
Local Structure Plan Report

Lot M555 Gilmore Avenue, Medina

February 2008

For

Preter Investments Pty Ltd

Final adoption in accordance with Clause 6.17.4.15 of
the Scheme granted on 24/10/08

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1 INTRODUCTION

This report has been prepared in support of a Structure Plan to support the development and subdivision of Lot M555 Pace Road, Medina. The Structure Plan is required in accordance with the Town of Kwinana's Town Planning Scheme No. 2, as amended.

The site was zoned 'Residential' in August 2007 and was designated 'Development Area 3.' This designation allows development at a maximum residential density code of R40 and also requires the development of a Local Structure Plan and Detailed Area Plan prior to subdivision or development.

This report and associated plans addresses the requirements for the preparation of a Structure Plan for the site. The report outlines the relevant site features, explains the design and layout of the Structure Plan, and discusses how Development Area 3 will integrate into and reflect the existing urban fabric of Medina.

The landowner understands the wishes of the Council to ensure the development integrates into the surrounding suburb whilst providing an alternative housing option in the local area and ensuring a high level of visual amenity for the site and surrounds. The plan supports this vision by providing smaller lots in a well designed subdivision that integrates smoothly into the surrounding suburb. Development within the site will reflect and reinforce the characteristics of existing residential development in Medina such as open frontages, street trees, verandahs or porches and pitched roofs.

The Structure Plan provides for a high quality housing product close the facilities of the Kwinana Town Centre and transport links along Gilmore Avenue.

2 SITE DESCRIPTION

2.1 Location

The subject land is located on the corner of Pace Road and Gilmore Avenue, Medina. The site is approximately 1km south of Thomas Road, and some 5km from the nearest junction of the Kwinana Freeway. Within walking distance of Lot M555 are a number of community facilities,

including Kwinana Senior High School, directly opposite the site on Gilmore Avenue; three primary schools; and the Kwinana Hub Shopping Centre.

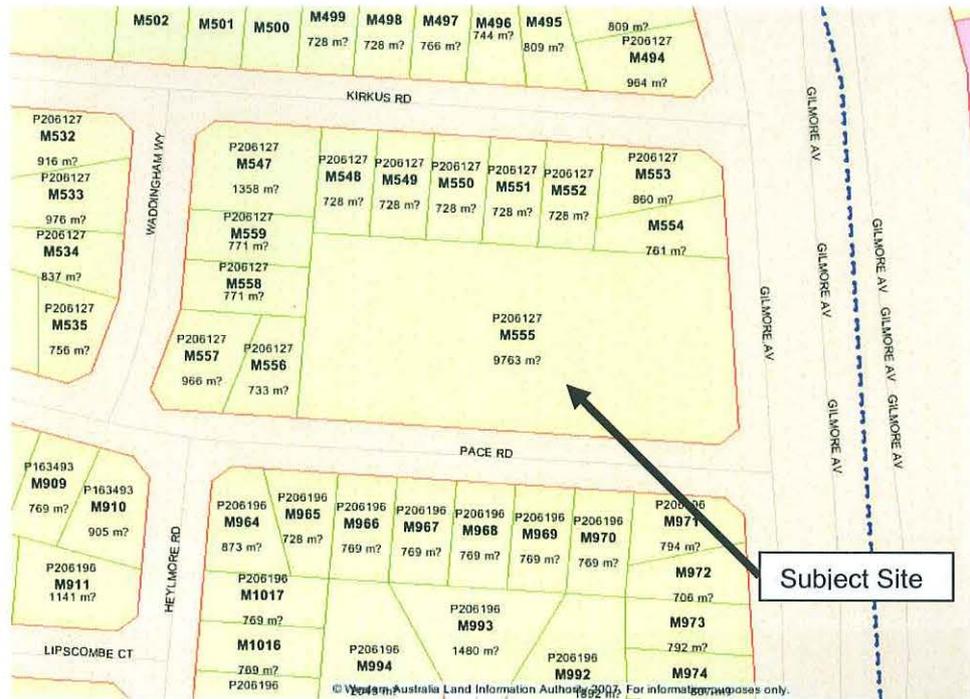


Figure 1: Lot Location Plan

Excellent public transport links are available nearby. Bus route 920 is a high frequency service between Fremantle and Rockingham and travels along Gilmore Avenue. Route 541 travels between Wellard Train Station and Kwinana Railway Station via Kwinana Town Centre providing frequent connections to the regional transport network.

