided with an underground power supply. Refer Figure 11 – Existing Overhead Powerlines.

5.4 Gas

Gas and telecommunications are available within Homestead Road.

5.5 Communications

Telstra has advised that communication infrastructure available in the area includes local cable and fibre optic cable providing standard telephone and high speed broadband services.

5.6 Drainage

The City of Gosnells has prepared a drainage strategy for the Municipality and it will be necessary for the subdivision and development of the land to adequately deal with stormwater collection and disposal. An existing drain within Homestead Road services the HRP. The drain will need to be upgraded to cater for expected stormwater run-off from the proposed SP area.

6.0 TRANSPORT

6.1 Rail

Gosnells Railway Station on the Perth-Armadale passenger rail line is within 730 metres of the HRP. This equates to a 10 to 15 minute walk. Refer Figure 12 – Public Transport Plan.

6.2 Bus

Bus services in the locality are shown in Figure 12. Bus services do not presently run along Homestead Road but the development of land in accordance with the proposed SP may generate sufficient demand for additional bus services in the immediate locality, linking the remaining lots within the SP area to the Gosnells Train Station.

6.3 Road Network

Homestead Road is classed as a Local Distributor Road and carries approximately 1,600 vehicles per day.

6.4 Pedestrian / Cycle Network

A footpath runs along the east side of Homestead Road, from Fremantle Road to the north-west boundary of Lot 1117. The footpath provides a connection to Gosnells Town Centre and Railway Station.

7.0 HERITAGE

7.1 Aboriginal Heritage

A search of the Department of Indigenous Affairs Register of Aboriginal Sites revealed three sites within the vicinity of the land:

Site ID	Site Number	Site Name	Site Type	Site Description
3511	S02601	Southern River	Mythological	Camp, Hunting Place
3538	S02550	Canning River	Mythological	Ochre, Named Place, Water Source
3539	S02554	Foreshore Place, Gosnells	Mythological	Water Source

Further enquiries with the Registrar at the Department of Indigenous Affairs confirm that none of the above-described sites affect the Homestead Road Precinct. Notwithstanding, it is possible there are sites of significance to Aboriginal people that have not been entered on the Register. The Aboriginal Heritage Act protects all Aboriginal sites, whether on the Register or not, and stipulates procedures for damaging, excavating or disturbing a site.

7.2 European Heritage

A search of the Heritage Council of Western Australia's Register of Heritage Places identified three sites on Homestead Road with varying levels of heritage significance.

Site ID	Site Name	Listing
01127	Wilkinson Homestead	Permanent Entry on State Register
13817	John Okey Davis Park	City of Gosnells Municipal Inventory; TPS6 Heritage List
03950	Shangri-La	City of Gosnells Municipal Inventory; TPS6 Heritage List

None of the subject sites are affected by the above-described listings. Searches of the Australian Heritage Commission's website confirm the land is not on the Register of the National Estate or the National, Commonwealth or World Heritage Lists.

8.0 OPPORTUNITIES AND CONSTRAINTS

A detailed Opportunities and Constraints Map has been prepared for the HRP. This summarises the site's attributes and constraints to development and forms the basis of the SP presented in this report. Refer Figure 13 – Opportunities and Constraints.

9.0 OUTLINE DEVELOPMENT PLAN

The SP has been prepared having regard to the findings of the comprehensive site analysis presented in this report. The SP is shown in Figure 14 and Appendix 4.

9.1 Lot and Dwelling Yield

The proposed SP will accommodate residential land uses only and proposes density codes ranging from R20 to R30, as summarised below.

Lot Number	Area (m ²)	Potential Lot Yield			
		R20	R25	R30	Total
1117	16,185	3	31	-	34
6	8,096	3	7	5	15
5	8,093	3	7	-	10
2	8,095	3	7	5	15
1 & 11	18,656	12	23	-	35
12	5,634	9	-	-	9
1121, 1122 & 1123 (1)	34,364	-	43	7	50
TOTAL	99,123	33	118	17	168
Note					
1. Area of Lots 1121 to 1123 excludes land reserved for Parks and Recreation under the MRS.					

The majority of residential land within the SP is proposed to be coded R20 or R25, with five areas of R30 coded land in appropriate locations. All lots within the SP area are proposed to be subdivided into freehold ("green title") lots.

The SP proposes the inclusion of medium density housing to provide for more efficient utilisation of the services and amenities provided in the Gosnells District Centre, including the Gosnells Railway Markets, Gosnells Hotel, medical/professional centres and shopping facilities.

With respect to Lots 2, 5 and 6, these are each 50 metres wide, meaning the average lot area of 500 square metres under the R20 code would result in each existing lot being subdivided with only two irregular (square) shaped lots fronting Homestead Road. To avoid the creation of irregular shaped lots, the SP proposes that the average lot area for the land coded R20 be based on the minimum lot area of 440 square metres, to enable Lots 2, 5 and 6 to each be developed with three regular shaped lots of 16.5 metres wide fronting Homestead Road. This variation applies to Lots 2, 5 and 6 only, as shown on the SP, and not to the balance of the R20 land.

