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Shire of Kalamunda

# **Planning Services Committee**

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MINUTES FOR 8 FEBRUARY 2010



## SHIRE OF KALAMUNDA

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## Minutes of Planning Services Committee Held in the Council Chambers 2 Railway Road, Kalamunda Monday 8 February 2010

### 1. OFFICIAL OPENING

- 1.1 The Chairman opened the meeting at 7.00pm and welcomed Councillors, Staff and Members of the Public Gallery.

### 2. APOLOGIES AND LEAVE OF ABSENCE

#### Present

#### Councillors

D McKechnie	(SHIRE PRESIDENT) NORTH WARD
S Bilich	NORTH WARD
M Thomas	(CHAIRPERSON) NORTH WARD
N Townsend	SOUTH WEST WARD
A Morton	(DEPUTY CHAIRMAN) SOUTH WEST WARD
G Stallard	SOUTH EAST WARD
C Everett	SOUTH EAST WARD
F Lindsey	SOUTH EAST WARD
P Heggie	NORTH WEST WARD
D O'Connor	NORTH WEST WARD

#### Officials

J Trail	CHIEF EXECUTIVE OFFICER
C Higham	DIRECTOR PLANNING & DEVELOPMENT SERVICES
N Wilson	DIRECTOR CORPORATE SERVICES
K O'Connor	DIRECTOR COMMUNITY DEVELOPMENT
M Singh	DIRECTOR ENGINEERING SERVICES
A Fowler-Tutt	MANAGER STRATEGIC PLANNING
D Wilson	MANAGER BUILDING SERVICES
S Miller	MANAGER OPERATIONS
B Millan	EXECUTIVE ASSIST TO CEO
J Gough	MINUTE SECRETARY



**Apologies**

M Cresswell  
M Robinson  
D Tomlinson

NORTH WEST WARD  
SOUTH WEST WARD  
MANAGER STATUTORY PLANNING

**Observers**

18

**Newspapers**

Nil

**3. PUBLIC QUESTION TIME**

*A period of not less than 15 minutes is provided to allow questions from the gallery on matters relating to the functions of this Committee. For the purposes of Minuting, these questions and answers are summarised.*

**3.1 Nil****4. PETITIONS & DEPUTATIONS****4.1 ITEM 9.7: LOT 11 (460) KALAMUNDA ROAD, HIGH WYCOMBE - 24 UNIT DEVELOPMENT**

Mr Russel Tait from the Burgess Design Group presented a deputation in favour of staff recommendation outlining the merits of the proposal.

**5. CONFIRMATION OF MINUTES OF PREVIOUS MEETING****5.1** That the Minutes of the Planning Committee Meeting held on 14 December 2009 be confirmed as a true and correct record of the proceedings with the addition of the following point in the Public Question time:

- Q. In light of the conclusions of the CCC into Public Sector Misconduct and to avoid further perceptions of subversion of public interest here, will Shire President McKechnie be turning over a new leaf and directing all Councillors and Shire officers to make full public declaration of any contact with registered lobbyist and most especially with regard to the Ross Leighton Lot 500 (32) Gavour Road proposal.
- A. Taken on notice.

**Moved: Cr McKechnie****Seconded: Cr Townsend****CARRIED UNANIMOUSLY**

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Statement by Presiding Member

**“On the basis of the above motion I now sign the Minutes as a true and accurate record of the meeting of 14 December 2010.”**

**6. ANNOUNCEMENTS BY THE PERSON PRESIDING WITHOUT DISCUSSION**

- 6.1** The Chairperson welcomed the new Director Planning and Development Services, Clayton Higham.

**7. MATTERS FOR WHICH MEETING MAY BE CLOSED**

**7.1 ITEM 9.12: CONSIDERATIONS FOR TENDERS FOR THE CONSTRUCTION OF THE OPERATIONS CENTRE BUILDING (CONFIDENTIAL ITEM)**

*Reason for Confidentiality –*

Local Government Act s5.23 (2) (c). *A contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting.*

**8. DISCLOSURE OF INTERESTS**

Disclosure of Financial and Proximity Interests

- (a) Members must disclose the nature of their interest in matters to be discussed at the meeting. (Sections 5.60B and 5.65 of the Local Government Act 1995)
- (b) Employees must disclose the nature of their interest in reports or advice when giving the report or advice to the meeting. (Sections 5.70 and 5.71 of the Local Government Act 1995).

Disclosure of Interest Affecting Impartiality

- (a) Members and staff must disclose their interest in matters to be discussed at the meeting in respect of which the member or employee has given or will give advice.

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**8.1 Item 9.7 - Lot 11 (460) Kalamunda Road - Twenty Four (24) Grouped Dwellings**

Cr O'Connor declared a proximity interest as the applicant is his direct neighbour.

**8.2 Item 9.3 - Lot 200 (80) Dodd Road, Bickley - Scheme Amendment No. 21 - Final Adoption**

Cr Lindsey declared an interest affecting impartiality as he is a friend of the applicants.

**8.3 Item 9.8 - Lot 3, 415 Mundaring Weir Road, Piesse Brook- Extensions to the Existing Restaurant**

Cr Lindsey declared an interest affecting impartiality as he is a neighbour of the applicants.

**8.4 Item 9.8 - Lot 3, 415 Mundaring Weir Road, Piesse Brook- Extensions to the Existing Restaurant**

Cr Everett declared an interest affecting impartiality as she knows the applicants.

**8.5 Item 9.10 - Endorsement of Amendments to the Terms of Reference and Nominations for Membership to the Shire of Kalamunda Community Sustainability Advisory Committee**

Cr Everett declared an interest affecting impartiality as she sits on the Committee.

## 9. REPORT TO COUNCIL

*Declaration of financial/conflict of interests to be recorded prior to dealing with each item.*

### 9.1 Policies for the Planning & Development Directorate – Final Adoption

Previous Items:

Service Area: Planning Development Services

Author: David Tomlinson

File Reference: OR-CMA-016

Applicant: Not applicable

Owner: Not applicable

#### PURPOSE

1. To consider finally adopting planning and other policies relative to the Planning & Development Directorate.

#### BACKGROUND

2. During 2009 at a number of Ordinary meetings, Council resolved to advertise modifications to policies relative to the Planning & Development Directorate.

#### DETAILS

3. The following policies were advertised for public comment and are now before Council to consider final adoption:
  - DEV 1 – Additional Accommodation
  - DEV 2 – Amusement Machines & Amusement Centres
  - DEV 6 – Cash in lieu of Car Parking
  - DEV 7 - Child Care Centre Guidelines
  - DEV 19 – Notification to affected Land Owners
  - DEV 21 – Outbuildings in Subdivisions
  - DEV 25 – Public Open Space Contributions
  - DEV 27 – Reduced Setbacks to Verandahs, Patios and Carports.
  - DEV 30 – Rezoning of Properties to R20 or higher
  - DEV 36 – Subdivision in Rural Zones

The Policies are contained in ***(Attachment 1.)***.

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## STATUTORY AND LEGAL IMPLICATIONS

4. Local Planning Scheme No. 3 allows the Shire to prepare policies in respect to any matter related to the planning and development of the Shire. Policies may apply to a particular class or matter and throughout the Scheme relate to one or more parts of the Scheme area. The Scheme allows Council to amend or rescind its Planning policies.
5. A Local Planning Policy is not part of the Scheme and does not bind the Council in its decision making, however, Council is to have due regard to the Policy when making a decision.
6. Following the advertising of the policies, the Council may adopt the Policy with or without modifications, or not proceed with the Policy. If Council resolves to adopt a Policy it publishes a notice in a newspaper circulating in the District. The Policy will have effect upon publication of the notice.
7. It should be noted that policies not directly related to the operation of the Local Planning Scheme, that is the Building and Environment Policies, are not adopted under the Scheme. These Policies are made under the powers contained in the Local Government Act. The Act does not contain any formal process for adopting these policies, however it is considered appropriate to formally recognise their making by way of a Council resolution.

## POLICY IMPLICATIONS

8. If Council adopts the policies, they will be included in the Shire's Policy Register.

## PUBLIC CONSULTATION/COMMUNICATION

9. A notice was placed in a local newspaper calling for public submissions. The policies were advertised from 30 November 2009 through to 21 December 2009. At the end of the advertising period, no submissions had been received.

## FINANCIAL IMPLICATIONS

10. Nil.

## STRATEGIC AND SUSTAINABILITY IMPLICATIONS

11. **Strategic Planning Implications**
  - Periodic reviews of Shire policies allows consideration of legislative changes, contemporary planning practices and public input on matters relating to planning matters.
12. **Sustainability Implications**
  - Social implications**
    - Social implications will vary depending on the nature of the proposal to which a policy or policies apply.
  - Economic Implications**
    - Nil
  - Environmental Implications**
    - As per social implications.

**OFFICER COMMENT**

13. The policy updates represent contemporary planning and development practices and where necessary changes in legislation. It is recommended that the policies be adopted without modifications and an advertisement to this effect placed in a newspaper circulating in the district.
14. Additional Policy revisions and new Policies will be presented to Council for its consideration in the future.

**MEETING COMMENT**

15. The Director Planning and Development services advised that he would like to further review the wording on Policy DEV19 and requested that it be removed from the list of policies to be adopted.
16. Discussion ensued in relation to Policy DEV1 and following a number of questions from Councillors, the CEO recommended that this policy also be further reviewed and removed from the list of policies to be adopted.

**OFFICER RECOMMENDATION**

1. That the following policies are adopted and a notice to this effect be placed in a news paper circulating in the district:
  - DEV 1 – Additional Accommodation
  - DEV 2 – Amusement Machines & Amusement Centres
  - DEV 6 – Cash in lieu of Car Parking
  - DEV 7 - Child Care Centre Guidelines
  - DEV 19 – Notification to affected Land Owners
  - DEV 21 – Outbuildings in Subdivisions
  - DEV 25 – Public Open Space Contributions
  - DEV 27 – Reduced Setbacks to Verandahs, Patios and Carports.
  - DEV 30 – Rezoning of Properties to R20 or higher
  - DEV 36 – Subdivision in Rural Zones

The Recommendation was not moved as it was agreed that two policies should be removed.

**COMMITTEE RECOMMENDATION TO COUNCIL****PS-1/2010**

1. That the following policies are adopted and a notice to this effect be placed in a news paper circulating in the district:
  - DEV 2 – Amusement Machines & Amusement Centres
  - DEV 6 – Cash in lieu of Car Parking

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- DEV 7 - Child Care Centre Guidelines
  - DEV 21 – Outbuildings in Subdivisions
  - DEV 25 – Public Open Space Contributions
  - DEV 27 – Reduced Setbacks to Verandahs, Patios and Carports.
  - DEV 30 – Rezoning of Properties to R20 or higher
  - DEV 36 – Subdivision in Rural Zones

Moved: Cr McKechnie

Seconded: Cr Everett

**CARRIED UNANIMOUSLY**



## REGISTER OF COUNCIL POLICIES

<b>Title:</b>	<b>Amusement Parlours</b>		
<b>Policy No.:</b>	<b>DEV2</b>		
Date Adopted:		Date Reviewed:	Last Unknown

<b>Objective:</b>	To outline in what circumstances amusement machines and parlours are considered acceptable.
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### Background

To provide guidance on what information may be required and conditions which may be imposed when considering applications for Amusement Parlours.

### Scope & Limitations

This Policy applies to all zones in which an Amusement Parlour can be considered under Local Planning Scheme No. 3.

### Policy

The definition of "Amusement Parlour" is contained in Schedule 1 of Local Planning Scheme No.3.

1. As part of the assessment of Amusement Parlours, the Shire may request the applicant to provide a Code of Ethics for its operation.
2. Council may impose appropriate conditions when approving Amusement Parlours, particularly those relating to trading hours, having regard to the impact of the proposal on the surrounding area.
3. Approval of Amusement Parlours shall be subject to a 12 monthly review. If, in the opinion of Council, a Centre is creating problems Council may rescind the approval.

### CROSS REFERENCES (If any):

Admin Policy/Procedure:		Delegation:	
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### LEGAL REFERENCES



Legislation:	Local Planning Scheme No. 3
Local Law:	

## Amusement Parlours Explanatory Notes

Exclusions	Reason
Delete reference to District Planning Scheme No. 2	District Planning Scheme No. 2 no longer operational.
Delete reference to Amusement Centre and Amusement Machine.	Inconsistent with Zoning Table and Dictionary of Defined Words in Local Planning Scheme No. 3.
Delete reference to "AA" uses	"AA" reference not used in Local Planning Scheme No. 3.
Delete reference to "IP" uses	"IP" reference not used in Local Planning Scheme No. 3.
Delete reference to machines being incidental in certain zones.	Incidental nature of machines inherent in Local Planning Scheme No. 3 definition.
Delete reference to prohibition within certain areas (zones)	Local Planning Scheme No. 3 Zoning Table identifies where use can and can not occur.
Delete reference to the Western Australian Code of Ethics for Amusement Leisure Centres.	Will allow Council to establish Code of Ethics based on merits of each application.

Inclusions	Reason
Include references to Local Planning Scheme No. 3.	Operational Scheme.
Include reference to Amusement Parlour.	Consistent with Zoning Table and Dictionary of Defined Words in Local Planning Scheme No. 3.
Include reference for proponent to include a "Code of Ethics" with an application.	Allows Council and the proponent to include this as part of assessment and condition of consent



## REGISTER OF COUNCIL POLICIES

<b>Title:</b>	<b>Cash in Lieu of Car Parking</b>		
<b>Policy No.:</b>	<b>DEV6</b>		
Date Adopted:		Date Reviewed:	Last Unknown

Objective:	To outline the method for calculating cash-in-lieu for car parking
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## Background

Local Planning Scheme No. 3 allows Council to consider the payment of cash in lieu of car parking bays prescribed in the Scheme.

## Scope & Limitations

All land zoned under Local Planning Scheme No.3.

## Policy

1. The value of cash in lieu of car parking is to be assessed at the date of **occupation** for the relevant development application with the land component being valued on the basis of the land included in that development. Construction costs are to be the unit rates applicable at the date **of occupation** for the relevant application.
2. The value of cash in lieu of car parking to be based on the standard car parking bay plus half access aisle width giving a total area of 22 square metres.
3. Cash in lieu of car parking is placed in a separate account and to be used **in accordance with the Scheme provision**.
4. Assessment of requests for cash in lieu of car parking shall be in accordance with clause 5.8.4 of Local Planning Scheme No. 3.

### CROSS REFERENCES (If any):

Admin Policy/Procedure:		Delegation:	
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**LEGAL REFERENCES**

Legislation:	Local Planning Scheme No. 3.
Local Law:	

## **Cash in Lieu of Car Parking Explanatory Notes**

<b>Exclusions</b>	<b>Reason</b>
Delete reference to assessment of cash in lieu at date of approval.	Potentially up to a two year gap between planning consent and application for building licence; this may result in distorted valuations and land prices.

<b>Inclusions</b>	
Refer to clause 5.8.4 of Local Planning Scheme No. 3 - Cash in Lieu of Car Parking.	Provides specific information on methods of assessing and implementing cash in lieu for parking.
Include reference to payment of cash in lieu to be paid at time of issue of building licence.	Payment at building licence issue provides more certainty that development will be occurring. Prevents need for applicant to pay on a development that may not occur.

## POLICY REGISTER



<b>Title:</b>	<b>Child Care Premises – Guidelines</b>		
<b>Policy No.:</b>	<b>DEV7</b>		
Date Adopted:	unknown	Date Reviewed:	Last unknown

Objective:	<ol style="list-style-type: none"> <li>1. To promote the provision of a network of child care services in accordance with community needs.</li> <li>2. To encourage applicants to undertake appropriate planning in the establishment of new child care premises and to take into account existing and expected supply and demand.</li> <li>3. To provide guidelines for the selection of suitable child care premises sites and their development requirements.</li> <li>4. To minimise the impacts of new child care premises on the amenity, form and function of existing neighbourhood localities and the levels of service available to the community.</li> </ol>
1. Suitable Locations	<p>Sites for new child care premises are preferred to be located in close proximity to community facilities, commercial centres, schools and public transport networks. Site location and development design shall have due regard to the Western Australian Planning Commission Planning Bulletin No. 72 – Child-care Centres.</p>
2. Site Characteristics	<p>Sites with access to reticulated sewer are preferred unless it can be demonstrated that the land is capable for on-site effluent disposal in the longer term. Applications for Child Care Premises on site proposing on site effluent disposal shall be accompanied by a letter of non objection from the Department of Health. Lot sizes shall be sufficient to accommodate parking, access, servicing, outdoor play areas, setbacks and landscaping areas adjacent to residences.</p>
3. Car Parking	<ol style="list-style-type: none"> <li>a. New centres shall provide for on site car parking in accordance with Table 3 – Parking Requirements as contained in Local Planning Scheme No. 3. Parking bays for people with a disability shall be provided in accordance with the Building Code of Australia.</li> </ol>

- b. Car parking areas shall be provided with associated landscape planting to maintain visual amenity of the locality, where the parking is to the front of the centre or abuts a common boundary with a residential property a 1.5 metre landscape strip shall be provided along those boundaries.
- c. The car park layout shall be designed to provide drop off/pick up bays in close proximity to the front building entry reducing the potential need for parents to walk across the car park access way to drop off/pick up their children.
- d. Staff car parking bays are to be clearly delineated on the plans submitted and marked on the property and are to be selected on the basis of ensuring drop off/pick up bays are in accordance with 3c above.

4. Traffic Management

- a. Layout and vehicle access points shall provide for safe and efficient traffic management and have regard for the impact of traffic on local streets.
- b. The applicant may be required to submit a traffic impact report identifying measures to manage traffic generated by the development.

5. Building Design and Site Layout

- a. The scale and design of new buildings shall be consistent with the character of existing streetscape and adjacent residences.
- b. Fencing of a suitable height and materials shall provide a safe, screened and secure site to a high standard of streetscape amenity.

6. Hours of Operation

Operating hours in or adjacent to residential zones should take into account the need to protect residential amenity. Hours of operation shall be restricted to 7.00am to 6.30pm Monday to Friday only unless otherwise specifically approved by Council., A noise management plan may be required to be submitted where considered necessary

7. Contents of Applications and Community Consultation Procedures

- a. All applications shall include details of number of proposed staff together with numbers and ages of children to be cared for and room sizes and outdoor areas required for each group.
- b. Applications for childcare centres are to be referred to neighbours around the centre for public comment and an advertising sign advising of the application is to be placed on the property at the applicant's expense, inviting public comment of the proposal.

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**CROSS REFERENCES (If any):**

Management No.	Practice		Delegation No.:	
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**LEGAL REFERENCES**

Legislation:	
Local Law:	

Notes:	Previously Policy PS 4.8
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## POLICY REGISTER



<b>Title:</b>	<b>Outbuildings in Subdivisions</b>		
<b>Policy No.:</b>	<b>DEV21</b>		
Date Adopted:	unknown	Date Reviewed:	Last unknown

<b>Objective:</b>	unknown
<p>For the purpose of clearing a condition of subdivision, the existence of an outbuilding on an otherwise vacant new lot will not preclude the release of the subdivision, unless:</p> <ul style="list-style-type: none"> <li>(i) the outbuilding is located across a new lot boundary, or too close to the new lot boundary in terms of the setback provisions of <b>Local Planning Scheme No. 3</b> , <b>Residential Design Codes or Building Code of Australia</b>; or</li> <li>(ii) the subdivision condition clearly states that no outbuilding shall be allowed to remain on an otherwise vacant lot.</li> <li>(iii) At such time as a new lot, which contains an outbuilding, is to be further developed, the existence of the outbuilding will not necessarily be sufficient grounds for Council agreeing to setback dispensation for the further development.</li> </ul>	

**CROSS REFERENCES (If any):**

Management Practice No.		Delegation No.:	
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**LEGAL REFERENCES**

Legislation:	
Local Law:	

<b>Notes:</b>	Previously Policy PS 2.5
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## POLICY REGISTER



<b>Title:</b>	<b>Public Open Space Contributions – Subdivision Applications</b>		
<b>Policy No.:</b>	<b>DEV25</b>		
Date Adopted:	unknown	Date Last Reviewed:	unknown

<b>Objective:</b>	To provide guidelines as to when Public Open Space contributions are required and when cash-in-lieu is acceptable.		
1.	In order to ensure fair and equitable treatment of all landowners seeking to subdivide residential land, Council will recommend to the Western Australian Planning Commission that Public Open Space (POS) contribution be made, <b>in accordance with state policy with the</b> ; standard minimum 10% to generally apply.		
2.	Cash-in-lieu of land to be considered only where it is neither feasible nor practical for land to be contributed, or where a land contribution cannot be amalgamated with an existing or proposed <b>Public Open Space</b> and the land contribution by itself is insufficient in area to be useful for recreation purposes.		

**CROSS REFERENCES (If any):**

Management Practice No.		Delegation No.:	
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**LEGAL REFERENCES**

Legislation:	
Local Law:	

Notes:	Previously Policy PS 2.3
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## POLICY REGISTER



<b>Title:</b>	<b>Reduced Setbacks to Verandahs, Patios and Carports – Guidelines for Assessment</b>		
<b>Policy No.:</b>	<b>DEV27</b>		
<b>Date Adopted:</b>	unknown	<b>Date Last Reviewed:</b>	unknown

<b>Objective:</b>	To provide guidelines for the assessment of reduced setbacks to verandahs/patios and carports.
<p>1. In assessing applications for verandah/patio and or carports with reduced side and or rear boundary setbacks without reference to adjoining property owners, the following will be considered:</p> <p>In properties zoned <b>R17.5</b>, <b>R20</b>, <b>R25</b>, <b>R30</b>, <b>R40</b> and Urban Development zones that have building setbacks applicable to any of the preceding listed zones, the columns for the verandah/patios and or carports may be constructed onto the common side and or rear boundary, subject to:</p> <ul style="list-style-type: none"> <li>a) the <b>back side of the</b> gutter, (<b>face of the fascia</b>), of the verandah/patio and or carport be <b>set</b> back from the side and or rear boundary at least <b>450mm in accordance with Figure 3.7.1.9 of the Building Codes of Australia</b>.</li> <li>b) the maximum number of columns constructed abutting the side and or rear boundary not exceed four (4), unless comment is sought from the adjoining affected property owner.</li> <li>c) The maximum size of column permitted without comment from the adjoining property owner shall be 230mm x 230mm, (<b>i.e.</b> one single standard brick square).</li> </ul> <p>2. <b>In properties Zoned other than those listed above, a formal planning application must be lodged for any setback less than that listed within Council's Local Planning Scheme 3 or the Residential Design Codes.</b></p>	

**CROSS REFERENCES (If any):**

Management Practice No.		Delegation No.:	
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**LEGAL REFERENCES**

Legislation:	
Local Law:	

Notes:	Previously Policy BS 2.6
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## POLICY REGISTER



<b>Title:</b>	<b>Rezoning of Properties to Residential R20 or Higher</b>		
<b>Policy No.:</b>	<b>DEV30</b>		
Date Adopted:	unknown	Date Last Reviewed:	unknown

<b>Objective:</b>	To outline matters that should be taken into consideration when assessing a request to rezone a property to Residential R20 or higher.
<p>When dealing with such applications Council will take into account the following factors, prior to formal instigation of any amendment to the <b>Local</b> Planning Scheme:</p> <ul style="list-style-type: none"> <li>a) Distance/relationship to similarly classified sites;</li> <li>b) The lot area and <b>potential</b> number of units to be developed;</li> <li>c) Existing development in the locality and effect on amenity of the locality;</li> <li>d) Location of <b>infrastructure and services in the locality including, but not limited to, road configuration, sewer, foot paths/ bike paths, Public Open Space</b> and access to community facilities;</li> <li>e) Whether the development would be single storey, double storey or a combination of both, and how that relates to existing development in the locality; and</li> <li>f) Government Sewerage Policy and Water Corporation policy relating to Kalamunda Town Centre sewerage, both of which would require deep sewer connection for this type of development.</li> <li>g) <b>Generally, Council will not be supportive of spot density coding changes involving only one lot. Preference will be given where multiple properties are proposed for increased residential densities.</b></li> </ul>	

**CROSS REFERENCES (If any):**

Management Practice No.		Delegation No.:	
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**LEGAL REFERENCES**

Legislation:	
Local Law:	

Notes:	Previously Policy PS 4.3
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## POLICY REGISTER

<b>Title:</b>	<b>Subdivision in Rural Zones</b>		
<b>Policy No.:</b>	<b>DEV36</b>		
Date Adopted:	unknown	Date Last Reviewed:	unknown

<b>Objective:</b>	To provide guidelines for matters that shall be taken into consideration in assessing subdivision applications in <b>all Rural</b> zones.
1.	This policy applies to <b>all land zoned for Rural purposes under Local Planning Scheme No. 3.</b>
2.	<p>Council should have regard for the following matters, when responding to Western Australian Planning Commission on subdivision applications in these zones.</p> <ul style="list-style-type: none"> <li>(a) the size, shape and layout of proposed lots shall be compatible with the slopes, water courses, soil types and vegetation, and the minimisation of erosion.</li> <li>(b) the subdivision shall not preclude the potential for, or continuing commercial agricultural use of the land.</li> <li>(c) whether the subdivision is appropriate to the physical and landscape characteristics of adjacent land;</li> <li>(d) whether access roads and areas set aside for development are located in such a manner as to minimise required earthworks;</li> <li>(e) whether dominant landscape features, ridge lines, hilltops, rock outcrops, drainage lines, and perennial streams will be protected by the subdivision;</li> <li>(f) whether fences on lot boundaries will avoid drainage lines thereby reducing erosion by stock;</li> <li>(g) <b>Specific provisions in Local Planning Scheme No. 3 as they relate to minimum lot areas and land capability characteristics.</b></li> <li>(h) Lot boundaries should be located to provide use of surface and underground waters to each subdivisional lot to allow horticultural and rural pursuits within the appropriate zones.</li> </ul>
3.	Nothing in <b>Local Planning Scheme No. 3</b> shall prevent the consolidation of existing lots into allotments of a Greater area.

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**CROSS REFERENCES (If any):**

Management No.	Practice		Delegation No.:	
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**LEGAL REFERENCES**

Legislation:	
Local Law:	

Notes:	Previously Policy PS 2.4
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*Declaration of financial/conflict of interests to be recorded prior to dealing with each item.*

## **9.2 Lot 1 (33) Berkshire Road, Forrestfield, Modification to Structure Plan, Forrestfield Urban Area U7**

Previous Items:	N/A
Service Area:	Planning and Development Services
Author:	Andrew Bratley
File Reference:	BR-08/033
Applicant:	Gray & Lewis
Owner:	Hillside Church Care Services

### **PURPOSE**

1. To consider a proposal to modify the Structure Plan for Forrestfield Urban Area U7 Agreement Area 3 to facilitate the expansion of the Waldrige Retirement Village on Lot 1 Berkshire Road, Forrestfield Refer **(Attachment 1)**. Refer for Locality Plan and Public Comment.

### **BACKGROUND**

2. Lot 1 contains a single dwelling and associated outbuildings and the adjoining Lot 301 has been developed as the Waldrige Retirement Village.
3. An application to amalgamate Lot 1 Berkshire Road with adjoining Lot 301 (45) Berkshire Road has been lodged with the Western Australian Planning Commission (WAPC) in October 2009. Refer **(Attachment 2.)** for Plan of Amalgamation.

### **DETAILS**

4. The applicant is proposing to modify the U7 Structure Plan to facilitate the future expansion of the Waldrige Retirement Village on Lot 301. The number of additional aged persons dwellings will be determined at the development application stage of the planning process.
5. Should the WAPC endorse the modified structure plan and approve the amalgamation application, the applicant will then seek Council approval to initiate an amendment to the Scheme to rezone the subject lot to 'Private Clubs and Institutions'.