2.2 Site Description

The land subject of the proposed amendment is described as being Lot M555 on Deposited Plan 206127. The site has an area of 9763 m² with a frontage of approximately 136.37 metres to Pace Road, and 64.90 metres to Gilmore Avenue.

The buildings on the site have recently been demolished and the site is currently vacant.



Plate 1: Lot M555 Pace Road, taken from Pace Road, looking towards the site's northern boundary



Plate 2: Lot M555 Pace Road, taken from Pace Rd, looking along Pace Rd away from Gilmore Ave



Plate 3: Lot M555 Pace Road, taken Gilmore Ave looking north

On its northern and western boundaries the site adjoins eight properties zoned and developed for residential use. These lots, like the majority of those in the locality, are developed with single residential, single-storey dwellings which, due to their age and structure, are generally in a fair to poor condition.

The subject site is relatively flat although it drops away slightly towards the north from the centre of the site. A row of healthy trees is located along the Pace Road verge.

3 STRATEGIC AND STATUTORY CONTEXT

3.1 Metropolitan Region Scheme

The subject land is zoned “**Urban**” under the Metropolitan Region Scheme.

3.2 Town of Kwinana Town Planning Scheme No. 2

The subject land is currently zoned “Development Area” with a maximum density of R40 under the Council’s Town Planning Scheme No.2 (District Scheme) and is designated as “Development Area 3.” The Scheme

requires the preparation of a Local Structure Plan and Detailed Area Plan prior to subdivision or development.

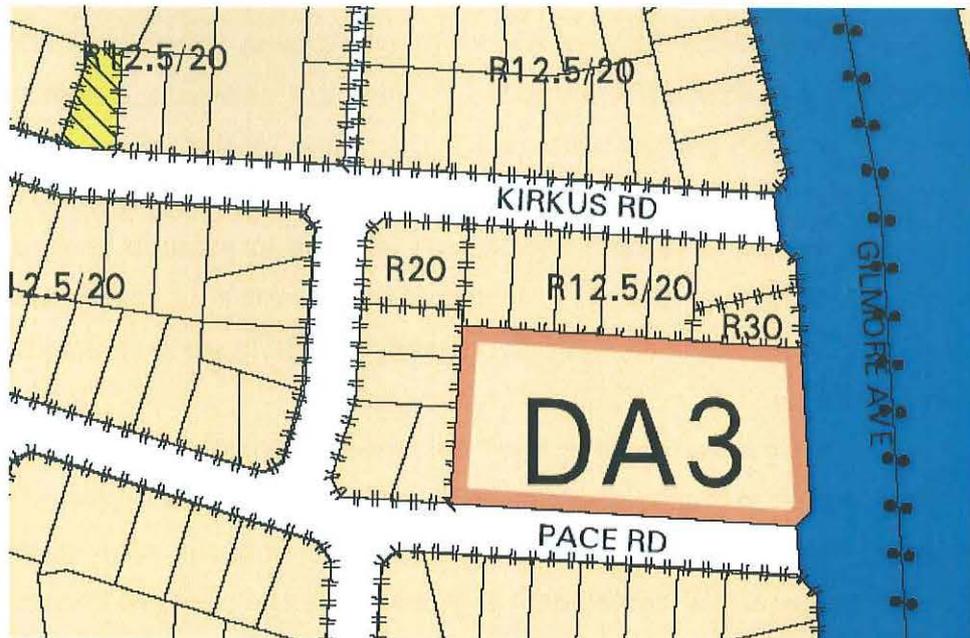


Figure 2: Zoning Plan

3.3 Land Use and Zoning

The site is currently an unused vacant landholding intended to be developed for residential purposes. The current zoning classifies the site as “Development Area” with a maximum residential density of R40.

3.4 Surrounding Land Use and Zoning

Land surrounding the site is currently zoned and developed for residential purposes, with the predominant zoning being R12.5/20. Development in the past has tended to be to the lower of the two codings, with average lot sizes in the locality being upwards of 700m².

