

# Ordinary Council Meeting

Agenda for Monday 24 July 2017



**city of  
kalamunda**

## NOTICE OF MEETING ORDINARY COUNCIL MEETING

Dear Councillors

Notice is hereby given that the next ordinary meeting of the Council will be held in the Council Chambers, Administration Centre, 2 Railway Road, Kalamunda on **Monday 24 July 2017 at 6.30pm.**

  
Rhonda Hardy  
**Chief Executive Officer**  
20 July 2017



### 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 differences, 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 behaviour.

### Aspirational Values

- Creativity:** We create and innovate to improve all we do.
- Courage:** We make brave decisions and take calculated risks to lead us to a bold and bright future.
- Prosperity:** We will ensure our District has a robust economy through a mixture of industrial, commercial, service and home based enterprises
- Harmony:** We will retain our natural assets in balance with our built environment

Our simple guiding principle will be to ensure everything we do will make Kalamunda socially, environmentally and economically sustainable.

[www.kalamunda.wa.gov.au](http://www.kalamunda.wa.gov.au)

**city of  
kalamunda**

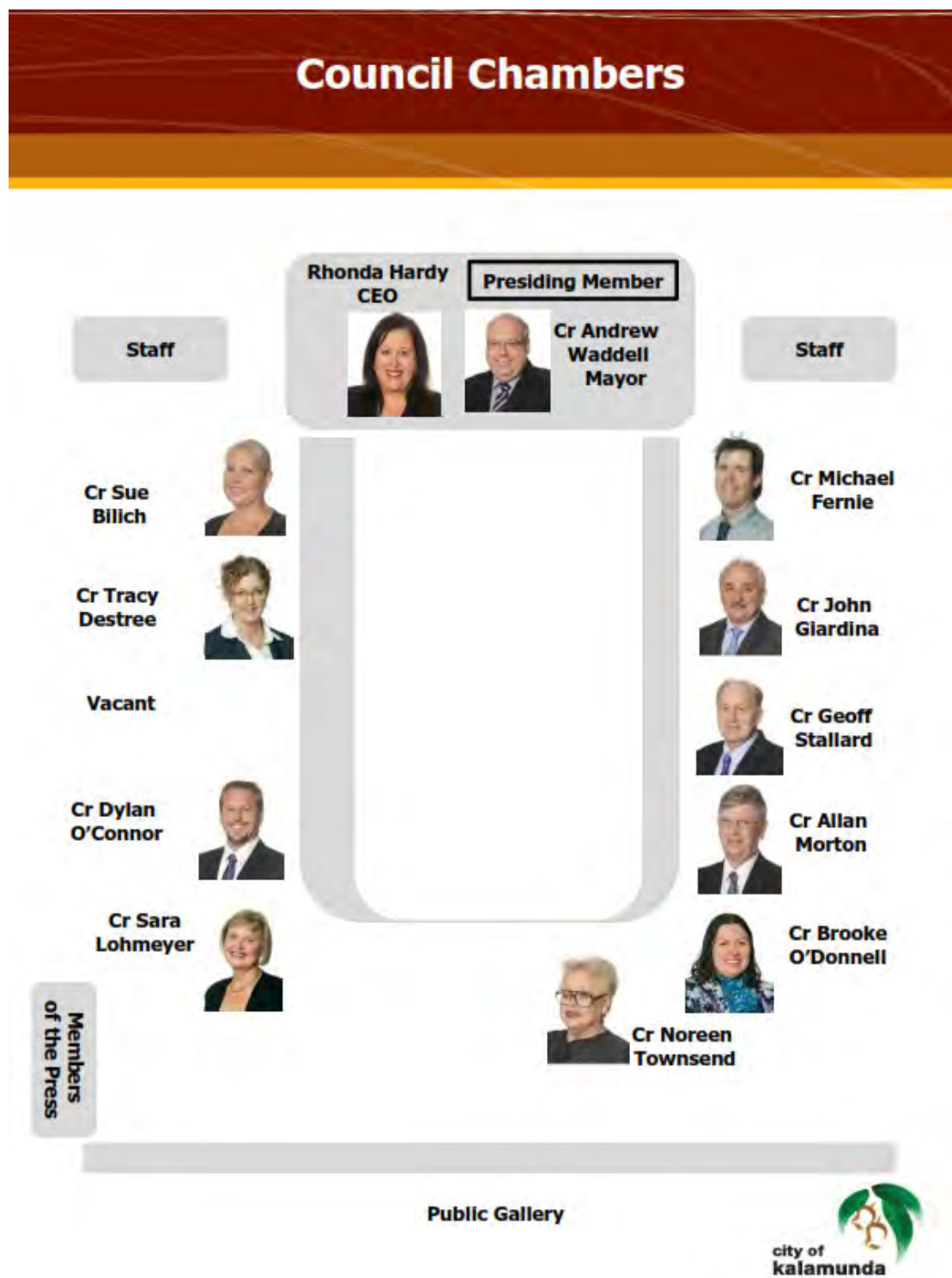


## INFORMATION FOR THE PUBLIC ATTENDING COUNCIL MEETINGS

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



## **Ordinary Council Meetings – Procedures**

1. Council Meetings are open to the public, except for Confidential Items listed on the Agenda.
2. Members of the public who are unfamiliar with meeting proceedings are invited to seek advice prior to the meeting from a City Staff Member.
3. Members of the public are able to ask questions at an Ordinary Council Meeting during Public Question Time.
4. 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.
5. All other arrangements are in general accordance with Council's Standing Orders, the Policies and decision of the City or Council.

## **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 City 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

2.1 Cr Geoff Stallard - Leave of Absence (10 July – 22 August 2017)

### 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 Council. For the purposes of Minuting, these questions and answers will be summarised.

### 4.0 PETITIONS/DEPUTATIONS

#### 4.1 DEPUTATION –Banning of Plastic Bags

A Deputation will be received from Mr Frank Lindsey regarding the the banning of single use plastic bags within the City of Kalamunda. (the Deputation and a Petition on the matter will be presented at the meeting).