### **STATUTORY AND LEGAL IMPLICATIONS**

6. Under the provisions of Local Planning Scheme No. 3 (The Scheme), Lot 1 Berkshire Road is zoned 'Urban Development and Lot 301 is zoned 'Private Clubs and Institutions'.
7. The design and assessment of structure plans are dealt with under the provisions of clause 6.2 *Development Areas* of Local Planning Scheme No. 3. In particular Clause 6.2.3 – *Preparation of Structure Plans* and 6.2.4 – *Adoption and Approval of Structure Plans*.
8. The modified structure plan will be forwarded to the WAPC for endorsement. In the event that the WAPC refuses the request, there is a right of review (appeal) to the

State Administrative Tribunal which the WAPC will attend.

## **POLICY IMPLICATIONS**

9. *Draft Liveable Neighbourhoods Policy 3* is an integrated planning and assessment policy to assist with the design and assessment of structure and subdivision plans to guide urban development within metropolitan and regional Western Australia.
10. *Shire of Kalamunda – Aged Accommodation Strategy – June 2008* notes that by the year 2030 one in every three people will be 55 years old, with almost half of this population over 70 years old. The aging population of the Shire will place increasing demand on the provision of suitable accommodation with the Shire. The planned expansion of the Waldrige Retirement Village will assist in addressing the anticipated demand for aged persons housing.

## **PUBLIC CONSULTATION/COMMUNICATION**

11. The proposal was referred to the adjoining neighbours for comment. Two (2) submissions were received, both being non-objections. Refer **(Attachment 3)** for Public Consultation Plan.

## **FINANCIAL IMPLICATIONS**

12. Nil.

## **STRATEGIC AND SUSTAINABILITY IMPLICATIONS**

13. **Strategic Planning Implications**
  - The proposed modification to the Structure plan does not prejudice future structure planning associated with the balance of the land in Agreement Area 3.
14. **Sustainability Implications**
  - Social implications**
    - The proposed amalgamation will allow for the additional development for aged persons dwellings associated with the Waldrige Retirement Village which will help address a well documented need for such housing within the Shire of Kalamunda.
  - Economic Implications**
    - It is efficient to use existing infrastructure to accommodate new development.
  - Environmental Implications**
    - Some vegetation may be removed as part as any future development of the site. The extent of the vegetation removal will be assessed at the more appropriate development application or subdivision stage.

## **OFFICER COMMENT**

15. The proposed modification is consistent with the intent of the structure plan in providing for a range of housing types in close proximity to commercial and community activities, and has no impact on the surrounding area.
16. The proposed structure plan modification will facilitate the future development of retirement units on the subject lot as part of the Waldrige Retirement Village Lot 301 Berkshire Road. The applicant will need to seek Council approval to initiate an

amendment to the Scheme to rezone the subject lot to 'Private Clubs and Institutions' so that this can occur. This will be undertaken when the modified structure plan is endorsed by the WAPC.

17. In summary, the proposed modification readily integrates with the adjoining development, has no direct impact on surrounding areas and will help address a well documented need for aged person housing within the Shire of Kalamunda. On this basis, It is recommended that the proposed modification to the structure plan be supported.

#### **MEETING COMMENT**

18. Nil

#### **COMMITTEE RECOMMENDATION TO COUNCIL                      PS 2/2010**

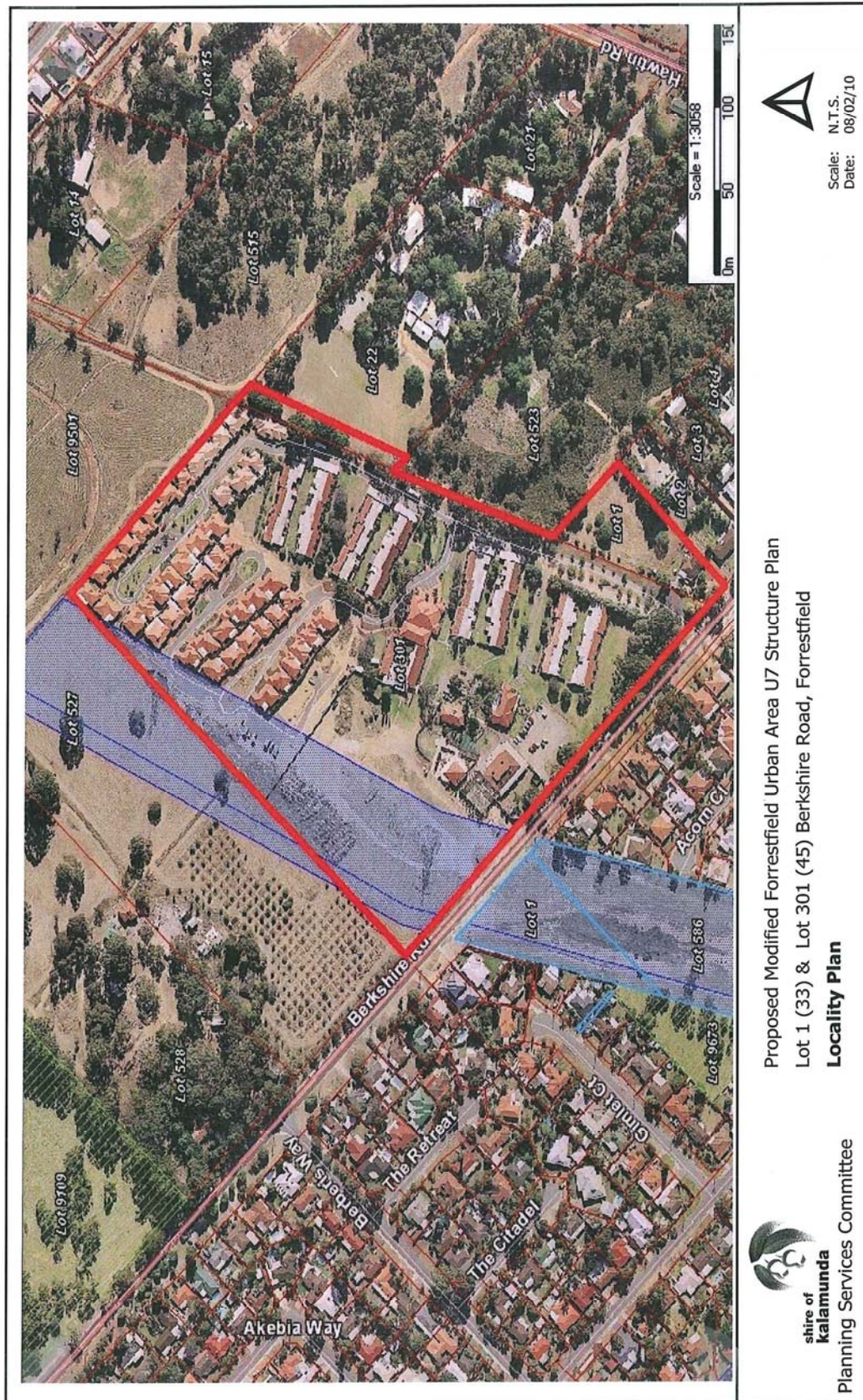
1. That Council:
  - a) Adopts the proposed modification to the Forrestfield Urban Area U7 Structure Plan for Agreement Area 3 on Lot 1 (33) Berkshire Road, Forrestfield and forwards the modification to the Western Australian Planning Commission for endorsement.

Moved: Cr Townsend

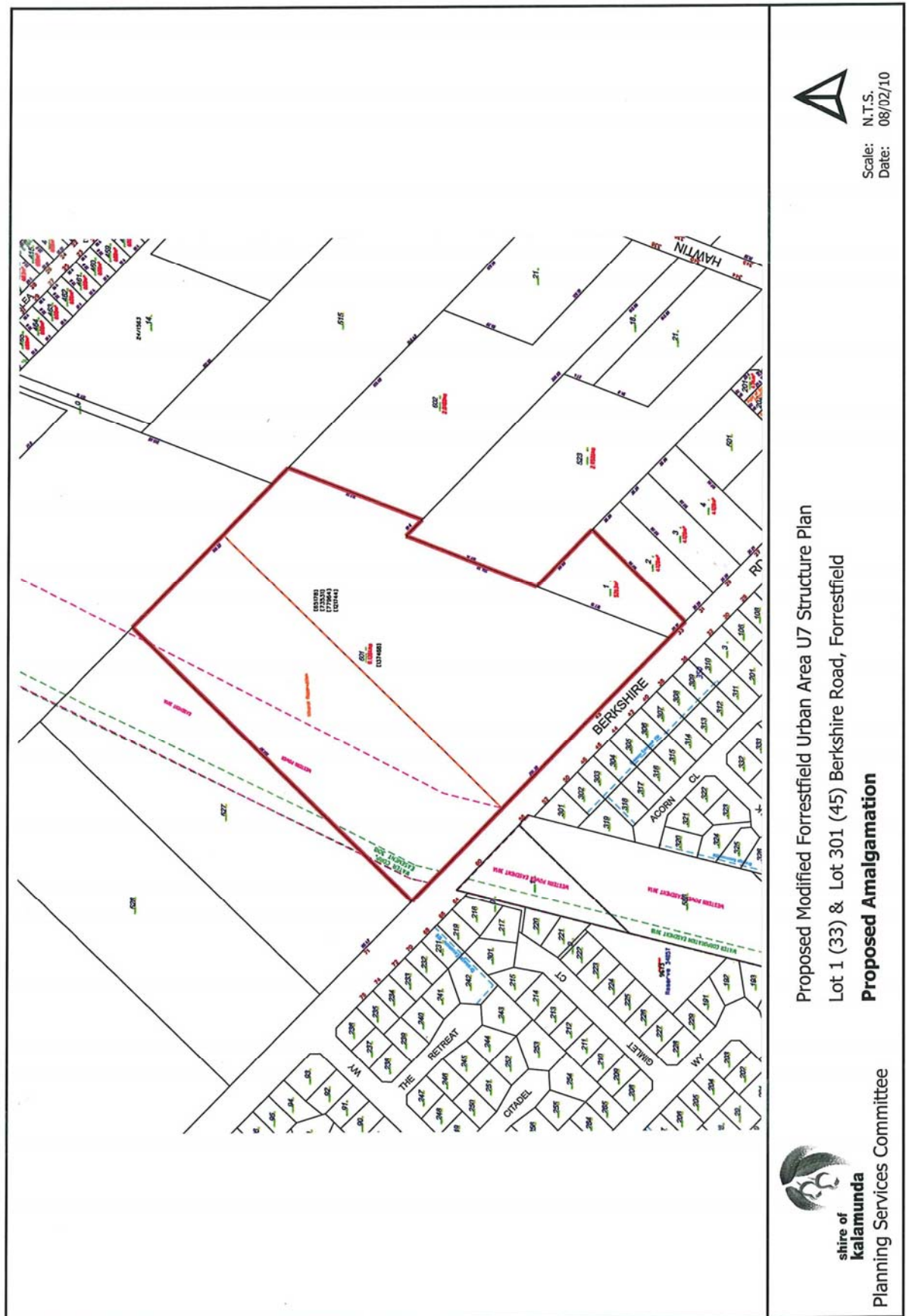
Seconded: Cr Morton

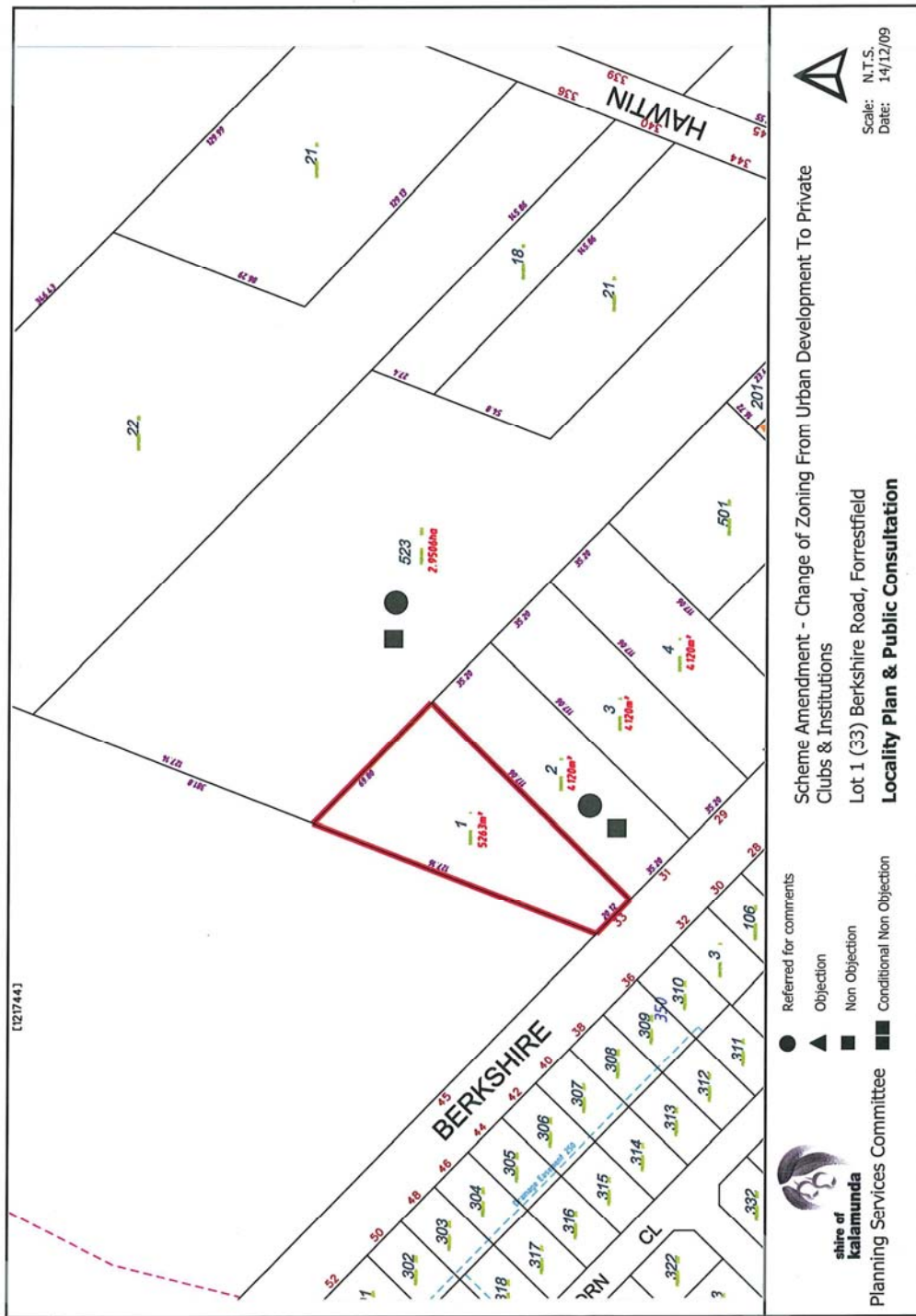
#### **CARRIED UNANIMOUSLY**











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*Declaration of financial/conflict of interests to be recorded prior to dealing with each item.*

Cr Lindsey declared an interest affecting impartiality as he is a friend of the applicant.

### **9.3 Lot 200 (80) Dodd Road, Bickley - Scheme Amendment No. 21 - Final Adoption**

Previous Items:	PS 71/2009
Service Area:	Planning & Development Services
Author:	Andrew Bratley
File Reference:	DD-01/080
Applicant:	S & T Nottle
Owner:	S & T Nottle

#### **PURPOSE**

1. To consider whether to recommend final approval for Amendment No. 21 to Local Planning Scheme No. 3 for Lot 200 (80) Dodd Road, Bickley. Refer **(Attachments 1a & 1b)** Locality Plan and Consultation Plan.

#### **BACKGROUND**

2. The subject land comprises an area of 7.29 ha and is zoned Rural Conservation. The lot presently contains a residence, storage, a storey barn, a shed and a smaller studio space.
3. In August 2009, Council resolved to initiate Amendment No. 21 to Local Planning Scheme No. 3 to allow Additional Uses - Recreation Private, Chalets and a Tea Room on the subject lot.

#### **DETAILS**

4. The applicant is seeking Council approval to amend the Scheme provisions pertaining to the subject lot, to facilitate the development of chalet accommodation, a massage studio and a tea room on the site. Refer **(Attachment 2)** for Scheme Amendment Plan.
5. A rehabilitation pilates studio is proposed to be placed in one of the existing buildings on site. The studio would predominantly cater for those who have suffered injury and require rehabilitation but can be open for others who are interested in this type of exercise.
6. The applicant is a rehabilitation pilates instructor and will cater for a maximum of four people at any one time. The pilates studio is proposed to be open Monday to Saturday up until 8 pm.
7. The massage studio is envisaged to compliment the rehabilitation pilates and would also be offered by the applicant to attendants during the week as well as to weekend guests.

8. The chalet accommodation is proposed to be incorporated in the existing barn and would predominantly cater for weekend guests but would also be available during school holidays.

## **STATUTORY AND LEGAL IMPLICATIONS**

9. The subject site is zoned Rural Conservation. Recreation - Private and Chalets are prohibited uses in this zone. A Tea Room is use not listed in the Use Class Table of the Planning Scheme. Accordingly, the applicant has submitted a request to amend the provisions of the Scheme pertaining to the subject lot to allow for the uses to operate from the site.
10. The Town Planning Regulations 1967 establish procedures relating to amendments to Local Planning Schemes. Council is to provide a final recommendation to the Minister for Planning who ultimately determines the amendment. There is no Right of Review (appeal) to the State Administrative Tribunal should the amendment be refused by the Minister.
11. If the amendment is finalised, it will allow the proponent to make application for the proposed land uses. Specific development standards, such as parking, landscaping, hours of operation and other matters will be determined at the development application stage.

## **POLICY IMPLICATIONS**

12. Nil.

## **PUBLIC CONSULTATION/COMMUNICATION**

13. The Scheme Amendment was referred to neighbours and the relevant servicing authorities for comment. During the formal advertising period a total of 9 submissions were received comprising 7 non-objections, 2 objections. Of the submissions received four non-objections were received from servicing authorities being the Water Corporation, West Net Energy, Telstra and Western Power. Refer **(Attachment 3)** submission table.

## **FINANCIAL IMPLICATIONS**

14. Nil.

## **STRATEGIC AND SUSTAINABILITY IMPLICATIONS**

15. **Strategic Planning Implications**
  - One of the outcomes for natural and built environment within a “Plan for the future of the district 2006-2011” is to foster environmentally friendly tourism. The proposed use is in accordance with Shire’s plan for the future of the district and is proposed to be environmentally friendly and sympathetic to the area.
16. **Sustainability Implications**  
**Social implications**
  - Nil

**Economic Implications**

- The activities, if approved, will promote tourism in the locality.

**Environmental Implications**

The proposed additional uses are envisaged to have a minimal impact on the surrounding area in terms of the need to clear vegetation and effluent disposal.

**OFFICER COMMENT**

17. Primary concerns raised in the objections to the proposal related to the potential of noise and traffic volumes increasing significantly due to the operation of the proposed uses. Whilst these concerns will be addressed when a development application has been lodged for the subject lot, it is considered that given the nature of the uses there will be minimal impact on the amenity of the locality.
18. Having regard to the above, it is recommended that the request for an amendment to the Local Planning Scheme No.3 to add the Additional Uses (Recreation Private, Chalets and a Tea Room) at Lot 200 (80) Dodd Road, Bickley be supported.

**MEETING COMMENT**

19. Nil

**OFFICER RECOMMENDATION**

1. That Council:
  - a) Notes the submissions received in respect to Amendment No. 21 to Local Planning Scheme No. 3.
  - b) Adopts Scheme Amendment No. 21 relating to Lot 200 (80) Dodd Road, Bickley.
  - c) Duly executes the Amendment documents and forwards them with submissions received to the Minister for Planning requesting that final approval be granted.

As there was no Mover the Recommendation lapsed.

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**COMMITTEE RECOMMENDATION TO COUNCIL**

**PS-3/2010**

1. That Council:

- a) Notes the submissions received in respect to Amendment No. 21 to Local Planning Scheme No. 3.
- b) Adopts Scheme Amendment No. 21 relating to Lot 200 (80) Dodd Road, Bickley.
- c) Duly executes the Amendment documents and forwards them with submissions received to the Minister for Planning requesting that final approval be granted.
- d) The applicant is advised that any future development on the site, based on this amendment, should be of low impact and in keeping with the amenity of the locality. The Council will have due regard to the scale of operation in terms of built form, traffic generation, potential fire hazard and visual impact on the surrounding locality.

Moved: Cr Everett

Seconded: Cr Heggie

**CARRIED UNANIMOUSLY**

1. Item \_\_\_\_\_ . Attachment \_\_\_\_\_ .

EMC Date: \_\_\_\_\_

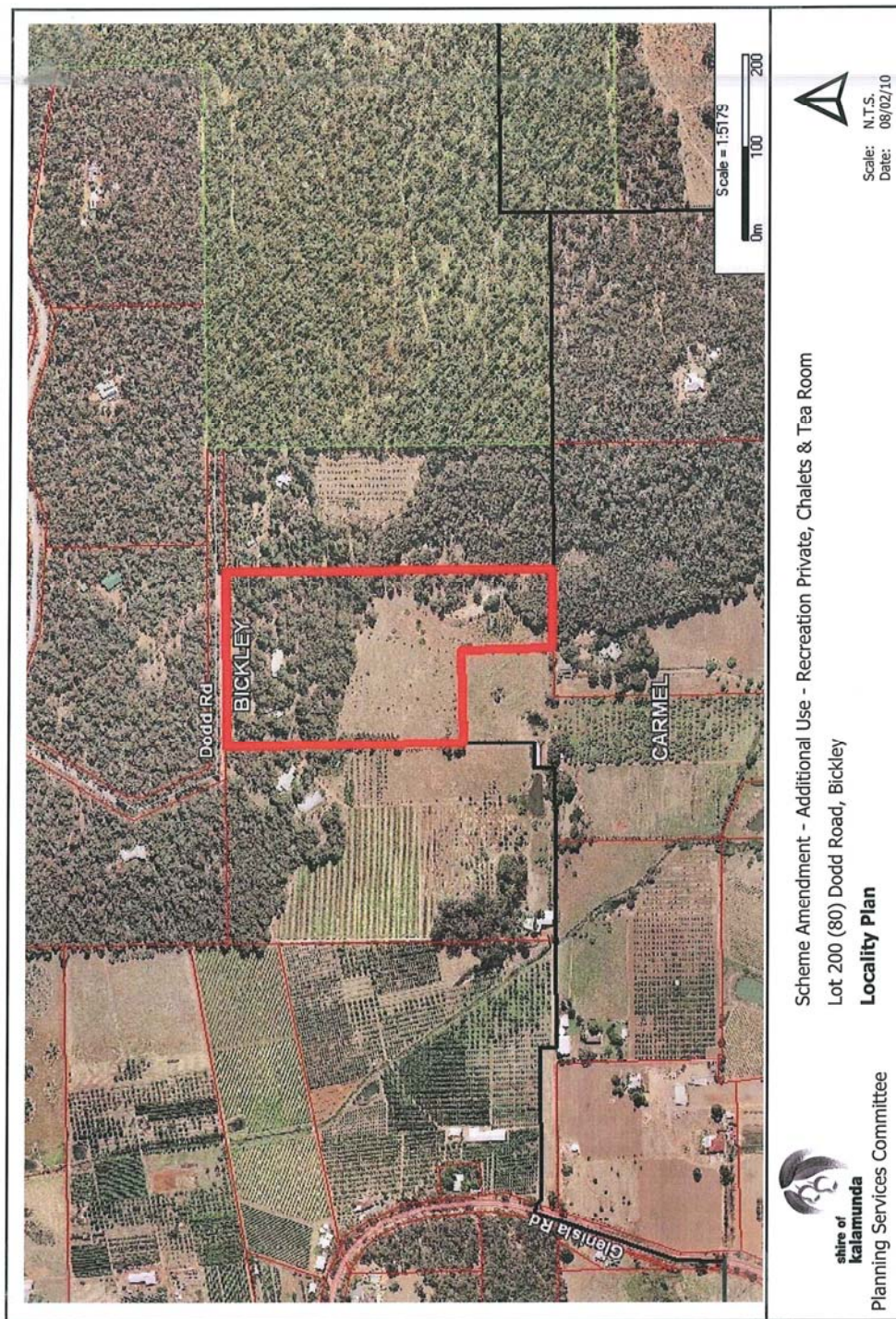
**Lot 200 (80) Dodd Road, Bickley - Scheme Amendment No. 21 - Final Adoption  
(DD-01/080) (Planning and Development Services)**

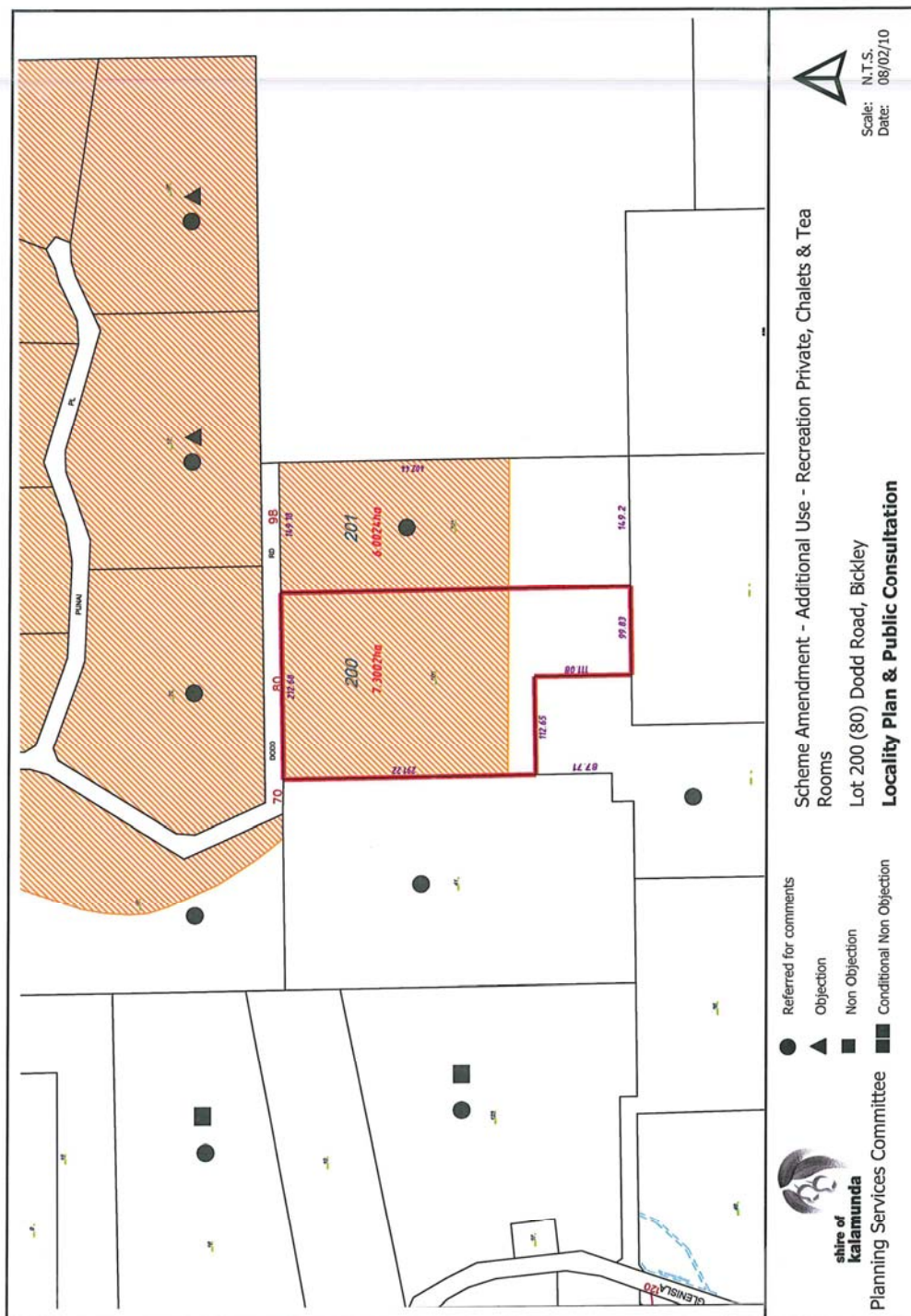
	Submission	Details	Officer Comments
1.	D Rumsey 12 Punai Place BICKLEY WA 6076	Objection. 1. The proposed development will increase traffic and noise volumes in the local area.	1. The concerns raised will be addressed when a development application is lodged for the subject property.
2.	C Bowers 22 Punai Place BICKLEY WA 6076	Objection. 1. The terrain is such that any fire approaching from the south would be virtually unstoppable. We would like to see a fire plan in place. 2. A larger parking area is required. 3. The proposed development will increase traffic and noise volumes in the local area. 4. The intersection of Walnut Road and Dodd Road is hazardous already. 5.	1-4. The concerns raised will be addressed when a development application is lodged for the subject property.
3.	V Giglia 95 Glenisla Road BICKLEY WA 6076	No objection.	Noted.
4.	V Furfaro	No objection.	Noted.

