

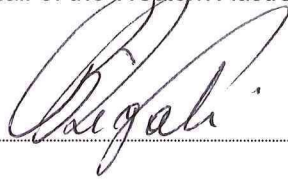
KENWICK - SOUTH STRUCTURE PLAN

This structure plan is prepared under the provisions of the City of Gosnells Local Planning Scheme 6.

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

..... 30 July 2018Date

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

..... 30 July 2018 Date

..... 30 July 2028 Date of Expiry

Table of Modifications

July 2016	Prepared for Advertising
March 2017	Modified Following Council Determination (28 February 2017)
July 2018	Modified Following WAPC consideration (25 June 2018)

Executive Summary

This Structure Plan has been prepared for an area generally bounded by Kenwick Road to the north, Park Road to the east, Stafford Road to the west and a drain reserve and existing housing to the south. It has been prepared as a precursor to residential subdivision and development of the area to ensure a comprehensive approach to planning is undertaken.

Table 1: Structure Plan Summary

Item	Data	Section number referenced within the Structure Plan report
Total area covered by Structure Plan	11.68 hectares	Part 2 section 2.2
Area of each land use proposed: - Residential - Industrial - Commercial	10.17 hectares 0 hectares 0 hectares	Part 2 section 5.1
Estimated lot yield:	647 lots	Part 1 section 5.2; Part 2 section 5.3
Estimated number of dwellings	647 dwellings	Part 1 section 5.2; Part 2 section 5.3
Estimated residential site density	57.5 dwellings per site hectare	Part 2 section 5.3
Estimated population	1,472 people	Part 2 section 5.3
Number of high schools	Nil	-
Estimated commercial floor space (for activity centres if appropriate)	Nil	-
Employment self-sufficiency targets	Not applicable	-
Number of primary schools	Nil	-
Estimated area and % of public open space: - Regional open space - District open space	0 hectare 0 hectare	-
Estimated area and number: - neighbourhood parks - local parks	0 ha 0 parks 1.12 hectares 1 park	-
Estimated number and area of natural biodiversity assets	Nil	-

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Appendix 2A - Engineering and Development Report

Appendix 2B - Local/Urban Water Management Strategy

Appendix 3 - Email from DER

Appendix 4 - Rezoning Plan

Appendix 5 - Public Open Space Plan

KENWICK SOUTH STRUCTURE PLAN PART 1 - IMPLEMENTATION SECTION

1. Structure Plan Area

This Structure Plan shall apply to the following lots:

House No.	Lot No.	Street Name	Plan/Diagram	Volume/Folio
35	3	Kenwick Road	D13598	1757/560
37	500	Kenwick Road	D70925	1757/558
39	4	Kenwick Road	D13598	1129/867
41	10	Kenwick Road	P6266	1211/85
45	11	Kenwick Road	P6266	1190/104
47	12	Kenwick Road	P6266	1180/949
49	13	Kenwick Road	P6266	1579/99
51	14	Kenwick Road	P6266	1414/581
53	15	Kenwick Road	P6266	1154/784
55	16	Kenwick Road	P6266	1154/783
57	72	Kenwick Road	D36839	1355/649
35	73	Park Road	D36839	1731/888
37	74	Park Road	D36839	180/47A
39	81	Park Road	D83634	1946/862
41	19	Park Road	P6266	1154/782
43	20	Park Road	P6266	1184/90
45	21	Park Road	P6266	1211/463
47	22	Park Road	P6266	2031/97
49	23	Park Road	P6266	1408/581
51	71	Park Road	D36375	131/71A
53	70	Park Road	D36375	131/73A
55	69	Park Road	D36375	394/182A
25	9000	Postling Street	DP58190	2709/783
8	701	Stafford Road	D71431	1781/388
14	79	Stafford Road	D42676	1347/291
16	80	Stafford Road	D42676	1347/292
18	10	Stafford Road	DP29185	1365/682
22	6	Stafford Road	D13598	1125/917
26	7	Stafford Road	D13598	2127/687
32	8	Stafford Road	D13598	1194/293
34	9	Stafford Road	DP13598	1347/875
38	50	Stafford Road	D17108	1272/210
46	49	Stafford Road	D17108	1258/723
48	112	Stafford Road	D88887	2040/672
27	700	Kenwick Road	D21103	1899/677
29	52	Kenwick Road	D71430	1781/387
31	2	Kenwick Road	D13598	1121/809
	116	Ulcombe Street	D90666	2190/987
	66	Bickley Road	P3148	1809/544
	66	Bickley Road	D46429	2773/967
	66	Stafford Road	D70925	1757/559
	66	Park Road	D36375	1211/462

The 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 (Plan 1).

2. Operation

Pursuant to the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 - Deemed Provisions, the date the Structure Plan comes into effect is the date the Structure Plan is approved by the Western Australian Planning Commission (WAPC).

3. Staging

All subdivision and development should be undertaken in accordance with the Staging Plan (Plan 2) which is based on the following provisions:

1. Each development group, as identified on the Staging Plan, can commence works independently of one another, at any time, subject to the availability of infrastructure and services.
2. The subdivision and development of Stage 'A' lots can occur immediately, to the extent shown on the Staging Plan, subject to the following requirements:
 - (a) The ceding of any land required for Public Open Space and roads, as identified on the Structure Plan Map.
 - (b) The payment of cost contributions applicable to the land.
 - (c) Stormwater generated by events up to the 1 in 100 year average recurrence interval is to be managed by a combination of on-site detention/infiltration and conveyance to an existing piped drainage system. In this event, the conveyance of stormwater from the proposed development site must be limited to the pre-development flow rate.
 - (d) The Public Open Space on Lot 9000 providing a temporary drainage basin and an outlet which connects to the existing drain reserve.
3. The subdivision and development of Stage 'B' lots cannot occur until such time that:
 - (a) Land is ceded for road purposes as part of Stage 'A' development.
 - (b) The roads identified on the Structure Plan Map are constructed immediately abutting the subdivision and/or development.
 - (c) The drainage basin and outlet, as required by point 2(d), are made available where required.
4. Subdivision and development of Stage 'C' lots cannot occur until such time that the Kenwick Road sewer upgrade is constructed.
5. Subject to Water Corporation approval, lots that fall just outside the Kenwick sewerage catchment may be able to develop as part of Stage 'A'.

6. Subject to compliance with points 4 and 5, subdivision and development of Stage 'C' lots can occur, to the extent shown on the Staging Plan, subject to the following requirements:
 - (a) The ceding of any land required for Public Open Space and roads, as identified on the Structure Plan Map.
 - (b) The payment of cost contributions applicable to the land.
 - (c) Stormwater generated by events up to the 1 in 100 year average recurrence interval is to be managed by a combination of on-site detention/infiltration and conveyance to an existing piped drainage system. In this event, the conveyance of stormwater from the proposed development site must be limited to the pre-development flow rate.
7. The subdivision and development of Stage 'D' lots cannot occur until such time that:
 - (a) Land is ceded for road purposes as part of Stage 'C' development.
 - (b) The roads identified on the Structure Plan Map are constructed immediately abutting the subdivision and/or development.
 - (c) The Kenwick Road sewer upgrade is constructed.
 - (d) The temporary drainage basin, outlet and easement, as required by point 2(d), are made available where required.
8. The Public Open Space shall be developed when:
 - (a) All land required for the Public Open Space is ceded; and
 - (b) The Kenwick - South Development Contribution Plan has collected sufficient funds to pay for the cost of developing the Public Open Space.
9. Subdivision and development will not be permitted where it involves the creation of lots (or similar arrangement) which do not have direct or legal access to a constructed road.

4. Subdivision and Development Requirements

The Structure Plan map (Plan 1) outlines land use, zones and reserves applicable within the Structure Plan area. The zones and reserves designated under this Structure Plan apply to the land within it as if the zones and reserves were incorporated into the Scheme.