Lot 427, on the opposite side (eastern) of Gilmore Avenue to the subject site, is reserved under the Metropolitan Region Scheme for “Public Purposes” – “High School” and “Technical School”. To the south of Lot 427 on Gilmore Avenue is Kwinana Hub Shopping Centre and surrounding commercial uses, zoned for Town Centre development under Town Planning Scheme No.2.



3.5 Planning Implications

The development of the site is consistent with the Town of Kwinana's draft Local Planning Strategy, as advertised in 2005, which aims to maximise the convenient accessibility of populations to retail, commercial and community facilities. Lot M555 is within the 400m walkable catchment of the Medina District Centre, and is also within walking distance of Kwinana Town Centre. Frequent public transport services are also accessibly within walking distance of the site. Hence the proposal to rezone provides an opportunity to facilitate redevelopment of the site in accordance with the objectives of the draft Local Planning Strategy.

One of the key issues raised in the Town of Kwinana's draft Local Planning Strategy is the ageing housing stock and redevelopment potential of some of its older suburbs, including Medina, and the barrier to redevelopment caused by multiple land ownership in these areas. The development of Lot M555 is not constrained by issues of multiple ownership, and will therefore enable a more comprehensive and integrated residential redevelopment than is available elsewhere in Medina. The Structure and Detailed Area Plans reflect this and propose a high-quality residential development that integrates into the surrounding suburb.

Further benefits to the locality from the proposed development include the improvement in the range of available housing options, by developing a wider range of residential subdivision to higher densities to meet market demands. The need to provide a variety of lot sizes and housing types is highlighted in the Town of Kwinana's Smart Growth Strategy. The Strategy further emphasises the need in Medina to support the provision of local services and to maximise amenity. The medium-density residential development of the site will support the aims of the Town of Kwinana's Smart Growth Strategy to design for integrated communities.

The site also presents an opportunity to create a development form that reflects the characteristics of the existing suburb. Features such as open frontages, street trees, verandahs and porches and simple pitched roofs will be reflected in the future housing form of the site.

It is anticipated that the redevelopment of the site will act as a catalyst in the area, creating an incentive for further redevelopment and investment in Medina.

The proposal is consistent with contemporary planning practice as expressed in the Western Australian Planning Commission's Liveable Neighbourhoods strategy, and with the State Government's current strategic planning direction as expressed in *Network City* (WAPC 2004). The alignment of increased residential densities with the already available transport system, community facilities and local commercial centres will optimise accessibility and amenity.

The Network City Planning Strategy represents the State Government's Strategic Plan for the Perth Metropolitan and Peel Regions. Network City replaces Metroplan as the State Government's guiding planning strategy for the region. Network City identifies Gilmore Avenue between Thomas Road and the Wellard Village Train Station as an Activity Corridor, with excellent public transport availability. Land use along this Activity Corridor should therefore be maximised taking account of the identified advantages, being excellent public transport availability and location to nearby Activity Centres (Kwinana Town Centre and Medina Neighbourhood Centre). The subject land is therefore strategically located in terms of the regional objectives identified through Network City to accommodate higher density residential development. This also takes advantage of the recently developed Gilmore College and TAFE Automotive Centre of Excellence, allowing for higher density populations to live close to this activity generating land use. Accordingly, the Structure Plan reflects the requirements of Network City and Liveable Neighbourhoods in this respect.

The proposed development of Lot M555 is consistent with surrounding residential land uses, complements the community facilities and commercial development in the area, and is in line with current Town of Kwinana and State planning policies.

4 LOCAL STRUCTURE PLAN

4.1 GENERAL DESCRIPTION

The Structure Plan outlines the subdivision form and lot layout for the development of the subject site, Lot M555 Pace Road, Medina. The Structure plan layout generally faces Pace Road and Gilmore Avenue, and includes an internal “L-shaped” road connecting the two. The Structure Plan contains a total of 31 lots, of which seven front Pace Road, three front Gilmore Avenue, and the remainder front the internal subdivisional road.

The 31 lots have an average lot size of 254m², which is above the Residential Design Code requirement of 220m², and a minimum lot size of 234m², which is also above the required minimum of 200m². Lot sizes range up to 347m² with one large lot of 397m², which provide a wide variety of lot sizes.