	55 Glenisla Road BICKLEY WA 6076	
5.	S Furfaro 55 Glenisla Road BICKLEY WA 6076	No objection. Noted.
6.	C Pemberton WestNet Energy PO Box 8491 PERTH BC 6849	No objection. Noted.
7.	P Nuttall Telstra Locked Bag 2525 PERTH WA 6001	No objection. Noted.
8.	L Walker Western Power 363 Wellington Street PERTH WA 6000	No objection. Noted.
9.	K Purcher Water Corporation PO Box 100 LEEDERVILLE WA 6902	No objection. Noted.

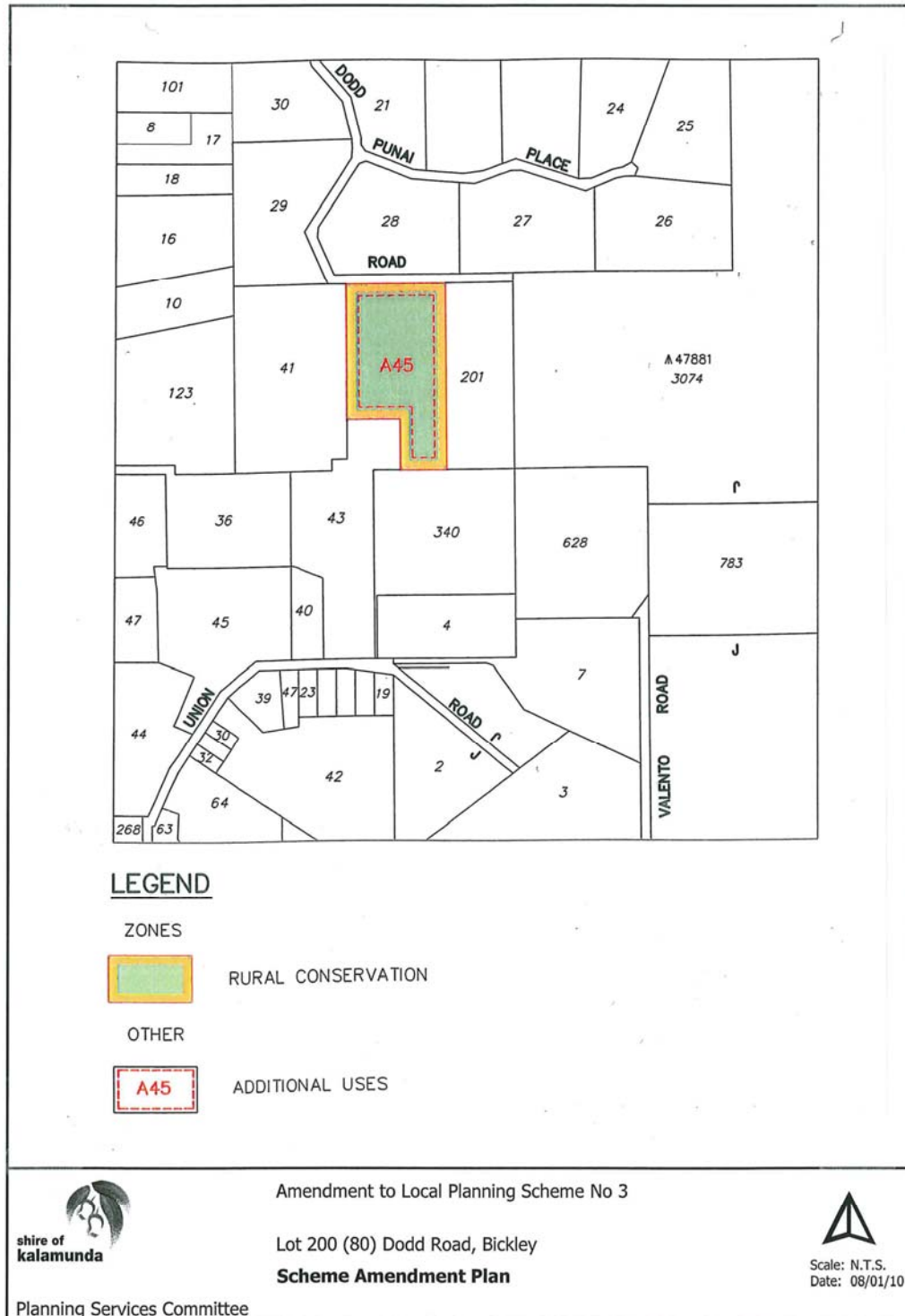
*Copies of submissions may be made available to Councillors.*











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*Declaration of financial/conflict of interests to be recorded prior to dealing with each item.*

#### **9.4 Lot 10 (30) Mundaring Weir Road, Kalamunda - Scheme Amendment - Final Adoption**

Previous Items: PS 102/2008  
Service Area: Planning Development Services  
Author: Andrew Bratley  
File Reference: MN-07/030  
Applicant: K & D Gilmour  
Owner: K & D Gilmour

#### **PURPOSE**

1. To consider whether to recommend final approval for Amendment No. 16 to Local Planning Scheme No. 3 (LPS 3) to allow for an additional use (Chalets) on Lot 10 (30) Mundaring Weir Road, Kalamunda. Refer ***(Attachments 1a and 1b)*** Locality Plan and resident comment.

#### **BACKGROUND**

2. The subject land comprises a land area of 1,922sqm. There is a dwelling, carport outbuilding (shed) and two railway carriages on the subject lot.
3. In December 2008, Council resolved to initiate Amendment No. 16 to LPS 3 to allow for an additional use (Chalets) on the subject lot.

#### **DETAILS**

4. The applicant is seeking approval to allow for an additional use (Chalets) on the property to facilitate the refurbishment and use of two railway carriages which already exist on site as holiday chalets.
5. The two 50 year old timber railway carriages are currently used as storage and sewing rooms. They are connected to water, electricity and effluent disposal, and have air conditioning installed.
6. Each carriages would have its own private frontage, verandah and outdoor setting, and consideration will be given to installing an environmentally friendly solar hot water system and a water conservation (grey water) system.
7. The carriages are in an aged condition and the applicant proposes to source additional railway/train items to enhance the ambience and character. The carriages are surrounded by well established, native landscaping.
8. The subject lot has two street frontages (Mundaring Weir Road and Valley Road), access to the carriages is proposed from the road with the lowest traffic volumes (Valley Road).

#### **STATUTORY AND LEGAL IMPLICATIONS**

9. The subject lot is zoned Residential R5 under the provisions of LPS 3. Under the provisions of the Scheme, Chalets are an 'X' (prohibited use) in a Residential Zone.

10. The Town Planning Regulations 1967 establish procedures relating to amendments to Local Planning Schemes. Council is to decide whether to recommend final approval and forward the amendment to the Minister for Planning who ultimately determines the proposal. There is no Right of Review (appeal) to the State Administrative Tribunal should the amendment be refused by the Minister.
11. The construction of chalets on the subject property is subject to a development application being lodged and approved by the Shire in future.

## **POLICY IMPLICATIONS**

12. Nil

## **PUBLIC CONSULTATION/COMMUNICATION**

13. The Scheme Amendment was referred to neighbours and the relevant servicing authorities for comment. During the formal advertising period a total of 19 submissions were received comprising 16 non-objections and 3 objections. Of the submissions received, four non objections were received from servicing authorities being the Water Corporation, West Net Energy, Telstra and Western Power.
14. No reasons were given by one of the submitters for objecting to the amendment, however in the other two objections concerns were raised regarding the proposed development potentially having an impact on the amenity of the local area. Issues related to this will be addressed when a development application is lodged by the applicant in future for the chalets.

## **FINANCIAL IMPLICATIONS**

15. Nil

## **STRATEGIC AND SUSTAINABILITY IMPLICATIONS**

### **16. Strategic Planning Implications**

- One of the outcomes for natural and built environment within a “Plan for the future of the district 2006-2011” is to foster environmentally friendly tourism. The proposed use is in accordance with Shire’s plan for the future of the district and is proposed to be environmentally friendly and sympathetic to the area as well as Kalamunda’s heritage (trains).

### **17. Sustainability Implications** **Social implications**

- Nil

### **Economic Implications**

- The development of two chalets on this site will not require any additional infrastructure. The applicant hopes to target tourists looking for affordable alternatives to more up market bed and breakfast accommodation in the local area. The subject lot is of a sufficient size to accommodate the required car parking, and separate access will be provided to the dwelling on the property.

### **Environmental Implications**

- The proposed amendment would have minimal impact on the surrounding area. There will be minimal modifications to the site since the carriages are

already in place.

**OFFICER COMMENT**

18. Having regard to the above, it is recommended that the request for an amendment to Local Planning Scheme No. 3 to add the additional use (Chalets) at Lot 10 (30) Mundaring Weir Road, Kalamunda be supported.

**MEETING COMMENT**

19. Nil

**COMMITTEE RECOMMENDATION TO COUNCIL****PS-4/2010**

1. That Council:

- a) Notes the submissions received in respect to Amendment No. 16 to Local Planning Scheme No. 3.
- b) Adopts Scheme Amendment No. 16 relating to Lot 10 (30) Mundaring Weir Road, Kalamunda.
- c) Duly executes the Amendment documents and forward them with submissions received to the Minister for Planning requesting that final approval be granted.

Moved: Cr Everett

Seconded: Cr McKechnie

**CARRIED UNANIMOUSLY**



shire of  
kalamunda

Scheme Amendment - Additional Use - Chalets

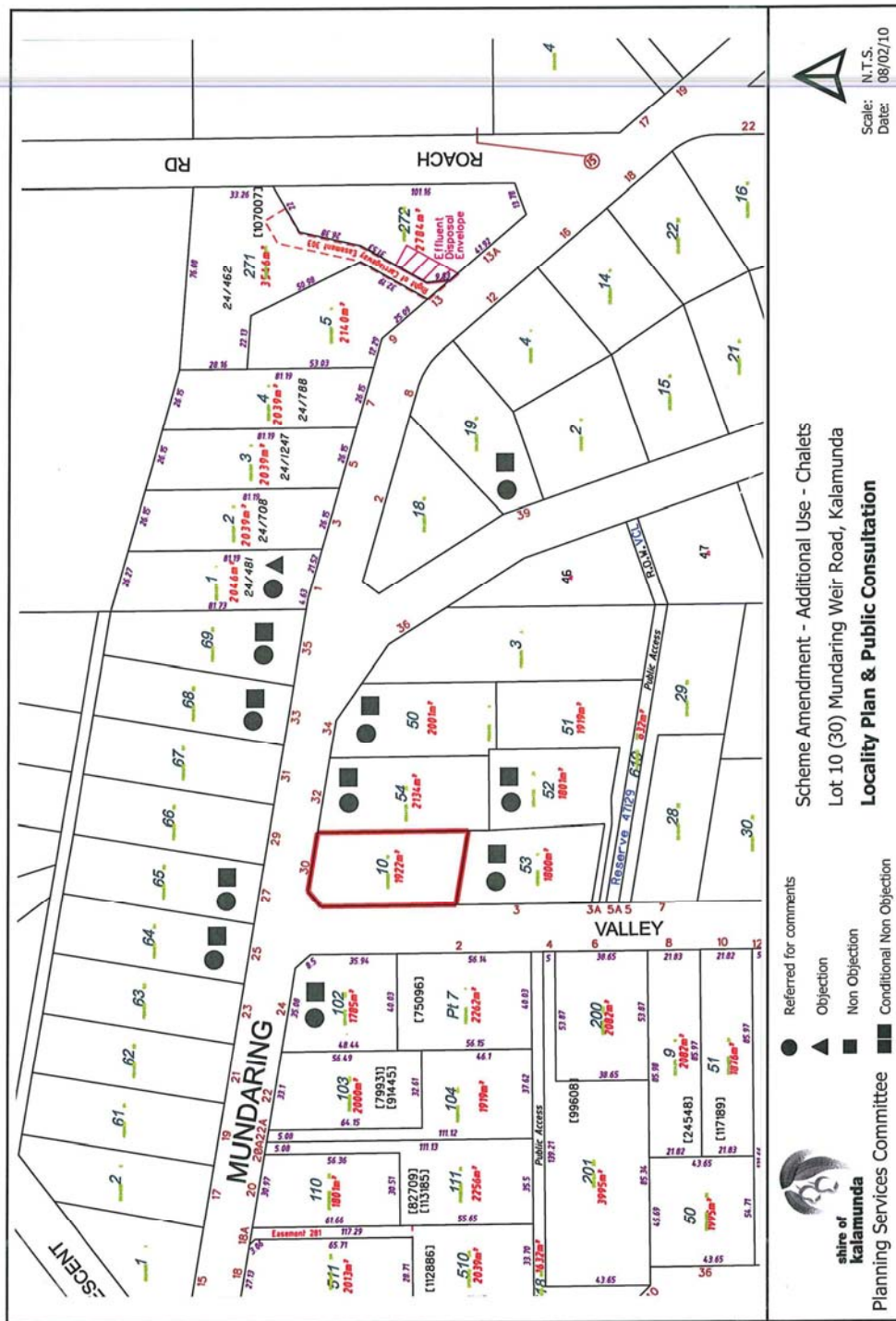
Lot 10 (30) Mundaring Weir Road, Kalamunda

**Locality Plan**

Planning Services Committee



Scale: N.T.S.  
Date: 08/02/10





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*Declaration of financial/conflict of interests to be recorded prior to dealing with each item.*

## **9.5 Lot 124 (61) Lawnbrook Road, Walliston - Amendment No. 19 - Final Adoption**

Previous Items: March 2009  
Service Area: Planning Development Services  
Author: David Tomlinson  
File Reference: PG-LPS-003/019  
Applicant: Burgess Design Group  
Owner: Uniting Church in Australia

### **PURPOSE**

1. To consider whether to recommend final approval of amendment No. 19 to Local Planning Scheme No. 3. for Lot 124 (61) Lawnbrook Road, Walliston. Refer ***(Attachments 1a & 1b)*** Locality Plans.

### **BACKGROUND**

2. Council at its Ordinary meeting of March 2009 resolved to initiate an amendment to the Scheme to rezone the subject site from "Local Reserve – Public Purpose (Church) to Residential R5.

### **DETAILS**

3. The subject site has a land area of 4,049sqm. The site contains two residential buildings associated with the Church as well as incidental parking, driveway and landscaped areas. The site has the appearance of low density residential development consistent with surrounding land uses.
4. The Church wishes to vacate the site and occupy premises in the Kalamunda town centre.

### **STATUTORY AND LEGAL IMPLICATIONS**

5. The process for a Local Scheme Amendment is determined under the Planning and Development Act and the Town Planning Regulations.

### **POLICY IMPLICATIONS**

6. Nil

### **PUBLIC CONSULTATION/COMMUNICATION**

7. In accordance with legislation, the proposal was advertised with a 42 day comment period by way of a notice in a local newspaper, a sign placed on site and nearby and affected land owners contacted in writing.
8. At the end of the advertising period four submissions were received, all of which were non-objections from state agencies. No submissions were received from

nearby land owners or residents of the Shire of Kalamunda. Refer (*Attachment 2.*) Schedule of Submissions.

## **FINANCIAL IMPLICATIONS**

9. Costs associated with the assessment and advertising of the amendment will be recouped from the applicant.

## **STRATEGIC AND SUSTAINABILITY IMPLICATIONS**

### **10. Strategic Planning Implications**

- Nil

### **11. Sustainability Implications**

#### **Social implications**

- It is likely that the existing dwellings will be retained and the site potentially subdivided into two lots. As such, the housing stock in Walliston will not be reduced.

#### **Economic Implications**

- Nil

#### **Environmental Implications**

If the site is rezoned to Residential R5, it will allow for a density of one dwelling per 2,000sqm of land area. As the site is just over 4,000sqm, this will allow for two dwellings, so this effectively maintains the status quo in terms of land use. As such, no greater environmental impact in terms of effluent disposal and vegetation clearing is anticipated.

## **OFFICER COMMENT**

12. The current reservation of the land requires that development must take into account the ultimate purpose intended for the reserve and would be subject to number of other matters outlined in the Local Planning Scheme. The reservation for Church purposes could be seen as somewhat limiting and would potentially complicate future development of the site if purchased by a private land owner.
13. Given that the amendment essentially rationalises the existing land use and will for development of a scale in keeping with the locality, it is recommended that Council finally adopt the amendment without modification.

## **MEETING COMMENT**

14. Nil

## **COMMITTEE RECOMMENDATION TO COUNCIL PS-5/2010**

1. That Council:
  - a) Notes the submissions received in respect to Amendment No. 19 to Local Planning Scheme No. 3
  - b) Adopts Scheme Amendment No. 19 to rezone Lot 124 (61) Lawnbrook Road, Walliston from "Local Reserve – Public Purpose (Church) to Residential R5 without modification.

- 
- c) Duly executes the Amendment Documents and forward them with the submissions received to the Minister for Planning requesting that final approval be granted.

Moved: Cr Lindsey

Seconded: Cr Everett

**CARRIED UNANIMOUSLY**





**Lot 124 (19) Lawnbrook Road, Walliston – Amendment No. 19 to Local Planning Scheme No. 3 - Submission Table**

<b>Submission</b>	<b>Comments</b>	<b>Staff Comment</b>
1. Western Power Locked Bag 2520 PERTH WA 6001	No objection to the proposal	Noted
2. WA Gas Networks PO Box 2030 PERTH WA 6846	No objection to the proposal	Noted
3. Environmental Protection Authority Locked Bag 33 Cloisters Square PERTH WA 6850	No assessment under <i>Environmental Protection Act 1986</i> required.	Noted
4. Water Corporation PO Box 100 LEEDERVILLE WA 6902	No objection to the proposal.	Noted



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*Declaration of financial/conflict of interests to be recorded prior to dealing with each item.*

## **9.6 Lot 334 (11) Railway Road, Kalamunda - Proposed Medical Centre**

Previous Items: N/A  
Service Area: Planning and Development Services  
Author: Nina Lytton  
File Reference: RL-01/011  
Applicant: KV Rodrigues & JPT Anderson  
Owner: M Zurzolo

### **PURPOSE**

1. To consider an application to convert the existing residential building area on Lot 334 (11) Railway Road, Kalamunda for use as an Medical Centre comprising three (3) Dental Surgeries. Refer ***(Attachments 1a & 1b.)*** for Locality Plan and Public Consultation.
2. The application originally involved the use of the upper storey of the dwelling as an office. This component of the application has now been withdrawn.

### **BACKGROUND**

3. The subject lot comprises a land area of 2329sqm and contains an existing two storey brick dwelling double garage and outbuilding to the rear of the site. The lot has dual road frontage and access to a sealed and drained Right of Way to the rear of the site.

### **DETAILS**

4. The applicant is seeking Council approval to change the use of the existing residential dwelling by refurbishing the ground floor of the building to allow for a dental practice, comprising three (3) dental surgeries, a sterilisation room, a reception/waiting room and a staff room. The use of the first floor of the building is proposed to be ancillary to the Medical Centre. The proposal incorporates twenty (20) car parking bays and associated landscaped areas. Refer ***(Attachments 2. & 3.)*** Site and Floor Plans.
5. The applicant is only proposing to develop the front portion of the subject lot, with balance of the land approximately 1240sqm left vacant for future development.
6. The practice will employ three (3) dentists, three (3) nurses and a receptionist. Practice hours would be Monday to Friday 8.00am to 6.00pm with the additional times of Tuesday night extending to 7.00pm and Saturday Morning 8.00am to 12 noon.
7. The proposal would involve minor structural changes to the ground floor of the building to incorporate the provision of disabled facilities.
8. The applicant has advised that each dentist only works four (4) days a week and during the days all three surgeries are operational, working hours of dentists are staggered.
9. The application is being referred to Council due to the proposal's non compliance

with Local Planning Scheme 3 (the Scheme) requirements for the number of car parking bays, landscaping and the objections received from surrounding residents.

### **STATUTORY AND LEGAL IMPLICATIONS**

10. The subject lot is zoned Mixed Use/Residential R20 under the provisions of Local Planning Scheme No.3 (the Scheme).
11. Under the provisions of the Scheme a Medical Centre is defined as a premises used by more than two practitioners. The applicant is proposing three (3) dental surgeries. The use is classified as an "A" use in the Mixed Use zoning and therefore requires Council approval after giving notice in accordance with Clause 9.4.
12. Under the parking provisions of Table 3 of the Scheme, a Medical Centre requires the provision of six (6) car bays per practitioner and one (1) per staff member. The proposed development requires a total of twenty two (22) car bays.
13. In regard to the issue of non compliance Clause 5.8.2 of the Scheme provides Council with the discretion, where appropriate to allow for variations to Scheme provisions.
14. The subject property is located within Kalamunda Town Centre Design Control Area and therefore a subject to the provisions of Clause 6.3 of the Scheme. Development within the Town centre Control Area is subject to civic and design guidelines for the purpose of ensuring that such development will not adversely affect the amenity and will enhance the character and visual appearance of the area.

### **POLICY IMPLICATIONS**

15. Nil

### **PUBLIC CONSULTATION/COMMUNICATION**

16. The application was referred to the surrounding residents and four (4) submissions were received comprising one (1) non-objection and three (3) objections. The main concerns are summarised as follows:
  - Increase in noise, pollution, traffic from the proposed development.
  - Hours of operation.
  - The proposed use is not a medical centre.
  - The proximity of the proposed use to residential areas
  - The nature of the residential area (i.e. over 55's) surrounding the subject site.
  - Why is the Shire allowing this application to be heard?

Refer (***Attachment 4.***) for Submission Table.

### **FINANCIAL IMPLICATIONS**

17. Nil

### **STRATEGIC AND SUSTAINABILITY IMPLICATIONS**

18. **Strategic Planning Implications**  
The Mixed Use/R20 zone provides for a mix of low intensity commercial uses



and low to medium density residential uses.

19. **Sustainability Implications**

**Social implications**

The proposed dental surgery will provide local residents with additional dental care service.

**Economic Implications**

- The existing residential building is connected to all services.

**Environmental Implications**

- The site is already cleared of all native vegetation.

**OFFICER COMMENT**

20. To the issue of non compliance in respect to car parking, the applicant is providing twenty (20) bays in lieu of the twenty two (22) required under the Scheme. The applicant has advised that based on the number of staff a total of seven (7) bays are required leaving a surplus of thirteen (13) bays for customers. Given the nature of the use it is not envisaged there will be a need for more than two (2) car bays for patients per surgery at any one time. The proposed number of bays is therefore considered sufficient and the shortfall is supported.
21. In respect to the provision of landscaping, the Scheme requires a three (3) metre landscaping strip to the road frontage. From a planning perspective, there are inherent problems in meeting some Scheme requirements such as landscaping when buildings are retained to accommodate a new use. In this instance, the location of the existing dwelling and the need for parking to the front of the site has meant no landscaping can be provided as per the Scheme requirement. The applicant is however proposing landscaping to the rear parking area of the site to compliment existing landscaping retained to the side of the building.
22. In regard to the concerns raised by those objecting to the proposal, the following comments are provided:
- Concerns regarding increased noise, pollution and traffic are noted. The proposed uses however are considered a low intensity commercial use which generates very little noise other than patients visiting the site for appointments. The applicant has indicated that each of the three dentists only works four (4) days a week and during the days all three surgeries are operational, working hours of dentists are staggered. The proposed working regime suggests potential noise and traffic issues will be kept to a minimum.
  - Trucks will access the site to collect medical waste; this occurs once a month and nitrous oxide cylinders collected once a year. The frequency of trucks entering for such purpose is a lot less than the frequency associated with rubbish collection vehicles.
  - The hours of operation of the dental surgery do include opening to 7.00pm Tuesday evening and Saturday morning between 8.00am and 12 noon. Council could consider limiting the hours to Monday to Friday 8.30 to 5.30pm, however, the hours proposed are generally consistent with other consulting/medical type uses.
  - It is acknowledging that the use is not technically a Medical Centre but more appropriately a consulting room. The Scheme however classifies

any premises used by more than two health consultants as a medical centre use.

- The subject lot is located in an area zoned for both residential and low intensity commercial uses. As such the surrounding area is characterised by a mixture of single, grouped and over 55 housing in addition to offices for accountants and consulting rooms for medical practitioners. Typically, these uses can and do co-exist in the area without impacting on the amenity of the area. This proposal is generally consistent with a number of medical consulting uses currently operating along the Railway and Canning Road frontage.
- The Shire is obliged to receive all applications submitted for planning approval.

23. In summary, the proposed use is considered a low intensity commercial use which can be considered in a Mixed Use/R20 zone. The concerns of residents are noted, however, the number of consultants and their staggered work schedule suggests potential amenity impacts are unlikely. Moreover, there are a number of similar businesses currently operating adjacent to or in close proximity to residential properties in the same area without problems. Accordingly, it is recommended that the application for a Medical Centre with dispensation for parking and landscaping be approved subject to appropriate conditions.

#### **MEETING COMMENT**

24. Mr Colin Wright and Mr John Mayo both spoke against the proposal voicing their concerns to have a business close to their homes.
25. Ms Katherine Rodrigues, the applicant outlined that all conditions would be met should the Recommendation be supported by Council.

#### **COMMITTEE RECOMMENDATION TO COUNCIL PS-6/2010**

1. That the conversion of the existing residential dwelling on Lot 334 (11) Railway Road, Kalamunda for use as a Medical Centre be approved subject to the following conditions:
1. The development shall be undertaken in accordance with the approved plan to the satisfaction of Council's Director Planning and Development Services.
  2. All development must comply with the provisions of Council's Local Planning Scheme No 3, Health Regulations, Building Code of Australia, and all other relevant Acts, Regulations and Local Laws, particularly in relation to disabled access.
  3. Details of proposed colour schedule relating to any external works to be submitted and approved by the Director Planning and Development Services prior to the issuance of the Building Licence.
  4. The provision and maintenance of a total of 20 car spaces including a minimum of one (1) disabled bay. All car parking and vehicle access ways to be line marked, sealed and drained prior to the occupation of the building to the satisfaction of the Director Engineering Services.
  5. Vehicle accessways shall be suitably constructed, sealed and drained to the

specifications and satisfaction of Council's Director Engineering Services.

6. Crossovers shall be designed and constructed to the specification and satisfaction of Council's Director Engineering Services.
7. Stormwater drainage from roofed and paved areas being disposed of to the specification and satisfaction of Council's Director Engineering Services.
8. The development shall be connected to reticulated sewer.
9. The provision of a landscape plan for the proposed development shall be submitted and approved by the Director of Planning and Development Services prior to the issue of a building license.
10. All landscaping shall be planted within two months of occupation of the proposed development and maintained thereafter to the satisfaction of Council's Director Planning and Development Services.
11. All septic sewer systems including all tanks, pipes and associated drainage systems (soakwells or leach drains) and any stormwater disposal systems are to be decommissioned, removed, filled with clean sand and compacted.