### 5.0 APPLICATIONS FOR LEAVE OF ABSENCE

### 6.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

6.1 That the Minutes of the Ordinary Council Meeting held on 26 June 2017, 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 26 June 2017".

6.2 That the Minutes of the Special Council Meeting held on 28 June 2017, 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 28 June 2017".

- 6.3 That the Minutes of the Special Council Meeting held on 10 July 2017, 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 10 July 2017".

**7.0 ANNOUNCEMENTS BY THE MEMBER PRESIDING WITHOUT DISCUSSION**

**8.0 MATTERS FOR WHICH MEETING MAY BE CLOSED**

- 8.1 **D&A 41. Approval for the Existing Use of Parking of a Commercial Vehicle - Lot 100 (2) John Farrant Drive, Gooseberry Hill -**  
CONFIDENTIAL ATTACHMENT 4 (Confidential Submissions Map) - Reason for Confidentiality: Local Government Act 1995 S5.23 (2) (b) – "the personal affairs of any person;"
- 8.2 **D&A 42. Proposed Family Day Care – Lot 82 (36) Macao Road, High Wycombe -** CONFIDENTIAL ATTACHMENT 4 (Confidential Submissions Map)  
Reason for Confidentiality: Local Government Act 1995 S5.23 (2) (b) – "the personal affairs of any person;"
- 8.3 **D&A 43. Proposed Telecommunications Mobile Phone Base Station and Ancillary Equipment – Lot 39 (12) Lewis Road, Wattle Grove -**  
CONFIDENTIAL ATTACHMENT 11 – (Confidential Submissions Map)  
Reason for Confidentiality: Local Government Act 1995 S5.23 (2) (b) – "the personal affairs of any person;"
- 8.4 **C&C 58. Proposed Permanent Closure of Pedestrian Access Way and a Portion of Courtney Place, Wattle Grove -** CONFIDENTIAL ATTACHMENT 4 – (Confidential Consultation Plan)  
Reason for Confidentiality: Local Government Act 1995 S5.23 (2) (b) – "the personal affairs of any person;"



**9.0 DISCLOSURE OF INTERESTS**

**9.1 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. (Sections 5.70 of the *Local Government Act 1995*.)

**9.2 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.

**10.0 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.**

**10.1 Development & Asset Services Committee Report**

**10.1.1 Adoption of Development & Asset Services Committee Report**

<b>Voting Requirements: Simple Majority</b>
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That recommendations D&A 41 to D&A 53 inclusive, contained in the Development & Asset Services Committee Report of 3 July 2017 be adopted by Council en bloc.

