

# Development & Infrastructure Services Committee Meeting

Agenda for Monday 9 March 2015



**shire of  
kalamunda**

## **NOTICE OF MEETING DEVELOPMENT & INFRASTRUCTURE SERVICES COMMITTEE**

Dear Councillors

Notice is hereby given that the next meeting of the Development & Infrastructure Services Committee will be held in the Council Chambers, Administration Centre, 2 Railway Road, Kalamunda on **Monday 9 March 2015 at 6.30pm.**

Dinner will be served prior to the meeting at 5.30pm.



Rhonda Hardy  
**Chief Executive Officer**  
5 March 2015

## **Our Vision and Our Values**

### **Our Vision**

The Shire will have a diversity of lifestyle and people. It will take pride in caring for the natural, social, cultural and built environments and provide opportunities for people of all ages.

### **Our Core Values**

**Service** – We deliver excellent service by actively engaging and listening to each other.

**Respect** – We trust and respect each other by valuing our difference, communicating openly and showing integrity in all we do.

**Diversity** – We challenge ourselves by keeping our minds open and looking for all possibilities and opportunities.

**Ethics** – We provide honest, open, equitable and responsive leadership by demonstrating high standards of ethical behavior.

### **Our Aspirational Values**

**Prosperity** – We will ensure our Shire has a robust economy through a mixture of industrial and commercial development.

**Harmony** – We will retain our natural assets in balance with our built environment.

**Courage** – We take risks that are calculated to lead us to a bold new future.

**Creativity** – We create and innovate to improve all we do.



## INFORMATION FOR THE PUBLIC ATTENDING COMMITTEE OR COUNCIL MEETINGS

Welcome to this evening's meeting. The following information is provided on the meeting and matters which may affect members of the public.

If you have any queries related to procedural matters, please contact a member of staff.

### Council Chambers – Seating Layout



## **Standing Committee Meetings – Procedures**

1. Standing Committees are open to the public, except for Confidential Items listed on the Agenda.
2. Shire of Kalamunda Standing Committees have a membership of all 12 Councillors.
3. Unless otherwise advised a Standing Committee makes recommendations only to the next scheduled Ordinary Council Meeting.
4. Members of the public who are unfamiliar with meeting proceedings are invited to seek advice prior to the meeting from a Shire Staff Member.
5. Members of the public are able to ask questions at a Standing Committee Meeting during Public Question Time. The questions should be related to the purposes of the Standing Committee.
6. Members of the public wishing to make a comment on any Agenda item may request to do so by advising staff prior to commencement of the Standing Committee Meeting.
7. Comment from members of the public on any item of the Agenda is usually limited to three minutes and should address the Recommendations at the conclusion of the report.
8. To facilitate the smooth running of the meeting, silence is to be observed in the public gallery at all times except for Public Question Time.
9. All other arrangements are in general accordance with Council's Standing Orders, the Policies and decision of person chairing the Committee Meeting.

## **Emergency Procedures**

**Please view the position of the Exits, Fire Extinguishers and Outdoor Assembly Area as displayed on the wall of Council Chambers.**

**In case of an emergency follow the instructions given by Council Personnel.**

**We ask that you do not move your vehicle as this could potentially block access for emergency services vehicles.**

**Please remain at the assembly point until advised it is safe to leave.**

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## AGENDA

### 1.0 OFFICIAL OPENING

### 2.0 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE PREVIOUSLY APPROVED

### 3.0 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 will be summarised.

### 4.0 PETITIONS/DEPUTATIONS

### 5.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

<b>Voting Requirements: Simple Majority</b>
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- 5.1 That the Minutes of the Development & Infrastructure Services Committee Meeting held on 9 February 2015, as published and circulated, are confirmed as a true and accurate record of the proceedings.

Moved:

Seconded:

Vote:

#### **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 9 February 2015".

### 6.0 ANNOUNCEMENTS BY THE PRESIDING MEMBER WITHOUT DISCUSSION

### 7.0 MATTERS FOR WHICH MEETING MAY BE CLOSED

- 7.1 **D&I 12. CONFIDENTIAL REPORT - Proposed Transport Depot – Lot 50 (170) Sultana Road West, High Wycombe** *Reason for Confidentiality Local Government Act 1995 S5.23 (f) (i) – "a matter that if disclosed, could be reasonably expected to impair the effectiveness of any lawful method or procedure for preventing, detecting, investigating or dealing with any contravention or possible contravention of the law."*

## **8.0 DISCLOSURE OF INTERESTS**

### **8.1 Disclosure of Financial and Proximity Interests**

- a. Members must disclose the nature of their interest in matters to be discussed at the meeting. (Section 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. (Section 5.70 of the *Local Government Act 1995*.)

### **8.2 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 had given or will give advice.

## **9.0 REPORTS TO COUNCIL**

Please Note: declaration of financial/conflict of interests to be recorded prior to dealing with each item.

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

## 09. Forrestdfield Industrial Area Stage 1 – Adoption of Developer Contribution Rate and Proposal for Infrastructure Development

Previous Items	OCM 211/2013
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	PG-STU-028
Applicant	N/A
Owner	Various
Attachment 1	Adopted Local Structure Plan – Stage 1
Attachment 2	Infrastructure Contribution Calculations
Attachment 3	Schedule 12 – Developer Contribution items
Attachment 4	Breakdown of Infrastructure Costs
Attachment 5	Developer Contribution Cost Schedule
Attachment 6	Projected Timeline for Infrastructure Works

### PURPOSE

1. To consider the adoption of a new Developer Contribution Rate for the Forrestdfield Industrial Area (the Industrial Area) – Stage 1, to apply from 24 March 2015 and advise all landowners of the proposal.
2. To consider a proposal to write to all landowners affected by the proposed construction of Nardine Close through to Ashby Close seeking agreement for the ceding of the land for road reserve.

### BACKGROUND

#### 3. Land Details:

Local Planning Scheme Zone:	Industrial Development
Metropolitan Regional Scheme Zone:	Urban

### Locality Plan

4.





5. In July 2012, Council resolved to adopt the Local Structure Plan for Stage 1 of the Forrestfield Industrial Area. The Structure Plan was subsequently endorsed by the WA Planning Commission in November 2013. Refer (Attachment 1).
6. In December 2013, Council resolved (Resolution OCM 211/2013) to adopt a Developer Contribution rate of \$28.49 plus GST/m<sup>2</sup> for Stage 1 of the Forrestfield/High Wycombe Industrial Area.
7. In November 2014, Savills Australia undertook a valuation of land required to be purchased by the Developer Contribution Scheme (the Scheme) for road reserves. The report recommended that a land valuation rate of \$260/m<sup>2</sup> be adopted. The previous land valuation rate was \$275/m<sup>2</sup>.
8. The report found that the slowing mining sector as well as slow retail sales and an elevated unemployment rate have seen business confidence wane over the past six months, with many commercial agents reporting reduced demand for commercial property in many areas. Local factors and an easing market have effectively reduced land values in Stage 1 of the Forrestfield Industrial Area.

## DETAILS

9. Council is requested to consider adopting a new developer contribution rate for the Industrial Area. The current rate is \$28.49/m<sup>2</sup>.
10. The accounting position to date of the Scheme is shown in (Attachment 2). The accounting information includes outstanding infrastructure costs which have been reviewed by the Shire's consulting engineers. A more detailed breakdown of these costs is provided in (Attachment 4). The total net outstanding costs to the Scheme, inclusive of all costs incurred to date is **\$17,642,673**. Based on the available land area of 601,401sqm, the new contribution rate is **\$29.34/m<sup>2</sup>**, an increase of 2.98%.
11. Actual costs incurred by the Scheme to date is detailed below:

Land Purchased for Road Reserve	\$1,025,572
Scheme Infrastructure Works	\$59,047.65
Scheme Administration	\$39,580.99
Civil Engineering Fees	\$55,870
<b>Total Expenditure</b>	<b>\$1,180,251</b>
12. Costs incurred for Scheme Infrastructure Works include survey work, service location investigations and the removal of existing trees on Nardine Close and Ashby Close. The civil engineering costs relate to the preparation of detailed design drawings for the Scheme roads and drainage. The scheme administration costs include scheme management, consultancy costs and land valuations.
13. Costs incurred for the acquisition of road reserve, relates to the development of four lots fronting Milner Road with proposed Road 1 linking Nardine Close to Berkshire Road located within the rear portion of the lots.

14. The infrastructure and administration items applicable to the Scheme are listed in (Attachment 3). The cost estimates for these items identified in (Attachment 4), include the following:
  - Land acquisition for all new roads, widening of roads and intersections where required.
  - The extension of Nadine Close through to Ashby Close.
  - The creation of a new road linking Nardine Close and Berkshire Road.
  - The creation of new roads extending off Ashby Close and Sultana Road West.
  - The upgrading of the Berkshire Road and Ashby Close intersection to allow for 'B' double vehicles to 27.5m length.
  - The upgrading of the Milner Road and Nardine Close intersection to allow for 'B' double vehicles to 27.5m length.
  - The upgrading of the Milner Road and Sultana Road West Intersection to allow for 'B' double vehicles to 27.5m length.
  - The upgrading of the Berkshire and Dundas Road intersection.
  - Widening of the carriage way along Berkshire Road, Milner Road, Nadine Close and Sultana Road West.
  - Relocation of services such as power poles and underground services ie. fibre optics and gas.
  - The provision of drainage swales within all existing and proposed new roads and the relocation of the existing drainage pits.
  - Provision of pedestrian footpaths and dedicated cycle lanes where appropriate.
  - Provision of street trees to all existing and proposed new roads and the construction of two landscaped entry statements on Berkshire Road.
15. The cost estimates do not include the provision of utilities to the development area. Such costs will be met by developers.
16. The apportionment of the infrastructure costs on a per lot basis are shown on the Developer Contribution Cost Schedule (refer Attachment 5).
17. (Attachment 6) provides a graph illustrating projected total costs (shown in orange) against projected infrastructure costs (shown in blue). The projected timeline does not specify dates as to when the key infrastructure expenditure will occur as this is unknown. Ultimately expenditure of infrastructure costs will occur when the funds become available. For example, the construction and drainage of Nardine Close through to Ashby Close is identified as the first priority for the Scheme. This will occur when \$5.5m is available to the Scheme.

## **STATUTORY AND LEGAL CONSIDERATIONS**

18. Amendment No. 48 of the Scheme has introduced provisions under Clause 6.5 (Development Contribution Areas) of the Scheme by which the Shire can administer the Scheme for Stage 1. The amendment has also introduced under Schedule 12 of the Scheme common infrastructure items which all landowners within the Development Control Area make a proportional contribution to the cost of the works.

19. State Planning Policy 3.6 Developer Contributions for Infrastructure establishes the principles and considerations that apply to development contributions for the provision of infrastructure in new and established urban areas.

### **POLICY CONSIDERATIONS**

20. The Forrestfield Industrial Area has been identified as a strategically important light industrial area for both State and Local government. As such the area has been identified under the *Economic and Employment Lands Strategy – non heavy industry April 2012*.

### **COMMUNITY ENGAGEMENT REQUIREMENTS**

21. Landowners will be notified of Council resolution regarding the adoption of the new developer contribution rate.

### **FINANCIAL CONSIDERATIONS**

22. The Scheme for Stage 1 of the Industrial Area will be cost neutral to the Shire.
23. The cost to the Shire to administer the DCS is met through the developer contributions.
24. There is presently one outstanding landowner developer contribution invoice payment to the Scheme for the amount of \$249,047 which has been referred to the Shire's lawyers for the recovery of the debt. A second outstanding developer contribution payment of \$272,355 is currently the subject of an appeal by the applicant to the State Administrative Tribunal to the decision of Council not to support staged payments of the developer contribution amount. In the event that Council adopts the new contribution rate, these amounts will increase accordingly.
25. The Scheme currently has a cash balance of \$1,324,535.

### **STRATEGIC COMMUNITY PLAN**

#### **Strategic Planning Alignment**

26. *Kalamunda Advancing: Strategic Community Plan to 2023*
- Strategy 5.1.3 – Encourage new commercial development to locate in the Shire to provide local employment opportunities for knowledge workers living within the Shire.
- Strategy 5.1.4 – Promote the Shires new industrial land releases as a hub for high tech or resource sector investment.

## SUSTAINABILITY

### Social Implications

27. Infrastructure needs to be carefully designed, costed and ultimately delivered to ensure that social impacts.

### Economic Implications

28. Annual reviews of the Scheme are essentially to ensure increased costs or changes to items of infrastructure are accounted for. If the new developer contribution rate is not adopted, this may result in insufficient income from developer contributions to meet infrastructure expenditure.

### Environmental Implications

29. The cost estimates include the provision of new fencing along the Nadine Close extension and Sultana Road West frontages adjacent to the Bush Forever lots. The new fencing will afford the environmentally significant site a greater level of protection.

## RISK MANAGEMENT CONSIDERATIONS

30.

Risk	Likelihood	Consequence	Rating	Action/Strategy
That Council does not endorse the new contribution rate.	Unlikely	Critical	High	Ensure Council is fully aware that adoption of the new rate is critical to ensure contributions received are sufficient to meet the expenditure associated with infrastructure and land acquisition costs.

## OFFICER COMMENT

31. The increase in the developer contribution rate from \$28.49/m<sup>2</sup> to \$29.34/m<sup>2</sup> is due to a number of factors, namely:
- Detailed road and drainage design documentation has been prepared which has allowed for detailed infrastructure cost estimates and bill of quantities for all Scheme infrastructure works identified in Attachment 4 to be costed and revised accordingly.
  - Substantive increased contingency costs associated with the relocation of services resulting from road widening and modifications to road intersections.
  - Increase in contingency costs to 12%.