Moved: Cr McKechnie

Seconded: Cr Lindsey

**FOR:**

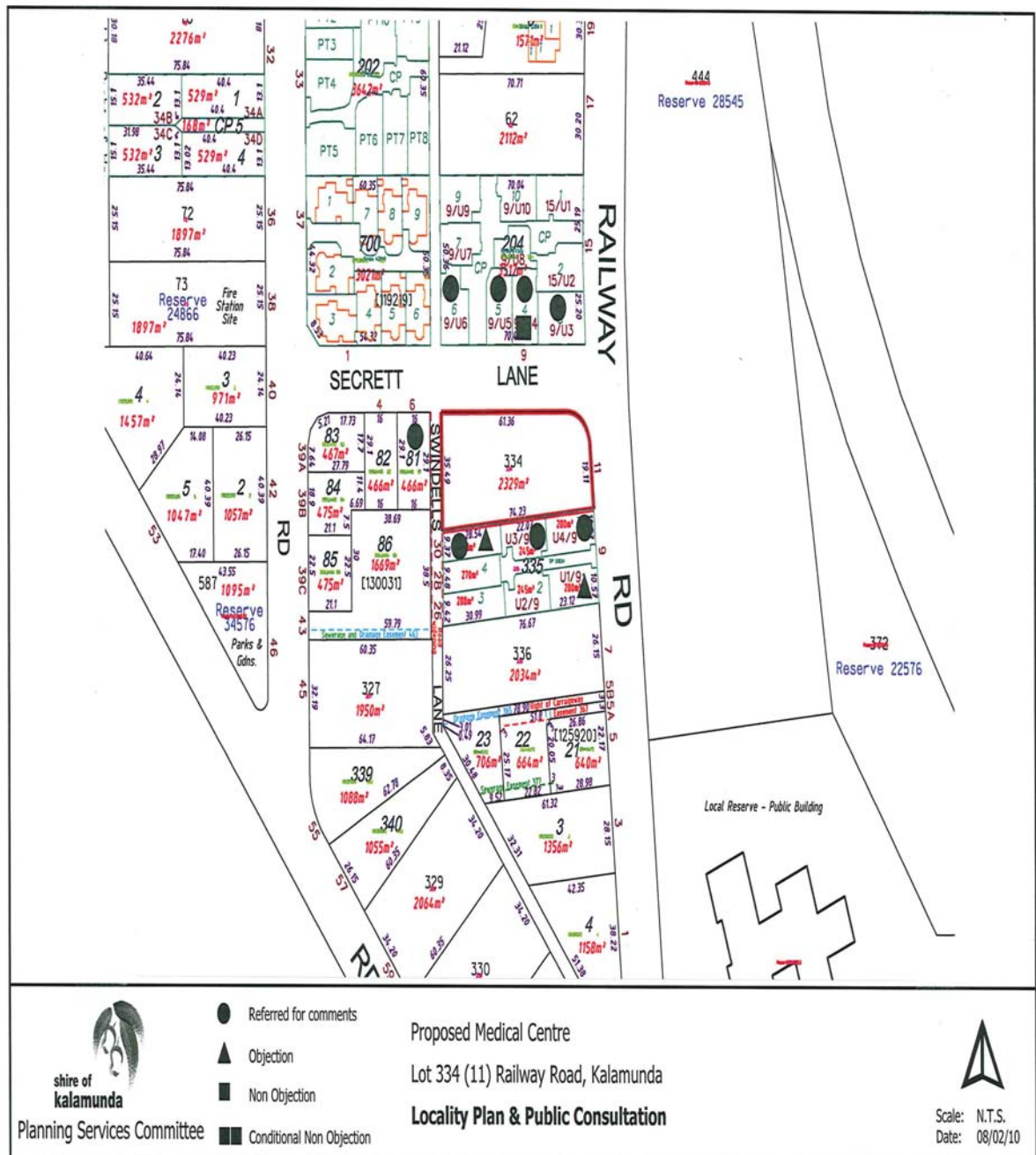
Cr Lindsey  
Cr Stallard  
Cr Morton  
Cr Townsend  
Cr Bilich  
Cr McKechnie  
Cr Thomas

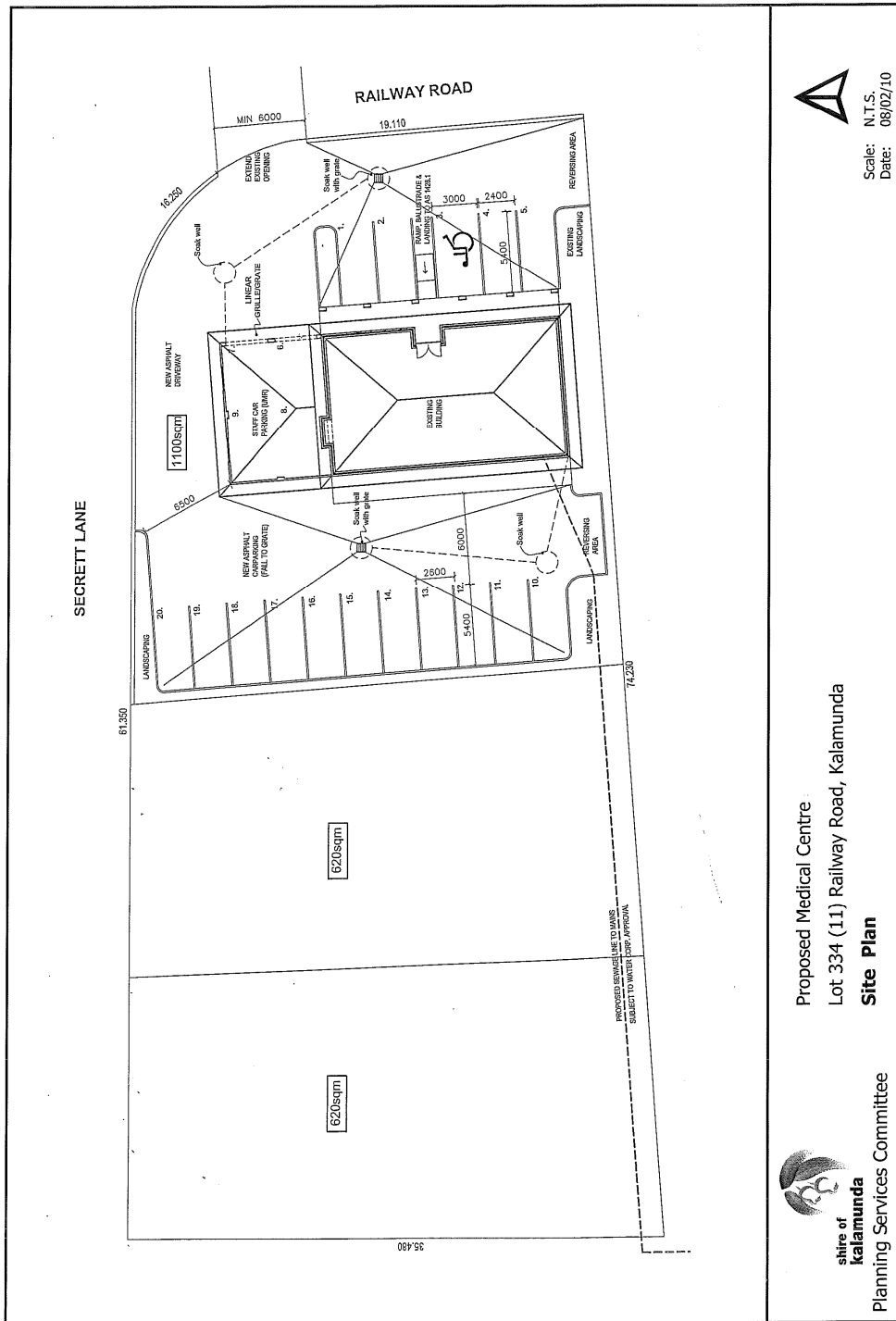
**AGAINST:**

Cr Everett  
Cr Heggie  
Cr O'Connor

**CARRIED**



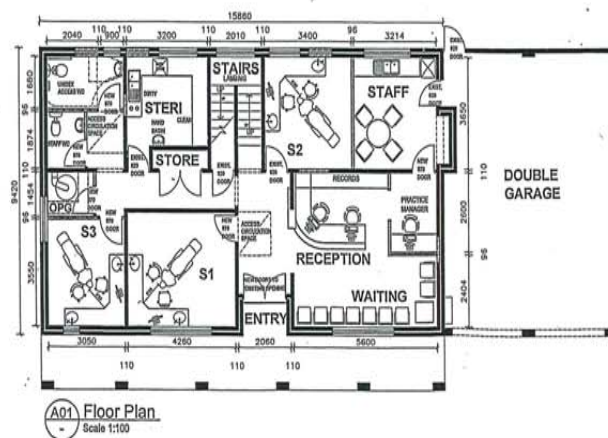
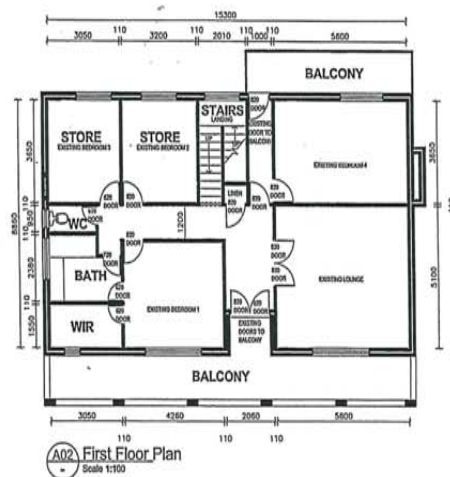




Planning Services Committee

Proposed Medical Centre.  
Lot 334 (11) Railway Road, Kalamunda  
**Site Plan**





**Lot 334 (11) Railway Road, Kalamunda- Proposed Medical Centre  
(RL-01/011) (Planning and Development Services)**

Submission	Details
1. JA & KA Harper Unit 4/9 Secrett Lane KALAMUNDA WA 6076	<b>No objection</b>
2. DA Norris 7/9 Secrett Lane KALAMUNDA WA 6076	<p><b>Objection</b></p> <p>1. It is a shame that the Shire allows this application to be heard</p> <p>2. This is in the middle of the area where retirees chose to live</p> <p>3. There will be more traffic, deliveries, pollution and noise</p> <p>4. If delivery vans park on the verge the view can be obscured</p> <p><b>Objection</b></p> <p>1. 17 parking bays in a small space will affect peace and quiet. Three practitioners on site will generate 24 patients per day which means 24 slamming of doors, engines starting, pollution from exhaust and increased risk of violation to the property (damage to the fence)</p> <p>2. The compressor used to generate air for tools will be on all the time, trucks used to replace empty nitrous oxide cylinders and medical waste refuse trucks together with the visitors will be heard from 8.00 in the morning until late at night</p> <p>3. Additional tenants who will use office facilities might work out of hours</p> <p>4. About 20 houses surrounding this property are all for over 55's and were approved prior to this application- people there expected quiet and peaceful environment</p> <p>5. The proposed practice is not a medical practice- the purchasers are dentists and they have their established clientele that may or may not include the surrounding residents- to suggest that they moving in would be beneficial to the residents is ill-founded and obnoxious. This type of proximity of dentist surgery to residents have never occurred in Kalamunda before.</p> <p><b>Objection</b></p> <p>Comments as per submission no. 3</p>
4. M Giliarducci 30 Swindells Lane KALAMUNDA WA 6076	<b>Objection</b> Comments as per submission no. 3

*Copies of submissions may be made available to Councillors.*

Shire of Kalamunda



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*Declaration of financial/conflict of interests to be recorded prior to dealing with each item.*

Cr O' Connor declared a proximity interest as the applicant is his direct neighbour. He left the Chambers at 7.48pm and returned at 7.55pm.

## **9.7 Lot 11 (460) Kalamunda Road - Twenty Four (24) Grouped Dwellings**

Previous Items:	PS 85/2008
Service Area:	Planning Development Services
Author:	Andrew Bratley
File Reference:	KL-02/460
Applicant:	Quest Holdings
Owner:	IF & A Egan

### **PURPOSE**

1. To consider an application for twenty four (24) grouped dwellings at Lot 11 (460) Kalamunda Road, High Wycombe.

### **BACKGROUND**

2. The subject lot is zoned residential R25 and comprises 9,444sqm in area. Land is fairly flat and cleared of buildings and vegetation. The previous land use was a nursery. Refer **(Attachment 1.)** for Locality Plan.
3. This application is presented to the Council as a result of a petition being received in May 2009 (prior to the lodgement of the application) that raised concerns regarding possible future use of Murray Drive and Ling Place as access roads for the development. Refer **(Attachment 2.)** for Site Plan.
4. In September 2009, Council considered the proposal and resolved to defer it pending discussing with the proponent a potential redesign to address concerns raised in the petition. A traffic impact study has since been submitted by the applicant based on the original design presented to Council previously. Refer **(Attachment 3.)** for a copy of the Traffic Report.

### **DETAILS**

5. The proposal is to develop 24 grouped dwellings at a density of R25. Each unit is located on a defined site area of 320sqm or greater as required under the Residential Design Codes.

Eight (8) units are proposed to be accessed from Murray Drive, eight (8) units are to be accessed from Ling Place and two clusters of four (4) units are to be accessed from Kalamunda Road.

6. The Development requires retaining walls on boundaries and within the development. Considering that some retaining wall heights are exceeding 50cm the adjoining neighbours were asked for comment.

7. Parking bays have been provided at the ratio of two (2) bays per unit with the addition of three (3) visitors parking bays which is in accordance with the Residential Design Code.

### **STATUTORY AND LEGAL IMPLICATIONS**

8. The proposal complies with the Residential Design Codes in respect to site areas, setbacks, site coverage, outdoor area, visitor bays and storage requirements.
9. If Council refuses the application, or imposes conditions that are not acceptable to the applicant, a right of review (appeal) to the State Administrative Tribunal.

### **POLICY IMPLICATIONS**

10. Nil

### **PUBLIC CONSULTATION/COMMUNICATION**

11. The development was referred to the adjoining landowners potentially affected by the retaining walls higher than 50 cm in accordance with Council's Policy "Dev40 - Boundary Retaining Walls on Residential Land" and the Residential Design Codes requirement. One submission was received, being a non-objection.
12. A petition was received prior to the lodgement of the application raising concerns regarding use of two roads at the rear of the property as access roads for the development. The petition was signed by 98 landowners and raised the following issues:
  1. Serious traffic concerns regarding vehicles entering and exiting opposite Robert Hewson Park on Murray Drive;
  2. Increased traffic on Murray Drive, Blancoa Road, Stevens Road and Ling Place;
  3. Visitors parking on back roads;
  4. Elderly residents and children on the streets that were "No through roads" for 20 years would be at risk;
  5. The proposal will diminish the appeal and aesthetics of Murray Drive and Ling Place.

### **FINANCIAL IMPLICATIONS**

13. Nil

### **STRATEGIC AND SUSTAINABILITY IMPLICATIONS**

14. **Strategic Planning Implications**
  - Nil
15. **Sustainability Implications**
  - Social Implications**
    - Residents of Murray Drive and other nearby roads have expressed a concern with an increase in traffic movements.

#### **Economic Implications**

- 
- Nil

**Environmental Implications**

- Nil

**OFFICER COMMENT**

16. In September 2009, Council resolved to defer the application pending discussing with the proponent a potential redesign to address concerns raised during advertising with regards to traffic safety. The proponent submitted a Traffic Impact Study based on the original design, which surveyed and assessed the following intersections:
- Kalamunda Road with Kenneth Road (on the main road);
  - Kalamunda Road with Hawkevale Road (on the main road);
  - Hawkevale Road with Stevens Road (within the residential suburb);
  - Stevens Road with Blancoa Street (within the residential suburb); and
  - Kenneth Road and Murray Drive (within the residential suburb).
17. The outcome of the Traffic Impact Study was as follows:
- Three of the intersections are located where there are low traffic volumes travelling through them. These three intersections have an excellent level of service with low queues and delays.
  - The two surveyed intersections on Kalamunda Road show that the right turn exit movement into Kalamunda Road experiences moderate delays and queuing. The delays and queues occur because drivers need to cross two lanes of traffic in a one turn manoeuvre. The moderate delays and queues are typical of a right turn from side streets attempting to enter a major road.
  - The intersection assessment shows that there is spare capacity at the five surveyed intersections.
  - Traffic volumes were collected at four local roads outside of the commuter peak period and showed that there was spare capacity.
  - A parking assessment has been undertaken near the proposed residential development. The survey shows low on-street parking demand surrounding the proposed development.
  - There are generous sight distances in the south-east and north-west directions along Kalamunda Road for safe egress from the two proposed driveways.
18. The use of Murray Drive and Ling Place to access portions of the development is considered a good option in terms of sharing the access traffic flows between three roads and in terms of safety for future residents of the development. The report has also justified the number of access points and the number of units accessed from Kalamunda Road.
19. The Traffic Impact Study has been reviewed internally and it is considered that the conclusions and recommendations are appropriate.
20. This application complies with the Residential Design Codes of WA requirements

as well as Council's Policies.

21. It is considered that the proposal represents a sound planning outcome in terms of residential design and traffic management and therefore should be supported.

### MEETING COMMENT

22. Nil

### OFFICER RECOMMENDATION

1. That Council approves the application for twenty four (24) grouped dwellings at Lot 11 (460) Kalamunda Road, High Wycombe subject to the following conditions:
  1. The development shall be connected to reticulated sewer.
  2. All septic sewer systems including all tanks, pipes and associated drainage systems (soakwells or leach drains) and any stormwater disposal systems are to be decommissioned, removed, filled with clean sand and compacted.
  3. Crossovers shall be designed and constructed to the specification and satisfaction of Council's Director - Engineering Services.
  4. Vehicle accessways shall be suitably constructed, sealed and drained to the specifications and satisfaction of Council's Director - Engineering Services.
  5. Stormwater drainage from roofed and paved areas being disposed of to the specification and satisfaction of Council's Director - Engineering Services.
  6. A geotechnical report is to be submitted detailing site conditions, particularly in respect to soil and groundwater and stormwater disposal by soakage (Clearance, quantity, soil permeability and location and size of soakwells).
  7. A detailed landscaping plan for the landscape area in conjunction with Manager of Parks, Shire of Kalamunda, depicted on the approved plan shall be submitted and approved by Council's Director - Planning and Development Services prior to the issue of a building licence. The landscaping is to be installed prior to occupation of the units.
  8. The applicant is to ensure that no building materials, waste or rubbish enters the adjoining lots and reserve during the construction process.

Moved: Cr

Seconded: Cr

As there was no Mover the Recommendation lapsed.

### COMMITTEE RECOMMENDATION TO COUNCIL

**PS 7/2010**

1. That Council approves the application for twenty four (24) grouped dwellings at Lot 11 (460) Kalamunda Road, High Wycombe subject to the following conditions:
  1. The development shall be connected to reticulated sewer.
  2. All septic sewer systems including all tanks, pipes and associated drainage systems (soakwells or leach drains) and any stormwater disposal systems are to be decommissioned, removed, filled with clean sand and compacted.

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8. The applicant is to ensure that no building materials, waste or rubbish enters the adjoining lots and reserve during the construction process.
9. That the applicant provides the shire with a construction plan dealing with, but not limited to, access by construction vehicles and storage of materials on site, to the satisfaction of the Director of Planning & Development prior to the issue of the building licence.

Moved: Cr Everett

Seconded: Cr Bilich

**FOR:**

Cr Everett  
Cr Lindsey  
Cr Stallard  
Cr Morton  
Cr Townsend  
Cr Bilich  
Cr McKechnie  
Cr Thomas

**AGAINST:**

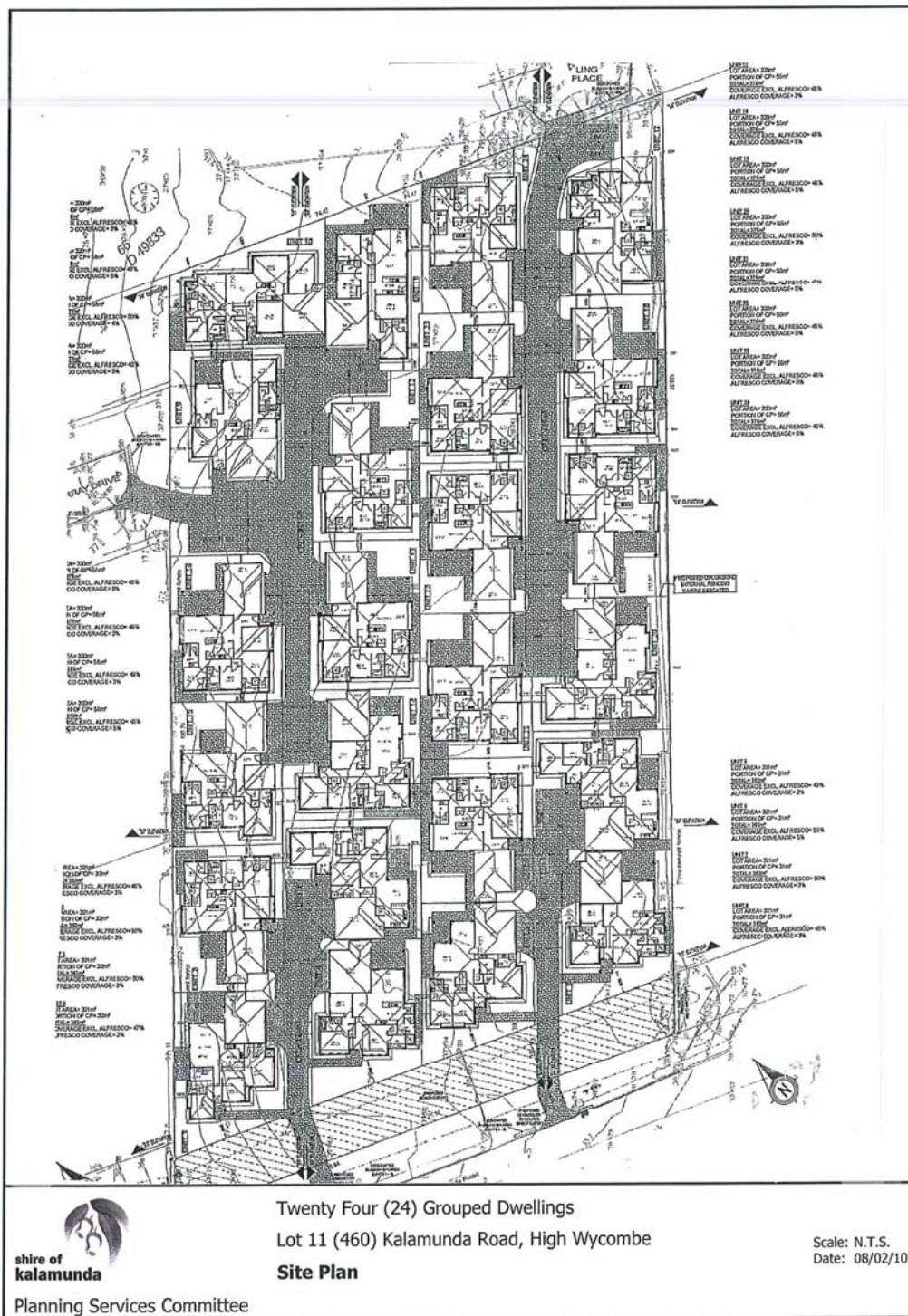
Cr Heggie

**CARRIED**











## **PROPOSED RESIDENTIAL DEVELOPMENT**

***460 Kalamunda Road in High Wycombe***

### **Traffic and Parking Report**

Prepared for: Egan Property Group

A0911811W (Version 1c)

November 2009

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## 1. INTRODUCTION

ML Traffic Engineers was commissioned by the Egan Property Group to undertake a traffic assessment of a residential development with a street address of 460 Kalamunda Road in High Wycombe. The development would be accessible from Kalamunda Road, Ling Place and Murray Drive.

It can be demonstrated that the present network of roads and intersections in its immediate vicinity could accommodate the traffic demands from the proposed development.

In the course of preparing this report, the subject site and its environs have been inspected, plans of the development examined, and all relevant traffic data collected and analysed.



## 2. BACKGROUND AND EXISTING CONDITIONS

### 2.1 Location and Land Use

The subject site is currently an unoccupied property located in the suburb of Kalamunda. The adjacent landuses are all residential. See Figures 1A, 1B, 2, 3 and 4. Figure 1B shows the development property with frontage to Kalamunda Road, Ling Place and Murray Drive. The current alignment of Murray Drive, if extended into the site, would have connected up with Ling Place.

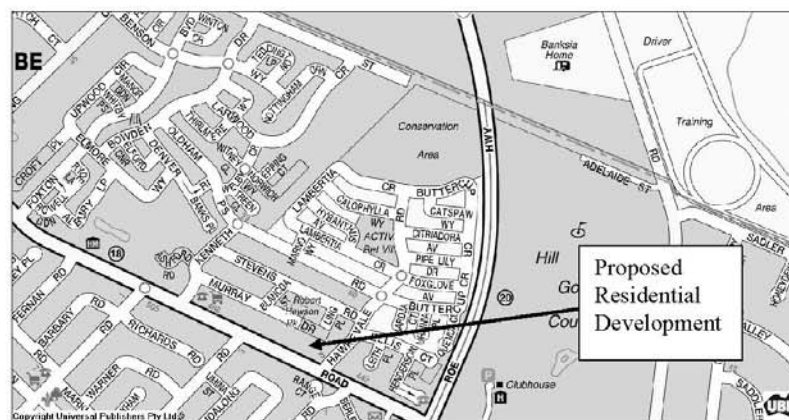


Figure 1A: Location of the Subject Site on a Street map View

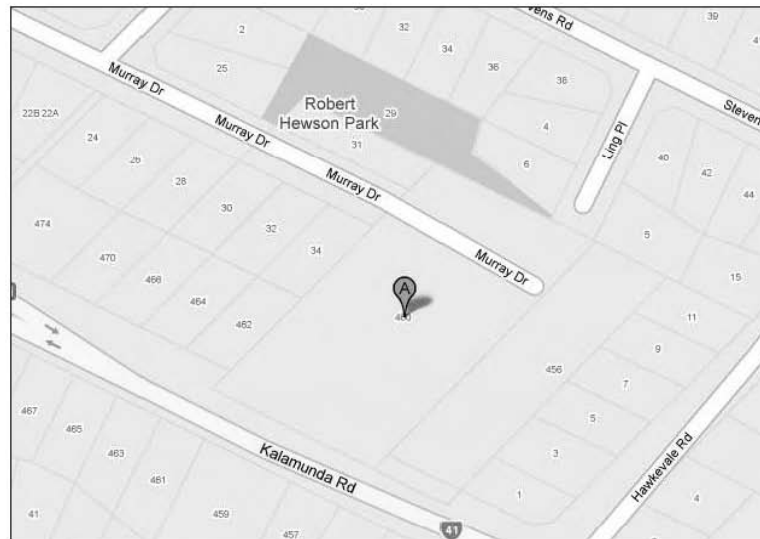


Figure 1B: Location of the Subject Site



Figure 2: Aerial View of the Subject Site (currently vacant, i.e. built forms as shown on the aerial image have been deleted) and its Surrounds



Figure 3: Development Site on Left looking Eastwards on Kalamunda Road



Figure 4: Development Site on Left looking Eastwards on Kalamunda Road



## 2.1 Road Network

The subject site has a street address of 460 Kalamunda Road. Kalamunda Road is a sub-arterial road adjacent to the proposed development and begins from the Great Eastern Highway bypass to the north west of the site and ends near Heath Road (or the local hospital) to the south east.

Kalamunda Road is one lane each way at the midblock adjacent to the proposed development and has a speed limit of 60km/hr. There is sufficient carriageway width to enable two vehicles to travel side by side in each direction, however the road has been line marked as having one wide lane in each direction. Figure 5 illustrates a section of Kalamunda Road in the vicinity of the subject site.