Moved:

Seconded:

Vote:

**10.1.2 D&A 41 Approval for the Existing Use of Parking of a Commercial Vehicle - Lot 100 (2) John Farrant Drive, Gooseberry Hill**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 41/2017)**

That Council:

1. Approve the existing use of parking of a commercial vehicle (Truck) at Lot 100 (2) John Farrant Drive, Gooseberry Hill subject to the following conditions:
  - a) The vehicle must, at all times, be parked in the location shown on the site plan.
  - b) Maintenance and cleaning of the commercial vehicle is only permitted between 8.00am and 6.00pm Monday to Saturday.
  - c) Only maintenance of a minor nature, such as servicing or wheel changing, is to be carried out on the subject property between the hours designated in condition b).
  - d) No panel beating, external spray painting, external welding or the removal of major body or engine parts is permitted.
  - e) The idling time for the start-up and cool down of the vehicle being a maximum of five minutes per day.
  - f) Washing of the commercial vehicle on the subject lot is to be limited to the use of water and mild detergent, but not involve the use of any solvents, degreasing substances, steam cleaning and any other processes which may cause pollution or degradation of the environment.
  - g) Movement and start-up times of the vehicle being restricted to 7.00am and 7.00pm Monday to Saturday and 9.00am to 6.00pm Sunday.
  - h) The applicant to provide mature vegetation screening along a portion of the common side boundary with Lot 120 adjacent to the parking area of the commercial vehicle within 60 days of the date of the planning approval to the satisfaction of the Shire of Kalamunda.

**10.1.3 D&A 42 Proposed Family Day Care – Lot 82 (36) Macao Road, High Wycombe**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 42/2017)**

That Council:

1. Approves the application for a Family Day Care at Lot 82 (36) Macao Road, High Wycombe subject to the below conditions:
  - a) The Family Day Care is only to operate Monday and Friday, 7am to 6pm.
  - b) A maximum number of seven (7) children inclusive of those already residing at the property between the ages of 0-13 years are permitted.
  - c) All parking associated with the family day care is to be contained on the subject property.

**10.1.4 D&A 43 Proposed Telecommunications Mobile Phone Base Station and Ancillary Equipment – Lot 39 (12) Lewis Road, Wattle Grove**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 43/2017)**

That Council:

1. Refuses the planning application on this occasion for a telecommunications facility Lot 39 (No. 12) Lewis Road, Wattle Grove and request the applicant to work with Councillors and Staff to investigate alternative sites.

**10.1.5 D&A 44 Proposed Local Development Plan - Lot 9001 (52) Setosa Drive and Lot 9002 (40) Gala Way, Forrestfield**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 44/2017)**

That Council:

1. Pursuant to Clause 52 (1)(b) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, approve the proposed Local Development Plan for Lot 9001 (52) Setosa Drive and Lot 9002 (40) Gala Way, Forrestfield, subject to the following modifications:
  - a) Deleting provision 3 (a) and (b) and inserting the following in its place:
    - "a. 40% for lots 558 and 630-635*
    - b. 35% for lots 543 – 551, 600 – 612 and 620 – 622."*
  - b) Deleting reference to density codes in the provisions and the legend.
  - c) Rewording point 6 of the Local Development Plan as follows:

*Only double garages are permitted and shall not exceed 50% of the lot frontage.*
  - d) Deleting provision 16 (Drainage).
  - e) In the signing section of the Local Development Plan:
    - i) Delete *"Town Planning Scheme No. 2"* and replace it with *"Local Planning Scheme No. 3 and Planning and Development (Local Planning Schemes) Regulations 2015"*.
    - ii) Delete *"Manager Development Services"* and replace it with *"Manager Approval Services"*.