32. The increase has been slightly offset by a reduction in the land valuation from 275/m<sup>2</sup> to 260/m<sup>2</sup>.
33. Developer contributions allow for a more equitable distribution of infrastructure costs amongst landowner. Without a developer contribution arrangement, all landowners in Stage 1 of the industrial area would be individually responsible for all infrastructure costs, which for some landowners would be considerable.
34. To date, there have been nine development applications approved for the Forrestfield light industrial area. Of the nine approvals, three have been developed and are fully operational and two are currently under construction. The approvals comprise 23% of the developable area of Stage 1. This figure does not include land sales acquirement for future development.
35. It is noted that the Developer Contribution Scheme currently has insufficient funds to undertake key land acquisitions and infrastructure road and drainage works. As development proceeds however, and developer contributions are received from approved developments which progress to the building construction phase, then key infrastructure works can be undertaken.
36. In order to expedite the key infrastructure works, in particular the construction of Nardine Close through to Ashby Close, Council could consider seeking agreement from affected landowners to cede the 20m portion of their landholding required for road reserve without receiving reimbursement through the Scheme. Landowners would be reimbursed the value of the land once the Scheme has sufficient funds to do so.
37. The graph in (Attachment 6) shows the construction of Nardine Close through to Ashby Close as occurring when the Scheme has \$5.3m available to undertake the works. The proposed option would allow for the land acquisition component of this cost being \$3,050,060 to be deferred, thus allowing for the road construction and drainage cost of \$2,323,704 to be implemented earlier when funds became available.
38. The above arrangement would require the preparation of a legal agreement to ensure landowners are reimbursed through the Scheme when funds permit. Importantly, the proposal would require the agreement of all landowners to proceed.

<b>Voting Requirements: Simple Majority</b>
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**OFFICER RECOMMENDATION (D&I 09/2015)**

That Council:

1. Adopt the Developer Contribution Rate of \$29.34/m<sup>2</sup> for Stage 1 of the Forrestfield Industrial Area effective from 24 March 2015.
2. Request the Chief Executive Officer write to all landowners affected by the proposed construction of Nardine Close through to Ashby Close seeking agreement for the ceding of the land for road reserve.



3. Request the Chief Executive Officer notify all landowners of the new adopted Developer Contribution Rate.

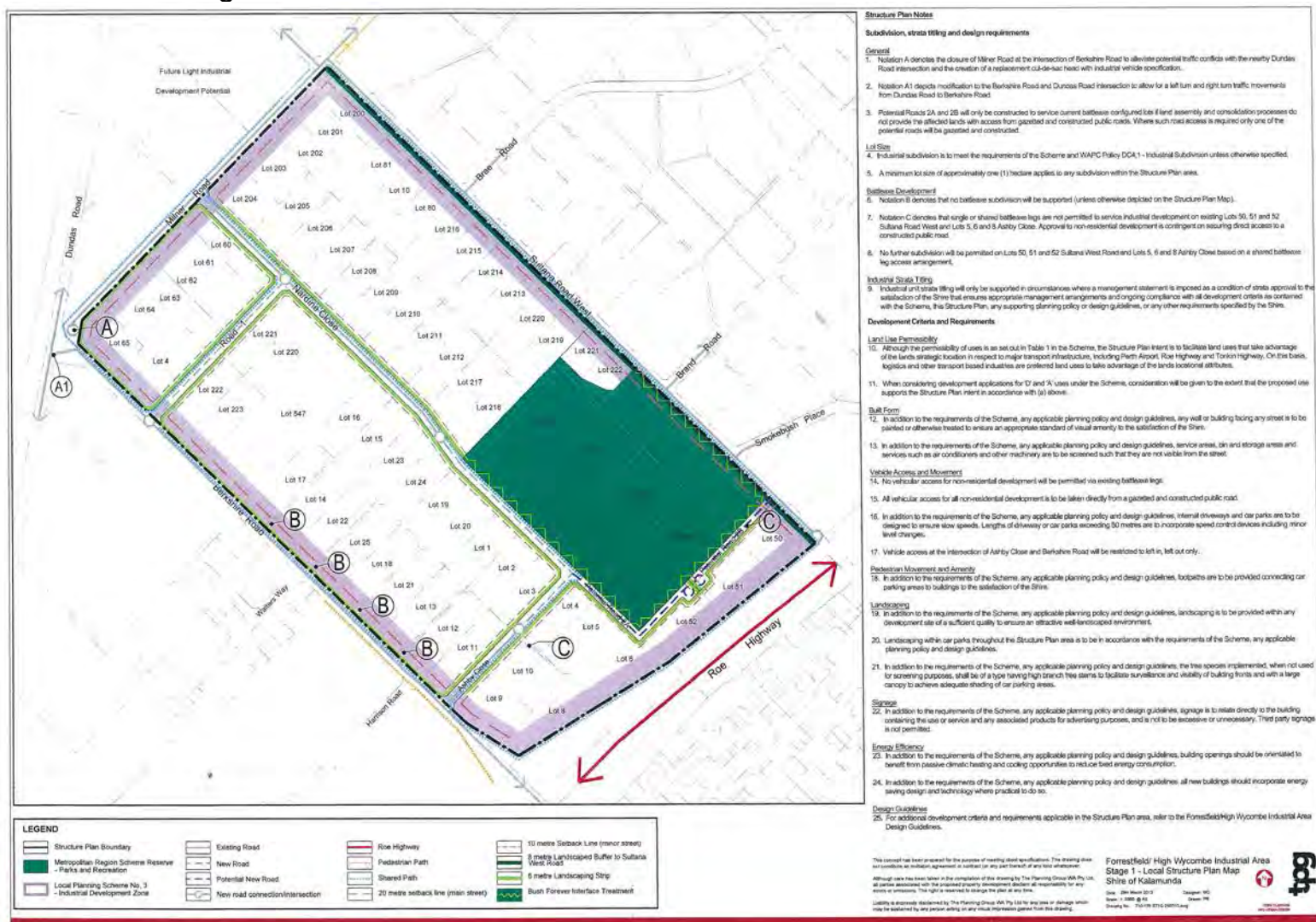
Moved:

Seconded:

Vote:

## Attachment 1

### Forrestfield/High Wycombe Industrial Area Stage 1 – Adoption of Developer Contribution Rate and Proposal for Infrastructure Development Adopted Local Structure Plan Stage 1



## Attachment 2

Forrestfield/High Wycombe Industrial Area Stage 1 – Adoption of Developer Contribution  
Rate and Proposal for Infrastructure Development

### Infrastructure Contribution Calculations

#### INCOME

Interest	\$17,176.97
Contributions Received less	
Reimbursements	\$1,461,857.09
Credit to the scheme in lieu of	
reimbursements	\$1,025,752.00
<b>Total Income Received</b>	<b>\$2,504,492.46</b>

#### EXPENSES

Land Acquisition Paid	\$1,025,752.00
Infrastructure Expenses	\$59,047.65
Scheme Administration Cost	\$36,781.07
Civil Engineering Fees	\$55,870.00
Consultancy Costs Associated with Development	\$0.00

#### Balance

Represented By:

Cash in	
Hand	\$1,327,335.34

#### OUTSTANDING COSTS:

Land Acquisition	\$3,884,348.00
Estimated Infrastructure Cost	\$6,902,543
Civil Engineering Fees	\$69,130
Consultancy Costs Associated with Development	\$150,000
Contingency to Accommodate Service	
Relocations	\$5,623,273
Estimated Scheme	
Administration Cost	\$313,118
Contingency (12%)	\$2,174,384
	<b>\$19,116,796</b>
Less Projected Interest Income	-\$146,788.30
<b>Less Cash in Hand</b>	<b>-\$1,327,335.34</b>
<b>Net Outstanding Costs</b>	<b>\$17,642,672.54</b>

#### SCHEME INFORMATION:

Total Lot Area	690,481
Lot Area Created	89,121.53
<b>Remaining Lot Area</b>	<b>601,359</b>
Current Contribution Rate	<b>\$29.34</b>
Effective Date	10/02/2015

### Attachment 3

Forrestfield/High Wycombe Industrial Area Stage 1 – Adoption of Developer Contribution Rate and Proposal for Infrastructure Development  
Schedule 12 – Developer Contribution Items

Ref No.	DCA1
Area:	Forrestfield Light Industrial Area- Stage 1 (Area bounded by Berkshire Road, Milner Road, Sultana Road West and Roe Highway)
Relationship to other planning instruments	The development contribution plan generally conforms to the Strategic Community Plan to 2022 (Draft)
Infrastructure and Administrative items to be funded	<p>All landowners within DCA1 shall make a proportional contribution to the cost of common infrastructure.</p> <p>The proportional contribution is to be determined in accordance with the provisions clause 6.5 of the Scheme.</p> <p>Contributions shall be made towards the following items:</p> <ul style="list-style-type: none"> <li>a) 50% to the widening and upgrading of Berkshire Road between Dundas Road and Roe Highway, including the cycling lanes;</li> <li>b) Any required modifications to Milner Road, including the closure procedure and installation of a cul-de-sac at the intersection point with Berkshire Road;</li> <li>c) Upgrading of Nardine Close and Ashby Close;</li> <li>d) Upgrading of the Berkshire Road and Dundas Road intersection;</li> <li>e) Upgrading of the Berkshire Road and Ashby Close intersection;</li> <li>f) 50% of any required modifications to Sultana Road West, including the cycling lane which will form part of the dual use path depicted on the applicable Forrestfield/High Wycombe Industrial Area Structure Plan;</li> <li>g) Acquisition of land required for the section of road linking Ashby Close to Nardine Close and the new section of road linking Nardine Close with Berkshire Road.</li> <li>h) Land required for the construction and drainage for all internal roads- Water Sensitive Urban Design principles to be incorporated as per the adopted Drainage Strategy;</li> <li>i) Full earthworks associated with road and drainage construction;</li> <li>j) Dual use paths as depicted on the applicable Forrestfield/High Wycombe Industrial Area Structure Plan;</li> <li>k) Landscaping of verges and entry statements including maintenance;</li> <li>l) Fencing treatment for Bush Forever site;</li> <li>m) Servicing infrastructure relocation where necessary;</li> <li>n) Costs associated with the preparation of the development area framework to meet the statutory requirements and obligations including the local water management strategy and monitoring, structure plan design and report, drainage strategy and development contribution costings.</li> </ul>

	<p>o) Costs to prepare and administer cost sharing arrangements – preliminary engineering drainage design and costings, valuations, annual or more frequent reviews and audits (where identified as appropriate at the discretion of the local government) and administrative costs; and</p> <p>p) Costs for the repayment of any loans raised by the local government for the purchase of any land for road reserves or any of the abovementioned works.</p>
Method for Calculating Contributions	<p>All landowners within DCA1 shall make a proportional contribution to the cost of common infrastructure and administrative items based on net lot areas.</p> <p>The contributions will be in accordance with the Cost Contribution Schedule adopted by the local government for DCA1 which will be reviewed annually.</p> <p>owner's cost contribution = net lot area (m2) x contribution rate</p> <p>where</p> $\text{contribution rate} = \frac{\text{cost of infrastructure items} + \text{cost of administrative items}}{\text{total area of DCA (m2)}}$ <p>net lot area = lot area (m2) - area of road reserve (m2)</p> <p>The contributions will be in accordance with the Cost Contribution Schedule adopted by the local government for DCA1 which will be reviewed annually.</p>
Period of Operation	10 years
Priority and timing of infrastructure	The timing of the provision of infrastructure will be developer driven and subject to market demand for land. Infrastructure is generally to be provided within the 10 year operating period for the DCP.
Review Process	<p>The plan will be reviewed when considered appropriate, though not exceeding a period of five years duration, having regard to the rate of subsequent development in the development contribution area since the last review and the degree of development potential still existing.</p> <p>The estimated infrastructure costs will be reviewed at least annually to reflect changes in funding and revenue sources and indexed based on the Building Cost index or other appropriate index as approved by the qualified person undertaking the certification of costs.</p>



#### Attachment 4

Forrestfield/High Wycombe Industrial Area Stage 1 – Adoption of Developer Contribution-Rate and Proposal for Infrastructure Development

#### Breakdown of Infrastructure Costs

Road	Preliminary Improvement Cost Estimate	Actual Costs To Date	Outstanding Improvement Cost Estimate	Development Area (m2)
Berkshire Road	\$697,734	\$2,636	\$695,098	
Dundas Road	\$353,883	\$4,763	\$349,120	
Milner Road	\$650,246	\$2,636	\$647,610	
Nardine Close	\$1,367,203	\$19,488	\$1,347,715	
Road 1 (Nardine to Berkshire)	\$589,331	\$2,636	\$586,695	
Ashby Close	\$956,501	\$19,488	\$937,013	
Sultana Road West	\$1,649,437	\$4,763	\$1,644,674	
New Road 2A/2B	\$619,661	\$2,636	\$617,025	
Bush Forever Lots	\$77,595	\$0	\$77,595	
Civil Engineering Fees	\$125,000	\$55,870	\$69,130	
Consultancy costs associated with development of the Industrial Area framework	\$150,000	\$0.00	\$150,000	
Provisional Sum to accommodate service relocations	\$5,623,273	\$0	\$5,623,273	
Land Acquisition Costs	\$4,910,100	\$1,025,752	\$3,884,348	
Scheme Management Fees	\$349,899	\$36,781	\$313,118	
Contingency (12%)	\$2,174,383.60	\$0	\$1,910,959	
<b>Total</b>	<b>\$20,294,247</b>	<b>\$1,180,251</b>	<b>\$19,113,996</b>	
<b>Less Projected Interest Income</b>	<b>\$146,788</b>			
<b>Less Cash in Hand</b>	<b>\$1,327,335</b>			
<b>Less Contribution in Grants</b>	<b>\$0</b>			
<b>Net Outstanding Costs</b>	<b>\$17,642,673</b>			
Gross Lot Area less Bush forever lots				<b>690,481</b>
Gross Lot Area less Bush forever lots minus equivalent land area/contribution received				<b>601,359</b>
Contribution Rate \$/m2 (Gross Lot Area) minus equivalent land area/contribution received	<b>\$29.34</b>			

### 2.11.2. Berkshire Road

Berkshire Road Length (m) = 1300  
Dundas Road to Roe Highway

Description	Projected Amount	Actual
Preliminaries	\$55,050.00	
Survey Control and Testing	\$8,100.00	\$2,636.25
Clearing and Demolition	\$55,105.10	
Earthworks	\$37,525.00	
Roadworks	\$341,072.50	
Drainage	\$54,700.00	
Miscellaneous	\$134,518.50	
Land Acquisition	\$967,200.00	
 SUB TOTAL	 \$686,071.10	
Fees		
BCITF Levy	\$1,372.14	
Council 1.5%	\$10,291.07	
 <b>TOTAL</b>	 \$697,734.31	 \$2,636.25
Scheme Management 2.0%	\$13,954.69	\$4,397.89