The structure plan includes a 12m wide road reserve, as required by the Town of Kwinana. This width is sufficient for the anticipated low volume of traffic and will accommodate parking bays, a footpath and required services.

4.2 DETAILED PLAN ANALYSIS

4.2.1 PHYSICAL FEATURES

The land is fairly flat although it rises up by approximately 1m towards the middle of the site. The site also rises slightly towards the west and drops away slightly towards the north.

The site is poorly vegetated and generally covered with low-level weed growth and areas of vacant soils. There are no stands of trees within the site, and the well established trees along the perimeter of the site are proposed to be maintained. The site does not contain any watercourses.

The site has no conservation or statutory heritage values; it is essentially vacant with all previous buildings removed.

The land is under a single title with one owner and there are no thoroughfares within the property. The Structure Plan will integrate into the existing road network

via Pace Road and Gilmore Avenue. Major public transport services are located along Gilmore Avenue and towards the Kwinana Hub Shopping Centre.

4.2.2 MAJOR LAND USES

The major land use proposed for the site is residential, with a significant portion of the site reserved for internal road access. Given the small nature of the site, there is no provision for commercial, industrial or public use developments. The Structure Plan applies to a very small parcel of land and is intended to facilitate a residential development of 31 lots.

4.2.3 LOT PATTERN

The Structure Plan proposes 31 residential lots each containing a single dwelling. The majority of lots face the internal 'L-shaped' subdivisional road that is proposed to connect Pace Road to Gilmore Avenue. Seven lots face Pace Road and three lots face Gilmore Avenue.

The lots have been designed so that the majority face north-south to take advantage of solar orientation. All lots have a frontage of at least 12.0m ensuring adequate width for building dwellings with appropriate setbacks.

A single residence will be located on each lot. These will be setback in accordance with Residential Design Code requirements (4.5m) and provide individual private open space, car parking and climate design as required by the Residential Design Codes.

4.2.4 PROPOSED DENSITIES

The site is zoned 'Residential' and designated 'Development Area 3' for which an R40 density is applicable. The actual density proposed under the structure plan is below R32. This is due to lots being designed to provide excellent lot product rather than maximising the yield of the site. It is considered that the proposed lot layout is conducive to an excellent built product.

4.2.5 SERVICES

The small nature of the development allows it to be connected to existing services in the locality. A Water Corporation main is located along Pace Road, and access



to the sewer is available at the north-west corner of the site, which is also the lowest point of the site. The site is able to connect into the existing main drainage system without difficulty. Electricity is available in the immediate vicinity and there is no identified need to upgrade local power supplies.

4.2.6 ROAD NETWORK

The road network for the Structure Plan area utilises the existing roads, Pace Road and Gilmore Avenue, for access and proposes one 'L-shaped' internal subdivisional road. The two existing roads are local access roads, as is the proposed internal road. The proposed 12m width is as required by the Town of Kwinana and allows a 5.5-6m carriageway, on street parking bays on one side, and footpaths and services to the other.

Each residential lot will be required to be provide parking in accordance with Residential Design Code requirements. In addition, dedicated visitor parking bays will be provided within the internal subdivisional road. Pace Road and Gilmore Avenue are sufficiently wide to accommodate on-street parking with no difficulty.

The road network is more than adequate for emergency vehicle access; vehicles can access all lots from at least two directions.

A footpath exists around the site, along Pace Road and Gilmore Avenue, and it is proposed to upgrade this as part of the development. An footpath is also proposed along the internal subdivisional road to provide access within the site. The small-scale of the development does not lend itself to the provision of dual-use paths as bicycle traffic would be insufficient.

Excellent public transport services are available along Gilmore Avenue, immediately adjacent to the site, and within walking distance to the south at the Bus Station associated with Kwinana Hub Shopping Centre.

4.2.7 PUBLIC OPEN SPACE

The provision of Public Open Space will be in the form of a 10% cash-in-lieu contribution at the time of subdivision as the equivalent land area is not of sufficient size to have utility as open space and given close proximity of existing developed open space reserves.