**10.1.6 D&A 45 Draft Planning Policy P-DEV 61 – Retention and Upgrade of Grouped Dwellings**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 45/2017)**

That Council:

1. Pursuant to Clause 4 (3) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, adopt the following policy without modification:
  - P-DEV 61 – Retention and Upgrade of Grouped Dwellings.

**10.1.7 D&A 46 Draft Planning Policy P-DEV 60 – Design Advisory Committees**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 46/2017)**

That Council:

1. Pursuant to Clause 4 (3) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, adopt P-DEV 60 – Design Advisory Committees with the following Modifications:
  - Modifying Clause 1.5 – Appointment and Termination of Members to reflect that only the Chief Executive Officer can appoint members of the Design Advisory Committee.
  - Modifying Clause 5 – Format for DAC Design and Review Advice to require the summary of the design review and recommendations of the DAC to be provided to the applicant within fourteen (14) working days of the date of the DAC meeting.
  - Modifying Clause 6.1 – Schedule of Meetings to allow for DAC meetings to occur on a needs basis with a maximum of one meeting per month.

**10.1.8 D&A 47 Consent to advertise Draft Local Planning Policy P-DEV 56 – Family Day Care and Child Care Premises**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 47/2017)**

That Council:

1. Pursuant to clause 3(1) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, adopts the following proposed planning policy for the purpose of advertising for a period of 28 days:
  - Draft Local Planning Policy – P-DEV 56 – Family Day Care and Child Care Premises

**10.1.9 D&A 48 Adoption of Local Planning Scheme No. 3 Amendment 93 – Lot 65 (No. 159) Milner Road, Forrestfield – Special Use Zone**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 48/2017)**

That Council:

1. Considers Amendment 93 to Local Planning Scheme No. 3 as a standard amendment under Regulation 35(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The amendment is consistent with the Forrestfield High Wycombe Industrial Area Stage 1 Local Structure Plan (as amended).
2. Pursuant to Section 75 of the *Planning and Development Act 2005* adopts Amendment 93 to Local Planning Scheme No. 3.
3. Forwards the proposed Amendment 93 to Local Planning Scheme No. 3 and supporting documents to:
  - a) The Environmental Protection Authority for comment pursuant to Section 81 of the *Planning and Development Act 2005*;
4. Subject to Sections 81 and 82 of the *Planning and Development Act 2005*, advertises Amendment 93 to Local Planning Scheme No. 3 for public comment for 42 days.

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**10.1.10 D&A 49 Infringement Appeal Policy**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 49/2017)**

That Council:

1. Defer the item until such time as the S-DS01-Enforcement Management Procedure and relevant policies can be brought to Council so that all policies can be considered at the same time.

**10.1.11 D&A 50 Trading on Thoroughfares and Public Places Policy**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 50/2017)**

That Council:

1. Repeals its "Trading in Public Places – General Principles" Policy.
2. Adopts the proposed policy "Trade on Thoroughfares or Public Places" Policy as per (Attachment 2).
3. Notes the proposed management procedure "Trade on Thoroughfares or Public Places" Management Procedure as per (Attachment 3).
4. Approves the promotion of the proposed management "Trade on Thoroughfares or Public Places" Policy as per (Attachment 2) and the proposed management procedure "Trade on Thoroughfares or Public Places" Management Procedure as per (Attachment 3).



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**10.1.12 D&A 51 Shires Contaminated Sites Database**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 51/2017)**

That Council:

1. Note that the Shire of Kalamunda has received advice from the Department of Regulation advising that permission to provide public access to information which is not freely available to the public, is not approved.
2. Notes that the Shire of Kalamunda may be prosecuted under s96 of the *Contaminated Sites Act 2003*, if it does not comply with the advice given by the Department of Environment and Regulation.
3. Directs the Chief Executive Officer to undertake the following:
  - a) Include a statement in the orders & requisitions report regarding contaminated sites and advising of the links to the Department of Environmental Regulation & Landgate databases.
  - b) Provide updates on development applications received, for contaminated sites through the Councillors Information Bulletin when necessary.