### 2.11.3. Dundas Road

Dundas Road Length (m) = 350  
Berkshire Road intersection

Description	Amount	Actual
Preliminaries	\$43,134.98	\$2,126.91
Survey Control and Testing	\$8,700.00	\$2,636.25
Clearing and Demolition	\$17,795.20	
Earthworks	\$58,350.00	
Roadworks	\$88,487.50	
Drainage	\$14,000.00	
Miscellaneous	\$117,500.00	
 SUB TOTAL	 \$347,967.68	
Fees		
BCITF Levy	\$695.94	
Council 1.5%	\$5,219.52	
 <b>TOTAL</b>	 \$353,883.13	 \$4,763.16
Scheme Management 2.0%	\$7,077.66	\$4,397.89

#### 2.11.4. Milner Road

Milner Road Length (m) = 750  
Berkshire Road to Sultana Road  
West

Description	Amount	Actual
Preliminaries	\$40,337.65	
Survey Control and Testing	\$12,900.00	\$2,636.25
Clearing and Demolition	\$66,370.60	
Earthworks	\$65,724.60	
Roadworks	\$336,030.00	
Drainage	\$48,900.00	
Miscellaneous	\$69,113.75	
Land Acquisition	\$806,000.00	
 SUB TOTAL	 \$639,376.60	
Fees		
BCITF Levy	\$1,278.75	
Council 1.5%	\$9,590.65	
 <b>TOTAL</b>	 \$650,246.01	 \$2,636.25
Scheme Management 2.0%	\$13,004.92	\$4,397.89

#### 2.11.5. Nardine Close

Nardine Close Length (m) = 1000  
Milner Road to Ashby Close

Description	Amount	Actual
Preliminaries	\$63,500.00	\$2,126.91
Survey Control and Testing	\$19,000.00	\$2,636.25
Clearing and Demolition	\$50,581.35	\$14,725.00
Earthworks	\$147,200.50	
Roadworks	\$717,037.50	
Drainage	\$10,000.00	
Miscellaneous	\$337,030.00	
Land Acquisition	\$2,219,100.00	
 SUB TOTAL	 \$1,344,349.35	
Fees		
BCITF Levy	\$2,688.70	
Council 1.5%	\$20,165.24	
 <b>TOTAL</b>	 \$1,367,203.29	 \$19,488.16
Scheme Management 2.0%	\$27,344.07	\$4,397.89

### 2.11.6. Ashby Close

Ashby Close Length (m) = 350  
Nardine Close to Berkshire Road

Description	Amount	Actual
Preliminaries	\$33,900.00	\$2,126.91
Survey Control and Testing	\$11,400.00	\$2,636.25
Clearing and Demolition	\$50,151.50	\$14,725.00
Earthworks	\$102,264.00	
Roadworks	\$529,714.50	
Drainage	\$31,200.00	
Miscellaneous	\$181,882	
Land Acquisition	\$807,560.00	
 SUB TOTAL	 \$940,512.25	
Fees		
BCITF Levy	\$1,881.02	
Council 1.5%	\$14,107.68	
 <b>TOTAL</b>	 \$956,500.96	 \$19,488.16
Scheme Management 2.0%	\$19,130.02	\$4,397.89

### 2.11.7. Road 1

New Road Length (m) = 350  
Nardine Close to Berkshire Road

Description	Amount	Actual
Preliminaries	\$30,000.00	
Survey Control and Testing	\$13,700.00	\$2,636.25
Clearing and Demolition	\$6,031.60	
Earthworks	\$74,872.00	
Roadworks	\$328,777.50	
Drainage	\$0.00	
Miscellaneous	\$126,098.75	
 SUB TOTAL	 \$579,479.85	
Fees		
BCITF Levy	\$1,158.96	
Council 1.5%	\$8,692.20	
 <b>TOTAL</b>	 \$589,331.01	 \$2,636.25
Scheme Management 2.0%	\$11,786.62	\$4,397.89

### 2.11.8. Sultana Road West

Sultana Road West Length (m) = 1275  
Milner Road to cul-de-sac

Description	Amount	Actual
Preliminaries	\$71,984.15	\$2,126.91
Survey Control and Testing	\$11,900.00	\$2,636.25
Clearing and Demolition	\$77,604.20	
Earthworks	\$219,447.10	
Roadworks	\$798,495.00	
Drainage	\$8,120.00	
Miscellaneous	\$434,314.35	
 SUB TOTAL	 \$1,621,864.80	
Fees		
BCITF Levy	\$3,243.73	
Council 1.5%	\$24,327.97	
 <b>TOTAL</b>	 \$1,649,436.50	 \$4,763.16
Scheme Management 2.0%	\$32,988.73	\$4,397.89

### 2.11.9. Bush Forever Site

Bushforever Site Length (m) = 1020  
Nardine Close / Sultana Road West / New Road

Description	Amount	Actual
Siteworks	\$0.00	
Drainage	\$0.00	
Roads	\$0.00	
Miscellaneous	\$75,400.00	
Site supervision	\$0.00	
Site Facilities	\$898.20	
 SUB TOTAL	 \$76,298.20	
Fees		
BCITF Levy	\$152.60	
Council 1.5%	\$1,144.47	
 <b>TOTAL</b>	 \$77,595.27	
Scheme Management 2.0%	\$1,551.91	\$4,397.89



New Road No. 2A  
Ashby Close to cul-de-sac

Length (m) = 300

Shire of Kalamunda

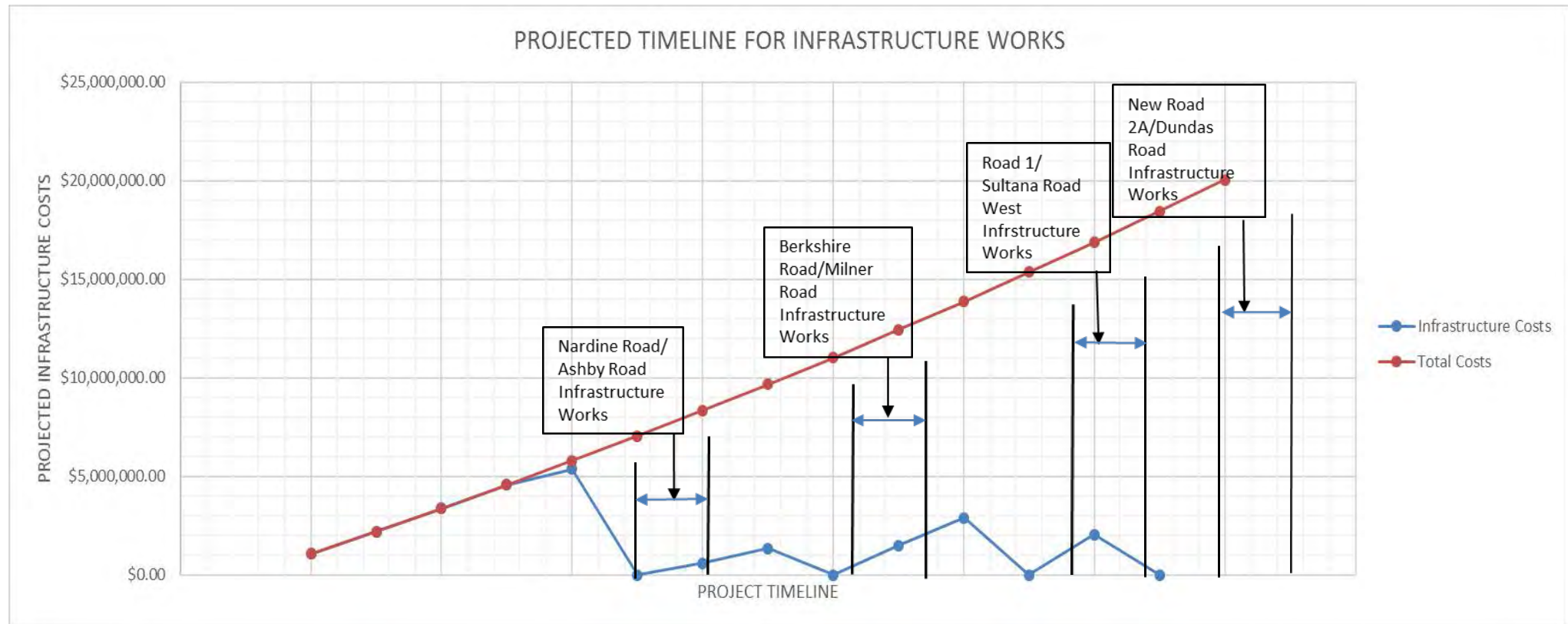
Attachment 5  
Developer Contribution Cost Schedule

Road	Lot Number	Gross Lot Area m <sup>2</sup>	Road Reserve m <sup>2</sup>	Net lot Area m <sup>2</sup>	Road Reserve Land Cost based on 260/m2	Contribution rate on Gross area minus equivalent land area/ contribution received Rates\$/m <sup>2</sup>	Gross Developer Contribution	Net Developer Contribution	Net Developer Contribution Received
Berkshire Rd	8	11,306		11,306	\$ -	\$29.34	\$0.00	\$0	YES
	9	10,441	40	10,401	\$ 10,400	\$29.34	\$0.00	-\$10,400	YES
	11	10,397	50	10,347	\$ 13,000	\$29.34	\$305,026.99	\$292,027	
	12	10,032		10,032	\$ -	\$29.34	\$294,318.62	\$294,319	
	13	10,008		10,008	\$ -	\$29.34	\$293,614.51	\$293,615	
	21	10,032		10,032	\$ -	\$29.34	\$294,318.62	\$294,319	
	18	10,008		10,008	\$ -	\$29.34	\$293,614.51	\$293,615	
	25	10,000		10,000	\$ -	\$29.34	\$293,379.81	\$293,380	
	22	10,000		10,000	\$ -	\$29.34	\$293,379.81	\$293,380	
	14	10,000		10,000	\$ -	\$29.34	\$293,379.81	\$293,380	
	17	10,000		10,000	\$ -	\$29.34	\$293,379.81	\$293,380	
	547	40,570		40,570	\$ -	\$29.34	\$1,190,241.88	\$1,190,242	
	223	10,139		10,139	\$ -	\$29.34	\$297,457.79	\$297,458	
	222	10,150	3,580	6,570	\$ 930,800	\$29.34	\$297,780.50	-\$633,019	
	4	19,046	50	18,996	\$ 13,000	\$29.34	\$558,771.18	\$545,771	
Milner Road	65	9,149		9,149	\$ -	\$29.34	\$268,413.19	\$268,413	
	64	9,611		9,611	\$ -	\$29.34	\$281,967.33	\$281,967	
	63	10,817	180	10,637	-\$ 195,780	\$29.34	\$0.00	\$195,780	YES
	62	10,815	785	10,030	-\$ 38,480	\$29.34	\$0.00	\$38,480	YES
	61	10,815	935	9,880	\$ 520	\$29.34	\$0.00	-\$520	YES
	60	10,817	1,090	9,727	\$ 40,820	\$29.34	\$0.00	-\$40,820	YES
	204	9,527	90	9,437	\$ 23,400	\$29.34	\$279,502.94	\$256,103	
	203	9,557		9,557	\$ -	\$29.34	\$280,383.08	\$280,383	
	202	9,627		9,627	\$ -	\$29.34	\$282,436.74	\$282,437	
	201	9,627		9,627	\$ -	\$29.34	\$282,436.74	\$282,437	
	200	9,619	20	9,599	\$ 5,200	\$29.34	\$197,541.43	\$192,341	YES - 30%
Nardine Close	205	9,760		9,760	\$ -	\$29.34	\$286,338.69	\$286,339	
	206	9,566		9,566	\$ -	\$29.34	\$280,647.12	\$280,647	
	207	9,567		9,567	\$ -	\$29.34	\$280,676.46	\$280,676	
	208	9,565		9,565	\$ -	\$29.34	\$280,617.79	\$280,618	
	209	9,563		9,563	\$ -	\$29.34	\$280,559.11	\$280,559	
	210	9,562		9,562	\$ -	\$29.34	\$280,529.77	\$280,530	
	211	9,560		9,560	\$ -	\$29.34	\$280,471.10	\$280,471	
	212	9,558	25	9,583	\$ 6,500	\$29.34	\$280,412.42	\$286,912	
	217	9,821	475	10,296	\$ 123,500	\$29.34	\$288,128.31	\$411,628	
	218	9,823	310	9,513	\$ 80,600	\$29.34	\$288,186.98	\$207,587	
Bush Forever	223	30,816			\$ -	\$29.34			
	221	10,155	755	9,400	\$ 196,300	\$29.34	\$297,927.19	\$101,627	
	220	10,150		10,150	\$ -	\$29.34	\$297,780.50	\$297,781	
	16	10,296		10,296	\$ -	\$29.34	\$302,063.85	\$302,064	
	15	10,296	5	10,291	\$ 1,300	\$29.34	\$302,063.85	\$300,764	
	23	10,295	305	9,990	\$ 79,300	\$29.34	\$302,034.51	\$222,735	
	24	10,295	815	9,480	\$ 211,900	\$29.34	\$302,034.51	\$90,135	
	19	10,286	1,100	9,186	\$ 286,000	\$29.34	\$301,770.47	\$15,770	
	20	10,262	1,100	9,162	\$ 286,000	\$29.34	\$301,066.36	\$15,066	
	1	10,286	1,100	9,186	\$ 286,000	\$29.34	\$301,770.47	\$15,770	
	2	10,262	1,100	9,162	\$ 286,000	\$29.34	\$301,066.36	\$15,066	
	3	10,061	1,945	8,116	\$ 505,700	\$29.34	\$295,169.42	-\$210,531	
Ashby Close	10	10,353		10,353	\$ -	\$29.34	\$0.00	\$0	YES
	4	10,855	3,106	7,749	\$ 807,560	\$29.34	\$318,463.78	-\$489,096	
	5	11,434	1,095	10,339	\$ 284,700	\$29.34	\$335,450.47	\$50,750	
	6	14,307	605	13,702	\$ 157,300	\$29.34	\$419,738.49	\$262,438	
Sultana Road West	81	9,568		9,568	\$ -	\$29.34	\$280,705.80	\$280,706	
	10	9,569		9,569	\$ -	\$29.34	\$280,735.14	\$280,735	
	80	9,566		9,566	\$ -	\$29.34	\$280,647.12	\$280,647	
	216	9,569		9,569	\$ -	\$29.34	\$280,735.14	\$280,735	
	215	9,569		9,569	\$ -	\$29.34	\$280,735.14	\$280,735	
	214	9,568		9,568	\$ -	\$29.34	\$280,705.80	\$280,706	
	213	9,568		9,568	\$ -	\$29.34	\$280,705.80	\$280,706	
	220	9,822		9,822	\$ -	\$29.34	\$0.00	\$0	YES
	219	9,823		9,823	\$ -	\$29.34	\$288,186.98	\$257,387	YES - 10.68%
	221	5,153		5,153	\$ -	\$29.34	\$151,178.61	\$151,179	
	222	4,583		4,583	\$ -	\$29.34	\$134,455.97	\$134,456	
Bush Forever	497	40,544			\$ -	\$29.34			
Bush Forever	498	40,519			\$ -	\$29.34			
Bush Forever	499	40,519			\$ -	\$29.34			
	50	10,895		10,895	\$ -	\$29.34	\$319,637.30	\$319,637	
	51	12,279		12,279	\$ -	\$29.34	\$360,241.07	\$360,241	
	52	12,901	2,456	10,445	\$ 638,560	\$29.34	\$378,489.29	-\$260,071	
Total Area (m2)					\$ 4,910,100		Total	\$12,862,572	
New Road Reserve Area (m2)		842,879	22,617						
Net Lot Area less Road Reserve(m2)				668,364		Total Cost land and construction	\$17,642,673		
Gross Lot Area minus equivalent land area/contribution received				601,359					
Land cost for Road Reserve			4,910,100						
Total Development Contribution			17,642,672						
Total Cost (land and construction)									
Red = increase in lot area									