**Figure 5: Looking Westwards on Kalamunda Road in the vicinity of the Subject Site**

As discussed previously, the proposed development site has vehicle access via Ling Place and Murray Drive. Both roads are residential streets with one lane each way and a default speed limit of 50km/hr. There are no barrier lines (centre lines) to mark out opposing traffic for these two roads.



## 2.2 Intersection Descriptions

The traffic assessment of the proposed residential development assesses the impacts at five intersections as follows:

- Kalamunda Road with Kenneth Road;
- Kalamunda Road with Hawkeye Road;
- Hawkevale Road with Stevens Road;
- Stevens Road with Blancoa Street; and
- Kenneth Road with Murray Drive.

All of the five intersections are T-intersections with give-way control. The locations of the intersections are presented in Figure 6 and are shown by the black circles. The development traffic from the proposed residential development will need to travel through at least one of the intersections to leave the area.

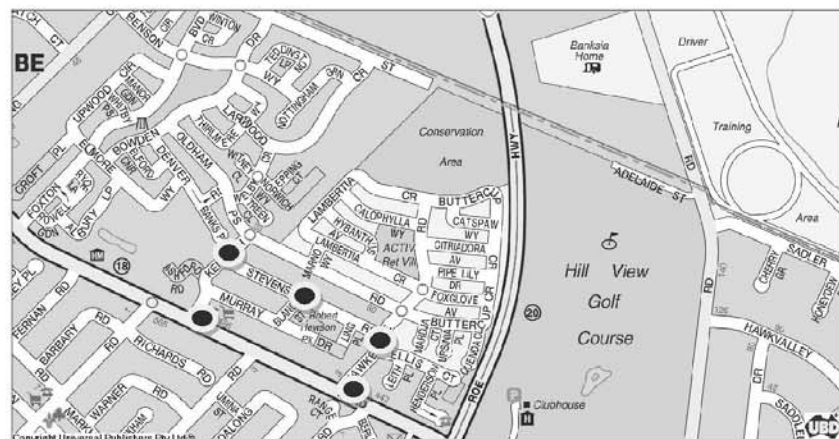


Figure 6: Location of Intersections Assessed (black circle)



Each traffic lane (one in the south-east bound direction and one in the north-west bound direction on Kalamunda Road) is sufficiently wide to physically accommodate two vehicles to abreast over short distances. Observations indicate that drivers generally travel in a single file except when there are cars in the process of turning right into side streets, e.g. at the T-intersection with Kenneth Road and the T-intersection with Hawkevale Road. At such locations, through traffic would pass to the left of right-turning vehicles. See Figure 7.



**Figure 7: Through Traffic passing a Right-Turning Vehicle – Intersection of Kalamunda Road with Hawkevale Road**

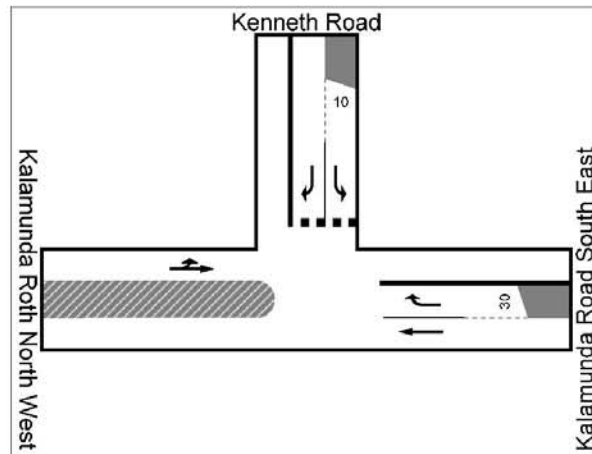
The kerb radius on the side street approach legs (i.e Kenneth Road approach to Kalamunda Road and Hawkevale Road approach to Kalamunda Road) provides an equivalent 10m of left-turn lane. See Figure 8.



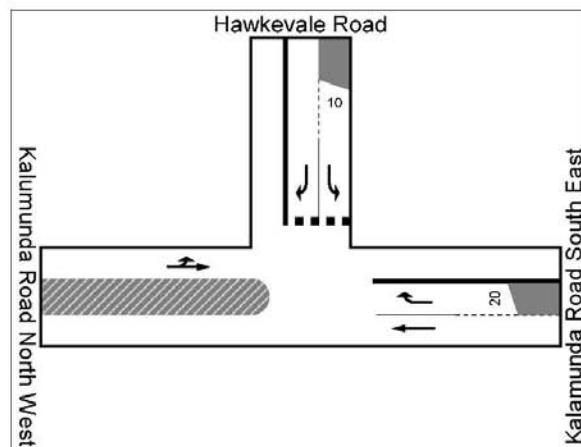


**Figure 8: Hawkevale Road approach with an effective Short Left-Turn Lane when there are left and right turning vehicles queued at the holding line**

For intersection modelling purposes, we have assumed a short right0turn lane parallel to the through lane on Kalamunda Road in the vicinity of Hawkevale Road and Kenneth Road, and a short left-turn lane on Hawkevale Road and Kenneth Road approaches, to replicate field conditions. See Figures 9 and 10.



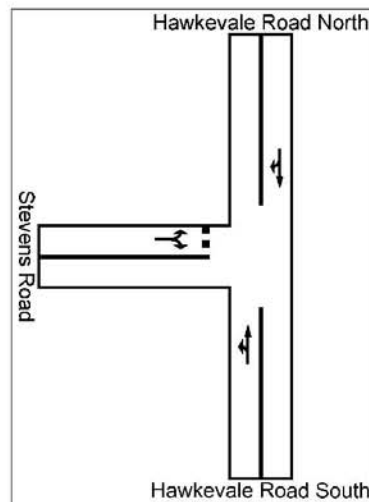
**Figure 9: Schematic Intersection Layout of Kalamunda Road with Kenneth Road**  
(Note that there is room for vehicles travelling in the westbound bound direction to pass vehicles turning right, with the modelled configuration reflecting this)



**Figure 10: Schematic Intersection Layout of Kalamunda Road with Hawkevale Road**  
(Note that there is room for vehicles travelling in the westbound bound direction to pass vehicles turning right, with the modelled configuration reflecting this)

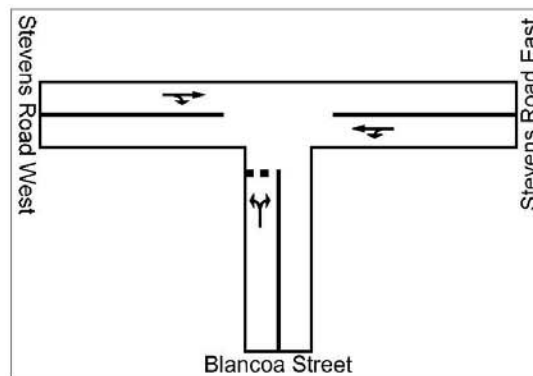


Figure 11 shows a schematic layout of the intersection of Hawkevale Road with Stevens Road. Traffic from Stevens Road needs to give way to traffic from Hawkevale Road.



**Figure 11: Schematic Intersection Layout of Hawkevale Road with Stevens Road**

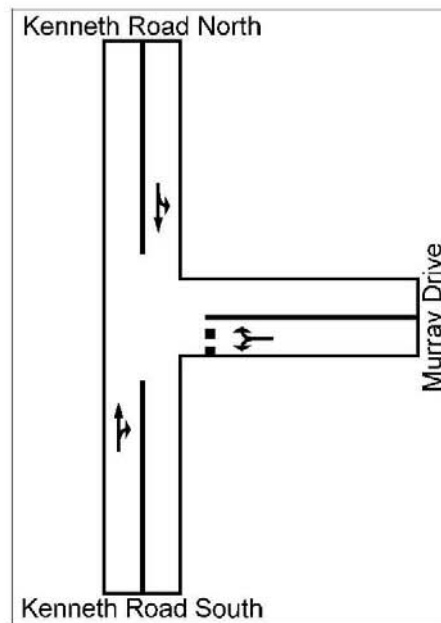
Figure 12 shows a schematic layout of the intersection of Stevens Road with Blancoa Street. Traffic from Blancoa Street needs to give way to traffic from Hawkevale Road



**Figure 12: Schematic Intersection Layout of Stevens Road with Blancoa Street**



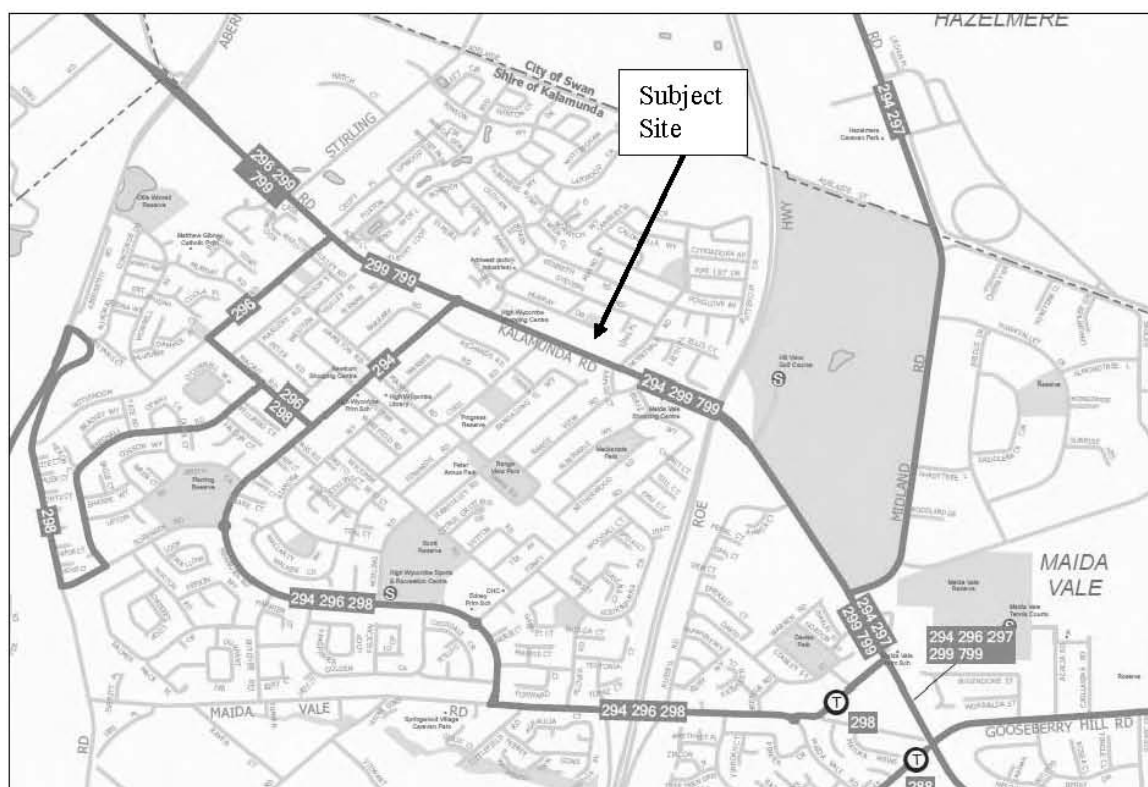
Figure 13 shows a schematic layout of the intersection of Kenneth Road with Murray Drive. Traffic from Murray Drive needs to give way to traffic from Kenneth Road



**Figure 13: Schematic Intersection Layout of Stevens Road with Blancoa Street**

### 2.3 Public Transport

Three bus routes service Kalamunda Road adjacent to the development: Routes 294, 299 and 799. Figure 14 presents the bus route services in the location area.



**Figure 14: Bus Services in the Local Area**

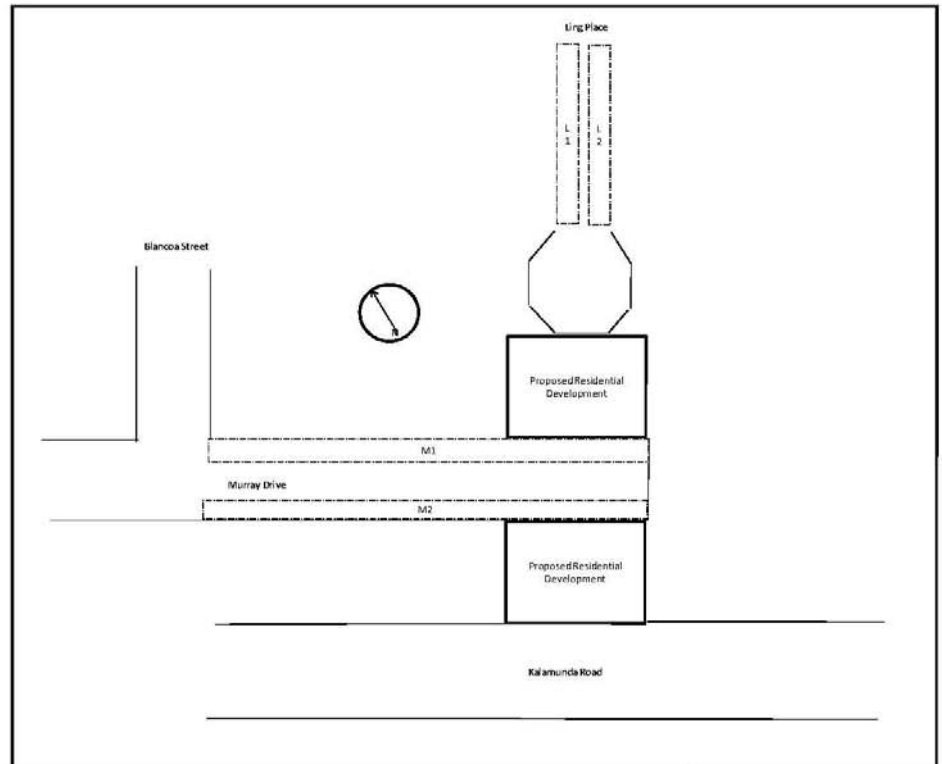
## 2.4 Existing Parking Conditions

As discussed previously, the proposed development site has property frontage to Kalamunda Street, Murray Drive and Ling Place.

Kalamunda is a sub-arterial road with one lane each way. On-street Parking is not permitted on Kalamunda Road adjacent to the proposed development because of the need to retain vehicle movements on this busy sub-arterial road.

Murray Drive and Ling Place are residential roads. Ling Place ends in a cul-de-sac.

A parking survey has been undertaken for selective hours on a weekday for on-street parking adjacent to the proposed residential development site and the survey extent is shown in Figure 15.



**Figure 15: Bus Services in the Local Area**

Table 1 presents the results of the weekday occupancy survey. The results of the parking survey show low on-street parking demand adjacent to the site.

Occupancy	No. Spaces	Weekday Occupancy						
		8am	9am	2pm	3pm	4pm	5pm	6pm
L1	4	0	0	0	0	0	0	0
L2	4	0	0	0	1	1	1	1
M1	16	2	2	2	1	1	1	2
M2	16	0	0	0	0	1	1	0
Total	40	2	2	2	2	3	3	3
Vacant spaces		38	38	38	38	37	37	37

**Table 1: Parking Occupancy**



## 2.5 Existing Traffic Conditions

Manual turning movement counts were conducted at the following intersections on a weekday during the school term in October 2009 for the AM and PM commuter peak periods:

- Kalamunda Road with Kenneth Road;
- Kalamunda Road with Hawkeye Road;
- Hawkevale Road with Stevens Road;
- Stevens Road with Blancoa Street; and
- Kenneth Road with Murray Drive

The period of the survey was as follows: 7:30am-9:15am (and commuter peak period) and 4:30pm-6pm (commuter peak period). The peak hours forming the surveys were 8am to 9am, and 5pm to 6pm.

Figures 16 and 17 present the traffic volumes for the AM and PM peak hour respectively. The traffic volumes on the local residential roads are significantly lower than the through traffic on Kalamunda Road.

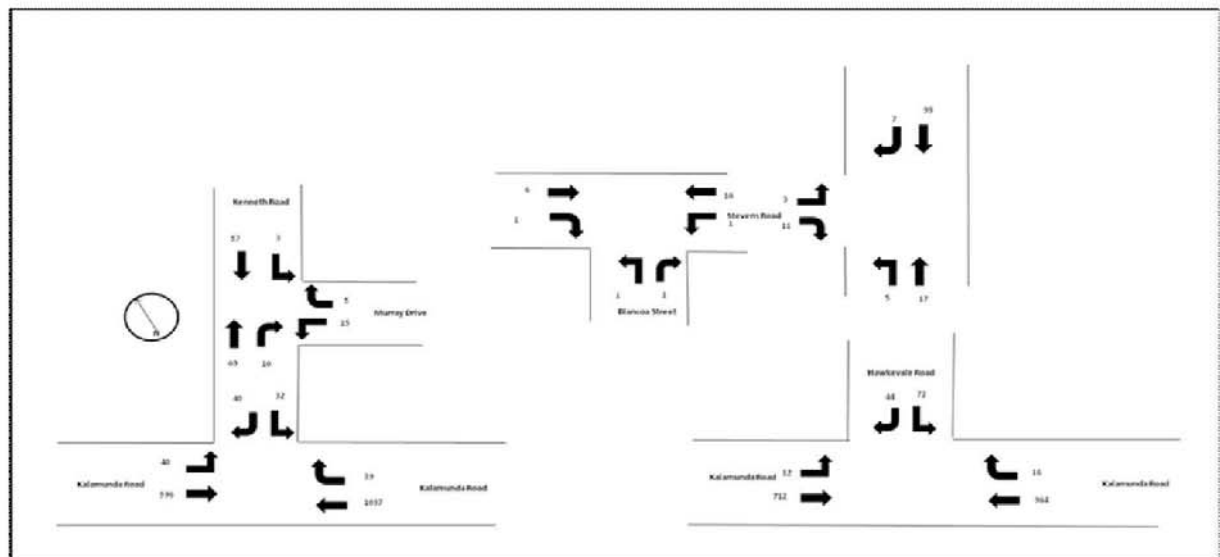


Figure 16: Weekday AM Peak Hour Traffic Volumes



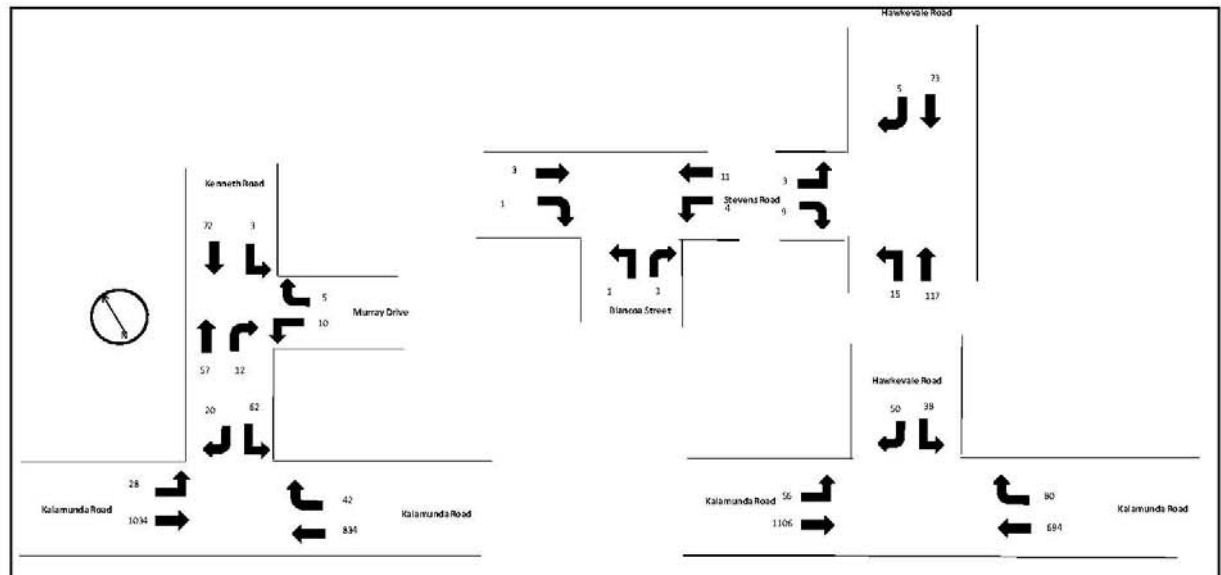


Figure 17: Weekday PM Peak Hour Traffic Volumes

## 2.6 Intersection Assessment – Existing Conditions

The five surveyed intersections have been assessed for the weekday AM and PM peak hours.

Analyses using industry standard SIDRA Intersection V3.2 were carried out for the three surveyed intersections and the four time periods nominated.

The existing intersection operating performance was assessed using the SIDRA software package to determine the Degree of Saturation (DS), Average Delay (AVD in seconds) and Level of Service (LoS) at each intersection using the HCM definition of Level of Service. The SIDRA program provides Level of Service Criteria Tables for various intersection types. The key indicator of intersection performance is Level of Service, where results are placed on a continuum from 'A' to 'F', as shown in Table 2.



LoS	Traffic Signal / Roundabout	Give Way / Stop Sign / T-Junction control
A	Good operation	Good operation
B	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	Satisfactory	Satisfactory, but accident study required
D	Operating near capacity	Near capacity & accident study required
E	At capacity, at signals incidents will cause excessive delays.	At capacity, requires other control mode
F	Unsatisfactory and requires additional capacity, Roundabouts require other control mode	At capacity, requires other control mode

Table 2: Intersection Level of Service

	Traffic Signals and Roundabouts	Stop and Give way signs
LoS	Average Delay per Vehicles (seconds/vehicle)	
A	Less than 10	Less than 10
B	10 to 20	10 to 15
C	20 to 35	15-25
D	35 to 55	25 to 35
E	55 to 80	35-50
F	>80	>50

Table 3: Average Delay

Table 4 presents the intersection performance of Kalamunda Road with Hawkevale Road. All turn movements have an acceptable Level of Service except for the right turn from Hawkevale Road into Kalamunda Road which has a moderate delay (43 and 80 seconds for the AM and PM respectively) with a short queue length (at the 95 percentile confidence interval).



	Dem Flow (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)
<b>Kalamunda Road South East</b>					
<b>Kalamunda Road South East Through</b>					
Weekday AM Existing	964	0.494	0.0	LOS A	0
Weekday PM Existing	694	0.356	0.0	LOS A	0
<b>Kalamunda Road South East Right</b>					
Weekday AM Existing	16	0.028	12.9	LOS B	1
Weekday PM Existing	80	0.385	29.6	LOS D	12
<b>Hawkevale Road</b>					
<b>Hawkevale Road Left</b>					
Weekday AM Existing	72	0.203	13.1	LOS B	5
Weekday PM Existing	38	0.248	30.8	LOS D	7
<b>Hawkevale Road Right</b>					
Weekday AM Existing	44	0.415	43.3	LOS E	10
Weekday PM Existing	50	0.694	80.3	LOS F	19
<b>Kalamunda Road North West</b>					
<b>Kalamunda Road North West Left</b>					
Weekday AM Existing	12	0.375	8.2	LOS A	0
Weekday PM Existing	56	0.596	8.2	LOS A	0
<b>Kalamunda Road North West Through</b>					
Weekday AM Existing	712	0.372	0.0	LOS A	0
Weekday PM Existing	1106	0.597	0.0	LOS A	0

**Table 4: Intersection Performance of Kalamunda Road with Hawkevale Road**

Table 5 presents the intersection performance of Kalamunda Road with Kenneth Road. All turn movements have an acceptable Level of Service except for the right turn from Hawkevale Road into Kalamunda Road which has a moderate to with a short queue length (at the 95 percentile confidence interval) in the AM peak hour and a moderate queue length in the PM peak hour.

	Dem Flow (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)
<b>Kalamunda Road South East</b>					
<b>Kalamunda Road South East Through</b>					
Weekday AM Existing	964	0.494	0.0	LOS A	0
Weekday PM Existing	694	0.356	0.0	LOS A	0
<b>Kalamunda Road South East Right</b>					
Weekday AM Existing	16	0.028	12.9	LOS B	1



	Dem Flow (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)
Weekday PM Existing	80	0.385	29.6	LOS D	12
<b>Hawkevale Road</b>					
<b>Hawkevale Road Left</b>					
Weekday AM Existing	72	0.203	13.1	LOS B	5
Weekday PM Existing	38	0.248	30.8	LOS D	7
<b>Hawkevale Road Right</b>					
Weekday AM Existing	44	0.415	43.3	LOS E	10
Weekday PM Existing	50	0.694	80.3	LOS F	19
<b>Kalamunda Road North West</b>					
<b>Kalamunda Road North West Left</b>					
Weekday AM Existing	12	0.375	8.2	LOS A	0
Weekday PM Existing	56	0.596	8.2	LOS A	0
<b>Kalamunda Road North West Through</b>					
Weekday AM Existing	712	0.372	0.0	LOS A	0
Weekday PM Existing	1106	0.597	0.0	LOS A	0

Table 5: Intersection Performance of Kalamunda Road with Kenneth Road

Table 6 presents the intersection performance of Kenneth Road with Murray Road. All turn movements have an acceptable Level of Service.

	Dem Flow (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)
<b>Kenneth Road South</b>					
<b>Kenneth Road South Through</b>					
Weekday AM Existing	69	0.043	0.2	LOS A	2
Weekday PM Existing	57	0.038	0.3	LOS A	2
<b>Kenneth Road South Right</b>					
Weekday AM Existing	10	0.043	7.0	LOS A	2
Weekday PM Existing	12	0.038	7.0	LOS A	2
<b>Murray Drive</b>					
<b>Murray Drive Left</b>					
Weekday AM Existing	15	0.020	6.9	LOS A	1
Weekday PM Existing	10	0.016	7.0	LOS A	1
<b>Murray Drive Right</b>					
Weekday AM Existing	5	0.020	7.2	LOS A	1
Weekday PM Existing	5	0.016	7.4	LOS A	1
<b>Kenneth Road North</b>					
<b>Kenneth Road North Left</b>					



	Dem Flow (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)
Weekday AM Existing	3	0.031	6.4	LOS A	0
Weekday PM Existing	3	0.038	6.4	LOS A	0
<b>Kenneth Road North Through</b>					
Weekday AM Existing	57	0.031	0.0	LOS A	0
Weekday PM Existing	72	0.039	0.0	LOS A	0

**Table 6: Intersection Performance of Kenneth Road with Murray Drive**

Table 7 presents the intersection performance of Hawkevale Road with Stevens Road. All turn movements have an acceptable Level of Service.

	Dem Flow (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)
<b>Hawkevale Road South</b>					
<b>Hawkevale Road South Left</b>					
Weekday AM Existing	5	0.012	6.4	LOS A	0
Weekday PM Existing	16	0.072	6.4	LOS A	0
<b>Hawkevale Road South Through</b>					
Weekday AM Existing	18	0.012	0.0	LOS A	0
Weekday PM Existing	123	0.072	0.0	LOS A	0
<b>Hawkevale Road North</b>					
<b>Hawkevale Road North</b>					
Weekday AM Existing	104	0.058	0.1	LOS A	3
Weekday PM Existing	77	0.043	0.5	LOS A	2
<b>Hawkevale Road Right</b>					
Weekday AM Existing	7	0.058	6.8	LOS A	3
Weekday PM Existing	5	0.043	7.3	LOS A	2
<b>Stevens Road</b>					
<b>Stevens Road Left</b>					
Weekday AM Existing	3	0.019	7.4	LOS A	1
Weekday PM Existing	3	0.017	8.1	LOS A	1
<b>Stevens Road Right</b>					
Weekday AM Existing	12	0.019	7.7	LOS A	1
Weekday PM Existing	9	0.017	8.4	LOS A	1

**Table 7: Intersection Performance of Hawkevale Road with Stevens Road**



Table 8 presents the intersection performance of Stevens Road with Blanco Street. All turn movements have an acceptable Level of Service.