4.1 Land Use Permissibility

Land use permissibility within the Structure Plan area shall be in accordance with the corresponding zone or reserve under the Scheme.

The timing for all subdivision in the Structure Plan area will be in accordance with the Staging Plan provisions outlined in section 3 and Plan 2.

4.2 Residential

4.2.1 Dwelling Target

1. Objective - To provide for a minimum of 647 dwellings within the Structure Plan area.
2. Subdivisions are to achieve the following:
 - i) 40 dwellings per site Ha for lots zoned R40
 - ii) 50 to 60 dwellings per site Ha for lots zoned R50 to R60
 - iii) 80 dwellings per site Ha for lots zoned R80.

4.2.2 Density

The Structure Plan Map defines the broad residential density ranges that apply to specific areas within the Structure Plan.

4.3 Commercial

The Structure Plan does not propose to designate any land with a commercial zoning.

4.4 Public Open Space

The provision of a minimum of 10 per cent public open space being provided in accordance with the WAPC's Liveable Neighbourhoods. Public open space is to be provided generally in accordance with the Structure Plan Map (as contained in Appendix 4) and Table 2 below.

Table 2: Public Open Space (POS)

POS Name	Size (ha)
Kenwick South POS	1.12ha

4.5 Conditions of Subdivision Approval

At the time of subdivision the City of Gosnells shall recommend to the WAPC the implementation of the following strategies/plans which has been prepared and approved as part of the Structure Plan as conditions of subdivision:

- i) Local/Urban Water Management Plan/Strategy
- ii) Development Contribution Plan Report

4.6 Local Development Plans

Local Development Plans are to be prepared in accordance with Part 6 of the

Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 for any lots directly abutting Public Open Space or where otherwise deemed necessary, prior to the subdivision of those lots.

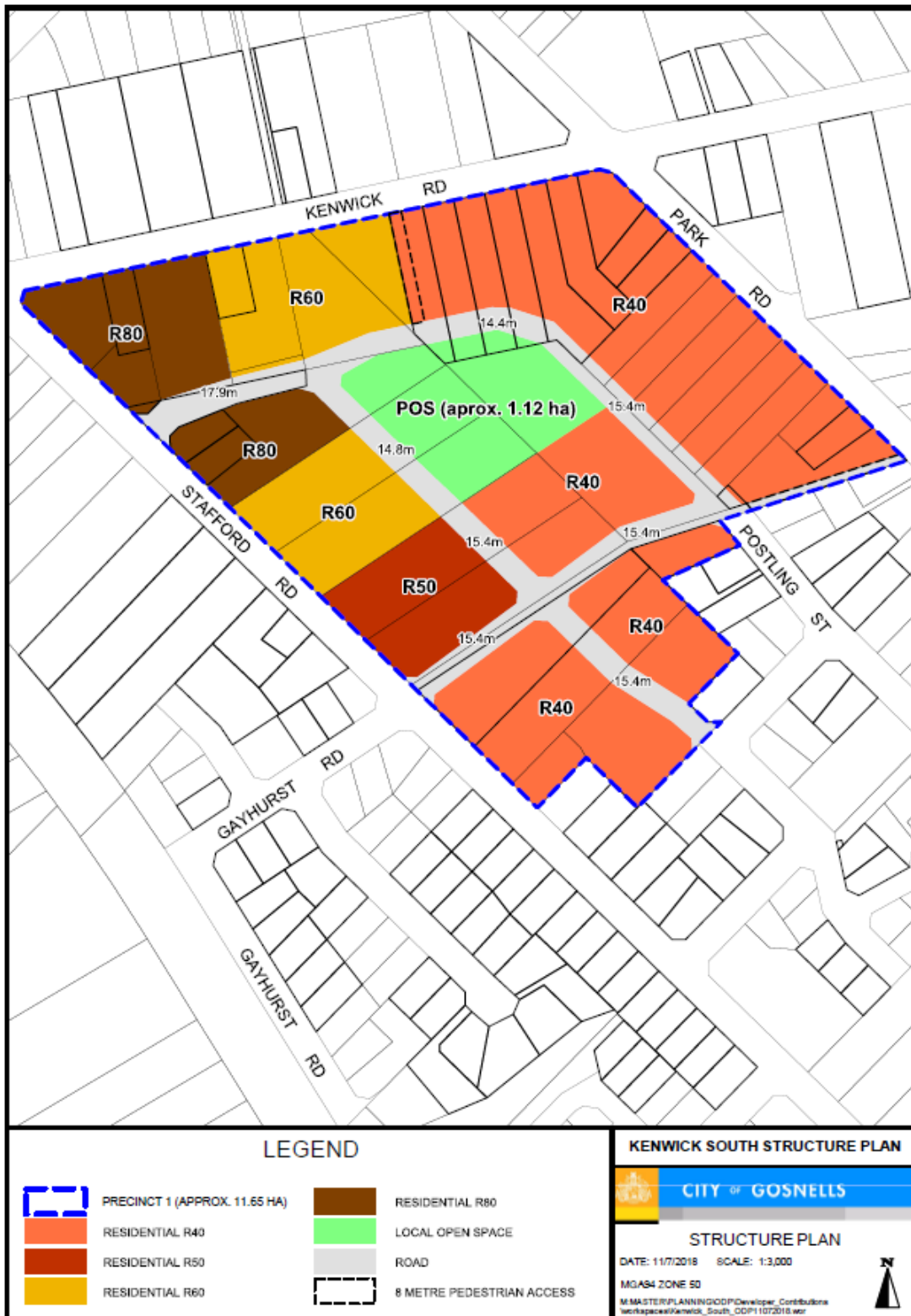
5. Development Contribution Plan

Amendment 138 to the Scheme applied a Special Control Area 'DCA 11' to the Kenwick - South Structure Plan area in accordance with Part 5 of the Scheme. The purpose of having a development contribution area is to:

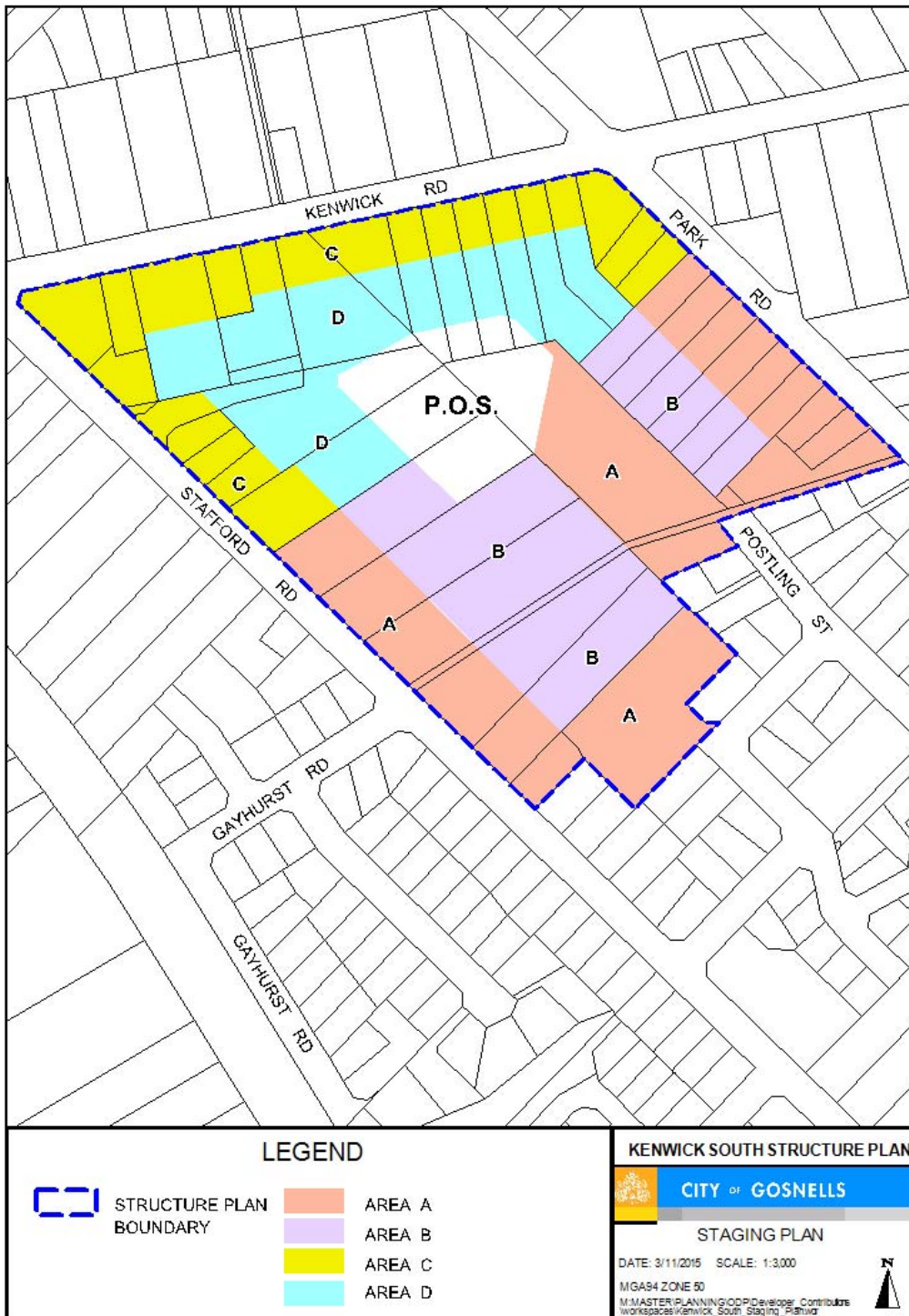
1. Provide for the equitable sharing of the costs of infrastructure and administrative costs between owners;
2. Ensure that cost contributions are reasonably required as a result of the subdivision and development of land in the development contribution area.
3. Coordinate the timely provision of infrastructure within the area.

Contributions towards development infrastructure and public open space shall be provided in accordance with a Development Contribution Plan Report at the time of subdivision and/or development, as per the requirements of the Scheme.

6. Structure Plan - Plan 1



7. Staging Plan - Plan 2



KENWICK - SOUTH STRUCTURE PLAN PART 2 – EXPLANATORY SECTION AND TECHNICAL APPENDICES

1. Introduction and Purpose

This Structure Plan has been prepared for an area bounded by Kenwick Road to the north, Park Road to the east, Stafford Road to the west and a drain reserve and existing housing to the south. The Structure Plan is a statutory document that will guide future land use and development within the Kenwick - South area and provide a framework for more detailed planning and subdivision.

The preparation of this Structure Plan is supported by a number of technical investigations, which are summarised as follows:

- Engineering and Infrastructure Report (refer to Appendix 2A)
- Local/Urban Water Management Strategy/Plan (refer to Appendix 2B)

More specifically, the objectives of the Structure Plan are to:

- Facilitate medium and high density residential development generally within 800m of the Kenwick railway station.
- Facilitate and coordinate the progressive redevelopment and subdivision of land in the Structure Plan area.
- Provide a framework to coordinate the adequate and timely provision of new or improved Infrastructure development in the Structure Plan area and to provide for the equitable sharing of costs of infrastructure development between landowners.
- Provide a framework for the establishment of a mechanism for the City to collect contributions for the provision of infrastructure development from landowners in the Structure Plan area.
- Provide an efficient drainage system to manage and maintain drainage during stormwater runoff to pre-development flows following subdivision of lots in the area.
- Provide a permeable pedestrian and vehicular traffic network throughout the Structure Plan area.
- Provide for additional areas of public open space to meet the needs of existing and additional residents.
- Encourage a variety of housing types, new concepts and comprehensive development projects to meet the changing needs of the community.
- Ensure the amenity of the residential area is maintained and improved where possible.
- Facilitate streetscape improvement measures.
- Facilitate the efficient use of utility and community services.

- Facilitate and guide the preparation of Local Development Plans (LDPs), where required.
- Implement the principles of the City of Gosnells Kenwick Vision Plan that calls for the provision of Town Houses and Apartments in the Kenwick – South Structure Plan area.

2. Land Description

2.1 Location and Land Use

The site is located within the south eastern metropolitan corridor, approximately 16km south east of the Perth Central Business District. The site comprises approximately 11.6ha of land bound by Stafford Road, Kenwick Road, Park Road, an existing drainage reserve and Ulcombe Street (refer to Figure 1).

Lots within the area range in size from 759m² to 10,866m², and are generally irregular in shape. Most lots within the area contain a single house and ancillary structure. The dwellings date from the pre-1950s to the 1980s, but the majority were built from the mid 1960's to 1970's (brick and tile). The dwellings are in various conditions: some are likely to be retained, whereas others are likely to be demolished.