## Attachment 6

Forrestfield/High Wycombe Industrial Area Stage 1 – Adoption of Developer Contribution- Rate and Proposal for Infrastructure Development

### Projected Timeline for Infrastructure Works



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

**10. Proposed Eight (8) Multiple Dwellings Lot 19 (20) Recreation Road, Kalamunda**

Previous Items	Nil
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	RC-01/020
Applicant	Betterlife Wealth Builders
Owner	Susan Elizabeth Still

Attachment 1	Site Plan
Attachment 2	Ground Floor Plans
Attachment 3	First Floor Plans
Attachment 4	Elevation Plans
Attachment 5	Overshadowing Diagram
Attachment 6	Perspective Elevation
Attachment 7	Local Housing Strategy – Kalamunda Centre
Attachment 8	Submission Table

**PURPOSE**

1. To consider a planning application for proposed eight (8) multiple dwellings at Lot 19 (20) Recreation Road, Kalamunda. Refer to Attachments 1 to 7.
2. Given that the use of Multiple Dwellings is a use not listed under Table 1 (Zoning Table) of Local Planning Scheme No. 3 (Scheme) the application is required to be determined by Council.

**BACKGROUND**

**3. Land Details:**

Land Area:	1,165sqm
Local Planning Scheme Zone:	Residential R30
Metropolitan Regional Scheme Zone:	Urban

**Locality Plan**

4.



5. The subject site is located on the corner of Recreation Road and Boonooloo Road and contains a single house and outbuilding, which are proposed to be removed.
6. The surrounding area is predominantly characterised by single and two-storey single houses and grouped dwellings.
7. The property falls within an area proposed to have dual density codes of R30/R40 under the draft Local Housing Strategy (LHS). Refer to the Local Housing Strategy Kalamunda Centre Attachment 7.

## **DETAILS**

8. Details of the application are as follows:
  - One (1) two-storey building is proposed which will contain a total of eight (8) multiple dwelling units.
  - A total of 10 parking spaces are proposed; eight (8) of which will be designated for residents and two (2) for visitors. The parking bays along the northern side boundary are located within a separate covered structure.
  - Each multiple dwelling unit is proposed to contain two (2) bedrooms and an overall internal floor area of 73sqm.
  - The multiple dwellings are proposed to be orientated towards to the Recreation Road frontage of the site.
  - Vehicular access is proposed from Boonooloo Road and has been designed to accommodate vehicles entering and leaving the site in forward gear, and allow for two way vehicle movement.
  - Eight (8) permanent external storerooms are proposed, each 4sqm in area.
  - A communal bin storage area is proposed in the north-east corner of the site.

## **STATUTORY AND LEGAL CONSIDERATIONS**

### **Local Planning Scheme No. 3**

9. Under the Zoning Table (Table 1) of the Scheme the use “Multiple Dwellings” is a use not listed.
10. Clause 4.4.2 of the Scheme stipulates that where a use not listed is proposed, and cannot be reasonably determined as falling within the type, class or genus of activity of any other use category, the local government may:
  - a. Determine that the use is consistent with the objectives of the particular zone and is therefore permitted;

- b. Determine that the use may be consistent with the objectives of the particular zone and therefore follow the advertising procedures of clause 9.4 in considering an application for planning approval; or
  - c. Determine that the use is not consistent with the objectives of the particular zone and is therefore not permitted.
- 11. In considering an application for planning approval, Clause 10.2 of the Scheme (Matters to be Considered by Local Government) requires Council to have due regard to number of matters, including:
  - The compatibility of the development within its settings.
  - The likely effect of the scale and appearance of the proposal.
  - Whether the proposed means of access and egress from the property are adequate.
  - Any State Planning Policy.
  - Any relevant submissions received on the application.
- 12. If Council refuses the development, or imposes conditions that are not acceptable to the applicant, there is a Right of Review (appeal) to the State Administrative Tribunal.

## **STRATEGIC PLANNING IMPLICATIONS**

### **Local Planning Strategy**

- 13. The Local Planning Strategy (LPS) recommends a population growth scenario of 25 - 30,000 people within the Shire by 2031.
- 14. Objectives of the LPS include providing appropriate density housing to:
  - Support the Kalamunda Town Centre.
  - Provide a range of housing options.
  - Support activity centres such as the Kalamunda town site with appropriate housing.
  - Encourage compact housing within walking distance of the town centre and commercial hubs.

## **POLICY CONSIDERATIONS**

### **Residential Design Codes**

- 15. A key objective of the Residential Design Codes (R-Codes) is to facilitate a variety and diversity of residential development, which offers residents the opportunity for living choices and affordability.
- 16. Under Appendix 1 (Definitions) of the R-Codes, the use "Multiple Dwellings" is defined as:

*"A dwelling in a group of more than one dwelling on a lot where any part of a dwelling is wholly or predominantly vertically above part of any other."*
- 17. The R-Codes allow multiple dwellings to be considered on properties zoned Residential R30.

18. Clause 2.5.4 of the R-Codes stipulates that a Council shall not refuse to grant approval to an application in respect of any matter where the application complies with the relevant acceptable development provision and the relevant provisions of the Scheme or a local planning policy.
19. The R-Code requirements for Multiple Dwellings on properties zoned Residential R30 are as follows:

Site Requirements	Required	Proposed
Maximum Plot Ratio	0.5	0.5
Minimum Open Space	45%	63.9%
Outdoor Living Areas	Minimum area of 10sqm and a minimum dimension of 2.4m	All balconies and courtyards comply with the minimum deemed-to-comply requirements.
Setbacks: Primary Street Secondary Street Side (E) Rear (N)	4m 1.5m 1.2m 1.0m	4.0m 2.2m 1.2m 1.11m
Maximum Building Height: Pitched roof External wall	6.0m 9.0m	5.8m 7.6m
Storage	Enclosed, lockable storage areas with a minimum dimension of 1.5m and an internal area of at least 4sqm for each multiple dwelling.	Eight (8) store rooms which comply with the minimum deemed-to-comply requirements.
Visual Privacy Setbacks: Bedrooms and Studies  Habitable rooms other than bedrooms  Balconies	4.5m or 1.6m high permanent screening 6.0m or 1.6m high permanent screening  7.5m or 1.6m high permanent screening	All bedrooms setback greater than 4.5m Unit 8 dining/living room setback 5.2m from east boundary. 1.6m high permanent screening to east boundary.
Overshadowing	35% maximum overshadowing of properties with R30 to R40 density code	Nil overshadowing of adjoining properties.
Parking: Residents Visitors Bicycle	8 bays 2 bays 2 spaces	8 bays 2 bays Nil

## **Liveable Neighbourhoods**

20. Liveable Neighbourhoods is a State Government sustainable cities initiative which aims to:
- Increase support for efficiency, walking and cycling.
  - Achieve more compact and sustainable urban communities.
  - To provide a variety of housing types to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services.
  - To improve personal safety through increased surveillance and activity.

## **COMMUNITY ENGAGEMENT REQUIREMENTS**

21. The proposal was advertised for 14 days to nearby property owners for comment in accordance with Clause 9.4.1 and 9.4.3 of the Scheme. During the advertising period two (2) objections and one (1) submission which provided comment on the proposal were received. Refer to the Submission Table Attachment 8.
22. Concerns raised during the advertising period included the following:
- Architectural design of the proposal is not compatible and sympathetic to the existing streetscape and surrounding residential area.
  - Privacy implications of the proposal.
  - Lack of mature vegetation proposed.
  - Lack of on-site parking.
  - Vehicles will be parked on the verge and cause visual obstruction.
- These matters are addressed in further detail under Officer Comments and in (Attachment 8).

## **FINANCIAL CONSIDERATIONS**

23. Nil.

## **STRATEGIC COMMUNITY PLAN**

### **Strategic Planning Alignment**

24. *Kalamunda Advancing: Strategic Community Plan to 2023*
- OBJECTIVE 4.1 - To ensure the Shire's development is in accord with the Shire's statutory and legislative obligations and accepted urban design planning standards.
- Strategy 4.3.1 Provide efficient building and development approval services to the community.
- Strategy 4.3.5 Incorporate best practice principles for designing out crime and encourage private developers and owners to do the same.



## SUSTAINABILITY

### Social Implications

25. The proposal will provide for a different form of housing choice currently available in the locality, thus broadening the demographic profile of the area.

### Economic Implications

26. Nil.

### Environmental Implications

27. The application proposes to clear all vegetation from the site except for five (5) mature trees on the Recreation Road side of the site.

## RISK MANAGEMENT CONSIDERATIONS

28.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Council may resolve not to support the proposal.	Possible	Insignificant	Low	Demonstrate to Council that the proposal is consistent with the Scheme and policy objectives in delivering housing choice to the Kalamunda locality.

## OFFICER COMMENT

29. The proposal complies with the Scheme, the Liveable Neighbourhoods Policy and the R-Codes, with exception to bicycle parking and visual privacy.
30. During advertising concerns were raised by adjacent affected residents in regard to the compatibility of the design of the development in the context of the streetscape and residential properties in the area, privacy, lack of trees and shrubs proposed, on-site parking, and traffic safety.
31. In regard to concerns raised in respect to the design of the development, the bulk and scale of the proposal is considered to be commensurate with that expected for the Residential R30 zoning and the surrounding area. There is no overshadowing resulting from the proposal, refer Attachment 5.
32. The R-Codes encourages articulation of the building on the primary and secondary streets. The proposed façade fronting Recreation Road incorporates a repeated rendered brick work and feature stone finish. With a view of improving visual interest of the site and to further 'break up' the façade of proposal, it is considered that additional articulation should be incorporated into the design of the façade.
33. The applicant has indicated a willingness to amend the plans to incorporate additional and/or alternative design treatments. Accordingly, a condition has been included in the officer recommendation which requires details of

additional articulation of the Recreation Road facade through the use of colours, textures and materials, to be submitted and approved prior to the issue of a building permit.

34. In respect to concerns raised during advertising of a lack of trees and shrubs proposed, the proposal incorporates the retention of five (5) mature trees of significant size within the proposed courtyards of Units 1-4, which is supported by the Shire. In addition, shrubs and ground cover landscaping is proposed adjacent to street frontages and car parking bays.
35. The submitted landscaping plan indicates three (3) *Acer palmatum* (Maple trees) to the north of the parking bays. The Shires Environmental Services advise that the Maple trees will not achieve the desired height and breadth for shade and wind protection. To address this matter, the applicant has agreed that a condition should be included in the officer recommendation requiring a revised landscaping plan to be submitted and approved prior to the issue of a building permit.
36. In respect to concerns regarding the provision of car parking for the proposed development, the application incorporates 10 car parking bays in total. Eight (8) bays are to be provided for residents and two (2) bays for visitors, which complies with the minimum parking requirements under deemed-to-comply requirements of the R-Codes.
37. Concerns were also raised during advertising in regard to traffic safety, particularly in respect to overflow of vehicles from future residents of the development being parked on the verge and being a visual obstruction to other road users and pedestrians. Given the proposal complies with the minimum parking requirements of the R-Codes, there is no basis to expect that additional vehicles will be parked on the verge adjacent to the site. However, it is noted that residents and occupiers of the development will be permitted to park on the verge subject to compliance with the Parking and Parking Facilities Local Law.
38. The proposal incorporates a 5.2m visual privacy setback from the Unit 8 dining/living area in lieu of the deemed-to-comply requirement of 6.0m under the R-Codes. Given that overlooking is proposed, a condition requiring a hi-light window or appropriate permanent screening to a height of 1.6m has been included in the officer's recommendation to address this issue. The applicant has no objection to the inclusion of this condition.
39. The R-Codes deemed-to-comply provisions require a minimum of two (2) bicycle spaces to be provided on-site. The application does not specifically designate bicycle spaces as part of the proposed development, however there is considered to be sufficient space on the site to provide the required two (2) spaces. A condition of the officer's recommendation requires two (2) bicycle spaces to be provided in a location convenient to the residents and visitors of the approved development. The applicant has no objection to the inclusion of this condition.
40. It is noted that Council has previously approved similar multiple dwelling developments in the Kalamunda Town Centre, including a proposal to build seven (7) multiple dwellings on the adjoining property at No. 49 Boonooloo

Road, Kalamunda. The move towards this form of housing suggests a demand for housing choice in and around the Kalamunda Town Centre.

41. From a planning perspective the proposed development is considered to be appropriate for the locality for the following reasons:
- The R-Codes allow a multiple dwelling type of development to be considered for properties zoned Residential R30.
  - The proposal is considered to comply with the design principles of the R-Codes.
  - The built form of the proposal is considered to represent an appropriate scale for properties zoned Residential R30.
  - The development is considered to contribute towards housing diversity within relatively close proximity to the Kalamunda Town Centre.
  - The development will also assist with accommodating the increase in local population and offer housing choice aside from single bedroom and aged person dwellings in the a location within walking distance of the Kalamunda Town Centre.