**10.1.13 D&A 52 Asset Management Strategy 2017-2021**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 52/2017)**

That Council:

1. Endorses the Asset Management Strategy 2017-2021 and sets the objective of achieving a core level of asset management maturity by December 2021.
2. Requests that community consultation plans on levels of service be submitted for Council endorsement prior to undertaking consultation.

**10.1.14 D&A 53 Kalamunda Town Centre Traffic Study**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 53/2017)**

That Council:

1. Defer the item until the Ordinary Council Meeting and to request the CEO provide a briefing session in the interim.

**This item is presented at 10.3.1 of this Agenda.**

## **10.2 Corporate & Community Services Committee Report**

### **10.2.1 Adoption of Corporate & Community Services Committee Report**

<b>Voting Requirements: Simple Majority</b>
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That the recommendations C&C 53 to C&C 58 inclusive, contained in the Corporate & Community Services Committee Report of 17 July 2017 be adopted by Council en bloc.

Moved:

Seconded:

Vote:

#### **10.2.2 C&C 53 Capital Grants – Clubs and Community Groups – Council Policy and Management Procedure**

##### **COMMITTEE RECOMMENDATION TO COUNCIL (C&C 53/2017)**

That Council:

1. Adopt the Capital Grants – Clubs and Community Groups Policy (Attachment 1).
2. Notes the associated Capital Grants – Clubs and Community Groups Management Procedure (Attachment 2).

#### **10.2.3 C&C 54 Draft Economic Development Strategy**

##### **COMMITTEE RECOMMENDATION TO COUNCIL (C&C 54/2017)**

That Council:

1. Receives the draft Economic Development Strategy (Attachment 1).
2. Request the Chief Executive Officer advertise the attached draft Economic Development Strategy for a period of 40 days, with results then presented to Council, prior to final adoption of the Strategy.
3. Request the Chief Executive Officer hold a forum inviting the City of Kalamunda business community to provide direct feedback.

**10.2.4 C&C 55 Jorgensen Park Community Centre – Community Reference Group**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 55/2017)**

That Council:

1. Approves:
  - The formation of the Kalamunda Community Centre – Community Reference Group.
  - Terms of Reference for the Kalamunda Community Centre – Community Reference Group as amended plus the following further amendments being:
    - a) remove the word “influence” from point 2.1 in the Terms of Reference;
    - b) remove the word “location” from point 2.2 in the Terms of Reference;
    - c) amend 3.1 to read two Elected Members to be appointed by Council; and
    - d) to increase the community representation set out in 3.1 from 5 to 6 representatives.
2. Endorses the advertising for community representatives in the community newspaper.
3. Endorses the Chief Executive Officer writing to and seeking a nomination from each of the following key stakeholders:
  - Kalamunda Community Learning Centre
  - Friends of Jorgensen Park
4. Request the Chief Executive Officer to investigate alternative sites for the Community Centre.

**10.2.5 C&C 56 Draft Customer Service Strategy 2017 – 2021**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 56/2017)**

That Council:

1. Endorse the Draft Customer Service Strategy 2017 to 2021 (Attachment 1) for the purpose of advertising for public comment for a period of 30 working days or six weeks from 31 July to 8 September.

#### **10.2.6 C&C 57 Communication and Engagement Policy**

##### **COMMITTEE RECOMMENDATION TO COUNCIL (C&C 57/2017)**

That Council:

1. Notes the proposed City of Kalamunda Communication and Engagement Policy and associated Management Procedure.

#### **10.2.7 C&C 58 Proposed Permanent Closure of Pedestrian Access Way and a Portion of Courtney Place, Wattle Grove**

##### **COMMITTEE RECOMMENDATION TO COUNCIL (C&C 58/2017)**

That Council:

1. Requests the Minister for Lands to permanently close that portion of the Courtney Place, Wattle Grove road reserve shown delineated and marked as "Road Closure" on the Proposed Closure of Pedestrian Access Way and Realignment of Courtney Place Plan (Attachment 1), pursuant to s. 58 of the *Land Administration Act 1997* (WA), subject to the following condition:

The applicant must pay all costs of and incidental to any easements and service relocations required by the service authorities.