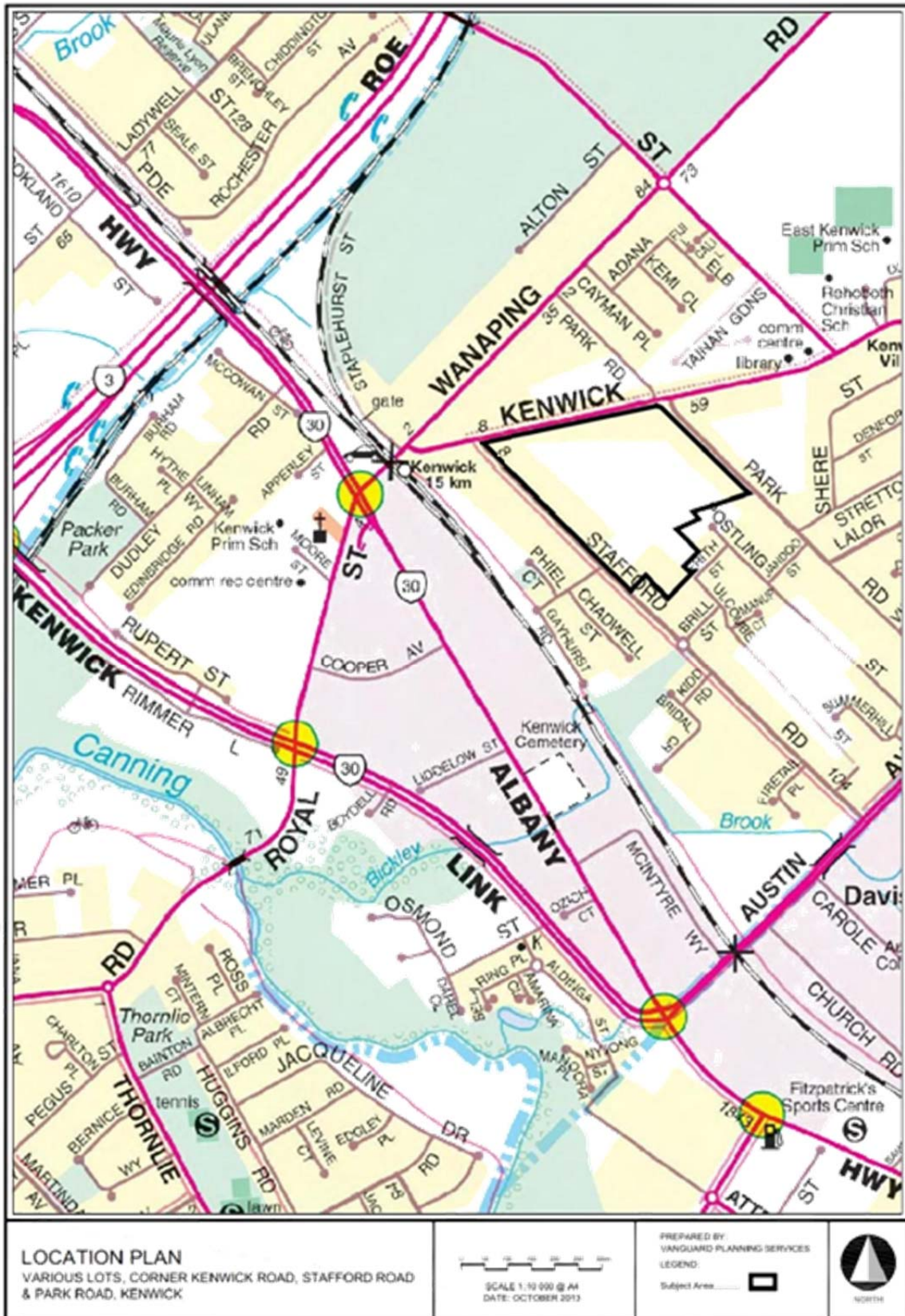


Figure 1 – Subject Area

2.2 Legal Description and Ownership

The site comprises of 37 separate allotments with a total site area of 11.68ha. The following table provides the title particulars and lot areas.

Table 1: Land Description and Ownership

Lot	Street Address	Deposited Plan	Certificate of Title	Lot Area (m ²)
116	2 Erith Street Kenwick	LOT 116 D090666	Vol/Fol: 2190/987	6700
700	27 Kenwick Road Kenwick	LOT 700 D071430	Vol/Fol: 1781/387	2152
52	29 Kenwick Road Kenwick	LOT 52 D021103	Vol/Fol: 1899/677	1057
2	31-33 Kenwick Road Kenwick	LOT 2 D013598	Vol/Fol: 1121/809	4052
Pt 3	35 Kenwick Road Kenwick	LOT 3 D013598	Vol/Fol: 1757/560	1019
500	37 Kenwick Road Kenwick	LOT 500 D070925	Vol/Fol: 1757/558	2616
4	39 Kenwick Road Kenwick	LOT 4 D013598	Vol/Fol: 1129/867	4203
10	41-43 Kenwick Road Kenwick	LOT 10 P006266	Vol/Fol: 1211/85	2029
11	45 Kenwick Road Kenwick	LOT 11 P006266	Vol/Fol: 1190/104	2024
12	47 Kenwick Road Kenwick	LOT 12 P006266	Vol/Fol: 1180/949	2024
13	49 Kenwick Road Kenwick	LOT 13 P006266	Vol/Fol: 1579/99	2024
14	51 Kenwick Road Kenwick	LOT 14 P006266	Vol/Fol: 1414/581	2024
15	53 Kenwick Road Kenwick	LOT 15 P006266	Vol/Fol: 1154/784	2699
16	55 Kenwick Road Kenwick	LOT 16 P006266	Vol/Fol: 1154/783	2067
72	57 Kenwick Road Kenwick	LOT 72 D036839	Vol/Fol: 1355/649	1474
73	35 Park Road Kenwick	LOT 73 D036839	Vol/Fol: 1731/888	948
74	37 Park Road Kenwick	LOT 74 D036839	Vol/Fol: 180/47	948
81	39 Park Road Kenwick	LOT 81 D083634	Vol/Fol: 1946/862	2024
19	41 Park Road Kenwick	LOT 19 P006266	Vol/Fol: 1154/782	2024
20	43 Park Road Kenwick	LOT 20 P006266	Vol/Fol: 1184/90	2024
21	45 Park Road Kenwick	LOT 21 P006266	Vol/Fol: 1211/463	2024
22	47 Park Road Kenwick	LOT 22 P006266	Vol/Fol: 2031/97	2024
23	49 Park Road Kenwick	LOT 23 P006266 Lot 1 Strata 3032 Lot 2 Strata 3032	Lot 1 (Vol/Fol 1408/580) Lot 2 (Vol/Fol 1408/581)	2023
71	51 Park Road Kenwick	LOT 71 D036375	Vol/Fol: 131/71	819
70	53 Park Road Kenwick	LOT 70 D036375	Vol/Fol: 131/73	819
69	55 Park Road Kenwick	LOT 69 D036375	Vol/Fol: 394/182	2029
9000	25 Postling Road Kenwick	LOT 9000 P058190	Vol/Fol: 2709/783	10810
701	8 Stafford Road Kenwick	LOT 701 D071431	Vol/Fol: 1781/388	1102
79	14 Stafford Road Kenwick	LOT 79 D042676	Vol/Fol: 1347/291	759
80	16 Stafford Road Kenwick	LOT 80 D042676	Vol/Fol: 1347/292	759
10	18 Stafford Road Kenwick	LOT 10 P029185	Vol/Fol: 1365/682	5762
6	22 Stafford Road Kenwick	LOT 6 D013598	Vol/Fol: 1125/917	6475
7	26 Stafford Road Kenwick	LOT 7 D013598	Vol/Fol: 2127/687	6475
8	32 Stafford Road Kenwick	LOT 8 D013598	Vol/Fol: 1194/293	6475
9	34 Stafford Road Kenwick	LOT 9 D013598	Vol/Fol: 1347/875	6475
50	38 Stafford Road Kenwick	LOT 50 D017108	Vol/Fol: 1272/210	5400
49	46 Stafford Road Kenwick	LOT 49 D017108	Vol/Fol: 1258/723	5375

49B	49B Park Road Kenwick	LOT 66 D036375	Vol/Fol: 2772/638	139
66	14 Stafford Road Kenwick	LOT 66 D042676	Vol/Fol: 2773/931	1560
66	37 Kenwick Road Kenwick	LOT 66 D070925	Vol/Fol: 1757/559	419
	Drain Reserve	N/A	N/A	1765

3. Planning Framework

3.1 Zoning and Reservations

The Subject Area is zoned Urban under the Metropolitan Region Scheme (MRS). Refer to Figure 2 below for the MRS Context.

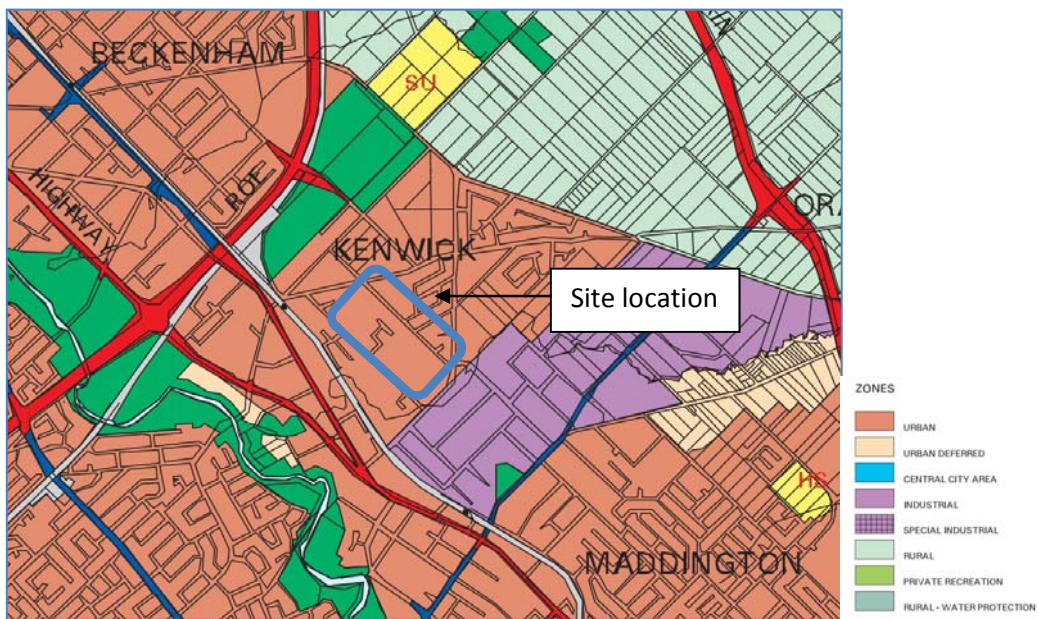


Figure 2 – MRS Context

Under the City's Local Town Planning Scheme No. 6 (TPS 6), a majority of the site is zoned Residential R17.5, with the exception of 27 (Lot 700), 29 (Lot 52) and 31 (Lot 2) Kenwick Road and 8 (Lot 701) Stafford Road, which are zoned Residential R20/R60, and Pt Lot 116 Ulcombe Street which is zoned Residential R30. Figure 3 below shows the TPS context.

