



LOCAL HOUSING STRATEGY PLAN

Thornlie West Housing Precinct

The Thornlie West Precinct is bounded by Spencer Road to the north, Hume Road to the east, Nicholson Road to the south and Roe Highway to the west.

Environmental Constraints

Soils: -Dominant soils in the area are Bassendean Sand with some layers of sandy clay (Guildford Formation).

Vegetation: Sites containing significant vegetation of conservation value include the Tom Bateman Reserve (Bush Forever Site 456) containing a Conservation Category Wetland, and an area of native vegetation adjacent to Hume Road.

Community Facilities & Land Use

Community services and facilities within the Precinct include:

- The Tom Bateman Sporting Complex in the south-west, includes 2 ovals and a major future baseball venue. A concept plan also proposes constructed wetlands, boardwalks, and an environmental centre.
- Walter Padbury Park in the south-east includes 3 sports grounds and a pavilion.
- A service station located on Yale Road is designated a Local Centre under TPS6.
- Yale Primary School.
- While there are currently no shopping centres within the Precinct, Thornlie Square and Spencer Village lie just outside the Precinct to the north.
- An even spread of small local parks.

Land use within the Precinct is predominantly residential, but also includes educational, cultural, and recreational land uses, as well as commerce at the Local Centre site.

Housing Stock & Lot Sizes

- As a general trend, older housing stock is located in the north-east, and newer housing to the south-west. It is generally brick and tile construction in good to average condition.
- To the north-east, housing is generally from the 1960's, in average to good condition on lots between 850m²- 1,000m².
- In the north-west, housing is mostly from the 1970's, with some 1960's housing. Lots are generally between 650m²-750m².
- In the south-east, some post-1980's subdivision has occurred, including some grouped dwelling development. Lots are generally around 700m².
- In the south-west, housing is generally post-1980's, with some 1970's development, on lots between 500m²-700m².

Utilities & Infrastructure Services

Public Transport: Public transport provision is provided by bus services along Spencer, Yale, Murdoch, Storey, Berehaven and Nicholson Roads. The future Thornlie railway station is to be located south of Spencer Road within the Precinct. It will include a new bus interchange facility and a new bridge over Spencer Road.

Roads: The Precinct is well serviced by and connected to surrounding areas by the regional road network, including the Roe Highway, Spencer Road, Nicholson Road and Yale Road.

Drainage: It is likely that increased urban development will require further drainage infrastructure upgrade, particularly in areas close to the railway line and Spencer Road.

Sewer: The Precinct is well serviced by sewerage infrastructure, however upgrades may be necessary in some areas to facilitate increased urban development.

Demographics - Census 2001

Total Population: 7,325
Average Household Size: 2.8
Percentage of the Population Born:
 In Australia: 62%
 Overseas: 34%
 Visitors/Not Stated: 4%

Percentage of the Population Aged:
 Under 15 years: 24%
 Between 15 to 29 years: 24%
 Between 30 to 44 years: 21%
 Between 45 to 64 years: 24%
 65 years and over: 7%

Percentage of Households that are a:
 Couple family with children: 40%
 Couple family w/o children: 26%
 One parent family: 14%
 Lone person: 18%
 Shared/Other/Not Stated: 2%
Separate Dwellings constitute 87% of the total housing stock. (ABS 2001)

Employment

Sites of employment within the Precinct include the Yale Primary School and a site designated a Local Centre under TPS6. The proposed Thornlie railway station also provides a site of future employment.



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Issues/Opportunities at a Glance

- The future Thornlie Railway Station will be located within the Precinct.
- Precinct contains the Guided Town Planning Scheme 7 area, which is almost fully completed, under review and likely to be revoked in the future.
- The possible Nicholson Road Railway Station would be located just outside the Precinct to the south.
- Possible redevelopment opportunities available in 2 substantially sized lots on Yale Road, formerly the site of a poultry farm.
- Infill sewerage will facilitate some additional residential density in the east of the Precinct.
- Drainage infrastructure may require upgrade in some areas to facilitate additional residential density.

Recommendations

- Residential areas as shown on the plan generally within a 5 minute (400 metre) walk from:
 - the future Thornlie Railway Station, north of Yale Road, be identified as suitable for an R60 density code
 - this will generally result in 3 additional dwellings on average per existing lot, given average lot sizes of 800m² – 850m² in the area.
 - the future Thornlie Railway Station, south of Yale Road, be identified as suitable for an R40 density code
 - this will generally result in 2 to 3 additional dwellings on average per existing lot, given average lot sizes of 750m² – 1,000m² in the area.
 - the Thornlie Square Neighbourhood Centre and/or fronting Spencer Road be identified as suitable for an R30 density code
 - this will generally result in 1 to 2 additional dwellings on average per existing lot, given average lot sizes of 650m² – 1,000m² in the area.
 - the possible Nicholson Road Railway Station be identified as suitable for a split density code of R20 - R60. A density of R20 is considered appropriate for the area until such time as the proposed Railway Station has been confirmed, when a density code of R60 would be applied to the area.
- Outline Development Plans be prepared as required to coordinate subdivision of larger lots and to ensure adequate infrastructure provision - particularly in the area of drainage.
- Where Outline Development Plans are not required "Spot" rezoning may be supported.
- *Refer to Local Housing Strategy Section 7.0 (Implementation and Monitoring) for instances where exceptions to the above may apply.*