The LHS suggests the HRP has the potential to achieve a yield of 186, however, this would require a density of at least R25 to be introduced throughout the entire HRP. Whilst the original intent was to achieve a lot yield consistent with the LHS, officers of the City requested a reduction in the overall density of the SP, resulting in a lot yield that is lower than that contemplated by the LHS.

The densities proposed by the SP are generally consistent with, but in many cases lower than, the densities proposed by other SP's within the City of Gosnells.

The South Maddington SP covers the area to the east of the HRP, between the railway line and Albany Highway, and incorporates densities ranging from R20 to R60, with an area of R40 located a similar distance from Gosnells District Centre and Railway Station as the HRP.

The Yule Brook SP covers the area bound by Roe Highway, Kenwick Link, Ladywell Street and Albany Highway. The entire SP is over 800 metres from Kenwick Railway Station and there does not appear to be any major shopping facilities in close proximity. In addition, the surrounding regional roads present a significant physical barrier to residents wishing to access local shopping and rail transport services. The Yule Brook SP proposes densities of R20, R25 and R40.

Neither of these SP's is in an area where higher densities are recommended by the LHS. Both SP's propose (or have been approved with) densities greater than R20, including densities of R25, R30, R40 and R60. In some instances, these medium density codes are not in close proximity to major shopping or public transport nodes.

Lot 101 Homestead Road, abutting the southern boundary of the SP, is presently being rezoned from R17.5 to R30. In requesting the increase in density, the proponent for Lot 101 provided similar arguments to those outlined above, such as the proximity of the land to local facilities and the railway station, and consistency with State Planning Policies. The proponent for Lot 101 also highlighted examples of sites within Gosnells coded R30 and higher which are not within close proximity to shopping and transport facilities. The proposed SP confirms that the rezoning of Lot 101 to R30 has not prejudiced the future planning of the HRP. The SP demonstrates the HRP will be developed in an appropriate manner, with a high level of road connectivity and pedestrian permeability, an equitable approach to the provision of open space, incorporation of designing-out crime principles and a mix of housing types and densities.

The proposed density codes will ensure the SP produces a mix of housing styles to meet demand from different sectors of the community and provide a logical and sound transition from the adjacent, established residential areas. The residential densities appropriately respond to the opportunities and constraints of the land and are consistent with relevant State Planning Policies.

9.2 Road Layout and Pedestrian Paths

The SP proposes four access roads from Homestead Road. The access roads located on Lots 11 and 1117 generally serve the southern and central part of the SP and lead into two roads running parallel to Homestead Road. The parallel road toward the rear of the site is positioned approximately 26 metres from the rear boundary and will be separated from the railway line by a row of residential lots. This arrangement is considered preferable to having a road abutting the railway line due to the overall depth of the landholdings and the need to create conventional shaped lots with an appropriate width and depth. The alternate of locating a road adjacent to the railway line also means the lots closest to the rear of the site are orientated toward the railway line. It is considered preferable, from a community planning point of view, to create a street which has lots on either side of the road.

For the northern-most part of the SP, two access roads from Homestead Road link into a new road abutting an area of public open space that acts as an extension to the Parks and Recreation Reserve for the Canning River. The design of the SP in this area will maximise passive surveillance of the open space system.

The access road straddling the boundary of Lots 12 and 1121 is positioned to enable Lot 12 to be subdivided in an appropriate manner. The northern part of the SP is linked to the central and southern parts by a 10-metre wide link road, which has the primary purpose of providing pedestrian access through the HRP. This arrangement improves the permeability of the SP design and allows for direct pedestrian access to the Canning River. No through road connection is proposed from the SP to Lot 101 to the south, given the recent decision by the Council to initiate an amendment to TPS6 to allow Lot 101 to be developed as a grouped dwelling site without an SP or any integration with adjacent properties.

Road reserves are generally 14 metres wide, being the minimum width normally accepted by the City for roads with lots on both sides of the street. In the case of streets which have lots located on one side only, road reserve widths are between 11.5 - 12 metres. The one exception to this is the 10 metre wide link road between Lots 11 and 12, which will provide direct vehicle access for a maximum of two lots. Rear access to the R30 coded areas will be provided via laneways of 6 metres in width.

Traffic calming such as contrasting paving and parallel car parking bays are proposed where the access roads intersect with Homestead Road and adjacent to the two areas of public open space. The SP makes provision to upgrade and extend the footpath on Homestead Road where it abuts the HRP. Provision is also made for a footpath on one side of the new roads internal to the SP.

9.3 Public Open Space

The SP proposes two areas of public open space: one of 6,442 square metres abutting the Metropolitan Region Scheme Parks and Recreation Reserve and the other of 4,169 square metres in the central part of the southern half of the SP. The total amount of public open space is equivalent to 10% of the gross residential subdividable area of the SP. The provision of public open space in the locations shown is considered appropriate for the following reasons:

- The two areas of public open space are distributed to maximise pedestrian access;
- The northern area of open space is positioned on land that falls toward the Canning River and is up to 5 metres lower than the balance of the SP. This land may be liable to flooding and is considered appropriate for open space purposes;

- The northern area of open space enhances access to the Canning River foreshore;
- The balance of the land in the northern part of the SP can be subdivided to take advantage of the aspect over the public open space and Canning River;
- The inclusion of two separate areas of public open space is considered more equitable than the provision of one larger area which would benefit a smaller number of future residents.