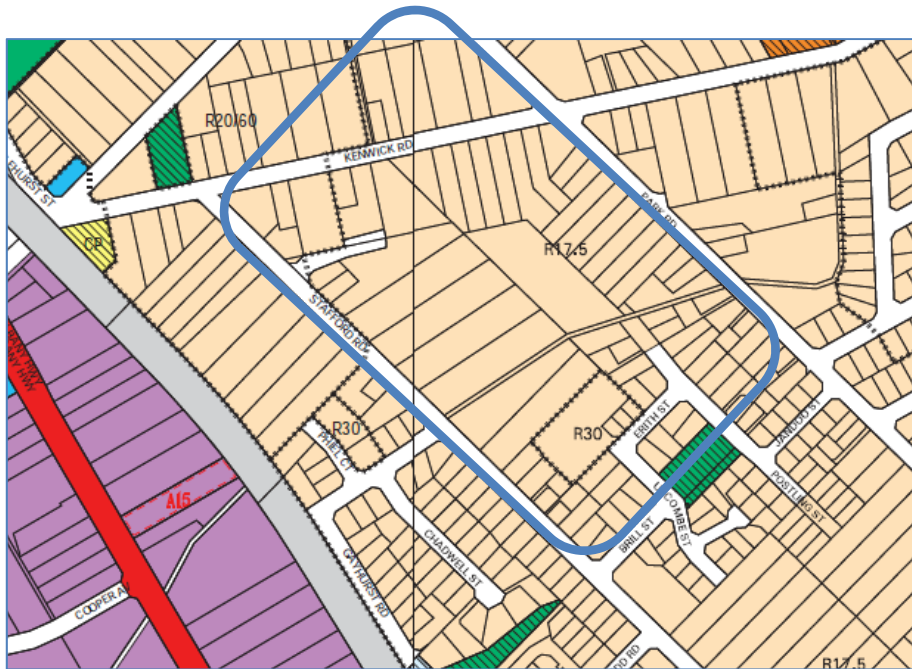


Figure 3: TPS Context

Amendment 138 to TPS 6 proposes to rezone all lots within the Structure Plan area to Residential Development under TPS 6. A plan showing the rezoning proposal is contained as Appendix 4.

The residential densities which are shown on the Structure Plan are:

- R80 for the portions of the site closest to the Kenwick Train Station;
- R50/R60 in those locations slightly further out from the train station, and also adjacent to a portion of the POS: this shall facilitate development which is orientated toward, and addresses, the POS; and
- R40 for portions of the site furthest from the train station.

3.2. Regional Planning Strategy - Directions 2031 and Beyond

The subject site is located in the south-east sub-region. The provision of an additional 35,000 dwellings in the sub-region is expected to be required to support the growth of Perth over the next 21 years. The Strategy identifies that infill development will contribute significantly to achieving this target. The Structure Plan is therefore considered to be consistent with Directions 2031 and Beyond as it will provide for mostly medium density development.

3.3. City of Gosnells Local Housing Strategy

Council adopted its Local Housing Strategy (LHS) in December 2003; it is a document that reviewed residential densities within the entire City of Gosnells municipality. The LHS recommends a minimum density of R20 across the City, and nominates certain areas as being suitable for higher densities, based upon their proximity to facilities such as:

- Public transport;
- Local shops;

- Community facilities; and
- Public open space.

The planning process for the LHS identified several opportunities and constraints for the Kenwick Housing Precinct, which are relevant to the Subject Area:

- Kenwick and Maddington Railway Stations within Precinct – with residential land located in proximity to the Kenwick Station
- Significant redevelopment opportunities available in large residential street blocks which are currently underutilised
- Good community facility provision
- Significant potential for local employment with the Kenwick and Maddington industrial areas within the Precinct
- Lack of sewer constrains much of the Precinct and drainage infrastructure may require upgrade in areas.
- Kenwick Village Shopping Centre provides neighbourhood focus in the northeast of the Precinct.

3.4 State Planning Policy No. 3 - Urban Growth and Settlement

State Planning Policy No. 3 sets out the principles and considerations which apply to the planning for urban growth and settlements in Western Australia. The Policy states the key elements of managing urban growth in Metropolitan Perth. These include:

- 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;
- supporting higher residential densities in and around neighbourhood centres, high frequency public transport nodes and interchanges;
- 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;
- developing an integrated land use and transport network which reduces car dependence and broadens travel options, makes it easier for people to use public transport or walk or cycle to their destinations, and establishes defined transport corridors as the major network for the movement of goods and people.

The amendment is consistent with State Planning Policy No. 3, as it is proposing to facilitate higher density residential development within an established urban area and near a transit node.

3.5 Kenwick Vision Plan

The Kenwick Vision Plan was prepared after the LHS, in 2008.

The Plan reflects the outcomes of an intensive planning and design exercise, which had brought together a broad cross-section of government and community stakeholders to collaboratively explore development possibilities for Kenwick. The

Vision Plan builds upon the community vision for a sustainable future, and makes the most of Kenwick's opportunities and challenges by creating:

- vibrant centres with a tighter urban core around the train station and the Village
- environmental and recreational linkages that protect natural resources and enhance recreational and lifestyle options within a distinctive townscape
- a diverse economy that builds upon existing activity, and supports new opportunity for downtown related servicing

The Structure Plan area is located within Area 4 on the Vision Plan, which contains the following development opportunities:

- **Environmental and Recreational “Stepping Stones”:** Protect and enhance the wetlands, and create a linkage of green spaces that support environmental linkage and enhance recreational and lifestyle opportunities.
- **Amenable Living Environments** The “stepping stones” provide an amenable setting for denser, environmentally sensitive development.

The plan shows the subject area as “Town Houses and Apartments”, which has been interpreted as medium density development (R30 – R60) in accordance with the R-Codes definition (See Figure 4).