	Dem Flow (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)
<b>Blanco Street</b>					
<b>Blanco Street Left</b>					
Weekday AM Existing	1	0.002	6.5	LOS A	0
Weekday PM Existing	1	0.002	6.5	LOS A	0
<b>Blanco Street Right</b>					
Weekday AM Existing	1	0.002	6.8	LOS A	0
Weekday PM Existing	1	0.002	6.9	LOS A	0
<b>Stevens Road East</b>					
<b>Stevens Road East Left</b>					
Weekday AM Existing	1	0.006	6.4	LOS A	0
Weekday PM Existing	4	0.008	6.4	LOS A	0
<b>Stevens Road East Through</b>					
Weekday AM Existing	10	0.006	0.0	LOS A	0
Weekday PM Existing	11	0.008	0.0	LOS A	0
<b>Stevens Road West Through</b>					
<b>Stevens Road West Through</b>					
Weekday AM Existing	6	0.004	0.0	LOS A	0
Weekday PM Existing	6	0.004	0.0	LOS A	0
<b>Stevens Road West Right</b>					
Weekday AM Existing	1	0.004	6.8	LOS A	0
Weekday PM Existing	1	0.004	6.8	LOS A	0

**Table 8: Intersection Performance of Stevens Road with Blanco Street**

## 2.7 Midblock Traffic Volumes – Existing Conditions

Midblock traffic volumes were undertaken at Murray Drive, Ling Place, Blanco Street and Stevens Road outside of commuter peak hours. The times of the survey were 10am-11am, 2pm to 3pm, and 7pm to 8pm.

These four roads are local residential streets with low capacity.

The capacity on Murray Drive, Blanco Street and Stevens Road is 300 vehicles per hour per direction. Ling Place is a short road ending in a cul-de-sac and hence the road capacity for Ling Place is 50 vehicles per direction.



Table 9 presents the midblock traffic on the four residential roads. The traffic volumes on these roads are low and well within the capacity of the respective roads.

Road	Direction	Hours Surveyed		
		10am-11am	2pm-3pm	7pm-8pm
Murray Drive	Eastbound	6	10	8
	Westbound	7	12	9
Ling Place	Northbound	1	0	0
	Southbound	0	1	1
Blancoa Street	Northbound	2	3	1
	Southbound	1	1	1
Stevens Road	Eastbound	6	12	4
	Westbound	3	12	6

**Table 9: Midblock Traffic Volumes**

## 2.8 Conclusions on Existing Conditions

Intersection assessment has been undertaken for five intersections near the proposed residential development. Traffic travelling to and from the proposed development will travel through at least one of the surveyed intersection.

The surveyed and assessed intersections are as follows

- Kalamunda Road with Kenneth Road (on main road);
- Kalamunda Road with Hawkeye Road (on main road);
- Hawkevale Road with Stevens Road (within the residential suburb);
- Stevens Road with Blancoa Street (within the residential suburb); and
- Kenneth Road with Murray Drive (within the residential suburb).

Three of the intersections are located within the residential suburb of High Wycombe and have low traffic volumes travelling through these intersections. These three intersections have excellent Level of Service with low queues and delays.

The two surveyed intersections on Kalamunda Road show that the right turn exit movement into Kalamunda Road experience moderate delays and queuing. The





delays and queues occur because drivers need to cross two lanes of traffic in one turn manoeuvre. The moderate delays and queues are typical of a right turn vehicles from side streets attempting to enter a major road.

The intersection assessment shows that there is spare capacity at the five surveyed intersections.

Midblock traffic volumes were collected at four local roads outside of the commuter peak period and showed that there was spare capacity at the midblock.

A parking assessment has been undertaken near the proposed residential development. The survey shows low on-street parking demand surrounding the proposed development.



### 3. PROPOSAL

The proposal is to provide 24 residential units with the following vehicle access and egress presented as follows:

#### Kalamunda Road

- Eight 3 bedroom dwellings with access and egress to Kalamunda Road only.

#### Ling Place

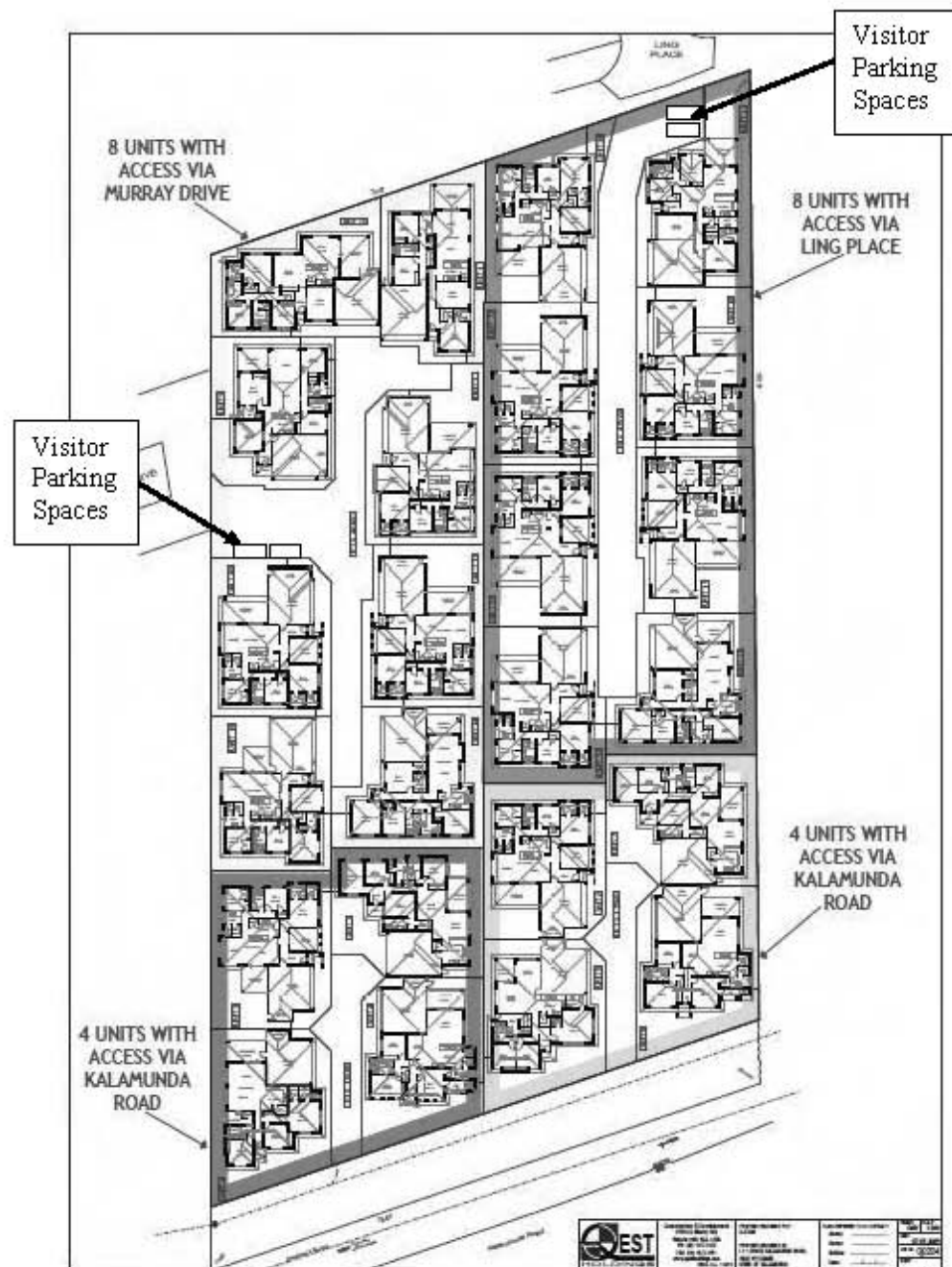
- Eight 3 bedroom dwellings with access and egress to Ling Place only.

#### Murray Drive

- Eight 3 bedroom dwellings with access and egress to Murray Drive only.

Each dwelling will be provided with two tenant spaces. A total of 4 visitor parking spaces will be provided for the whole development.

Figure 18 presents an outline of the proposed residential development.



**Figure 18: Site Layout of Proposed Residential Development**



## **4. CAR PARKING AND SITE SERVICING CONSIDERATIONS**

### **4.1 Council Planning Requirements**

The Shire of Kalamunda provides parking requirements for grouped dwellings under the Local Planning Scheme No.3 (Part 5) to be in accordance with the Residential Design Codes of Western Australia (the “R-Codes”). The R-Codes require two spaces per dwelling, plus one visitor parking space for every four dwellings.

The proposed development achieves very high level of compliance with the parking requirements of the Shire of Kalamunda Local Planning Scheme, with all tenant parking being accommodated on-site and the majority of visitor parking being accommodated on-site. R-Codes require 6 visitor spaces, based on a rate of 1 visitor space for every 4 dwellings. The proposal provides 4 visitor spaces on-site – 2 catering for dwellings that are accessible from Murray Drive and 2 catering for dwellings that are accessible from Ling Place.

### **4.2 Adequacy of Proposed Car Parking Provision**

Like other residential dwelling developments in Kalamunda, visitor parking demand is largely met on site or on-street. The proposed development does not generate higher visitor parking demand than any other similar residential development in Kalamunda.

Parking for visitors to the residences accessible from Kalamunda Road will be on Hawkevale Road.



## 5. SIGHT DISTANCE FOR THE KALAMUNDA ROAD DRIVEWAYS

There are two driveways proposed on Kalamunda Road with each domestic driveway serving four 3-bedroom residences. The two driveways will require sufficient sight distance to ensure safe exit onto Kalamunda Road.

The required sight distance for outbound vehicles on a residential (domestic) driveway accessing a frontage road (such as Kalamunda Road) with a 60km/h speed limit is 55m, as per Figure 3.2 of AS2890.1:2004. As a separate consideration, the sight line requirement for domestic property access on a 70km/h road is 70m, and on an 80 km/h road is 95m.

The site measures showed that the sight lines exceed 120m for both driveway locations given its flat topography. As such, entering sight distance requirements to vehicles along the frontage road are fully met in accordance to Clause 3.2.4 of AS2890.1:2004. In the event that motorists along Kalamunda Road were to travel at speeds higher than the posted speed limit (noting that field observations indicate the majority of drivers were driving within the speed limit), sight line requirements for high speed limits (i.e. 70km/h and 80km/h respectively) are met.

See Figures 19 and 20.



Figure 19: Photograph of Site Lines Looking Right from the Development



**Figure 20: Photograph of Site Lines Looking Left from the Development**



## 6. TRAFFIC IMPACT CONSIDERATIONS

### 6.1 Traffic Generation

Neither Kalamunda Shire Council nor the Western Australian State Government publishes trip generation rates for residential developments. The trip generation rates from the NSW RTA Guide to Traffic Generating Developments have therefore been used. The trip generation for a 3 bedroom residence is 0.85 trips in the weekday commuter peak hour.

The proposed residential development will generate 21 trips in the commuter peak hour.

Table 10 presents the trip generation for the proposed development and is estimated by the dwellings with specific road access and egress.

<b>Dwelling with Kalamunda Road access/egress only</b>		
	Inbound	Outbound
AM Peak Hour	1	6
PM Peak Hour	6	1
<b>Dwelling with Ling Place access/egress only</b>		
	Inbound	Outbound
AM Peak Hour	1	6
PM Peak Hour	6	1
<b>Dwelling with Murray Drive access/egress only</b>		
	Inbound	Outbound
AM Peak Hour	1	6
PM Peak Hour	6	1

**Table 10: Trip Generation for the Proposed Residential Development**





## 6.2 Traffic Volumes

Figures 21 and 22 present the existing traffic volumes with the development traffic for the weekday AM and PM peak hours respectively. The development traffic is divided into dwellings with specific road access and egress: Kalamunda road is red, Ling Place is green, and Murray drive is blue. The purpose of separating different sources of development traffic is to provide transparency with the assumptions made.

The development traffic represents a low proportion of the existing traffic volumes.

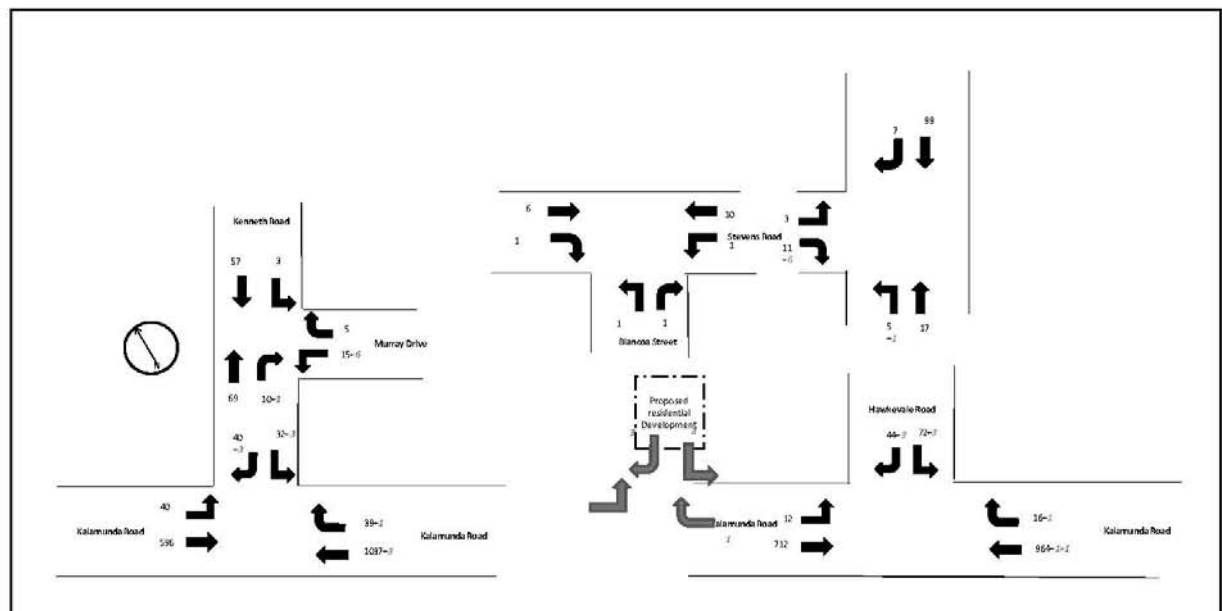


Figure 21: Weekday AM Peak Hour Traffic Volumes with Development Traffic

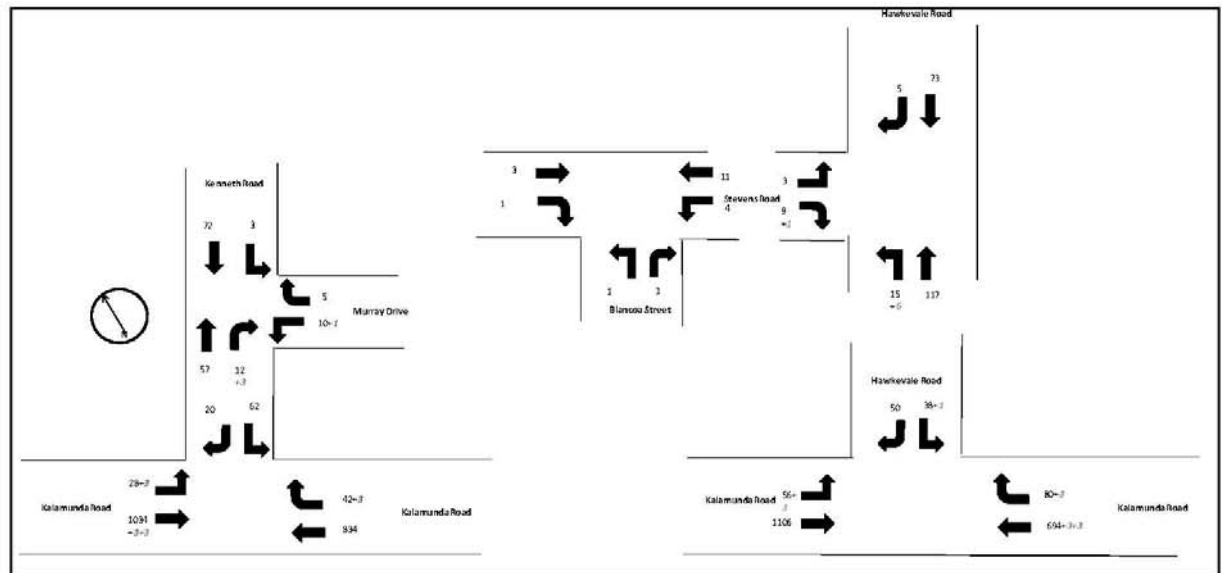


Figure 22: Weekday PM Peak Hour Traffic Volumes with Development Traffic

### 6.3 Intersection Assessment

This section assesses the intersections surveyed for the “with and without development traffic” scenarios.

Table 11 presents the intersection performance of Kalamunda Road with Hawkevale Road. The additional traffic from the proposed residential development does not noticeably affect any turn movements for the weekday AM and PM peak hours.

	Dem Flow (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)
<b>Kalamunda Road South East</b>					
<b>Kalamunda Road South East Through</b>					
Weekday AM Existing	964	0.494	0.0	LOS A	0
Weekday PM Existing	694	0.356	0.0	LOS A	0
Weekday AM Development	966	0.495	0.0	LOS A	0
Weekday PM Development	700	0.359	0.0	LOS A	0
<b>Kalamunda Road South East Right</b>					
Weekday AM Existing	16	0.028	12.9	LOS B	1
Weekday PM Existing	80	0.385	29.6	LOS D	12



	Dem Flow (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)
Weekday AM Development	17	0.029	12.9	LOS B	1
Weekday PM Development	83	0.403	30.2	LOS D	13
<b>Hawkevale Road</b>					
<b>Hawkevale Road Left</b>					
Weekday AM Existing	72	0.203	13.1	LOS B	5
Weekday PM Existing	38	0.248	30.8	LOS D	7
Weekday AM Development	75	0.212	13.2	LOS B	5
Weekday PM Development	39	0.257	31.1	LOS D	7
<b>Hawkevale Road Right</b>					
Weekday AM Existing	44	0.415	43.3	LOS E	10
Weekday PM Existing	50	0.694	80.3	LOS F	19
Weekday AM Development	47	0.448	44.5	LOS E	11
Weekday PM Development	50	0.704	83.6	LOS F	19
<b>Kalamunda Road North West</b>					
<b>Kalamunda Road North West Left</b>					
Weekday AM Existing	12	0.375	8.2	LOS A	0
Weekday PM Existing	56	0.596	8.2	LOS A	0
Weekday AM Development	12	0.375	8.2	LOS A	0
Weekday PM Development	59	0.596	8.2	LOS A	0
<b>Kalamunda Road North West Through</b>					
Weekday AM Existing	712	0.372	0.0	LOS A	0
Weekday PM Existing	1106	0.597	0.0	LOS A	0
Weekday AM Development	712	0.372	0.0	LOS A	0
Weekday PM Development	1106	0.599	0.0	LOS A	0

Table 11: Intersection Assessment of Kalamunda Road with Hawkevale Road

Table 12 presents the intersection performance of Kalamunda Road with Kenneth Road. The additional traffic from the proposed residential development does not noticeably affect any turn movements for the weekday AM and PM peak hours.

	Dem Flow (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)
<b>Kalamunda Road South East</b>					
<b>Kalamunda Road South East Through</b>					
Weekday AM Existing	1092	0.560	0.0	LOS A	0
Weekday PM Existing	878	0.450	0.0	LOS A	0
Weekday AM Development	1095	0.562	0.0	LOS A	0
Weekday PM Development	878	0.450	0.0	LOS A	0



	Dem Flow (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)
<b>Kalamunda Road South East Right</b>					
Weekday AM Existing	41	0.064	12.4	LOS B	2
Weekday PM Existing	44	0.185	23.4	LOS C	5
Weekday AM Development	42	0.066	12.4	LOS B	2
Weekday PM Development	44	0.185	23.4	LOS C	5
<b>Kenneth Road</b>					
<b>Kenneth Road Left</b>					
Weekday AM Existing	34	0.089	11.5	LOS B	2
Weekday PM Existing	65	0.382	31.4	LOS D	11
Weekday AM Development	37	0.097	11.5	LOS B	2
Weekday PM Development	65	0.382	31.4	LOS D	11
<b>Kenneth Road Right</b>					
Weekday AM Existing	42	0.462	50.8	LOS F	11
Weekday PM Existing	21	0.362	70.6	LOS F	8
Weekday AM Development	45	0.495	52.7	LOS F	12
Weekday PM Development	21	0.362	70.6	LOS F	8
<b>Kalamunda Rod North West</b>					
<b>Kalamunda Roth North West Left</b>					
Weekday AM Existing	42	0.344	8.2	LOS A	0
Weekday PM Existing	29	0.569	8.2	LOS A	0
Weekday AM Development	42	0.344	8.2	LOS A	0
Weekday PM Development	29	0.569	8.2	LOS A	0
<b>Kalamunda Roth North West Through</b>					
Weekday AM Existing	627	0.344	0.0	LOS A	0
Weekday PM Existing	1088	0.574	0.0	LOS A	0
Weekday AM Development	627	0.344	0.0	LOS A	0
Weekday PM Development	1088	0.574	0.0	LOS A	0

**Table 12: Intersection Assessment of Kalamunda Road with Kenneth Road**



Table 13 presents the intersection performance of Kenneth Road with Murray Drive. The additional traffic from the proposed residential development does not noticeably affect any turn movements for the weekday AM and PM peak hours.

	Dem Flow (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)
<b>Kenneth Road South</b>					
<b>Kenneth Road South Through</b>					
Weekday AM Existing	69	0.043	0.2	LOS A	2
Weekday PM Existing	57	0.038	0.3	LOS A	2
Weekday AM Development	69	0.043	0.2	LOS A	2
Weekday PM Development	57	0.040	0.3	LOS A	2
<b>Kenneth Road South Right</b>					
Weekday AM Existing	10	0.043	7.0	LOS A	2
Weekday PM Existing	12	0.038	7.0	LOS A	2
Weekday AM Development	11	0.043	7.0	LOS A	2
Weekday PM Development	15	0.040	7.0	LOS A	2
<b>Murray Drive</b>					
<b>Murray Drive Left</b>					
Weekday AM Existing	15	0.020	6.9	LOS A	1
Weekday PM Existing	10	0.016	7.0	LOS A	1
Weekday AM Development	21	0.025	6.9	LOS A	1
Weekday PM Development	11	0.017	7.0	LOS A	1
<b>Murray Drive Right</b>					
Weekday AM Existing	5	0.020	7.2	LOS A	1
Weekday PM Existing	5	0.016	7.4	LOS A	1
Weekday AM Development	5	0.025	7.2	LOS A	1
Weekday PM Development	5	0.017	7.4	LOS A	1
<b>Kenneth Road North</b>					
<b>Kenneth Road North Left</b>					
Weekday AM Existing	3	0.031	6.4	LOS A	0
Weekday PM Existing	3	0.038	6.4	LOS A	0
Weekday AM Development	3	0.031	6.4	LOS A	0
Weekday PM Development	3	0.038	6.4	LOS A	0
<b>Kenneth Road North Through</b>					
Weekday AM Existing	57	0.031	0.0	LOS A	0
Weekday PM Existing	72	0.039	0.0	LOS A	0
Weekday AM Development	57	0.031	0.0	LOS A	0
Weekday PM Development	72	0.039	0.0	LOS A	0

**Table 13: Intersection Assessment of Kenneth Road with Murray Drive**



Table 14 presents the intersection performance of Hawkevale Road with Stevens Road. The additional traffic from the proposed residential development does not noticeably affect any turn movements for the weekday AM and PM peak hours.

	Dem Flow (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)
<b>Hawkevale Road South</b>					
<b>Hawkevale Road South Left</b>					
Weekday AM Existing	5	0.012	6.4	LOS A	0
Weekday PM Existing	16	0.072	6.4	LOS A	0
Weekday AM Development	6	0.012	6.4	LOS A	0
Weekday PM Development	22	0.075	6.4	LOS A	0
<b>Hawkevale Road South Through</b>					
Weekday AM Existing	18	0.012	0.0	LOS A	0
Weekday PM Existing	123	0.072	0.0	LOS A	0
Weekday AM Development	18	0.012	0.0	LOS A	0
Weekday PM Development	123	0.075	0.0	LOS A	0
<b>Hawkevale Road North</b>					
<b>Hawkevale Road North</b>					
Weekday AM Existing	104	0.058	0.1	LOS A	3
Weekday PM Existing	77	0.043	0.5	LOS A	2
Weekday AM Development	104	0.058	0.1	LOS A	3
Weekday PM Development	77	0.043	0.6	LOS A	2
<b>Hawkevale Road Right</b>					
Weekday AM Existing	7	0.058	6.8	LOS A	3
Weekday PM Existing	5	0.043	7.3	LOS A	2
Weekday AM Development	7	0.058	6.8	LOS A	3
Weekday PM Development	5	0.043	7.3	LOS A	2
<b>Stevens Road</b>					
<b>Stevens Road Left</b>					
Weekday AM Existing	3	0.019	7.4	LOS A	1
Weekday PM Existing	3	0.017	8.1	LOS A	1
Weekday AM Development	3	0.027	7.4	LOS A	1
Weekday PM Development	3	0.020	8.1	LOS A	1
<b>Stevens Road Right</b>					
Weekday AM Existing	12	0.019	7.7	LOS A	1
Weekday PM Existing	9	0.017	8.4	LOS A	1
Weekday AM Development	18	0.027	7.8	LOS A	1
Weekday PM Development	11	0.020	8.5	LOS A	1

**Table 14: Intersection Assessment of Hawkevale Road with Stevens Road**



Table 15 presents the intersection performance of Stevens Road with Blancoa Street. The additional traffic from the proposed residential development does not noticeably affect any turn movements for the weekday AM and PM peak hours.

	Dem Flow (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)
<b>Blancoa Street</b>					
<b>Blancoa Street Left</b>					
Weekday AM Existing	1	0.002	6.5	LOS A	0
Weekday PM Existing	1	0.002	6.5	LOS A	0
Weekday AM Development	1	0.002	6.5	LOS A	0
Weekday PM Development	1	0.002	6.5	LOS A	0
<b>Blancoa Street Right</b>					
Weekday AM Existing					
Weekday PM Existing					
Weekday AM Development	1	0.002	6.8	LOS A	0
Weekday PM Development	1	0.002	6.9	LOS A	0
<b>Stevens Road East</b>					
<b>Stevens Road East Left</b>					
Weekday AM Existing	1	0.006	6.4	LOS A	0
Weekday PM Existing	4	0.008	6.4	LOS A	0
Weekday AM Development	1	0.006	6.4	LOS A	0
Weekday PM Development	4	0.008	6.4	LOS A	0
<b>Stevens Road East Through</b>					
Weekday AM Existing	10	0.006	0.0	LOS A	0
Weekday PM Existing	11	0.008	0.0	LOS A	0
Weekday AM Development	10	0.006	0.0	LOS A	0
Weekday PM Development	11	0.008	0.0	LOS A	0
<b>Stevens Road West Through</b>					
<b>Stevens Road West Through</b>					
Weekday AM Existing	6	0.004	0.0	LOS A	0
Weekday PM Existing	6	0.004	0.0	LOS A	0
Weekday AM Development	6	0.004	0.0	LOS A	0
Weekday PM Development	6	0.004	0.0	LOS A	0
<b>Stevens Road West Right</b>					
Weekday AM Existing	1	0.004	6.8	LOS A	0
Weekday PM Existing	1	0.004	6.8	LOS A	0
Weekday AM Development	1	0.004	6.8	LOS A	0
Weekday PM Development	1	0.004	6.8	LOS A	0

**Table 15: Intersection Assessment of Stevens Road with Blancoa Street**







#### **6.4 Summary on Intersection Performance**

The development trips from the proposed residential development in total represent a low number of trips when compared to the existing traffic on Kalamunda Road. When the low development trips are distributed across a road and intersection network, the traffic effects are minor and in effect are not noticeable. The development traffic does not affect the Level of Service for any turn movements.