<b>Voting Requirements: Simple Majority</b>
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**OFFICER RECOMMENDATION (D&I 10/2015)**

That Council:

1. Determines that the use is consistent with the objectives of the residential zone and is therefore permitted.
2. Approves the application dated 7 November 2014 to build eight (8) multiple dwellings at Lot 19 (20) Recreation Road, Kalamunda, subject to the following conditions:
  - a. Additional articulation being applied to the Recreation Road façade of the proposed development. Details of the external finishes, colours, textures and materials of the proposed multiple dwellings being provided to, and approved by the Shire prior to the building permit being issued.
  - b. A revised landscaping plan shall be submitted to and approved by the Shire's Environmental Services, prior to the building permit being issued. The proposed landscaping is required to be planted within 28 days of the proposed development's completion, and maintained thereafter by the landowner (Strata management group) to the satisfaction of the Shire.
  - c. Two (2) bicycle spaces designed in accordance with Australian Standard AS2890.3, shall be provided at a location convenient to the residents and visitors, nearby to entrances and within the approved development. Details of the design and layout of the bicycle parking facilities shall be submitted to and approved by the Shire, prior to the issue of a building permit.

- d. The north window of the Unit 8 dining/living room being screened with a permanent material and be non-openable to a minimum of 1.6m above the respective finished floor level, in accordance with the Residential Design Codes. Details shall be submitted to and approved by the Shire, prior to the issue of a building permit.
- e. A Construction Management Plan be prepared by the applicant addressing the following, but not limited to:
  - i. Construction Workers' Parking
  - ii. Material's Delivery and Storage
  - iii. Worker's Toilets

To the satisfaction of the Shire, prior to the issue of a building permit.

- f. The communal bin storage area shall be suitably screened by a gate and solid building material to a minimum height of 1.8m, and provided with a permanent water supply and drainage facility, to the satisfaction of the Shire.
- g. The applicant making the necessary arrangements for a waste bin contractor to enter the property and service the receptacles from the designated bin storage enclosures.
- h. A road safety audit shall be provided in relation to the proposed crossover location on Boonooloo Road.
- i. 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).
- j. Vehicle parking, manoeuvring and circulation areas to be suitably constructed, sealed, kerbed, line marked and drained to the specification and satisfaction of the Shire.
- k. The crossover shall be designed and constructed to the satisfaction of the Shire.
- l. Trees on the Boonooloo Road verge which area required to be removed for the proposed crossover are to be removed by a Shire approved contractor and in consultation with the Shire's Parks and Recreation Services.
- m. The balcony screening being maintained by the owner to the Shire's satisfaction.
- n. Stormwater being contained on-site to the satisfaction of the Shire.
- o. All septic sewer systems including all tanks, pipes and associated drainage systems (soakwells or leach drains) are to be decommissioned, removed, filled with clean sand and compacted. The applicant must provide a statutory declaration to the Shire of Kalamunda stating that the site has been inspected and all effluent

disposal systems have been removed. A pro-forma for this declaration is available from the Shire of Kalamunda.

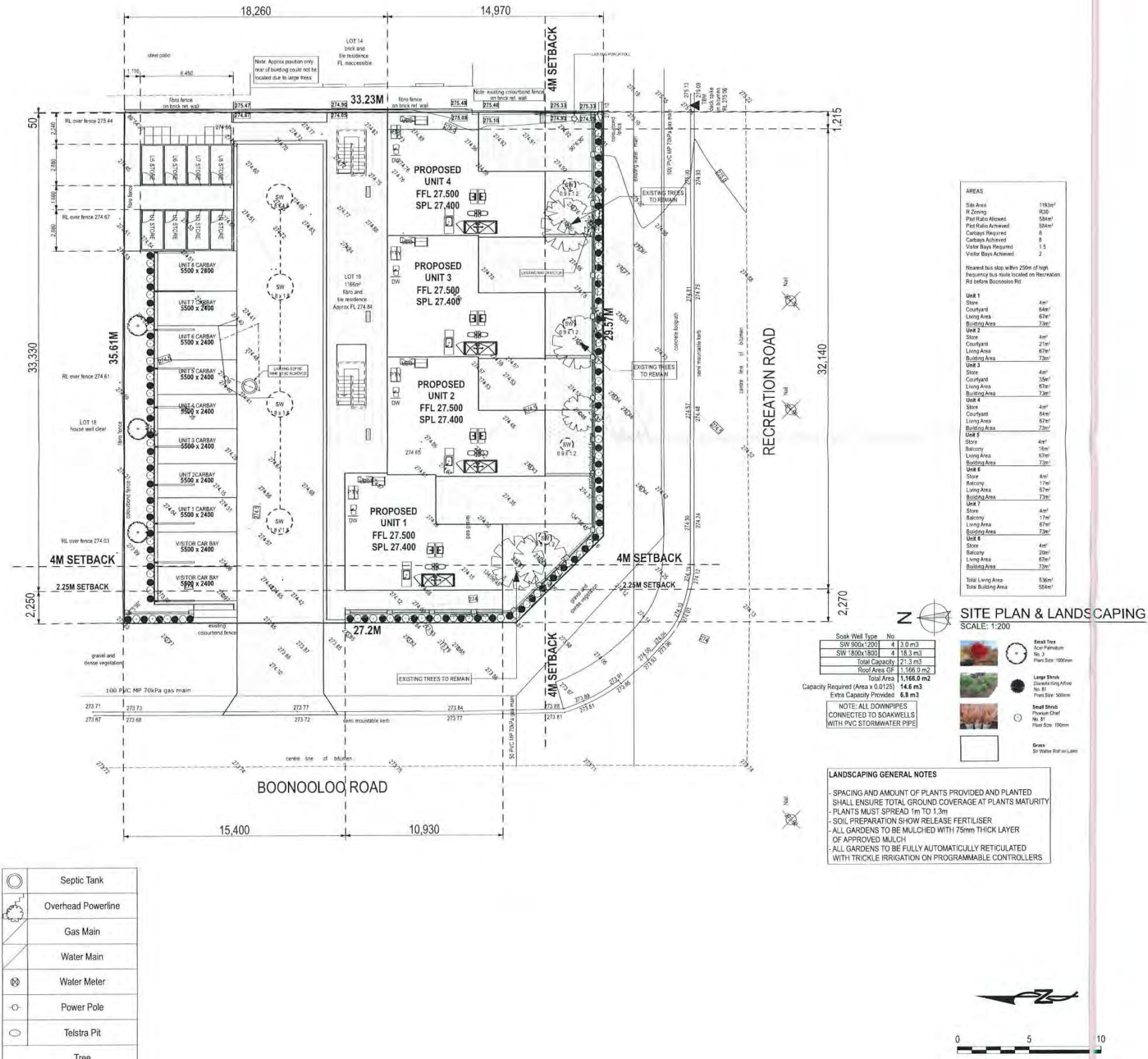
- p. The development shall be connected to reticulated sewer.

Moved:

Seconded:

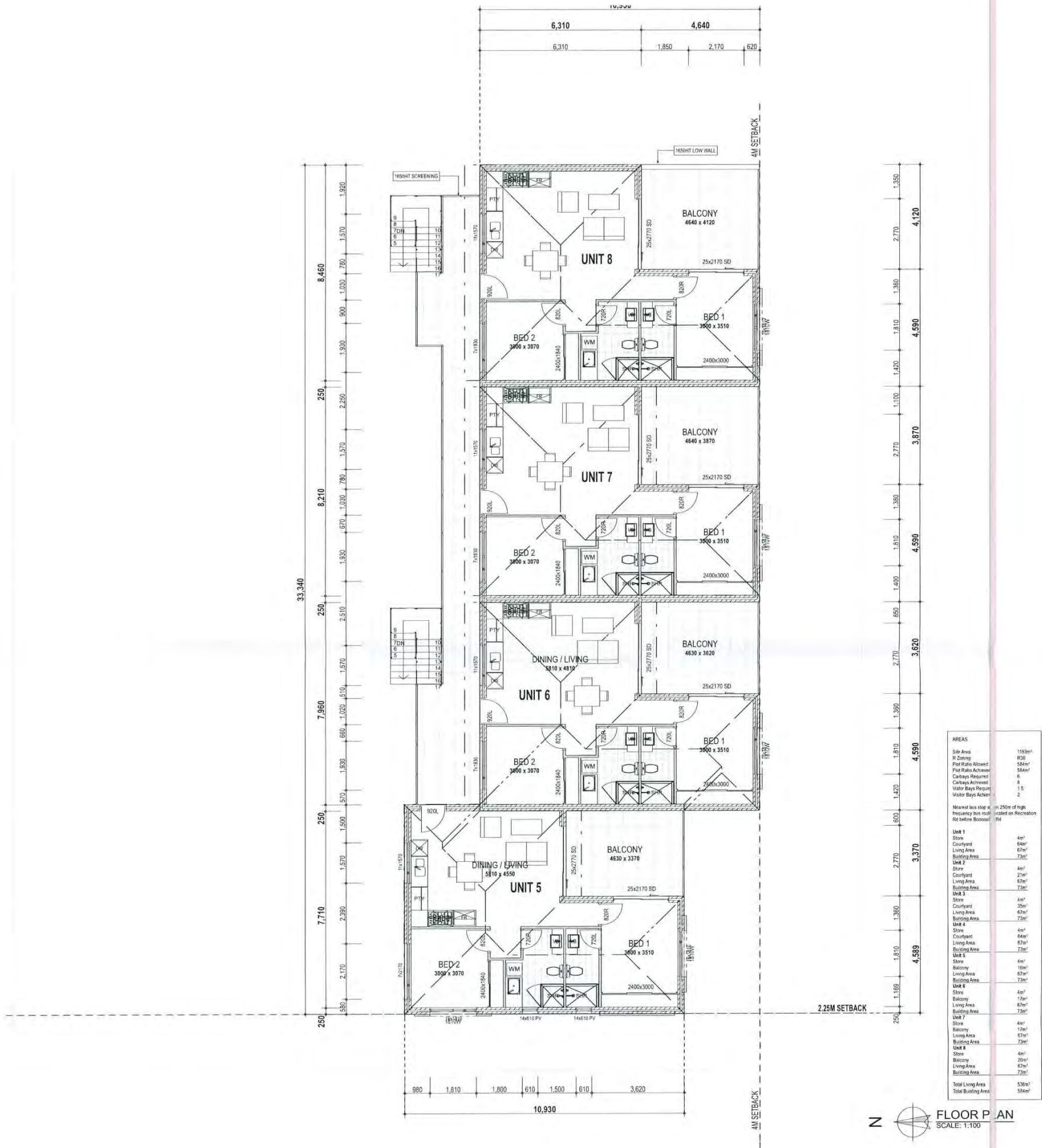
Vote:

Attachment 1  
Proposed Eight (8) Multiple Dwellings – Lot 19 (20) Recreation Road, Kalamunda  
Site and Landscaping Plan

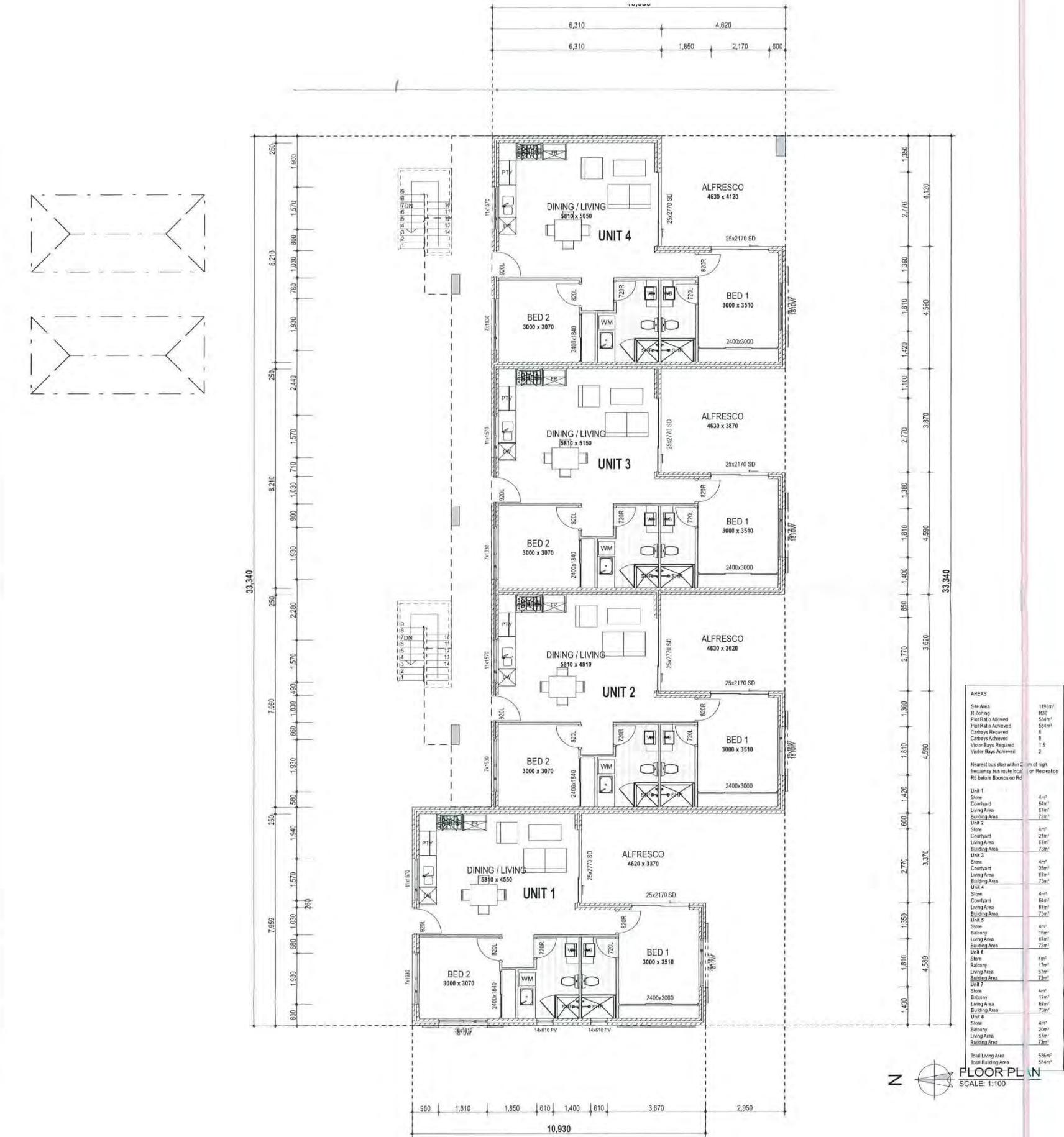




Attachment 2  
Proposed Eight (8) Multiple Dwellings – Lot 19 (20) Recreation Road, Kalamunda  
Ground Floor Plans