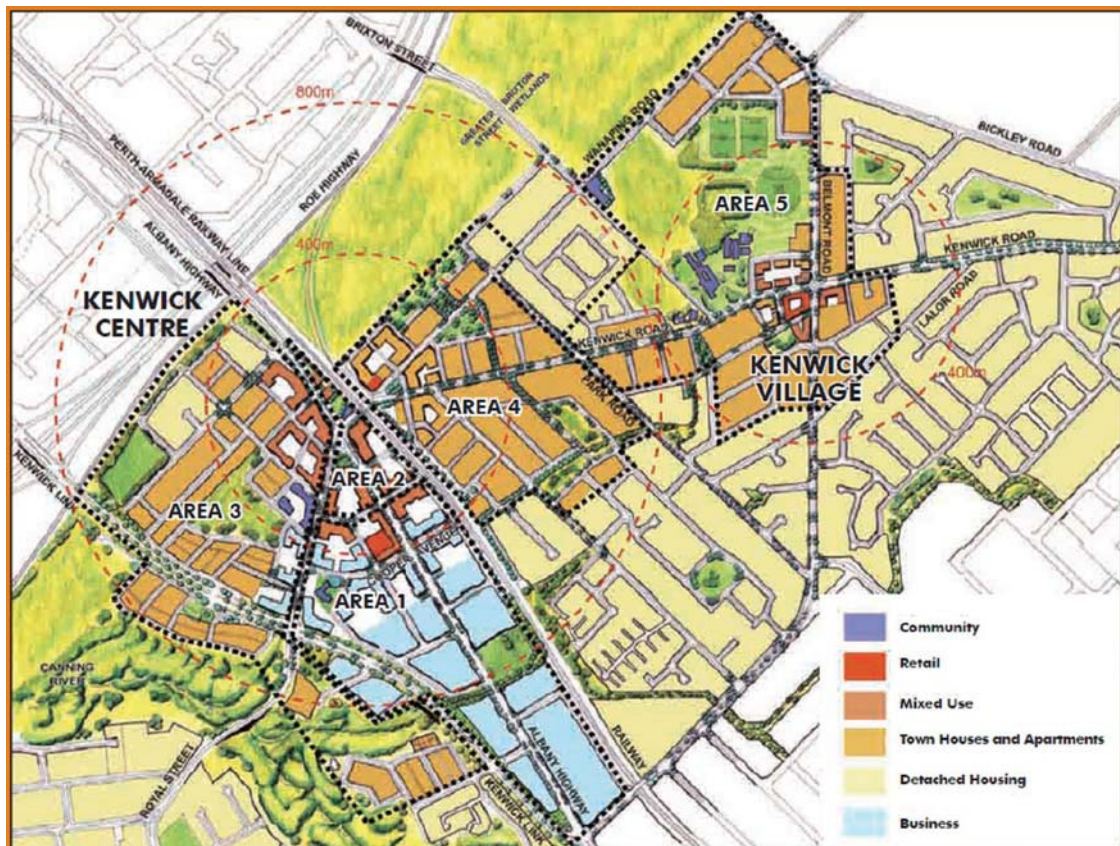


Figure 4 – Kenwick Vision Plan

3.6 Local Planning Policy 3.2 - Co-ordination of Infill Development

Much of the City of Gosnells lies well within the established Perth urban footprint and substantially closer to Central Perth than the majority of new greenfield development areas elsewhere in the broader region. Many landholdings in the City are zoned for development and located near existing services, facilities and infrastructure development, but are not intensively developed.

While infill development has been occurring and is expected to continue for some time in certain parts of the City, many other areas have similar potential, but need a framework to ensure it is well-planned and coordinated.

Council has several planning tools it uses to coordinate infill development, including TPS 6, Structure Plans, Local Planning Policies and the Subdivision and Development application processes.

The City of Gosnells Local Planning Policy 3.2 – Coordination of Infill Development (LPP 3.2) defines Council's requirements and the manner in which it will use these planning tools to achieve planned and co-ordinated infill development. LPP 3.2 identifies 13 precincts which require a Structure Plan pursuant to Clause 15(c) of the *Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 - Deemed Provisions*.

The subject area known as the Kenwick - South Precinct is one of the 13 precincts for which a Structure Plan is required. The area requires a Structure Plan for the following reasons:

- Large irregular shaped lots in fragmented landownership;
- Lack of an effective road network;
- Large number of undeveloped or underdeveloped lots;
- Pressure from landowners to subdivide or develop their lots; and Possible need for the upgrading of drainage infrastructure development.

4. Site Conditions and Constraints

4.1 Biodiversity and Natural Area Assets

There is no remnant native vegetation within the subject area, all vegetation is either native or non-native and has been planted since the original clearing of the area. Of note is the formal planting of street trees on Kenwick Road, and some informal street trees on Park Road.

The City of Gosnells commissioned an environmental report for the wider Kenwick area, which includes the Structure Plan area (shown as Site 4), by environmental consultants (appendix 3). Section 6.2 of that report concluded that that the remnant vegetation in the area did not represent a constraint to development, as it does not contain significant flora, vegetation community types or fauna habitats of particular conservation significance.

On 24 October 2011 confirmation was received from the regional office of the Department Environment Conservation that, with regard to the proposed Structure Plan (see Appendix 3),

“Our regional office’s investigated your proposal and advised me that preliminary environmental information and the work undertaken to date is sufficient to confirm that Site 4 has low conservation value. Aerials photos show a third of the site is already subdivided. We don’t therefore see any significant constraints to developing the site for residential purposes.

It should be noted that it is unlikely our Native Vegetation Protection Branch would need to be involved in this proposal as any subdivision approval over Site 4 would negate the requirement for a clearing permit. A clearing permit would only be required if the proponent is intending to complete the initial site works (clearing) prior to seeking subdivision approval.”

On this basis, it is concluded that there are no conservation values of note within the subject area.

4.2 Landform and Soils

The Structure Plan area is uniformly flat, and low-lying in places. The soils in this area are predominantly Guildford formation sandy clay and clay to clayey sand. Soils are addressed in more detail in the attached report by Shawmac Pty Ltd (Appendix 2).

4.3 Groundwater and Surface Water

Hydrology (ground and surface water) is addressed in the Shawmac Engineering and Infrastructure Development Report (Appendix 2A) and indicates that imported fill will likely be required to permit a Class ‘S’ site for future development.

4.4 Heritage Values

The City’s Municipal Heritage Inventory documents significant historical sites within the City of Gosnells; the Inventory does not list any significant sites within the subject area.

4.5 Acid Sulphate Soils

The site largely falls within a moderate to low risk of Acid Sulphate Soils (ASS) and ASS investigations may be required depending on the amount of excavations required and the need for dewatering during construction.

4.6 Site Contamination

A search of the Department of Environment Regulation, Contaminated Sites Databases for known or potential contaminated sites indicates that there are no known or suspected contaminated sites falling within the subject land or surrounding area



Figure 5 – Subject Area (Aerial)

5. Land Use and Subdivision Requirements

The Structure Plan sets out zoning, land use, residential densities, public open space and servicing requirements. The following section describes the proposal set out in the Structure Plan and addresses the relevant elements of Liveable Neighbourhoods.

5.1 Land Use

The Structure Plan will provide for residential development providing a variety of medium density housing opportunities. The higher of the medium density coding's (R50 and R60) will be concentrated at the intersection of Stafford Road and Kenwick Road, given its prime position close to the Kenwick Railway Station.

The Structure Plan includes provision of a centrally located area of public open space (approximately 1.12ha), with road frontage provided along three sides. The location of this public open space is also driven by drainage requirements given that it is low lying.

5.2 Public Open Space

There is no existing public open space located within the Structure Plan area. There are, however, three existing areas of public open space located near, including;

- Lot 3314 Phiel Court is an undeveloped local park which is located 200 metres from the Structure Plan area, and backs onto the railway line;
- Reserve 31130 is a developed local park of 4,023m² which is located 150 metres to the south of the Structure Plan area, along Postling Street; and
- An existing local park of 2,954m² has been developed 100 metres away on Park Road (see Figure Four), and there are passive recreation facilities available nearby at both the Kenwick Road Bushlands and Greater Brixton Street Wetland. The local park on Park Road is overlooked by a grouped dwelling development.

In December 2013, the Council adopted a draft Public Open Space Strategy which recognises that the Kenwick area only provides 5.79% public open space. The Strategy identifies that those areas which require a Structure Plan shall provide public open space in accordance with Liveable Neighbourhood standards (i.e. 10%). Overall, this will increase the amount of public open space provided in the Kenwick area.