#### **6.5 Midblock Traffic Volumes**

The additional traffic from the proposed residential development generates low traffic volumes in the commuter peak hours. Outside of the peak hours on a weekday, the trips generated are expected to be lower.

The existing conditions showed that the midblock traffic volumes on Murray Drive, Ling Place, Blancoa Street and Stevens Road are low outside of commuter peak hours. These four roads have sufficient spare capacity to accommodate the weekday off peak traffic from the proposed residential development.





## 7. CONCLUSIONS

Based on the considerations presented in this report, it is considered that:

- The additional from the proposed residential development are relatively low compared to the existing traffic along Kalamunda Road. When the low development trips are distributed across a road and intersection network, the impacts are minor and generally not noticeable to the average driver. The development traffic does not affect the Level of Service for any turn movements at the intersections of Hawkevale Road / Kalamunda Road and Kenneth Street / Kalamunda Road.
- The existing conditions show that the midblock traffic volumes on Murray Drive, Ling Place, Blancoa Street and Stevens Road are low outside of commuter peak hours. These four roads have sufficient spare capacity to accommodate the weekday off peak traffic from the proposed residential development.
- There is generous sight distance in the south-east and north-west directions along Kalamunda Road for safe egress from the two proposed access driveways, with sight distance criteria met for the posted 60km/h frontage road speed limit, as well as higher travel speeds of 70km/h and 80km/h respectively (to cater for odd instance of drivers exceeding the speed limit). Note that compliance is required at the posted speed limit, not the odd higher travel speeds.
- The proposed development achieves very high level of compliance with the parking requirements of the Shire of Kalamunda Local Planning Scheme, with all tenant parking being accommodated on-site and the majority (4 provided, 6 required) of visitor parking being accommodated on-site.
- The parking arrangements for the proposed residential development comply with the requirements of the Shire of Kalamunda.
- There are no traffic engineering reasons why a planning permit for the proposed residential development at 460 Kalamunda Road should be refused.

*Declaration of financial/conflict of interests to be recorded prior to dealing with each item.*

Cr Everett declared an interest affecting impartiality as she knows the applicants.

Cr Lindsey declared an interest affecting impartiality as the applicants are his neighbours.

## **9.8 Lot 3, 415 Mundaring Weir Road, Piesse Brook- Extensions to the existing Restaurant**

Previous Items:	N/A
Service Area:	Planning Development Services
Author:	Nina Lytton
File Reference:	MN-07/415
Applicant:	Saferight
Owner:	KM McCormack

### **PURPOSE**

1. To determine an application for an extension of the existing restaurant ('Chalet Rigi') at Lot 3 (415) Mundaring Weir Road, Piesse Brook. Refer **(Attachment 1.)** for Location Plan.

### **BACKGROUND**

2. The property contains a restaurant with associated car park, outbuilding and caretaker's dwelling.
3. A restaurant is an 'A' (discretionary) use in the Rural Landscape Interest zone. In June 2008 a change of use from Reception Centre to Restaurant was approved under delegated authority.

### **DETAILS**

4. The proposal for extension of the restaurant is divided in two stages. Refer **(Attachment 2.)** for proposed Site Plan showing both stages of development.
5. Stage one is the addition of a suspended deck area to the South of the existing restaurant. Improvements include a proposed new toilet block to the north of the property, extension of the existing car parking area and construction of new Bio-max septic tank system. Refer **(Attachment 3.)** for Stage One.
6. Stage two involves an extension of the restaurant area between the existing restaurant and the deck and re-using the existing restaurant as a function centre. Refer **(Attachment 4.)** for Stage Two.

### **STATUTORY AND LEGAL IMPLICATIONS**

7. The Subject property is zoned Rural Landscape Interest and has a land area of 2.6069 ha.
8. Should the Council refuse the application, or impose conditions that are unsatisfactory to the applicant, there is a right of review (appeal) to the State Administrative Tribunal.

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**POLICY IMPLICATIONS**

9. Nil

**PUBLIC CONSULTATION/COMMUNICATION**

10. The application for the change of use from Reception Centre to Restaurant was forwarded to nearby land owners at the time of application in 2008. No further consultation is considered necessary as the capacity of the facility will not change.

**FINANCIAL IMPLICATIONS**

11. Nil

**STRATEGIC AND SUSTAINABILITY IMPLICATIONS**

12. **Strategic Planning Implications**

- One of the outcomes for natural and built environment within a “Plan for the future of the district 2006-2011” is to foster environmentally friendly tourism. This application proposes to improve an asset that potentially will attract people from outside the Shire.

13. **Sustainability Implications**

**Social implications**

- Nil

**Economic Implications**

- Nil

**Environmental Implications**

- The subject site is located in the Middle Helena Catchment Area for drinking water. When the application for change of use to Restaurant was received, it was forwarded to the Department of Water (DoW) for comment. The DoW advised that there was no objection to the proposal, subject to there being a limitation of no more than eighty (80) patrons a day, and a condition of consent to this effect was imposed.

**OFFICER COMMENT**

14. Further correspondence with the DoW indicates that the original restriction of no more than 80 patrons per day should still be adhered to. The applicant has advised that there is no intention to increase patron numbers beyond that originally stipulated.
15. The applicant is aware that any increase in patron numbers would necessitate assessment and approval from the Department of Health (effluent disposal system), Department of Water (drinking water impacts) and the Shire.
16. It is recommended that the application for extension to the restaurant be supported.

**MEETING COMMENT**

17. Mr McCormack spoke for the applicant outlining his concerns about the viability of the business if it could only cater for 80 persons per day.

18. The Councillors decided that more time was necessary to allow for more communication with the Department of Water in the view to resolve the suitability of the effluent disposal system.
19. The Director, Planning and Development Services, advised that condition 5 in the Officer Recommendation needed to be amended to correctly reflect the advice from the Department of Water.

#### **OFFICER RECOMMENDATION**

1. That the application for an extension to the Restaurant at Lot 3 (415) Mundaring Weir Road, Piesse Brook be approved subject to the following conditions:
  1. The development shall be undertaken in accordance with the approved plan to the satisfaction of Council's Director of Planning and Development Services.
  2. Vehicle parking, access ways and circulation areas are to be suitably constructed, sealed, kerbed, line marked and drained to the specification and satisfaction of Council's Director Engineering Services.
  3. Stormwater drainage from roofed and paved areas being disposed of to the specification and satisfaction of Council's Director Engineering Services.
  4. A geotechnical report is to be submitted detailing site conditions, particularly in respect to soil and groundwater and storm water disposal.
  5. The total seating capacity for the restaurant and function centre shall not exceed 80 persons.

As there was no Mover, the Recommendation lapsed.

#### **COMMITTEE RECOMMENDATION TO COUNCIL**

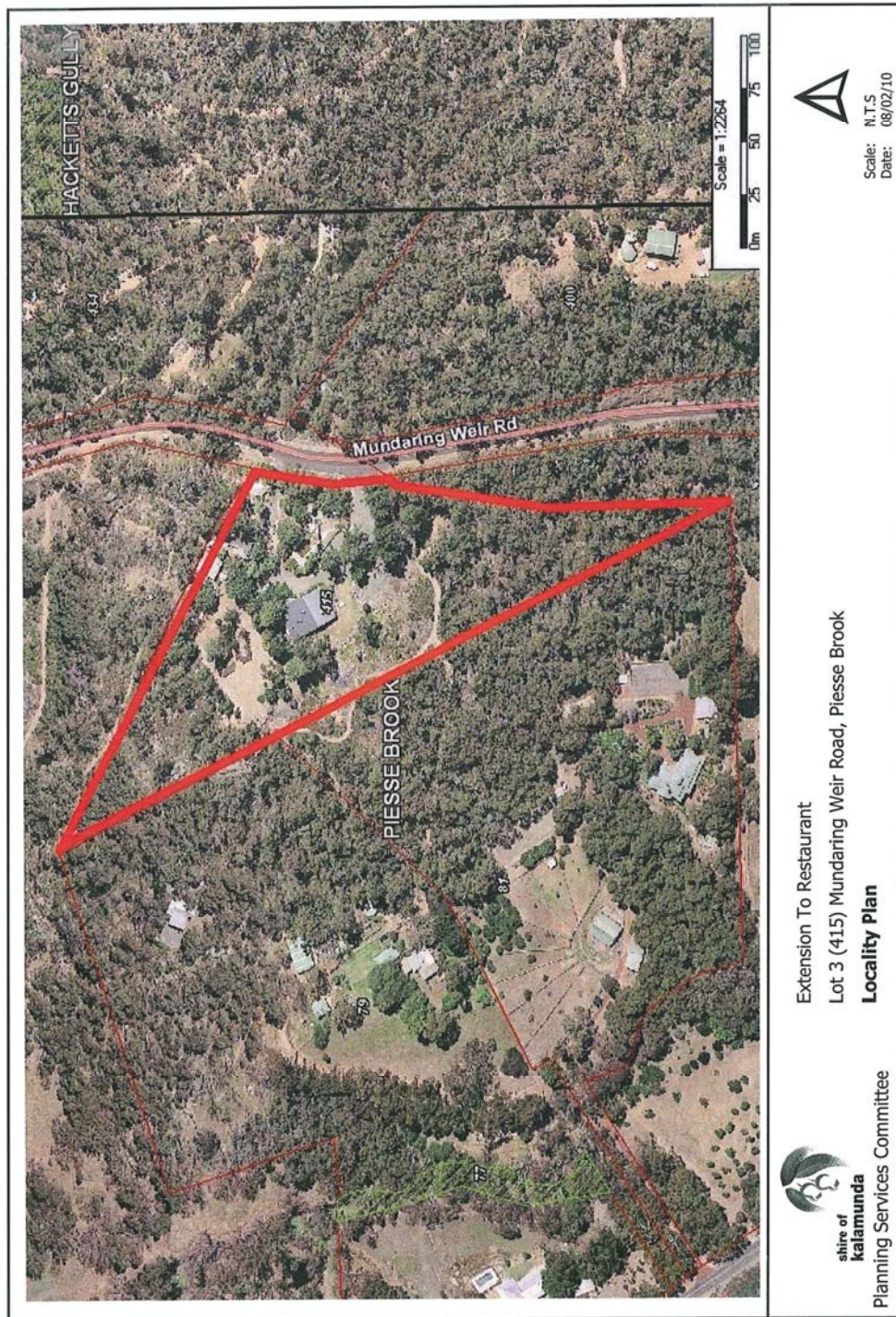
**PS-8/2010**

1. That the item be deferred to the February 2010 OCM.

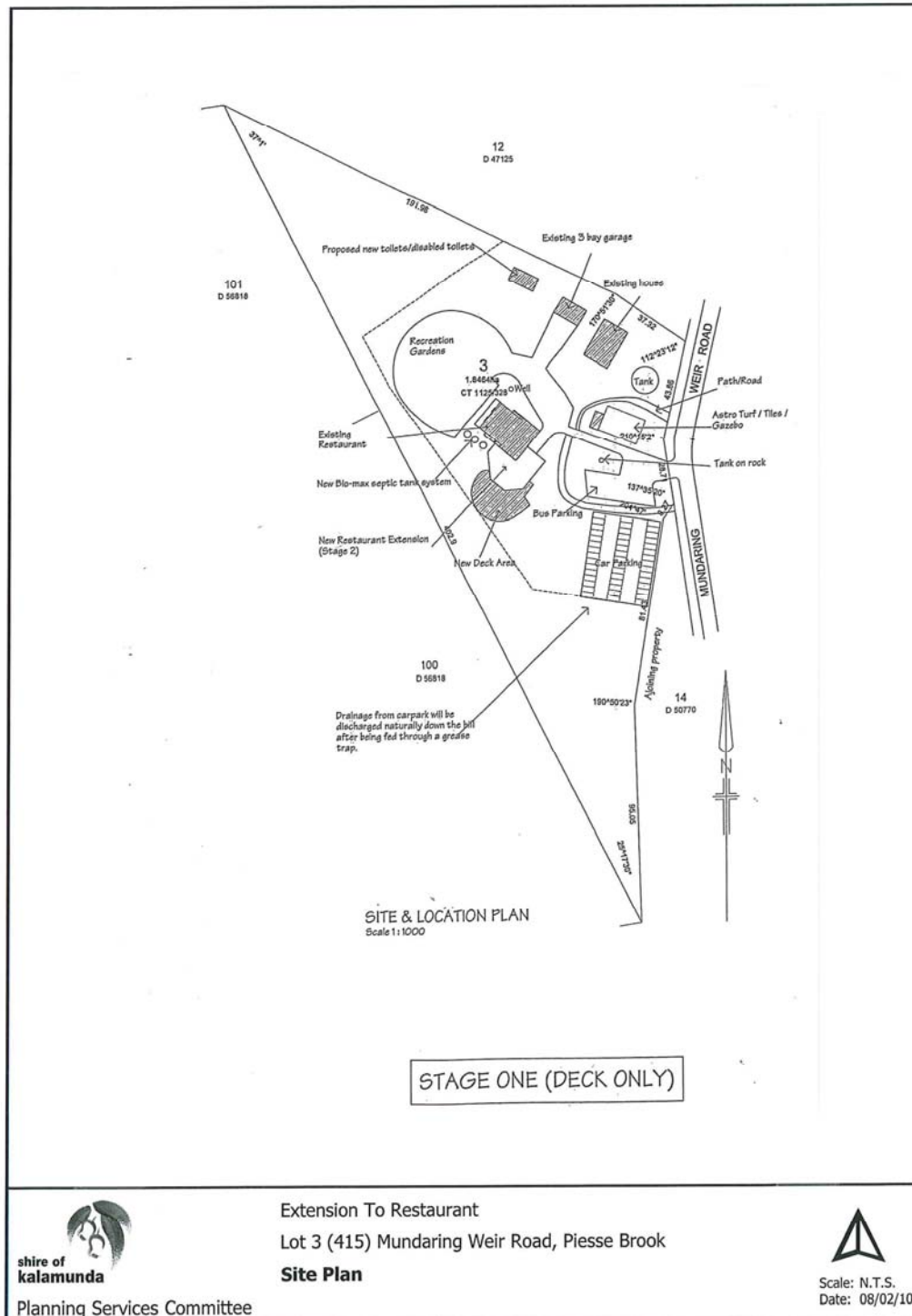
Moved: Cr Lindsey

Seconded: Cr McKechnie

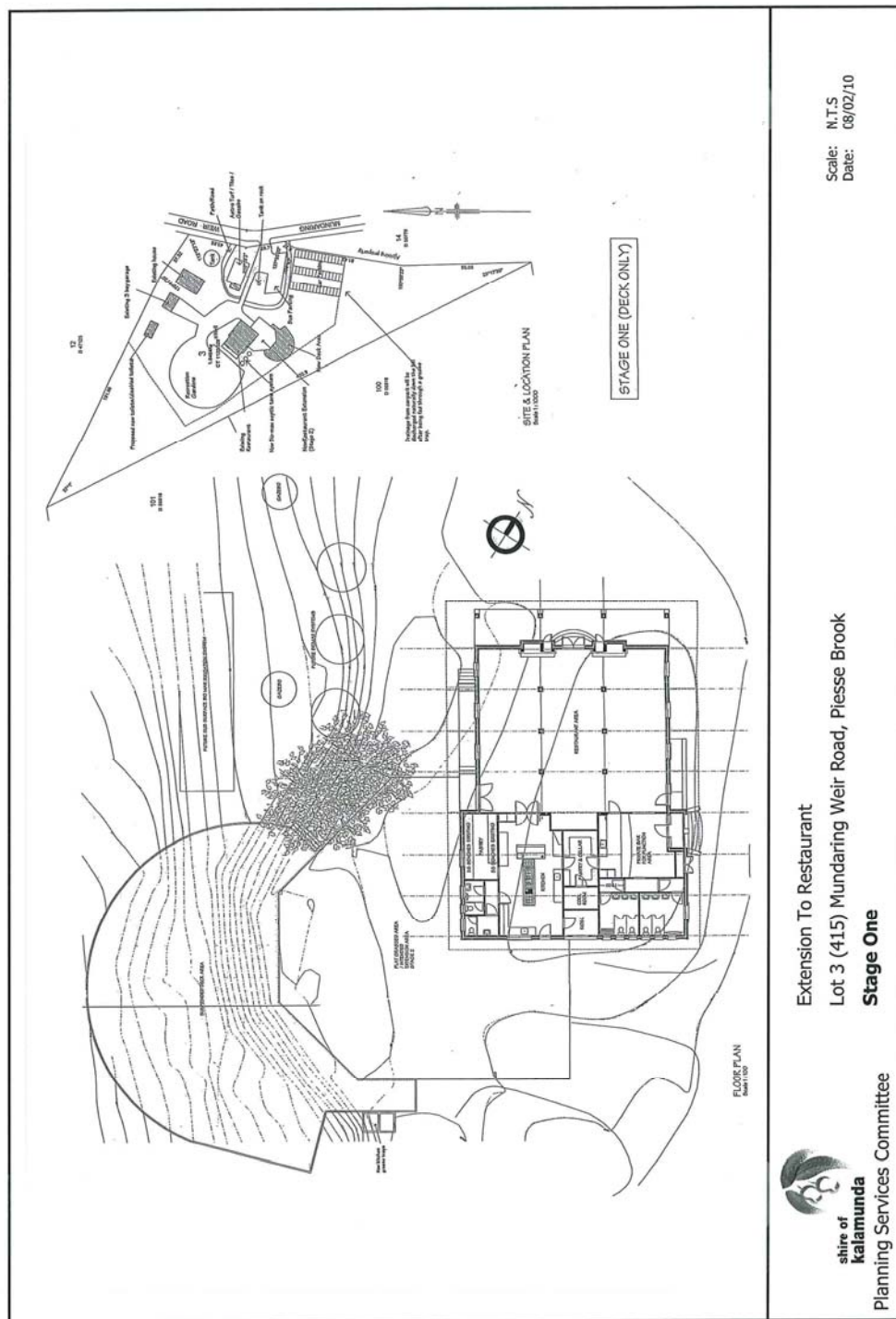
**CARRIED UNANIMOUSLY**

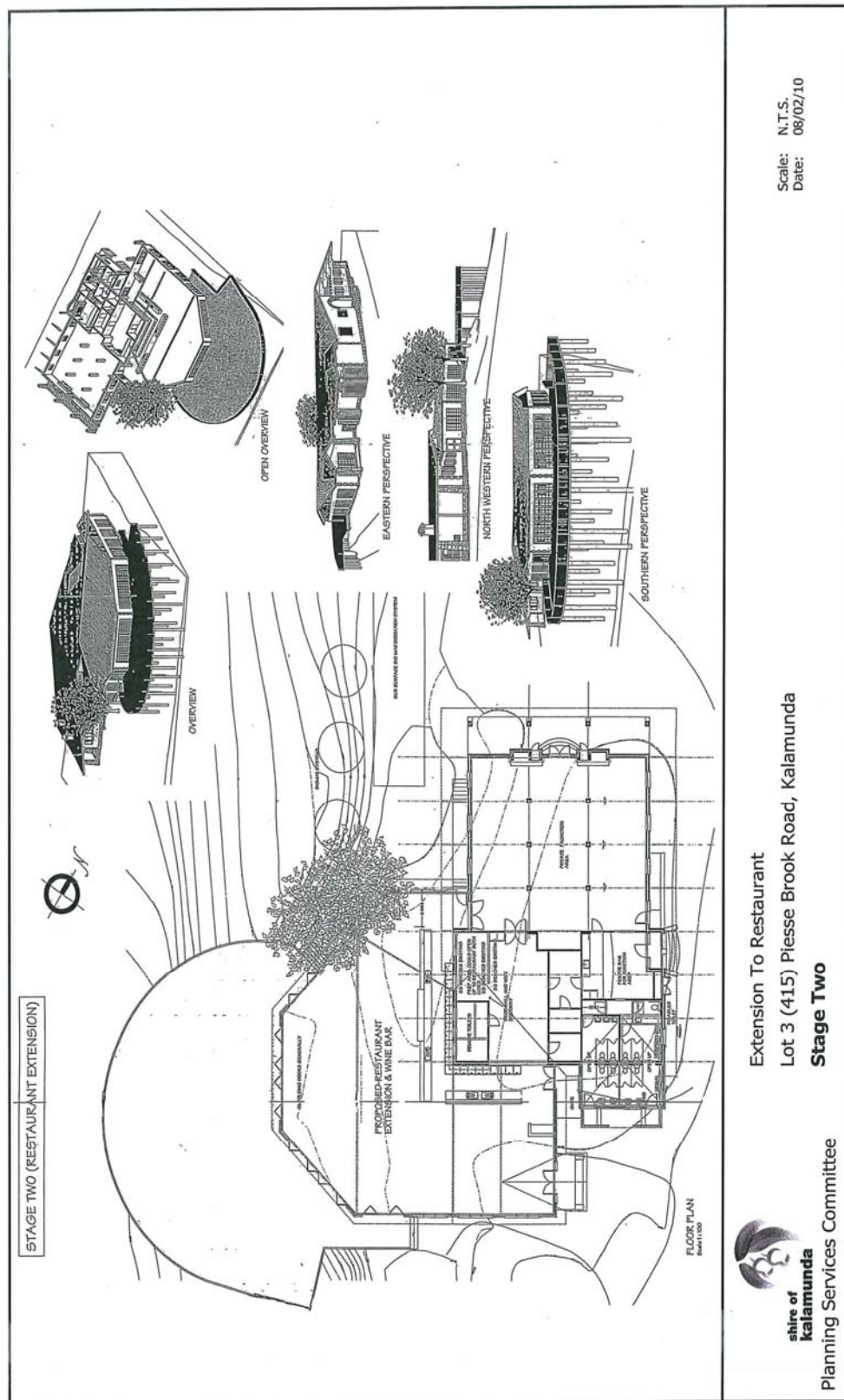












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*Declaration of financial/conflict of interests to be recorded prior to dealing with each item.*

## **9.9 Lot 76 (38) Saddleback Circle, Maida Vale - Application for Parking of Commercial Vehicles**

Previous Items:	Nil
Service Area:	Planning and Development Services
Author:	Hanna Korkos
File Reference:	SD-01/038
Applicant:	Jacqueline and John Borg
Owner:	Jacqueline and John Borg

### **PURPOSE**

1. To consider an application for the parking of a commercial vehicle at Lot 76 (38) Saddleback Circle, Maida Vale. Refer **(Attachment 1.)** for Locality Plan.

### **BACKGROUND**

2. The subject property has a lot area of 4136sqm. Refer **(Attachment 2.)** for Site Plan.
3. A complaint was received by Shire officers regarding the parking of a commercial vehicle on the property and following an investigation an application for 'Parking of Commercial Vehicles' was submitted. Refer **(Attachment 3.)** for photo of the commercial vehicle.

### **DETAILS**

#### **4. Vehicle – Registration Number 1CWB990**

Make: ISUZU	Height: 4.5m
Type: VAN TRK Tautliner	Width: 2.46
Weight (tare):9360kg	Length: 11.165m
Weight (aggregate):22500kg	

5. The applicant advises that the vehicle requires 3 minutes idling time. The vehicle is proposed to leave the property at 7am and return at 6pm Monday to Friday. The vehicle will be parked to the rear of the site behind the existing residential dwelling.

### **STATUTORY AND LEGAL IMPLICATIONS**

6. The subject lot is zoned Residential R2.5 under the provision of the Local Planning Scheme No. 3 (the Scheme).
7. Under the provisions of Local Planning Scheme No 3, the parking of a commercial vehicle on a private property is classified as a 'A' use and is not permitted unless Council has granted planning approval, after giving notice in accordance with Clause 9.4 of the Scheme.
8. Should Council decide not to support the application or to impose conditions

unacceptable to the applicant, there is a right of review appeal to the State Administrative Tribunal.

## **POLICY IMPLICATIONS**

9. With the exception of the length of the proposed trailer and the screening of the vehicle, the proposed commercial vehicle is considered in accordance with Council's Policy DEV 22 – 'Parking of Commercial Vehicles on private property'. The length of the proposed trailer is 11.165 metres; the policy limits the length of a trailer to 11 metres. In respect to screening, the Policy requires the vehicle to be screened from adjoining landowners.

## **PUBLIC CONSULTATION/COMMUNICATION**

10. In accordance with Council's Policy DEV 22 – 'Parking of Commercial Vehicles on private property', the application was advertised to surrounding residents for comment. A total of four (4) submissions were received comprising two (2) objections, one (1) non objection and one (1) conditional non objection. Refer **(Attachment 4.)** for Public Consultation.
11. The objections raised concerns related to safety issues associated with commercial vehicles in a residential area, and the excessive number of commercial vehicles parked at the subject property, in particular drivers collecting their commercial vehicles and leaving their cars on site. A concern was also raised regarding the number of prime movers currently parked in the residential area with various breaches, either in conditions of the approval or the Local Planning Scheme No 3.
12. The conditional non-objection stated that the parking of commercial vehicles at the property should be limited to one vehicle. Refer **(Attachment 5.)** Submission table.

## **FINANCIAL IMPLICATIONS**

13. Nil

## **STRATEGIC AND SUSTAINABILITY IMPLICATIONS**

### **14. Strategic Planning Implications**

- Nil

### **15. Sustainability Implications**

#### **Social implications**

- The parking of commercial vehicles in residential areas has the potential to impact on the amenity of adjoining residents in respect to noise and hours of operation.

#### **Economic Implications**

- Nil

#### **Environmental Implications**

- Nil

## **OFFICER COMMENT**

16. With regard to compliance with policy requirements, the applicant's trailer is 165mm longer than the 11 metre length allowed for under the Policy. The variation to the Policy is considered very minor however with no perceived impact on adjoining

landowners. Appropriate screening of the commercial vehicle can be included as a condition of the approval. with this issue and the Policy more broadly should ensure potential amenity impacts on surrounding landowners are unlikely.

17. Based on the objections raised in the submissions, it is alleged that a number of vehicles were being parked on the property up to the end of December 2009. Site inspections undertaken by Shire staff however revealed no vehicles being parked on the property. The comments from the non objector suggest at some point however that commercial vehicles have been parked on the property. The applicant has suggested that these vehicles related to the previous owner as they have never parked their commercial vehicle on site. Notwithstanding the various claims, what is now clear is that no commercial vehicle is currently being parked on the property.
18. The concerns raised in respect to commercial vehicles operating in residential areas are noted. Such issues however are normally associated with driver behaviour and therefore beyond the control of Council.
19. Having regard to the above, it is recommended that the application for the parking of a commercial vehicle be supported with appropriate conditions.

#### **MEETING COMMENT**

20. Nil

#### **COMMITTEE RECOMMENDATION TO COUNCIL**

**PS-9/2010**

1. That Council approves the application to park a commercial vehicle, registration number 1CWB 990 at Lot 76 (38) Saddleback Circle, Maida Vale, subject to the following conditions:
  - a) The approval authorises the vehicle, registration number 1CWB 990 and no other commercial vehicle to be parked at the property.
  - b) Within two months of the approval the applicant is to erect a solid fence with colour conducive to rural urban environment in order to provide screening of the vehicle for the adjoining properties and to the satisfaction of Director of Planning and Development Services.
  - c) The commercial vehicle is to be parked in the approved designated area only.
  - d) The commercial vehicle shall only be started or manoeuvred between 7am and 7pm weekdays and Saturdays, and 9am to 5pm on Sundays and public holidays.
  - e) Maintenance and cleaning of the commercial vehicle on the lot is permitted only in the approved parking area and only between the hours of 8am and 7pm, Monday to Saturday, and 9am to 6pm on Sunday.
  - f) Maintenance is to be limited to oil and grease changes and changing of wheels, but not the repair of tyres.
  - g) Washing of the commercial vehicle on the lot is to be limited to the use of water and mild detergent, and excludes the use of any solvents, degreasing

substances, steam-cleaning and any other process.