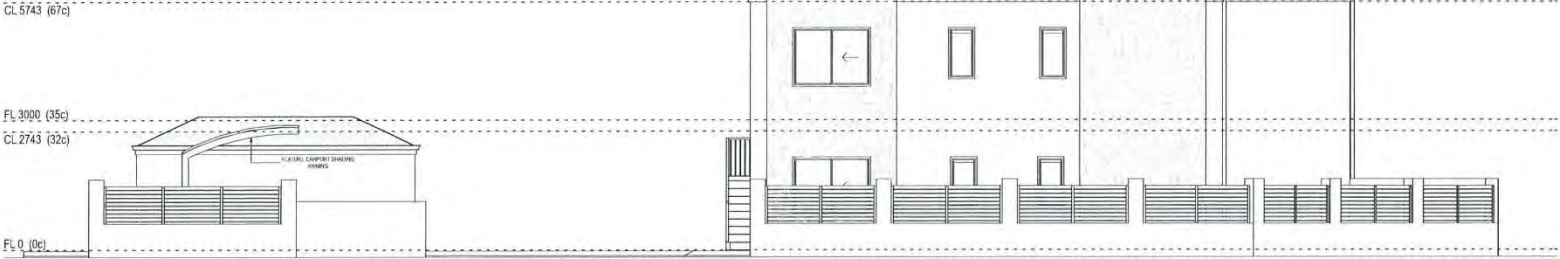
**Attachment 3**  
Proposed Eight (8) Multiple Dwellings – Lot 19 (20) Recreation Road, Kalamunda  
**First Floor Plans**





**Attachment 4**  
Proposed Eight (8) Multiple Dwellings – Lot 19 (20) Recreation Road, Kalamunda  
**Elevation Plans**

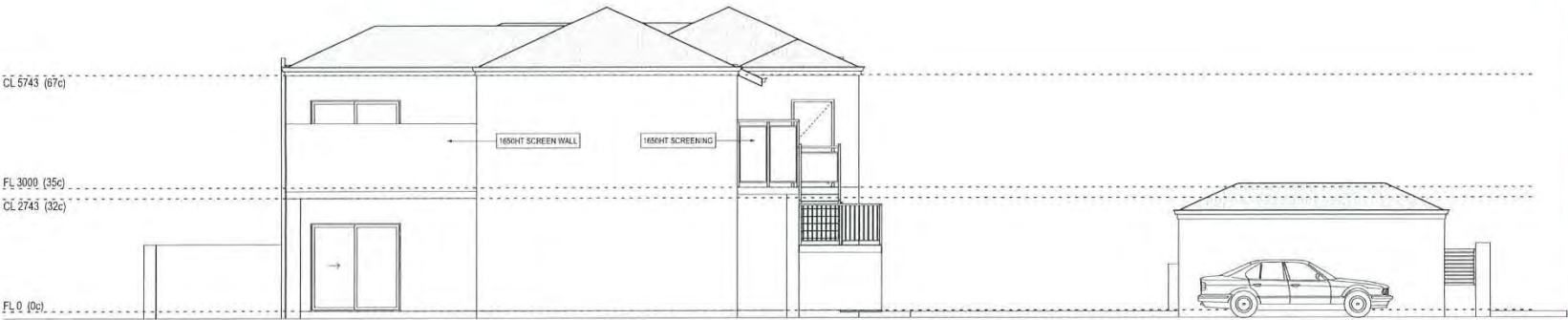
NOTES:  
1.32% CEILING  
2.COLORBOND ROOF @ 25 PITCH  
3.RENDERED BRICKWORK  
4.FEATURE STONE



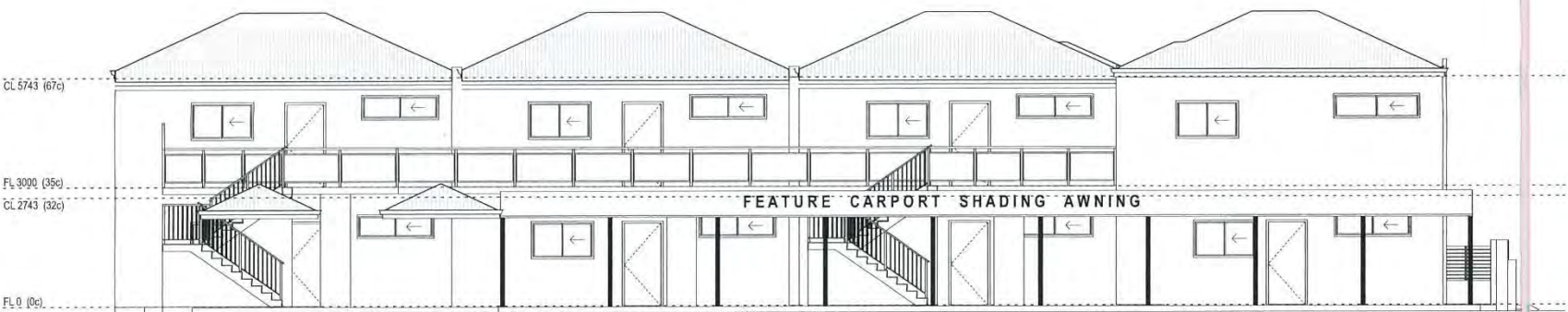
**ELEVATION 1 & FRONT FENCE DETAIL**  
SCALE: 1:100



**ELEVATION 2**  
SCALE: 1:100

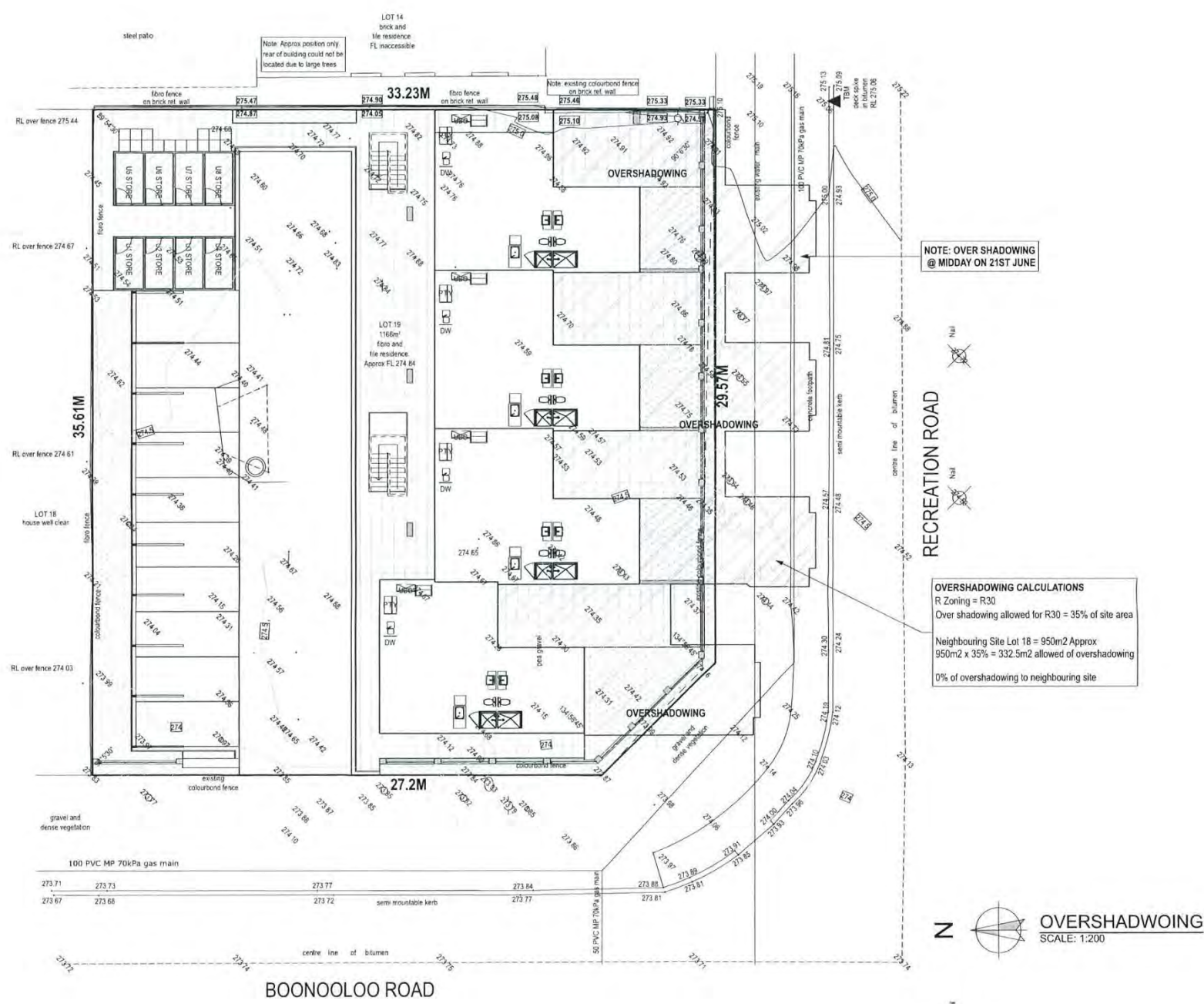


**ELEVATION 3**  
SCALE: 1:100



**ELEVATION 4**  
SCALE: 1:100

**Attachment 5**  
Proposed Eight (8) Multiple Dwellings – Lot 19 (20) Recreation Road, Kalamunda  
**Overshadowing Diagram**



### **Attachment 6**

Proposed Eight (8) Multiple Dwellings – Lot 19 (20) Recreation Road, Kalamunda

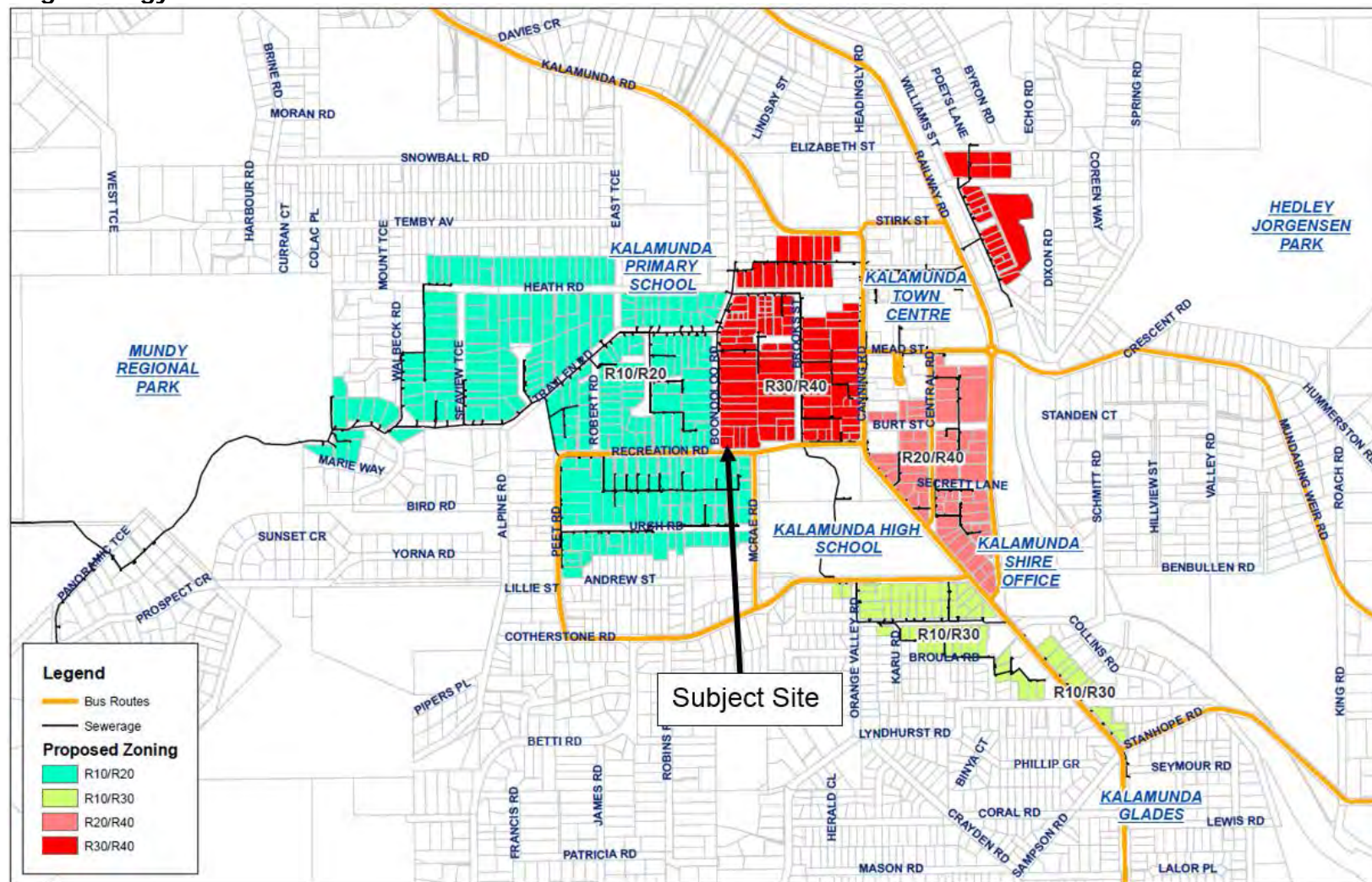
### **Perspective Elevation**





## Attachment 7

### Proposed Eight (8) Multiple Dwellings – Lot 19 (20) Recreation Road, Kalamunda Local Housing Strategy



## Attachment 8

Proposed Eight (8) Multiple Dwellings – Lot 19 (20) Recreation Road, Kalamunda

### Submission Table

Submission		Comment	Officer Comment
1.	W Edwards 23A Boonooloo Road Kalamunda WA 6076	<p>Objection to the Proposal</p> <p>The proposed development is neither compatible nor sympathetic to the existing streetscape. "Whatever is happening to our 'home in the forest'?"</p>	The overall bulk, scale and design of the proposed development is considered commensurate with the Residential R30 zoning of the land and the envisaged streetscape.
2.	C and J Hannah 23 Recreation Road Kalamunda WA 6076	<p>Objection to the Proposal</p> <p>a) The architectural design of the proposed development is of an inner city, high density living type of housing that is not in keeping with surrounding residential area or the "Home in the forest" theme promoted by the Shire of Kalamunda.</p> <p>b) The lack of trees and shrubs proposed is out of character with the surrounding area as well as the rest of the Shire.</p> <p>c) This proposal has only one car space for each unit plus two for visitors. Most couples</p>	<p>a) The overall bulk, scale and design of the proposed development is considered commensurate with the Residential R30 zoning of the land and the envisaged streetscape. A condition has been included in the officer's recommendation that requires additional articulation to the Recreation Road façade of the development to ensure the development will have a high quality and visually interesting design.</p> <p>b) The proposal incorporates the retention of five (5) mature trees on-site and additional landscaping on street frontages and adjacent to the parking area.</p> <p>c) The proposal meets the parking requirements of the Residential Design</p>