The Structure Plan is proposing to provide 1.12ha of public open space, which represents 9.97% of the gross subdivisible area, which is comprised of approximately 9.09% unrestricted and 0.87% restricted open space. The shortfall provided will be made up through the provision of cash-in-lieu of public open space.

The public open space will be centrally located within the Structure Plan area. It will comprise a drainage function, given that it is low-lying. It will be surrounded by public roads on three sides.

Table 2 outlines the distribution of POS within the Structure Plan area. A plan showing the public open space in the area is contained as Appendix 5.

Table 2: Public Open Space Distribution

Kenwick South Structure Plan - Public Open Space Schedule			
	Area (m²)	Area (m²)	Area (m²)
Site Area			116,820
Less			
Existing Drainage Reserve	1,957		
Existing Road Reserves	2,118		
Total	4,075		
Net Site Area			112,745
Deductions			
Dedicated Drainage (1:1yr)	313		
Total	313		
Gross Subdivisional Area			112,432
POS @ 10%			11,243.2
Public Open Space Contribution			
May comprise:			
- Min 8% Unrestricted POS	8,994.56		
- Max 2% Restricted POS	2,248.64		
POS Provided (Per Parent Lot)			
Lot 6 Stafford Road	2,281.8	0	2,281.8
Lot 7 Stafford Road	2,268.9	0	2,268.9
Lot 10 Stafford Road	1,578	0	1,578
Lot 11 Kenwick Road	168.4	0	168.4
Lot 12 Kenwick Road	291.9	0	291.9
Lot 13 Kenwick Road	262.7	0	262.7
Lot 14 Kenwick Road	67.7	0	67.7
Lot 9000 Postling Road	3,623.1	980	4,603.1
Total (m²)		980	
Less 1:1yr Drainage (313m²)	10,229.5	980	11,209.5
Total (%)	9.09%	0.87%	9.97%

5.3 Residential

The Structure Plan proposes a mixture of densities for the site ranging from R40 to R80. Given the site's proximity to the Kenwick Train Station, the higher of the medium densities have been concentrated at the closest point to the Station (i.e. intersection of Stafford Road and Kenwick Road).

The proposed densities will facilitate subdivision and development to create lots with a range of sizes, and development of different form, as outlined in the below 5 below.

Table 3: R-Code Provisions

R-Code Provision	R40	R50	R60	R80
	Lot Size			
<i>Single and Grouped Dwelling Average</i>	220m ²	180m ²	150m ²	120m ²

<i>Single and Grouped Dwelling Minimum</i>	180m ²	160m ²	120m ²	100m ²
<i>Multiple Dwelling Plot Ratio</i>	0.6	0.6	0.7	1.0

From an initial assessment, the lot yield based upon the proposed densities, the Structure Plan area is anticipated to deliver approximately 57.5 dwellings per site hectare. It should be noted that this is based on the assumption of single and grouped dwelling development, given that it is not possible to estimate multiple dwelling yields which are dependent of design requirements. As such, the estimated number of dwelling per hectare, and the lot yield figures are difficult to ascertain.

The Structure Plan is considered to provide appropriate densities for its context within a walkable catchment to the Kenwick Train Station.

5.4 Movement Networks

5.4.1 Roads

The Precinct is well serviced by and connected to surrounding areas by the regional road network namely Albany Highway, Tonkin Highway, Kenwick Link and the Roe Highway. The subject area itself is bounded by five existing roads; Kenwick Road, Park Road, Stafford Road, Postling Street and Ulcombe Street.

Roads are discussed in more detail in the attached engineering report prepared by Shawmac Pty Ltd (Appendix 2A).

5.4.2. Road Network

The Structure Plan proposes several new roads, in order to:

- meet the above mentioned objectives in terms of accessibility;
- achieve suitable spacing between roads;
- separate the public and private realms and ensure surveillance of public open space; and
- make the necessary, planned-for continuations of Postling Street, Ulcombe Street and the unnamed road at the western side of the Structure Plan.

The road reserve widths have been assigned in accordance with Liveable Neighbourhoods for Access Streets and where abutting high density residential development and public open space.

The traffic volumes and other aspects of this road network are discussed in the attached Shawmac report (Appendix 2A).

5.4.3 Bicycle and Pedestrian Networks

All new roads within the Structure Plan area shall have a 1.5 metre wide footpath constructed on one side.

5.4.4. Public Transport

At its closest point, the subject area is 350 metres from the Kenwick Railway Station. It is also on a bus route. The site is also serviced by the 229 and 230 bus routes which

link the Kenwick and Maddington Train Stations (see Figure 6 below).

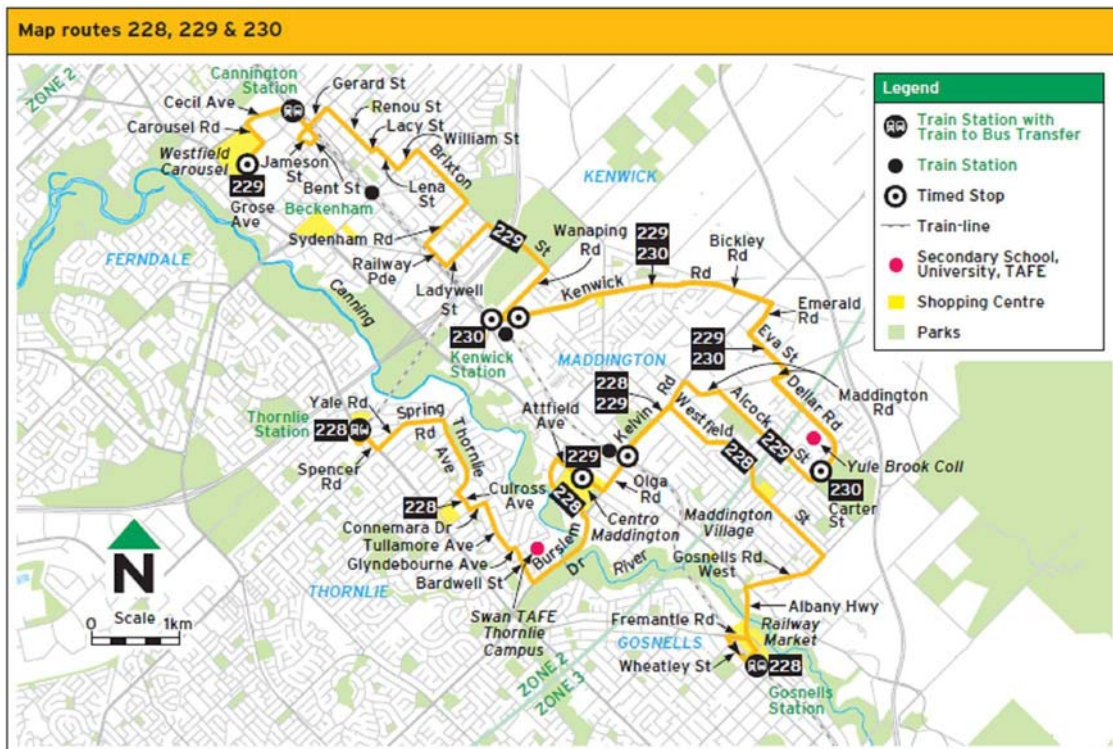


Figure 6 – Public Transport

5.5 Water Management

Water management is addressed in detail in the attached Local Water and Urban Water Management Plan. Strategies identified in the Local and Urban Water Management Plan for water management including:

- Implementing a drainage design that limits the peak outflow from the development to pre-development levels through on site detention;
- Providing a stormwater retention basin in the POS that controls outflow from both a 5-year and 100-year flood event and ensures that the 1 in 100 year flood levels are at least 0.5m below residential floor levels; and
- Providing a stormwater system that incorporates structural controls to ensure that targets for total suspended solids, nitrogen and phosphorus reduction are achieved.