- h) Spray-painting, panel-beating and major servicing on the commercial vehicle are not permitted on the property.
- i) Council reserves the right to amend the conditions of an approval or to revoke an approval if conditions are not complied with.
- j) The approval to park the commercial vehicle on a lot shall apply only to the applicants Mr and Mrs Borg and shall not be transferred to any other person.
- k) The vehicle shall not be parked on the verge abutting or adjacent to that property at any time.

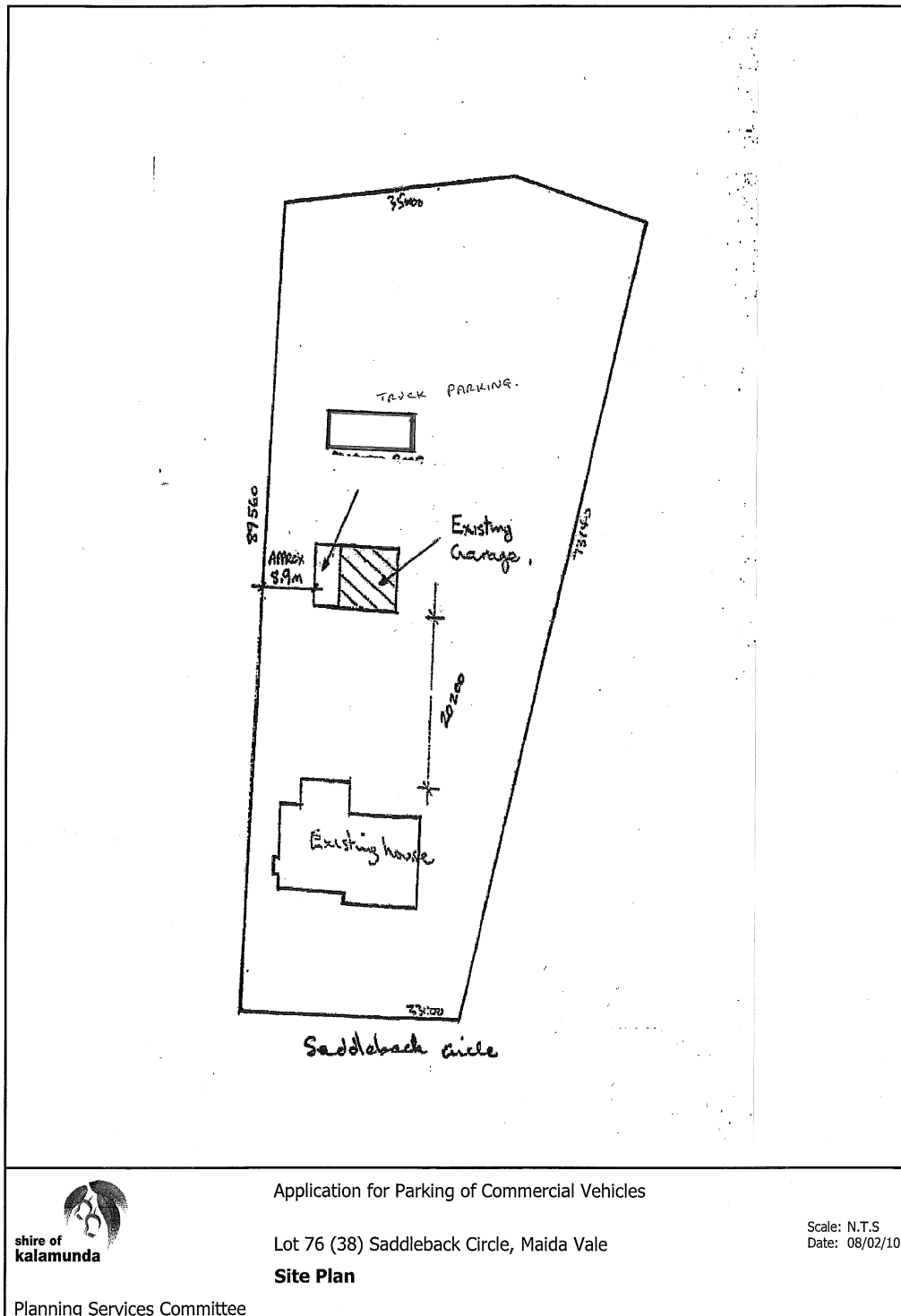
Moved: Cr McKechnie

Seconded: Cr Townsend

**CARRIED UNANIMOUSLY**













	Complaint	Details
1.	The initial complaint was raised from a resident in the area, not an adjoining neighbour.	<b>Objection</b> 1. Concerns were raised regarding safety issue with a commercial vehicle in a residential area.
2.	N. Stotter 34 Saddleback Circle Maida Vale	<b>No Objection</b> 1. Although commercial vehicles have been parked at the premises previously it has never been an issue.
3.	Wendy Scott 75 Hawkvalley Cres Maida Valley	<b>Conditional Non Objection</b> 1. Parking of commercial vehicles at the property should be limited to one vehicle.
4.	K W Gill 87 Hawkvalley Cres Maida Vale	<b>Objection</b> 1. There has been five commercial vehicles and two large vans parked at the property up to the end of December 2009. Drivers picked up the commercial vehicles while leaving their cars on site.  2. A concern was raised regarding the number of commercial vehicles parked in the residential area with various breaches, in either the conditions of the approval or the Local Planning Scheme No 3.



Planning Services Committee

Application for Parking of Commercial Vehicles  
Lot 76 (38) Saddleback Circle Maida Vale

#### Submission Table



Scale: N.T.S.  
Date: 08/02/10

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*Declaration of financial/conflict of interests to be recorded prior to dealing with each item.*

Cr Everett declared an interest affecting impartiality as she sits on the Committee.

### **9.10 Endorsement of Amendments to the Terms of Reference and Nominations for Membership to the Shire of Kalamunda Community Sustainability Advisory Committee**

Previous Items:	P/S 65/08; P/S 74/08
Service Area:	Planning and Development Services
Author:	Giles Glasson
File Reference:	EV-EPP-014
Applicant:	N/A
Owner:	N/A

#### **PURPOSE**

1. To endorse amendments to the Terms of Reference of the Shire of Kalamunda Community Sustainability Advisory Committee (CSAC).
2. To endorse the appointment of community members who have nominated for membership to the CSAC.

#### **BACKGROUND**

3. CSAC is constituted in accordance with Part 5 of the Local Government Act 1995.
4. In line with the Local Government Act, individual membership of CESAC ended with the Council elections October 2009. In order to for members to continue their memberships upon the Committee they were asked to renominate for their positions. At the same time vacant positions were also advertised using local media formats. Interested members of the local community were invited to nominate.
5. Nominations were received from existing members and new members.

#### **DETAILS**

6. The Terms of Reference have been amended to widen the scope of the Committee.

The word 'environment' has been replaced by 'sustainability' which includes consideration of the environment in partnership with social and economic considerations as per the definition. This has change has facilitated a change of name from the Community Environment and Sustainability Advisory Committee to the Community Sustainability Advisory Committee.

The purpose has been altered to reflect the advisory role of the Committee.

- 
- Minor alterations to the wording of some points has also occurred.
7. The previously endorsed Terms of Reference have been included as **(Attachment 1a.)** and the amended Terms of Reference have been included as **(Attachment 1b.)**. The amendments contained in **(Attachment 1b.)** have been denoted by red font and strikethrough font.
  8. The following nominations have been received for membership on CSAC:  
  
Steve Gates  
Wes Bancroft  
Barry Goldspink  
Aileen Reid  
Sharon Arasi  
Annie Mitchell  
May Carter  
Max Jones  
Brendan McKenzie  
Elise Clegg
  9. CSAC will resume as the primary Community Sustainability Advisory Committee to Council in regard to community perception and attitudes pertaining to sustainability issues.
  10. Council will recognise the important function of CSAC in this role and will refer matters of relevance to the committee for their important comment as required.
  11. Councillors will receive a copy of the confirmed minutes at the next available Council meeting following a meeting of CSAC.

#### **STATUTORY AND LEGAL IMPLICATIONS**

12. New membership nominations have been made in accordance with the Local Government Act 1995.
13. A quorum will consist of at least one half (6) of the appointed members being present.

#### **POLICY IMPLICATIONS**

14. Nil

#### **PUBLIC CONSULTATION/COMMUNICATION**

15. Advertisements were placed in the Echo and displayed in prominent locations within Shire managed facilities.

#### **FINANCIAL IMPLICATIONS**

16. Facility hire is nil, if the Committee continues to meet in the Function Room at the Administration Building. Minor costs are incurred for catering of the meetings which

are internalised into Environmental Services operating budgets.

## STRATEGIC AND SUSTAINABILITY IMPLICATIONS

### 17. Strategic Planning Implications

Will provide benefit in so much as aiding in planning for the future development of environmental projects to be undertaken in the Shire.

### 18. Sustainability Implications

#### **Social implications**

It is important to endorse CSAC to maintain a strong link between the activities undertaken in the Shire and what the community wants to achieve.

#### **Economic Implications**

The level of expenditure will be dependant on current budgeting and external funds.

#### **Environmental Implications**

It is important to provide support CSAC as the committee provides valuable information to the Shire about community perceptions and ideas. CSAC are also able to report upon significant issues that may arise.

## OFFICER COMMENT

19. The value in CSAC lies in its potential to consider and provide advice or make recommendations to Council on a range of environmental issues following the general opinion and prevailing attitude of the community. The Committee also provides a forum for community representatives and Councillors to focus on environmental issues.

The establishment of direct reporting link to Council ensures that issues raised and activities undertaken in committee meetings can be treated as an important part of the Shire's core business.

20. To establish CSAC as an operational entity it is essential that the amended Terms of Reference as well as the nominations for membership provided by the community members are endorsed by Council.

21. The Terms of Reference have been amended to widen the scope of the Committee.

The word 'environment' has been replaced by 'sustainability' which includes consideration of the environment in partnership with social and economic considerations. This change has facilitated a change of name from the Community Environment and Sustainability Advisory Committee to the Community Sustainability Advisory Committee.

22. The purpose of the Committee has been altered to reflect the advisory role of the Committee.

23. In view of the broader nature of the Committee and the need to ensure that the Committee has a balanced representation across all areas of sustainability, it is

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recommended further community nominations be called, particularly in the areas of social and economic sustainability.

24. It would also be appropriate for the Council to advise the current nominees of the actions being taken by the Council and that they need not re-nominate as they will be considered for membership following the further advertising period.
25. It is also important to note that significant changes have been made in recent times within the Shire, through dedicated staffing and increased budgets, to support and promote environmental issues.
26. While this action may be seen as delaying the activation of the Committee, it is important to get the best balance of community membership to advise the Council on sustainability issues.

#### MEETING COMMENT

27. Nil

#### COMMITTEE RECOMMENDATION TO COUNCIL PS 10/2010

1. That Council:
  1. Adopts the revised terms of reference for the Community Sustainability Advisory Committee (CSAC), as per ***(Attachment 1b.)***.
  2. Notes the broader scope of the Committee in terms of sustainability and requests the Chief Executive Officer to re-advertise for community membership to ensure a wider representation covering the social, economic and environment aspects of sustainability.
  3. Notes the list of nominees for the CSAC and that these persons will be considered for membership of the Committee along with the nominations received as a result of action taken in Point 2. above.
  4. Advises the current nominees of the Council's actions.

Moved: Cr Heggie

Seconded: Cr McKechnie

**CARRIED UNANIMOUSLY**



## **Shire of Kalamunda Community Environment and Sustainability Advisory Committee**

### **Terms of Reference**

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#### **1 Name**

The name of the Committee shall be the "Shire of Kalamunda Community Environment and Sustainability Advisory Committee".

#### **2 Definitions**

"Council" shall mean the Council of the Shire of Kalamunda.

"Committee" shall be the Community Sustainability Advisory Committee.

#### **3 Purpose**

3.1 To promote sustainable environmental practices within the Shire of Kalamunda and across the community; advise Shire Officers and Council on how to increase community engagement in sustainable environmental practice.

3.2 To provide a forum for Community Representatives, Councillors and Shire Officers to focus on sustainability issues.

#### **4 Objectives**

4.1 To advise the Shire Officers and Council on sustainable environmental issues within the Shire of Kalamunda, which may include but are not limited to:

- Air Quality;
- Biodiversity;
- Built Environment;
- Community Information and engagement to increase sustainable practices;
- Land Degradation;
- Water Use and conservation;
- Waste Management;
- Power Generation and conservation.

4.2 To work within the community to create and encourage an increased level of environmental awareness and sustainable ethic.

4.3 To make recommendations to the Shire of Kalamunda Council on policy, appropriate courses of action which promote social, economic



and environmental sustainability and any matter referred to it by Council for general comment.

## **5 Agenda**

- 5.1 The agenda of the Committee shall conform to the requirements of the *Local Government Act 1995*, regulations and the *Shire of Kalamunda Standing Orders Local Law 1999*.
- 5.2 The conduct of the committee shall be in accordance with the *Local Government Act 1995*, regulations and the *Shire of Kalamunda Standing Orders Local Law 1999*.
- 5.3 The Committee shall at its first meeting identify topics to be included for coming meetings of the Committee.

## **6 Membership**

- 6.1 The Committee shall consist of up to twelve members, including community representatives with an interest and/or expertise in environmental matters who are appointed to the committee at the discretion of Council following public advertisement. Potential members should clearly demonstrate their abilities to provide impartial advice upon sustainability issues.
- 6.2 The Committee is to include two Councillors. Where the Shire President wishes to be a Councillor representative, Council will appoint the Shire President to be a member of the committee, in accordance with section 5.10(4) of the Local Government Act 1995.
- 6.3 At the first meeting of the committee, the members of the Committee will elect one of themselves to be the presiding member (Chairperson) of the Committee. The election of the Chairperson is to conform with the requirements of the Local Government Act 1995 and regulations.
- 6.4 The term of appointment for community representatives and members of Council shall be up to two years; however retiring members are eligible for re-nomination. Term expires on next Ordinary Election day, unless earlier date specified.
- 6.5 Council will periodically seek nominations from individuals from within the community for potential membership on the committee, if and when positions become vacant.

## **7 Meetings**

- 7.1 Ordinary meetings of the Committee shall be held at least three times in any twelve (12) month period.
- 7.2 Meetings will usually commence at 6.00 pm unless otherwise resolved by the Committee.

- 7.3 A quorum will consist of at least one half (6) of the appointed members being present.
- 7.4 Special meetings of the Committee may be convened by the:
- Presiding member, or
  - Any three members of the Committee, or
  - Council
- By giving written notice to all members of the Committee not less than seven days before the meeting and advising of the matters to be discussed at the meeting.
- 7.5 It is important that agenda items along with any supporting papers are sent to the Secretary no later than 10 days prior to the meeting. This allows time for members to consider the item and make an informed decision.
- 7.6 If there are no agenda items the Secretary in consultation with the Chairperson will advise all members that the meeting is cancelled.
- 7.7 Late Agenda/Business items may be accepted for consideration by the Committee.
- 7.8 Administrative support for the Committee (Secretary) shall be provided by a Shire employee, from the Planning and Development Services area. This person is not a member of the Committee, and is therefore not entitled to vote.
- 7.9 The Secretary shall keep minutes of all business transacted at all meetings, shall forward a copy of these minutes to members within five (5) working days of each meeting and shall report these minutes to Council at the next available meeting following the meeting of the Committee.
- 7.10 Any recommendations to Council should be completed by way of a separate officers report listed at a subsequent meeting of Council.
- 7.11 The minutes must be confirmed at the next meeting of the Committee and signed by the Chairperson to certify their confirmation.

## **8 Voting**

- 8.1 If and when voting is considered necessary each appointed member present shall have one (1) vote.

## **9 Disclosure of Interests**

- 9.1 Committee Members are required to disclose any financial, proximity or impartiality interests that they may have in any matter to be discussed at the meeting.



## Shire of Kalamunda Community ~~Environment and~~ Sustainability Advisory Committee

### Terms of Reference

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#### 1 Name

The name of the Committee shall be the "Shire of Kalamunda Community ~~Environment and~~ Sustainability Advisory Committee".

#### 2 Definitions

"Council" shall mean the Council of the Shire of Kalamunda.

"Committee" shall be the Community Sustainability Advisory Committee.

~~"Sustainability" shall mean "meeting the needs of current and future generations through an integration of environmental protection, social advancement and economic prosperity as defined by "Hope for the future: the Western Australian state sustainability strategy: year one progress report, 2004"~~

#### 3 Purpose

3.3 To advise on ~~promote~~ sustainable ~~environmental~~ practices ~~within the Shire of Kalamunda and across the community;~~

3.4 To advise ~~the Shire Officers~~ or make recommendations to Council on a range of ~~environmental~~ sustainability issues ~~following the~~ impacting on the community; and

~~3.5~~ To provide a forum for Community Representatives and Councillors ~~and Shire Officers~~ to focus on ~~sustainability~~ issues ~~related to sustainability.~~

#### 4 Objectives

4.2 To advise ~~the Shire Officers and~~ Council on ~~sustainability~~ ~~environmental~~ issues ~~within the Shire of Kalamunda~~, which may include but are not limited to:

- Air Quality;
- Biodiversity;
- Built Environment;
- Community Information and engagement to increase sustainable practices;
- Land Degradation;
- Water Use and conservation;

- Waste Management;
- Power Generation and conservation.

- 4.2 To work within the community to create and encourage an increased level of environmental awareness ~~and sustainable ethic~~.
- 4.3 To make recommendations to ~~the Shire of Kalamunda~~ Council on policy, appropriate courses of action which promote social, economic and environmental sustainability and any matter referred to it by Council for general comment.

## 5 Agenda

- 5.1 The agenda of the Committee shall conform to the requirements of the *Local Government Act 1995*, regulations and the *Shire of Kalamunda Standing Orders Local Law 1999*.
- 5.4 The conduct of the Committee shall be in accordance with the *Local Government Act 1995*, regulations and the *Shire of Kalamunda Standing Orders Local Law 1999*.
- 5.5 The Committee shall, at its first meeting, identify topics to be included for coming meetings of the Committee.
- 5.6 The Committee shall, by the second meeting, prepare a draft annual programme of activities which is to be considered by Council prior to implementation.

## 6 Membership

- 6.2 The Committee shall consist of up to twelve (12) members, including community representatives with an interest and/or expertise in environmental matters who are appointed to the committee at the discretion of Council following public advertisement. Potential members should clearly demonstrate their abilities to provide impartial advice upon sustainability issues.
- 6.2 The Committee is to include two Councillors. Where the Shire President wishes to be a Councillor representative, Council will appoint the Shire President to be a member of the committee, in accordance with section 5.10(4) of the *Local Government Act 1995*.
- 6.4 At the first meeting of the committee, the members of the Committee will elect one of themselves to be the presiding member (Chairperson) of the Committee. The election of the Chairperson is to conform with the requirements of the *Local Government Act 1995* and regulations.
- 6.4 The term of appointment for community representatives and members of Council shall be up to two years; however retiring members are eligible for re-nomination. Term expires on next Ordinary Election day, unless earlier date specified.
- 6.5 Council will periodically seek nominations from individuals from within

the community for potential membership on the committee, if and when positions become vacant.

## **7 Meetings**

- 7.1 Ordinary meetings of the Committee shall be held at least three times in any twelve (12) month period.
- 7.2 Meetings will usually commence at 6.00 pm unless otherwise resolved by the Committee.
- 7.3 A quorum will consist of at least one half (6) of the current appointed members being present.
- 7.4 Special meetings of the Committee may be convened by the:
  - Presiding member, or
  - Any three members of the Committee, or
  - Council

By giving written notice to all members of the Committee not less than seven days before the meeting and advising of the matters to be discussed at the meeting.

- 7.5 It is important that agenda items along with any supporting papers are sent to the Secretary no later than 10 days prior to the meeting. This allows time for members to consider the item and make an informed decision.
- 7.6 If there are no agenda items the Secretary in consultation with the Chairperson will advise all members that the meeting is cancelled.
- 7.7 Late Agenda/Business items may be accepted for consideration by the Committee.
- 7.8 Administrative support for the Committee (Secretary) shall be provided by a Shire employee ~~from the Planning and Development Services area~~. This person is not a member of the Committee, and is therefore not entitled to vote.
- 7.9 The Secretary shall keep minutes of all business transacted at all meetings, shall forward a copy of these minutes to members within five (5) working days of each meeting.
- 7.10 Any recommendations to Council originating from the confirmed minutes of any given Committee meeting should be actioned by way of completing separate officer report and including it in a subsequent meeting of Council.
- 7.11 Recommendations from the Committee shall be effective only after endorsement by Council.

- 7.12 The minutes must be confirmed at the next meeting of the Committee and signed by the Chairperson to certify their confirmation.

## **8 Voting**

- 8.1 If and when voting is considered necessary each appointed member present shall have one (1) vote.

## **9 Disclosure of Interests**

- 9.1 Committee Members are required to disclose any financial, proximity or impartiality interests that they may have in any matter to be discussed at the meeting.

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*Declaration of financial/conflict of interests to be recorded prior to dealing with each item.*

## **9.11 Draft Middle Helena Catchment Area Land Use and Water Management Strategy**

Previous Items:	PS 119/03, PS 26/08, PS 9.2/09
Service Area:	Planning Development Services
Author:	Andrew Fowler-Tutt
File Reference:	EV-EEP-037
Applicant:	N/A
Owner:	N/A

### **PURPOSE**

1. To defer consideration of the Draft Middle Helena Catchment Area Land Use and Water Management Strategy to the March round of council meetings.

### **BACKGROUND**

2. In December 2009 Council resolved to defer consideration of the Strategy to the Planning Committee meeting in February 2010.

### **DETAILS**

3. Following Council's decision to defer the Strategy, it was decided to advertise the planning report presented to the December Planning Services Committee meeting to the wider community.

### **STATUTORY AND LEGAL IMPLICATIONS**

4. N/A

### **POLICY IMPLICATIONS**

5. N/A

### **PUBLIC CONSULTATION/COMMUNICATION**

6. A notice was placed in the local newspapers in December and January seeking comment on the planning report on or before the 18 January 2010. Copies of the report were also made available for viewing at the Shire of Kalamunda administrative office and Kalamunda and Lesmurdie libraries. In addition, members of the Project Reference Group were contacted directly seeking their comment on the report.

### **FINANCIAL IMPLICATIONS**

7. N/A

### **STRATEGIC AND SUSTAINABILITY IMPLICATIONS**

8. **Strategic Planning Implications**
  - N/A

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**9. Sustainability Implications****Social implications**

- N/A

**Economic Implications**

- N/A

**Environmental Implications**

- N/A

**OFFICER COMMENT**

10. Comments have been received concerned that the Community has had insufficient time to comment on the committee report. Given the advertising period occurred over the Christmas period when many people would have been away it is recommended that consideration of the item be deferred to the March 2010 Planning Services Committee meeting to provide the community with a further opportunity to comment on the proposal.

**MEETING COMMENT**

11. Nil

**COMMITTEE RECOMMENDATION TO COUNCIL****PS-11/2010**

1. That the Planning Report prepared for the Planning Services Committee meeting in December 2009 requesting adoption of the Draft Middle Helena Strategy be deferred to the Planning Services Committee meeting in March 2010.

Moved: Cr Lindsey

Seconded: Cr Bilich

**CARRIED UNANIMOUSLY**



*Declaration of financial/conflict of interests to be recorded prior to dealing with each item.*

### **9.12 - Confidential Item: Consideration of Tenders for the Construction of the Operations Centre Building**

*Reason for confidentiality.* Local Government Act s5.23 (2) (c). *A contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting.*

#### **RESOLVED**

The Committee resolves to go behind closed doors

Moved: Cr McKechnie

Seconded: Cr Morton

#### **CARRIED UNANIMOUSLY**

#### **COMMITTEE RECOMMENDATION TO COUNCIL**

**PS-12/2010**

1. In accordance with the provisions of the Local Government (Functions and General) Regulations 1996 Regulation 20 sub regulations 1 and 2, Council chooses the CPD Group as the Preferred Successful Tenderer for the construction of the Operation Centre Building.
2. In accordance with the provisions of the Local Government (Functions and General) Regulations 1996 Regulation 20 sub regulations 1 and 2, the Shire enters into negotiations with the CPD Group as the Preferred Successful Tenderer based on the compliant tender subject to variation of floor space as outlined in scenario 2 within the report.
3. Council authorises the Shire President, Deputy Shire President, Chief Executive Officer and Director of Engineering Services to:
  - a. enter into negotiations with the CPD Group as the Preferred Successful compliant Tender subject to variation of floor space as outlined in scenario 2 within the report.
  - b. finalise the Tender with the CPD Group where the Tender price does not exceed \$1,689,560 (ex GST).

Moved: Cr McKechnie

Seconded: Cr Townsend

#### **CARRIED UNANIMOUSLY/ABSOLUTE MAJORITY**

#### **RESOLVED**

The Committee resolves to resume the Meeting from behind closed doors.

Moved: Cr Bilich

Seconded: Cr Heggie

#### **CARRIED UNANIMOUSLY**

## **10. QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN**

### **10.1 Nil**

## **11. QUESTIONS BY MEMBERS WITHOUT NOTICE**

### **11.1 Flags in the Chambers**

Q. Will the flags removed from the Chambers be replaced?(Cr Bilich)

A. Taken on notice.

### **11.2 Bus shelter on Kalamunda Road**

Q. When is the Bus Shelter going to be replaced on Kalamunda Road (Cr Heggie)

A. The CEO advised that it will be replaced by the end of the week.

## **12. URGENT BUSINESS APPROVED BY THE PERSON PRESIDING OR BY DECISION**

### **12.1 WALGA RESOLUTION FEBRUARY 2010**

#### **RESOLVED**

1 That the WALGA resolution be made urgent business.

Moved: Cr McKechnie

Seconded: Cr Morton

#### **CARRIED UNANIMOUSLY**

#### **COMMITTEE RECOMMENDATION TO COUNCIL**

1 That Council conveys to the Minister for Local Government and WALGA that it does not approve of WALGA's resolution of Friday 5 February 2010 and reconfirms its position as per Council resolution OCM 105/09.

Moved: Cr McKechnie

Seconded: Cr Heggie

#### **CARRIED UNANIMOUSLY**

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**13. MATTERS CLOSED TO THE PUBLIC****13.1 Item 9.12 - Confidential Item - Consideration of Tenders for the Construction of the Operations Centre Building**

*Reason for confidentiality.* Local Government Act s5.23 (2) (c). *A contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting.*

**RESOLVED**

- 1 The Committee resolves to go behind closed doors

Moved: Cr McKechnie

Seconded: Cr Morton

**CARRIED UNANIMOUSLY****COMMITTEE RECOMMENDATION TO COUNCIL PS-12/2010**

1. In accordance with the provisions of the Local Government (Functions and General) Regulations 1996 Regulation 20 sub regulations 1 and 2, Council chooses the CPD Group as the Preferred Successful Tenderer for the construction of the Operation Centre Building.
2. In accordance with the provisions of the Local Government (Functions and General) Regulations 1996 Regulation 20 sub regulations 1 and 2, the Shire enters into negotiations with the CPD Group as the Preferred Successful Tenderer based on the compliant tender subject to variation of floor space as outlined in scenario 2 within the report.
3. Council authorises the Shire President, Deputy Shire President, Chief Executive Officer and Director of Engineering Services to:
  - a. enter into negotiations with the CPD Group as the Preferred Successful compliant Tender subject to variation of floor space as outlined in scenario 2 within the report.
  - b. finalise the Tender with the CPD Group where the Tender price does not exceed \$1,689,560 (ex GST).

Moved: Cr McKechnie

Seconded: Cr Townsend

**CARRIED UNANIMOUSLY/ABSOLUTE MAJORITY****RESOLVED**

- 1 That Council comes back from behind closed doors

Moved: Cr Bilich

Seconded: Cr Heggie

**CARRIED UNANIMOUSLY**

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#### **14. CLOSURE**

There being no further business the Chairman declared the meeting closed at 9.17 pm.