		<p>today will have two cars and sometimes a work vehicle making the parking allowance completely inadequate.</p> <p>d) The overflow of vehicles will most likely be placed around the verge causing an obstruction to the visibility of both pedestrian and vehicle traffic on this busy corner and therefore an increased risk of traffic accidents.</p>	<p>Codes, which is based on the expected parking needs of the development.</p> <p>d) The proposal meets the parking requirements of the Residential Design Codes. Accordingly there is no basis to expect that additional vehicles will be parked on the verge adjacent to the site. However, it is noted that residents and occupiers of the development will be permitted to park on the verge subject to compliance with the Parking and Parking Facilities Local Law.</p>
3.	J Armario 18 Recreation Road Kalamunda WA 6076	<p>Comment on the Proposal</p> <p>I request a wall or screen to block the view to my property from the staircase.</p>	<p>The staircase is not an active habitable space and therefore is not subject to the visual privacy requirements of the R-Codes. Notwithstanding, the applicant proposes a 1.65m high privacy screen on the east side of the first floor landing adjacent to Unit 4.</p>

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

**11. Proposed Aged Residential Care Facility – Lot 427 (8) Hybanthus Avenue, and Lots 425 (15) and 428 (5) Calophylla Way, High Wycombe**

Previous Items	OCM 133/2008
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	CL-17/005
Applicant	Hassell
Owner	Fresh Fields Aged Care
Attachment 1	Site Plan/Ground Floor Plan
Attachment 2	First Floor Plan
Attachment 3	Basement Floor Plan
Attachment 4	Elevations
Attachment 5	Perspective Plans
Attachment 6	Landscaping Plans
Attachment 7	Karingal Green Outline Development Plan U2

**PURPOSE**

1. To consider an amended planning application for a proposed aged residential care facility at lot 427 (8) Hybanthus Avenue, and lots 425 (15) and 428 (5) Calophylla Way High Wycombe. Refer to Attachments 1 to 7.
2. Prior to Council's initial approval expiring (2 years), the applicant requested, and was granted extensions for the planning approval.
3. The estimated cost of the proposed development is \$56,363,000. Under the Development Assessment Panel (DAP) Regulations, new development applications are required to be considered and determined by the Metropolitan East Joint DAP where the estimated value of the development is above \$7,000,000.
4. However, given the application represents minor amendments to the application which was initially approved by Council in 2008, and that the initial planning approval was granted prior to the DAP Regulations coming into force, the DAP has indicated that the Shire is the determining authority for the application.
5. The current application represents a largely similar proposal to that originally approved by Council in 2008. The key changes proposed relate to additional car parking areas, larger central facility and amenity areas, and revised building elevations for the external design of the building.

**BACKGROUND**

**6. Land Details:**

Land Area:	Lot 427: 13,215sqm Lot 425: 2,640sqm Lot 428: 2,200sqm  Total: 18,055sqm
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Local Planning Scheme Zone:	Urban Development
Metropolitan Regional Scheme Zone:	Urban
Structure Plan Zone:	Nursing Home under Karingal Green Outline Development Plan

7. At its Ordinary Council Meeting held 20 October 2008, Council resolved to approve the application for an aged residential care facility at the sites, subject to conditions.

### Locality Plan

8. The sites are located within the 'Karingal Green' High Wycombe Estate, and are identified under the Outline Development Plan (ODP) for a Nursing Home land use (refer to Attachment 7).



### DETAILS

10. The development site comprises of three (3) separate lots bound by Calophylla Way, Hybanthus Avenue and Hawkevale Road. The bulk of the development is proposed on Lot 427, with a portion on Lot 428. Indicative future development for additional independent living units and/or assisted living unit has been shown on the development plans for the balance of the land, including lot 425; however this does not form part of the current application.
11. The site adjoins Gladys Newton Park and the surrounding area is developed with predominantly single storey single houses.
12. The proposed development comprises of a two (2) storey building with underground basement parking. The proposed building consists of two (2)



residential wings in a north-south orientation, with facilities, services and office administration areas located at the centre of the building.

13. The aged residential facility is proposed to cater for 160 residents, in a mix of single and double bedrooms which provide assisted and independent living opportunities for future occupants. The following key elements are proposed for the facility:
  - Basement – 101 car parking bays for residents and visitors, ambulance parking, plant equipment, store rooms, loading areas, bike store and a Western Power Substation;
  - Ground floor – 19 visitor car parking bays, entry lobby, 66 single bedrooms, seven (7) double bedrooms, lounge, sitting, activity and dining rooms, kitchen and laundry facilities, store rooms, courtyards, hydrotherapy pool, gym and physiotherapy areas, consulting rooms, administration and office areas, function areas, and service areas; and
  - First Floor – 66 single bedrooms, seven (7) double bedrooms, lounge, sitting and dining rooms, store rooms, cinema and library facilities, and roof top gardens.
14. Car parking has been provided in accordance with the Local Planning Scheme No. 3.
15. The proposal incorporates extensive landscaping in both a 'village green' secure garden area, courtyards and communal areas surrounding the development. The sites also abut Public Open Space (Gladys Newton Park) to the south-east, which is proposed to provide an outlook and transition between the development and the public domain.

## **STATUTORY AND LEGAL CONSIDERATIONS**

16. The sites are zoned Urban Development under the Scheme. It is a requirement of the Scheme that land uses accord with the designations under the adopted ODP for 'Karingal Green'.
17. If Council refuses the development, or imposes conditions that are not acceptable to the applicant, there is a Right of Review (appeal) to the State Administrative Tribunal.

## **POLICY CONSIDERATIONS**

18. The Shire of Kalamunda Aged Accommodation Strategy (the Strategy) was adopted by Council at its Ordinary Meeting in August 2008. The Strategy identifies the following issues and recommendations:
  - a. The vast majority of housing stock in the Shire is stand-alone family dwellings, whilst a growing percentage of the population is over 55 years old and do not need dwellings designed for families.
  - b. Creating a diversity of housing for the ageing population, especially smaller dwellings and units will be essential to adequately meet its housing needs.
  - c. Encouraging residential care developments that provide a range of care options from independent living to high care.

19. The Shire's Local Planning Strategy (LPS) identifies aged accommodation as a key strategic issue facing the Shire. Accordingly, providing additional housing for the ageing population is a core strategy of the LPS.

## **COMMUNITY ENGAGEMENT REQUIREMENTS**

20. Advertising was undertaken in 2008 when the initial application was originally considered. Given that the application is largely consistent with the proposed development approved by Council in 2008, the application was not re-advertised.

## **FINANCIAL CONSIDERATIONS**

21. Nil.

## **STRATEGIC COMMUNITY PLAN**

### **Strategic Planning Alignment**

22. The Shire's *Kalamunda Advancing: Strategic Community Plan to 2023* recognises the need to accommodate an aging population and aims to:

OBJECTIVE 1.2 – To ensure the ageing population has housing choice:

Strategy 1.2.1 Collaborate with residential care providers to increase the number of residential care places within Shire.

Strategy 1.2.2 Advocate and facilitate large parcels of land within the Shire to be established for aged care facilities."

## **SUSTAINABILITY**

### **Social Implications**

23. Provision of aged persons housing will allow for residents to 'age in place' in the Shire of Kalamunda, which is a well-established preference at a State and Commonwealth policy level.
24. The applicant proposes to upgrade and improve on the adjoining Public Open Space (Gladys Newton Park), which will benefit residents in the surrounding area, as well as the residents and employees of the proposed facility.

### **Economic Implications**

25. The facility proposes to employ approximately 180 employees, which will provide additional job opportunities for residents in the area.

### **Environmental Implications**

26. The proposal incorporates several environmentally sustainable design elements, such as northern solar orientation and design, a large proportion of openable windows to allow natural ventilation, and water sensitive urban design.

27. The applicant submitted a detailed landscaping plan which incorporates the retention of a significant proportion of mature vegetation at the sites, which is supported by the Shire's Environmental Services.

### **RISK MANAGEMENT CONSIDERATIONS**

28.

<b>Risk</b>	<b>Likelihood</b>	<b>Consequence</b>	<b>Rating</b>	<b>Action/Strategy</b>
Council may resolve to support the proposal.	Possible	Major	High	Demonstrate to Council that the proposal is consistent with the Scheme and policy objectives in delivering aged residential accommodation to the Kalamunda locality.

### **OFFICER COMMENT**

29. The proposed land use for aged residential care is considered to be commensurate with that expected under the adopted ODP.
30. As identified under the Shire's Community Strategic Plan, Aged Accommodation Strategy and Local Planning Strategy, the proposal will facilitate much needed aged persons' accommodation in the Shire.
31. The proposal is considered to represent a high quality development through the use of sustainable design principles and a highly articulated building design. In addition, the facilities proposed in the development will assist in delivering a high degree of amenity to future residents.
32. Given the above, approval is recommended for the proposed aged residential care facility, subject to appropriate conditions.

<b>Voting Requirements: Simple Majority</b>
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### **OFFICER RECOMMENDATION (D&I 11/2015)**

1. That Council approves the application dated 18 November 2014 for an aged residential care facility at Lot 427 (8) Hybanthus Avenue, and lots 425 (15) and 428 (5) Calophylla Way Wycombe, subject to the following conditions:
- a) Lots 425, 427 and 428 are to be amalgamated into a single lot prior to building works commencing. Alternatively the owner may enter into a legal agreement with the Shire of Kalamunda to defer the amalgamation by no more than 12 months. The agreement is required to be executed by all parties concerned prior to the commencement of building works.

- b) Prior to the commencement of building works, a construction management plan shall be submitted to, and approved by, the Shire of Kalamunda that addresses, but is not limited to, the following matters:
  - a. Movement and parking of construction vehicles (including construction workers' vehicles);
  - b. Noise emissions;
  - c. Construction times;
  - d. Sand drift;
  - e. Waste control; and
  - f. Vegetation retention and removal.
- c) A Traffic Impact Assessment in relation to the proposed development shall be submitted to, and approved by, the Shire of Kalamunda. The recommendations of the assessment are to be incorporated into the final design to the satisfaction of the Shire of Kalamunda.
- d) Landscaping shall be completed in accordance with the approved landscaping plan, and shall be planted within 2 months of occupation of the proposed development and be maintained thereafter by the owner/occupier, to the satisfaction of the Shire of Kalamunda.
- e) 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).
- f) Pedestrian footpaths shall be provided where applicable in accordance with the attached plan to the specification and satisfaction of the Shire of Kalamunda.
- g) Any damage to the adjoining Public Open Space during the construction period shall be repaired by the applicant/owner to the satisfaction of the Shire of Kalamunda.
- h) Details of the colour scheme for the proposed development shall be submitted to and approved by the Shire of Kalamunda, prior to the issue of a building permit.
- i) The carpark entry off Lanbertia Crescent shall be either open at all times or suitable management measures shall be implemented to ensure access is available for visitors. Details of the management measures shall be submitted to and approved by the Shire of Kalamunda, prior to the issue of a building permit.
- j) Any fencing between the site and the adjoining Public Open Space is to be a minimum of 50% visually permeable to the satisfaction of the Shire of Kalamunda.
- k) The development shall be connected to reticulated sewer.
- l) Vehicle parking, manoeuvring and circulation areas to be suitably constructed, sealed, kerbed, line marked and drained to the specification and satisfaction of the Shire.

- m) Crossovers shall be designed and constructed to the specification and satisfaction of the Shire of Kalamunda.
- n) Stormwater to be disposed of onsite to the specification and satisfaction of the Shire of Kalamunda.
- o) The provision of Street Lighting to current Australian Standards shall be installed on all new internal lanes, on the footpath side.
- p) The applicant must submit floor plans and an application for a Certificate of Approval under the *Health (Public Buildings) Regulations 1992* to the Shire of Kalamunda and receive approval prior to use of the buildings.
- q) The chemical or fuel storage areas shall be suitably enclosed and bunded to the satisfaction of the Shire of Kalamunda.