5.6 Education Facilities

The site is well located in terms of schools; Rehoboth Christian College and Kenwick Primary School are both located within 500 metres. Rehoboth Christian College is a private school that caters for Kindergarten to Year 12.

5.7 Activity Centres and Employment

The Kenwick Community Centre and Library are located a few hundred metres from the subject site on the corner of Brixton Street and Kenwick Road; the library is currently open 5 days a week.



Figure 7 - Kenwick Community Centre and Library

The Kenwick Village Shopping Centre is a neighbourhood centre located within 600 metres or an 8-minute walk of the Subject Area. This shopping centre has 1,693m² NLA of floorspace.

In addition, the Structure Plan area is located 400 metres from the Royal Street local centre, which is located on the corner of Albany Highway and Royal Street. This centre, which has a floorspace of 3,761m² NLA, consists of a number of unrelated commercial uses within old and run-down buildings. It is likely to be revitalised as a result of redevelopment in the area and future development opportunities associated with the Kenwick Vision Plan.

5.8 Infrastructure Coordination, Servicing and Staging

Existing services are addressed in the attached report by Shawmac Consultants (Appendix 2A).

5.9 Infrastructure Development

As discussed in the Shawmac report, the Structure Plan shall be subject to an Development Contribution Plan (DCP), and the proposed amendment to the Scheme text will facilitate this arrangement. The items of common infrastructure development covered are discussed in the following section.

5.10 Development Contribution Plan

Amendment 138 to the Scheme proposes to apply a Special Control Area 'DCA 11' to the Kenwick - South Structure Plan area in accordance with Part 6 of the Scheme. The purpose of having a development contribution area is to:

1. Provide for the equitable sharing of the costs of infrastructure and administrative costs between owners;
2. Ensure that cost contributions are reasonably required as a result of the subdivision and development of land in the development contribution area.
3. Coordinate the timely provision of infrastructure within the area.

Contributions towards development infrastructure and public open space shall be provided in accordance with a Development Contribution Plan Report (DCPR) at the time of subdivision and/or development, as per the requirements of the Scheme. Contributions within Amendment 138 are expected to include the following:

- Construction of internal roads, paths, services and piping of open drain.
- Roundabout construction.
- External footpath construction.
- Water main upgrade.
- POS development and maintenance.
- Interim drainage construction.
- Drainage basin construction.
- Structure Plan preparation.
- Engineering design works and construction supervision.
- General administration.

5.11 Local Development Plans

In order to achieve appropriate development outcomes, LDP's will be prepared for any lots which directly adjoin the public open space area. It is expected that an LDP will control the interface of development with the public open space, including the orientation of the dwelling, layout, location of outdoor living areas and surveillance requirements.

LDP's will be submitted as required, to enable the clearance of conditions of subdivision approval.

6. Conclusion

The Kenwick-South Structure Plan provides a planning framework to guide the urban development of the site. The proposed land uses and street block layouts are consistent with the planning context provided under the MRS, TPS 6, the City's Local Housing Strategy, the Kenwick Vision Plan and Liveable Neighbourhoods.

The preparation of this Structure Plan has been guided by an analysis of the opportunities and constraints within the site. The information provided within this report reflects that the site is capable of being suitably developed for urban purposes,

providing that all subdivision and development is undertaken in accordance with the staging plan for the implementation of this Structure Plan.

Suitable provision of public open space has been made, which will serve the site, and surrounding area through an integrated road and pedestrian network.

Servicing requirements including roads and utilities have been adequately addressed, and will be implemented through the staging plan.

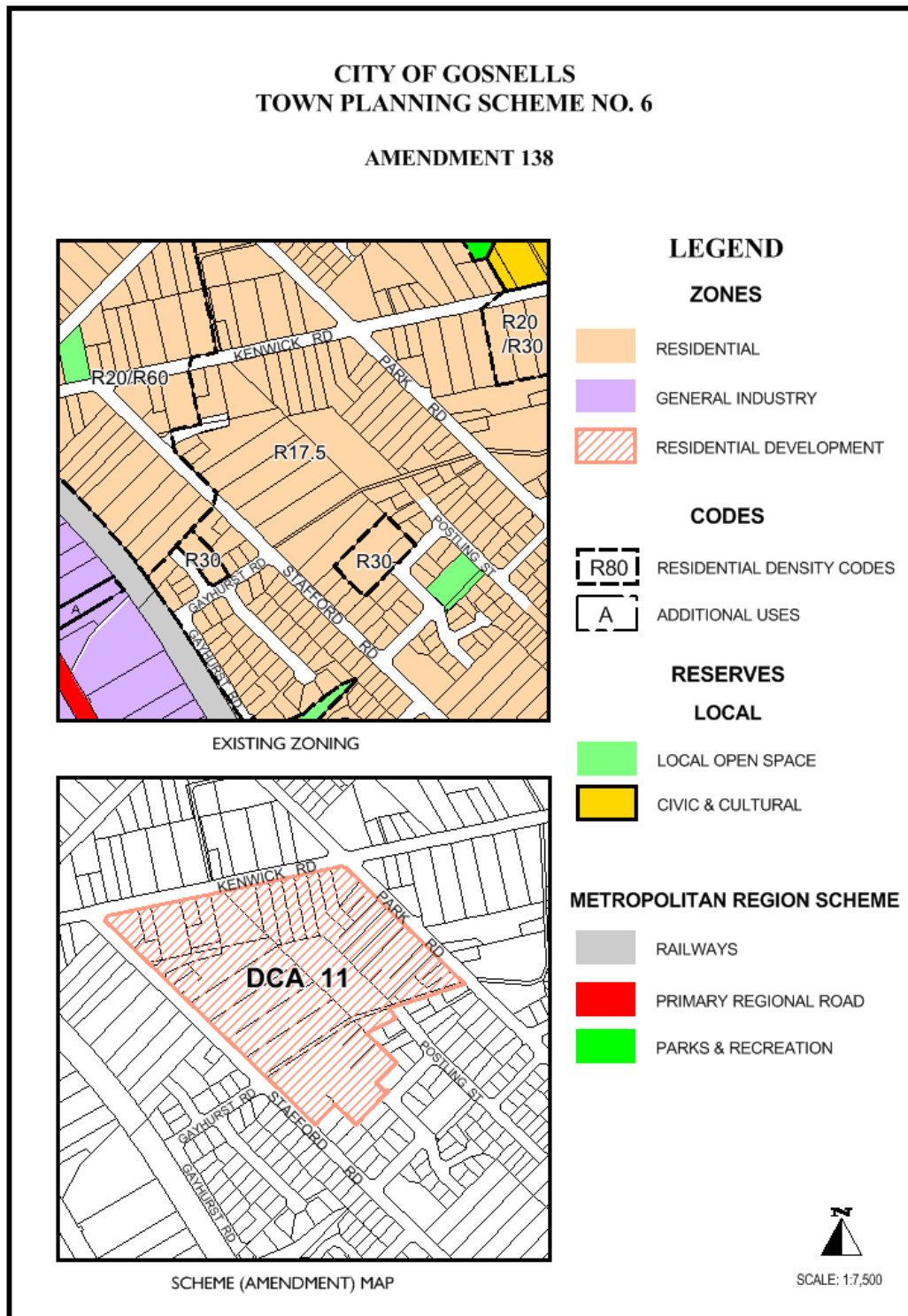
Appendix 1 - Kenwick Local Housing Strategy Precinct

Appendix 2A - Engineering and Development Report

Appendix 2B - Local/Urban Water Management Strategy

Appendix 3 - Email from DER

Appendix 4 - Rezoning Plan



Appendix 5 - Public Open Space Plan