4.3 IMPLEMENTATION

The site will be developed as a single-stage subdivision, with the roads and lots developed together. The trees along Pace Road and Gilmore Avenue will be retained where possible, or relocated elsewhere within the site if necessary.

The proponent is also required to prepare a Detailed Area Plan prior to subdivision approval to demonstrate how the site will be developed and to apply particular development requirements for the site. These requirements will include setbacks, areas of open space, location of garages and presentation to the street. This plan would also show the retention and relocation where necessary, of the existing Ficus trees along Pace Road.

4.4 INTEGRATION

The Town of Kwinana has expressed a desire for any development on the site to reflect the values and characteristics of the Medina community and its existing built form. A Structure Plan generally sets out the development structure for a large portion of land, identifying land uses, road locations, lot patterns and densities. Whilst a Structure plan does not generally detail building designs for individual lots, it is important to recognise and reflect the character, themes and values of the existing community into the proposed development.

Medina was developed in the 1950's with the aim of housing workers and families associated with the BP Refinery and other industrial operations in the Kwinana area. The suburb, in line with development of the time, had large individual lots, access to natural open space and affordable housing. The suburb maintains particular characteristics associated with subdivisional patterns and built form of the time, including:

- Limited front fencing or open fencing;
- Buildings well set back from the road reserve;
- Porches and verandas on the front of the dwelling;
- Street trees in road verges;
- Elevated well ventilated housing due to the use of stumps;
- Minimal intervention with the natural topography;
- Simple housing design; and

- Pitched yet simple roof typologies.

The Town has undertaken community consultation to establish what the community values are in terms of the existing urban form of Medina. The consultation indicated that the residents value the older style housing stock, the access to natural open spaces and the cultural heritage of the suburb. The Town wishes to preserve, where practical and possible, those characteristics that are considered to contribute to the distinctive character of Medina.

Current development practices promote sustainability, smaller lot sizes and access to public transport, which differ somewhat from the development practices of the 1950's. Whilst it is not possible to develop the site in the 1950's framework, it is certainly possible to reflect those elements which the community values into the proposed built form.

Elements such as limited front fencing, inclusion of porches or verandahs, retaining and planting street trees, maintaining the natural topography and including pitched yet simple roofing typologies are characteristics that can be included in detailed planning for residential development.

The intent of a Structure Plan is to generally identify the layout of land uses, internal roads, general lot patterns and densities and would not normally provide detailed design of individual lots. Following the preparation of the Structure Plan, detailed planning will commence where the characteristics identified in this report will be reflected into the built form. The next step in the development of this site is the preparation of a Detailed Area Plan, which will include the following details and characteristics:

- limiting front fencing;
- requiring front porches or verandahs on all dwellings;
- retaining existing street trees where possible and planting new and additional street trees;
- maintaining the natural topography of the land where possible; and
- requiring simple pitched roofs.