2. Requests the Minister for Lands to permanently close the pedestrian access way between Courtney Place and Welshpool Road East, Wattle Grove (Lot 55 on Diagram 66249), subject to the following conditions:
  - a. The applicant must pay all costs of and incidental to any easements and service relocations required by the service authorities;
  - b. The applicant must, at the applicant's cost, provide a new drainage design for the approval of the local government, that includes all drainage functions of the Courtney Place system, to substitute for the closure of the Courtney Place PAW drainage;
  - c. The applicant must construct the approved drainage system at the applicant's cost;
  - d. The applicant must not close, interfere or damage the existing drainage system until the new drainage system is commissioned; and
  - e. The applicant must reinstate any affected surfaces and infrastructure, including footpaths, at the applicant's cost.

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## 10.3 CHIEF EXECUTIVE OFFICER REPORTS

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

### 10.3.1 Kalamunda Town Centre / Traffic Study

Previous Items	PS01 / February 2011
Responsible Officer	Director Asset Services
Service Area	Asset Services
File Reference	PG-STU-004
Applicant	N/A
Owner	N/A
Attachment 1	Opus International Consultant's Intersection Layout and Level Service Study for the Kalamunda Town Centre (including Addendum)
Attachment 2	Upgrade Concept for the Canning Road/Mead Street Intersection
Attachment 3	Upgrade Concept for the Canning Road/Heath Road Intersection
Attachment 4	Upgrade Concept for the Canning Road/Haynes Street Intersection
Attachment 5	Proposed Canning Road Pedestrian Crossing

### EXECUTIVE SUMMARY

1. To consider a report prepared by Opus International Consultant's titled "Intersection Layout and Level of Service Study for the Kalamunda Town Centre dated May 2016 including Addendum dated August 2016" (Traffic Study - Attachment 1).
2. The Traffic Study addresses a number of options for the treatment of Haynes Street and it is considered that this report be utilised as an informing document for the proposed Kalamunda Activity Centre Plan (KACP).
3. The report outlines intersection improvement projects for the following intersections:
  - Canning Road/Mead Street mini roundabout (Attachment 2);
  - Canning Road/Heath Road turning modification (Attachment 3); and
  - Canning Road/Haynes Street mini roundabout (Attachment 4).
4. The officer recommendations are to receive the Traffic Study Report, noting that it will be used as an informing document for the proposed KACP and defers any intersection improvement projects on Canning Road between Kalamunda Road and Mead Street pending the outcomes of the KACP. This recommendation will require the \$250,000 approved in the City's 2017/2018 Capital Works Budget for these intersection improvement works in Canning Road to be addressed as part of the mid-year budget review.

5. A final recommendation is for Council to note that the following pavement rehabilitation projects approved in the 2017/2018 Road Renewal Capital Works Budget will be scheduled for implementation following the Kalamunda Town Centre Drainage Works:
- Canning Road – Kalamunda Road to Mead Street (Metropolitan Regional Road Grants Funding).
  - Kalamunda Road/Stirk Street – red asphalt sections connecting to Canning Road roundabout (Roads to Recovery Funding).

## **BACKGROUND**

6. In December 2010, Council endorsed the Town Centre Improvement Plan for the Kalamunda Town Centre.
7. To ensure the objectives of the Town Centre Improvement Plan can be achieved, Planning and Urban Design Guidelines “(the Guidelines)” for the Kalamunda Town Centre were subsequently prepared in context of the endorsed Improvement Plan.

The objectives of these Guidelines are summarised as follows:

- To enhance the physical quality and established character of the built environment for the Town Centre.
  - To facilitate a range of appropriately located land uses to provide diversity and choice.
  - To improve the experience of the Town Centre for patrons and visitors by promoting, amongst other things, continuity of streetscape, interactive street frontages, shade and shelter.
  - To encourage a range of housing opportunities in appropriate locations.
  - To concentrate street front activity along the primary movement routes.
  - To conserve and enhance Kalamunda’s special character.
8. In June 2011 Council adopted the Guidelines for the Town Centre.
9. In reconsideration of the Guidelines for the Town Centre, it is now proposed to undertake a review to refresh/bring up to date the planning and urban content of the Guidelines as part of the proposed preparation of the Kalamunda Activity Centre Plan. This is to be undertaken by Development Services, with Asset Services providing technical input as appropriate.
10. The overall vision for the Town Centre still remains, that is; to redevelop Haynes Street to clearly define its role as the main commercial and retail precinct for the area, with proposed improvements promoted to include the upgrade of public space and potential changes to vehicle movements along Haynes Street.