With respect to implementation, it is considered appropriate for the owner of the land upon which the public open space is positioned to be (partially) compensated through the use of funds paid by other subdividers in the Homestead Road Precinct in the form of cash-in-lieu of the provision of public open space. That is, future subdivision applications for land that do not propose public open space will likely be approved subject to a condition requiring the payment of cash-in-lieu of 10% public open space. Further discussion of cost sharing arrangements is provided in Section 9.6 of this report.

9.4 Built Form

Future development within the SP will be required to comply with the provisions of the Residential Design Codes, having regard to the relevant density code and any variations permitted by the provisions of the City's TPS6.

It is considered necessary for a Local Development Plan ('LDP') to be prepared prior to development on the land coded R30 to ensure future development has an appropriate interface with adjacent open space, in terms of fencing, dwelling orientation and design. The LDP will also require vehicle parking to be provided at the rear of lots, adjacent to the rear right of way. LDP's are also required for the 'squat lots' adjacent the railway line within Lot 1121 to manage built form and acoustic impacts from the railway (see below).

The SP also proposes that the subdivision and development potential of the R20 coded area on Lots 2, 5 and 6 (only) be calculated on the basis of an average lot size of 440 square metres, rather than the normal average lot area of 500 square metres, to ensure these areas can be subdivided with regular shaped lots. This variation does not increase the lot yield of the R20 area in the event of Lots 2, 5 and 6 being subdivided as one parcel.

It is proposed to construct a solid masonry wall along the boundary adjacent to the Perth to Armadale railway line to mitigate potential visual and noise impacts. Consistent with the draft SPP for Road and Rail Transport Noise, additional noise amelioration measures can be incorporated into the design of dwellings to mitigate potential noise impacts from rail traffic. This will be implemented at the subdivision and development stage.

9.5 Drainage and Servicing

Porter Consulting Engineers has prepared a Drainage and Servicing Report for the proposed SP (refer Appendix 3). The report confirms that all necessary services can be provided to the SP to meet anticipated demand, including sewer, water, power and drainage. An upgrade to the drain in Homestead Road will be required.

9.6 Infrastructure Cost Sharing

It is normal for an SP to incorporate provisions for landowners to share the cost of providing or upgrading certain infrastructure, to ensure the subdivision and development of the SP occurs in a co-ordinated and equitable manner. Porter Consulting Engineers have made recommendations for infrastructure and public open space cost sharing arrangements.

The densities shown on the SP will require existing drainage infrastructure to be upgraded to accommodate increased stormwater runoff. The SP also identifies two areas of public open space and a new roundabout providing access into the northern part of the SP. There may also be a need to provide a regional recreation dual use path along the Canning River foreshore. Contributions will be required for these works prior to subdivision or development.

A Development Contributions Plan has been prepared outlining the methodology for landowners within the SP area to share the cost of the above-described works and public open space. It is proposed to introduce a Special Control Area over the SP to give effect to the cost sharing arrangements outlined in the Development Contributions Plan. The contributions proposed by the Development Contributions Plan shall be applied in accordance with Schedule 12 of the TPS6.

10.0 CONCLUSION

This report contains a comprehensive analysis of the land contained within the Homestead Road Precinct and provides justification for a proposed SP over these landholdings. The SP will enable the HRP to be subdivided into 168 residential lots in accordance with the R20, R25 and R30 density codes.

The road design allows for a high level of vehicle and pedestrian permeability. The footpath abutting the site will be upgraded / extended and new footpaths will be provided within the site. A solid masonry boundary wall is proposed adjacent to the Perth-Armadale Railway Line. Public open space is shown adjacent to the Canning River, as well as in the central portion of the HRP. An equitable arrangement for sharing infrastructure costs is proposed by the Development Contributions Plan accompanying the SP.

The SP satisfies the requirements of the LHS Implementation Policy and will ensure the HRP is developed in accordance with sound planning principles and policies, without any adverse impact on the surrounding area. The SP proposes a logical pattern of subdivision that recognises existing cadastral boundaries, site constraints and opportunities, provides for the equitable distribution of open space and achieves high levels of integration with the surrounding locality. The mix of densities will provide for an appropriate housing mix commensurate with demand. The proposed SP is considered appropriate as a guide for the future subdivision of the Homestead Road Precinct.

Accordingly, the Council is respectfully requested to:

- Determine the proposed SP is satisfactory for advertising and thereafter commence the formal process for approval of the SP, pursuant to Clause 7.4 of TPS6; and
- Initiate an amendment to TPS6 to (a) rezone the land from “Residential R17.5” to “Residential Development” and (b) introduce a Special Control Area over the land for the purpose of implementing the Development Contributions Plan.

- Adopt Amendment No. 2 to the SP to update the density codes depicted on plan No. 1 to accord with recent subdivision approvals and incorporate a Part One: Implementation Section in accordance with the Structure Planning Framework.