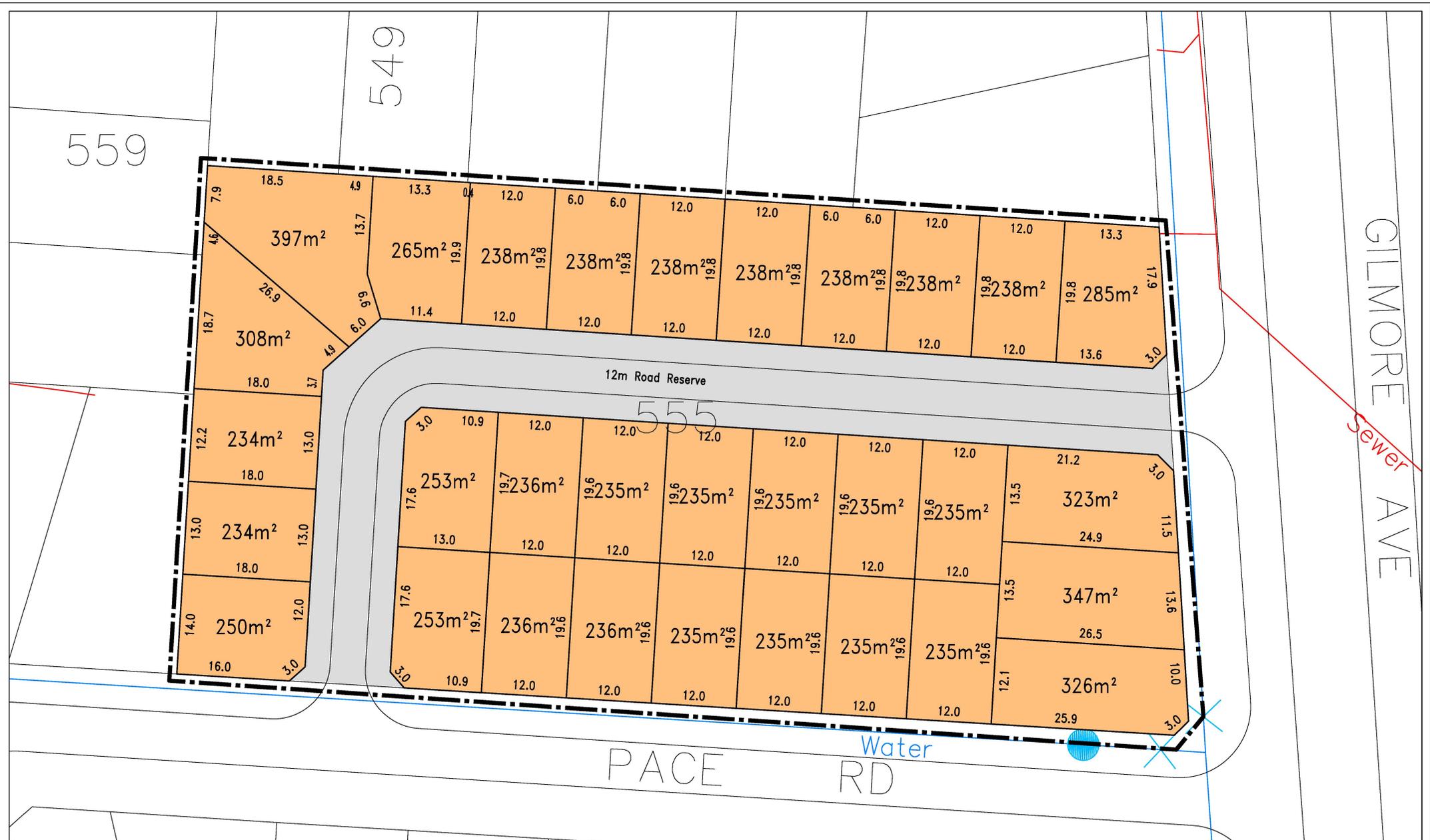
5 CONCLUSION

The proposed development of Lot M555 is a logical and balanced response to the site's characteristics and potential, and will allow future development of residential uses on the site that are in keeping with the surrounding land uses in the locality.

The proposed development is consistent with the Town of Kwinana and the State Government's current planning strategies which aim to promote increased residential densities with easy access to local facilities and the current infrastructure network, and aim to provide a variety of lot sizes and housing types.

It is important to recognise the elements and characteristics of the existing housing stock of Medina in any new development. The Medina community place high value on these characteristics and the future development of the site will reflect, where possible, the existing elements in new developments. The detailed planning of the subdivision will include provisions to reflect these characteristics such as minimising front fencing, substantial numbers of street trees, requiring pitched roofs and maintaining the natural topography.

The Structure Plan represents an excellent opportunity to develop a vacant site in an excellent location to current development standards, whilst recognising and reflecting the characteristics, features and elements of the existing developed areas of the suburb.



Local Structure Plan

Lot 555 Pace Road, Medina
Town Of Kwinana

Notes:

- Existing street trees within the adjacent verge area of the subject land are protected as part of the subsequent subdivision and development
- One advanced street tree (min 100L bag size) will be planted per Lot.
- The lot pattern is indicative only.

Residential R40



DISCLAIMER: THIS PLAN IS SUBJECT TO APPLICATION, CARRIAGEWAY DESIGN AND MAINLINE ONLY. ALL DIMENSIONS AND DIMENSIONS ARE APPROXIMATE ONLY AND ARE SUBJECT TO FURTHER SURVEY ENGINEERING AND DETAIL DESIGN.
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