Moved:

Seconded:

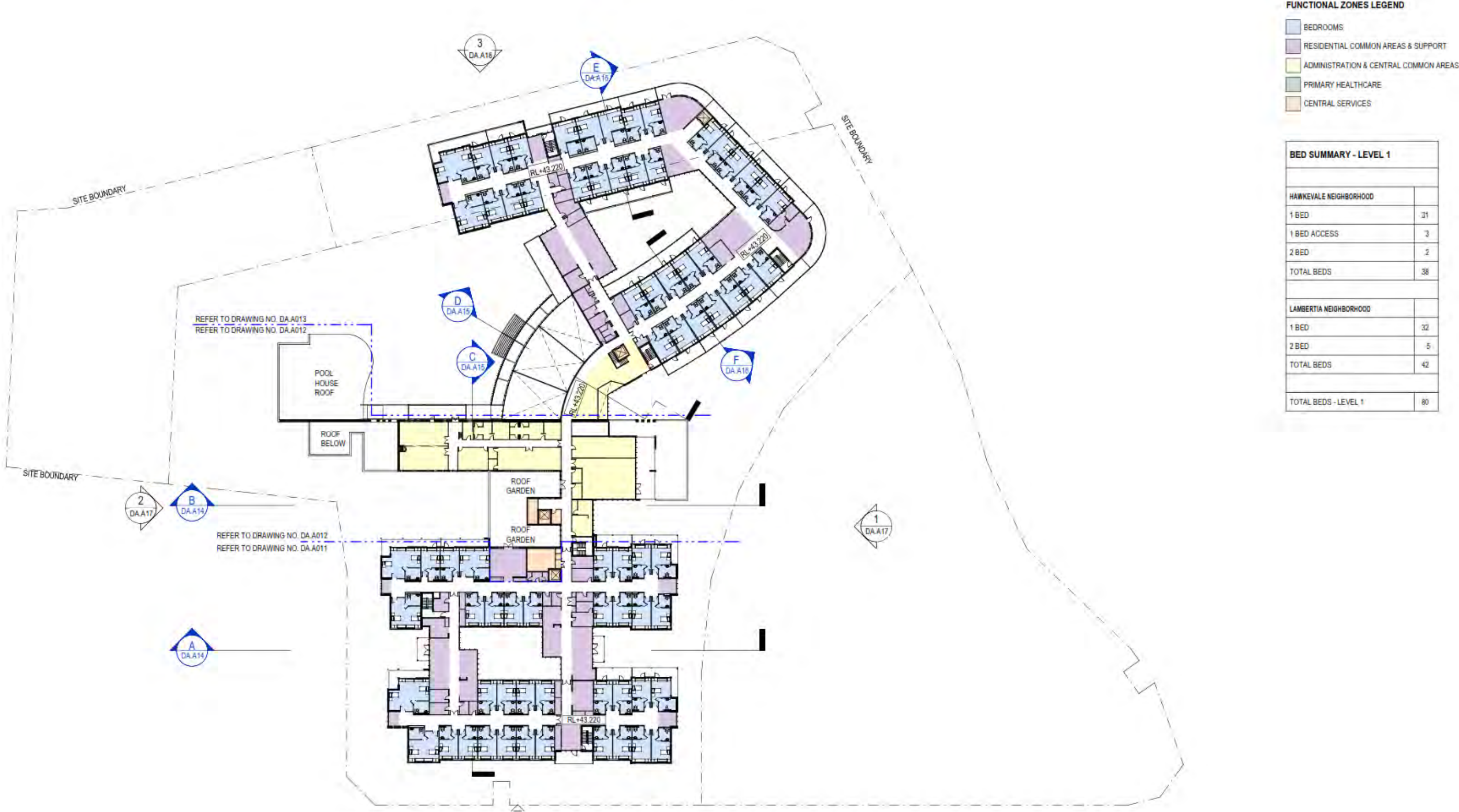
Vote:

**Attachment 1**  
Proposed Aged Residential Care Facility - Lot 427 (8) Hybanthus Avenue, and Lots 425 (15) and 428 (5) Calophylla Way, High Wycombe  
**Site Plan/ Ground Floor Plan**

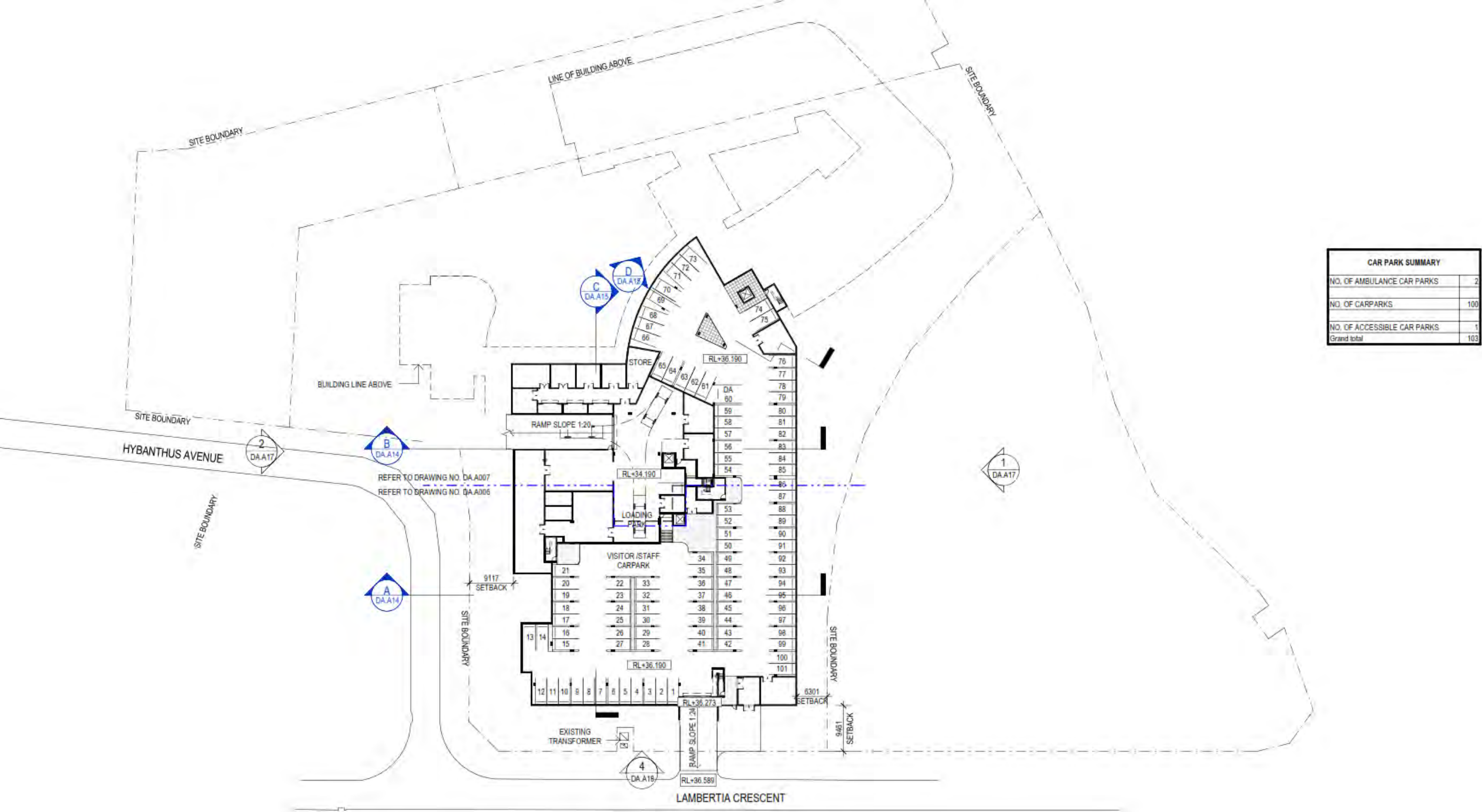




**Attachment 2**  
Proposed Aged Residential Care Facility - Lot 427 (8) Hybanthus Avenue, and Lots 425 (15) and 428 (5) Calophylla Way, High Wycombe  
**First Floor Plan**



**Attachment 3**  
Proposed Aged Residential Care Facility - Lot 427 (8) Hybanthus Avenue, and Lots 425 (15) and 428 (5) Calophylla Way, High Wycombe  
**Basement Floor Plan**





**Proposed Aged Residential Care Facility - Lot 427 (8) Hybanthus Avenue, and Lots 425 (15) and 428 (5) Calophylla Way, High Wycombe**  
**Elevation Plans**





## **Attachment 5**

Proposed Aged Residential Care Facility - Lot 427 (8) Hybanthus Avenue, and Lots 425 (15) and 428 (5) Calophylla Way, High Wycombe  
**Perspective Plans**

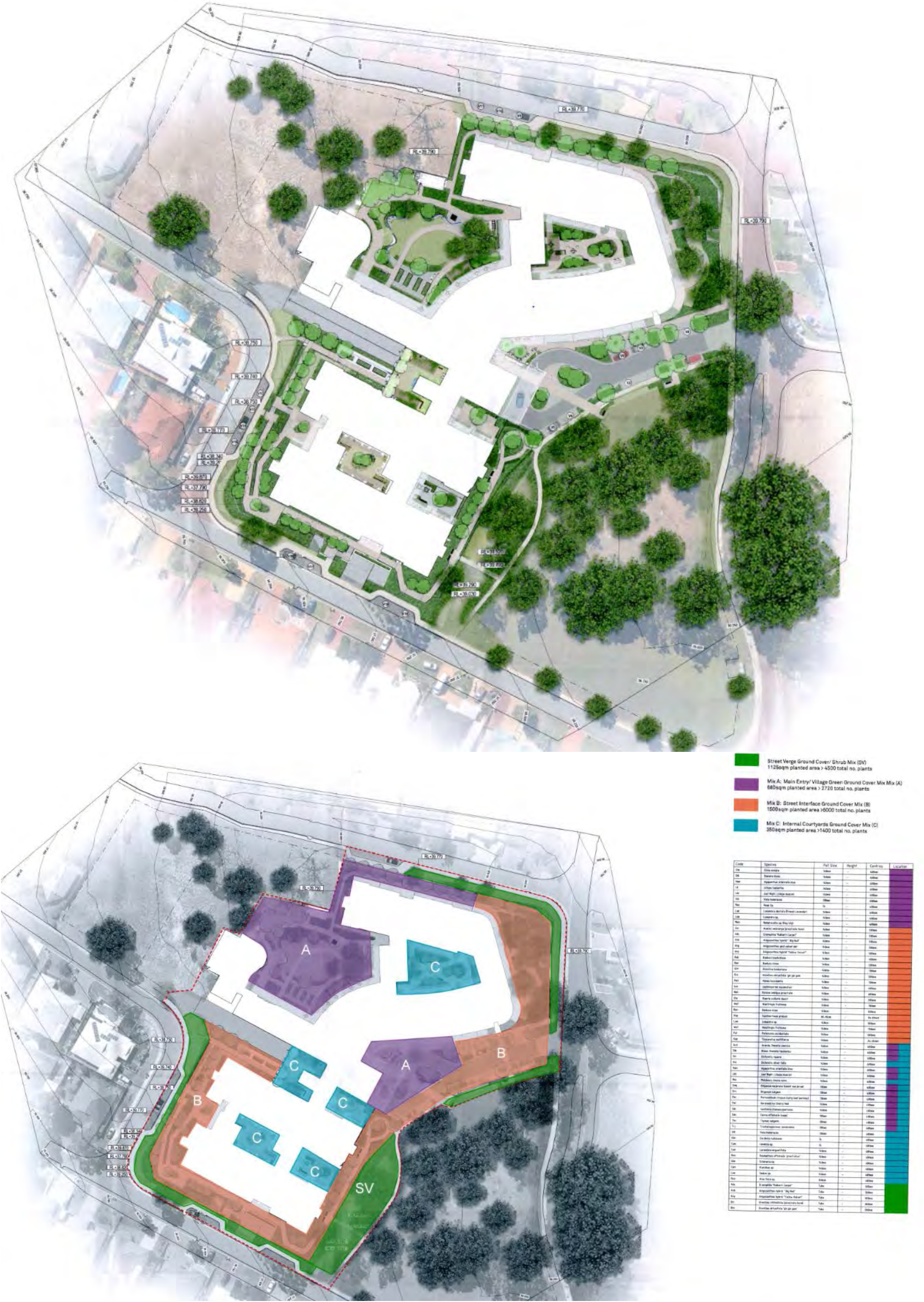




Attachment 6

Proposed Aged Residential Care Facility - Lot 427 (8) Hybanthus Avenue, and Lots 425 (15) and 428 (5) Calophylla Way, High Wycombe

Landscaping Plans





## Attachment 7

Proposed Aged Residential Care Facility - Lot 427 (8) Hybanthus Avenue, and Lots 425 (15) and 428 (5) Calophylla Way, High Wycombe

### Karingal Green Outline Development Plan



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

**12. CONFIDENTIAL REPORT - Proposed Transport Depot – Lot 50 (170)  
Sultana Road West, High Wycombe.**

Reason for Confidentiality *Local Government Act 1995 S5.23 (f) (i) – “a matter that if disclosed, could be reasonably expected to impair the effectiveness of any lawful method or procedure for preventing, detecting, investigating or dealing with any contravention or possible contravention of the law.”*

Previous Items	Nil
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	SL-08/170
Applicant	Peter D Webb and Associates Planning Consultants
Owner	E. Pettit
All Attachments are Confidential.	<u>Reason for Confidentiality</u> <i>Local Government Act 1995 S5.23 (f) (i) – “a matter that if disclosed, could be reasonably expected to impair the effectiveness of any lawful method or procedure for preventing, detecting, investigating or dealing with any contravention or possible contravention of the law.”</i>
Confidential Attachment 1	Revised Development Site Plan (aerial photograph)
Confidential Attachment 2	Revised Development Site Plan (cadastral plan)
Confidential Attachment 3	Developer Contribution Payment Option A
Confidential Attachment 4	Developer Contribution Payment Option B
Confidential Attachment 5	Developer Contribution Payment Option C
Confidential Attachment 6	Developer Contribution Payment Option D

This Report and all attachments have been circulated to Councillors under separate cover.

**10.0 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

**11.0 QUESTIONS BY MEMBERS WITHOUT NOTICE**

**12.0 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN**

**12.1 Cr Allan Morton – ACROD Bays Review**

Q. I attended the Disability Access & Inclusion Advisory Committee meeting this afternoon; the Committee enquired, could the ACROD bays in the Kalamunda Town Site be reviewed and additional bays be considered in streets that do not have them?

A. The Shire is responsible for the following parking at this location

- adjacent to the library and zig-zag cultural centre,
- behind Dome/Jack Healey and
- central road near the PTA bus stop in Kalamunda Road.

The remainder of off street parking is privately managed, with most of these parking areas provided as part of development. Approval conditions are specific about the total number of parking spaces and associated ACROD spaces. Any changes would need further approval, especially as adding new ACROD parking is likely to reduce the number of general parking spaces.

In relation to on-street parking, it is confirmed that the parking spaces are parallel to the kerb, with

- High kerb heights in the order of 150mm
- Insufficient carriageway width to realign spaces to make them more accessible,

It is unlikely that there are opportunities to increase the number of ACROD parking spaces in the Kalamunda Townsite streets without major infrastructure improvements.

**13.0 URGENT BUSINESS APPROVED BY THE PRESIDING MEMBER OR BY DECISION**

**14.0 MEETING CLOSED TO THE PUBLIC**

**15.0 CLOSURE**