11. In 2016 Opus International Consultants were appointed to undertake a traffic study of the Kalamunda Town Centre to address the current and future needs associated with the transportation network within the Town Centre. The outcome of the work is presented in a report titled "Intersection Layout and Level of Service Study for the Kalamunda Town Centre dated May 2016 (including Addendum dated August 2016)". This report is subsequently referred to as "the Traffic Study", with a copy of the report provided for reference as Attachment 1. The area assessed by the Traffic Study is highlighted in Figure 1.1/Page 2 of the report, with an additional area added to the west of the Town Centre as identified in Figure 1.1/Page 1 of the addendum.
12. In addition to the Traffic Study, other projects that have occurred in the Town Centre since endorsement of the Improvement Plan and subsequent adoption of the Guidelines include:
- Kalamunda Parking Study 2011;
  - Underground power installation and street lighting upgrade during 2014/2015 however, delays due to hardrock issues resulted in completion during the following financial year in September 2016;
  - Parklet design and installation in Haynes Street during 2016/2017 and completed in January 2017 – shading still to be investigated/actioned;
  - Upgraded pedestrian crossing installation in Canning Road between Haynes Street and Heath Street planned for implementation during the last quarter of 2017/2018; and
  - Stormwater drainage improvements in Kalamunda Road, Canning Road, Haynes Street and Barber Street. The Tender for this project was awarded at the Special Council Meeting held on 12 June 2017, with a start-up meeting held on 15 June 2017.
  - Central Mall 2014 – works included replanting of the Sculpture garden and adjacent garden area and installation of five Vertical Gardens into existing raised garden beds.
  - Bibbulmun Track Terminus Walk – works in progress and include upgrade of existing Terminus area and feature streetscape facilities connecting the Terminus to the Perth Hills Discovery Centre (240m walk). Project to provide additional seating, diverse paving styles, artworks and interpretive signage.
  - Mural artwork – Coles supermarket wall facilitated by the Shire and implemented by Vicinity Centres.
13. The Development and Asset Services Committee considered this report at its meeting on 3 July 2017 and requested the Chief Executive Officer to arrange a briefing to Councillors on this matter. This briefing was provided on 10 July 2017 and there were numerous questions regarding the timing of the proposed intersection treatments in Canning Road and the impact of the Haynes Street options.

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## DETAILS

### The Traffic Study

14. The Traffic Study has undertaken a review of the existing road network within and in the immediate vicinity of the Town Centre and included review of existing intersections in the Town Centre. The brief requested assessment of potential upgrade options for Haynes Street along with the determination of impacts (if any) on the intersections located within and on the boundary of the Town Centre.
15. The Traffic Study investigations indicate that Canning Road carries in the vicinity of 11,300 vehicles per day (vpd), Haynes Street 3,000 vpd, Mead Street 4,500 vpd, Barber Street 2,000 vpd and Railway Road 6,000 vpd. These recorded volumes fall within typical expected daily volume thresholds for the respective types of road functions.
16. As part of the Traffic Study investigation work undertaken, reported crash data for the five-year period to 2014 was researched, with 12 crashes reported at the Haynes Street and Canning Road intersection, four at the Heath Road and Canning Road intersection and seven at the Mead Street and Canning Road intersection.
17. There were also a number of mid-block crashes recorded with 29 reported in Haynes Street. These crashes were typically vehicles manoeuvring into/out of parking spaces colliding with other vehicles or, collisions occurring at crossover connections with Haynes Street.
18. There were eight midblock crashes on Canning Road between Kalamunda Road and Mead Street, four on Barber Street and five on Mead Street. The majority of these crashes were of similar type to those recorded in Haynes Street.
19. A number of streetscape upgrade options were assessed for Haynes Street and are summarised as follows:
  - **Option 1A** - maintaining the existing two-way traffic flow with provision of 13 angled parking bays and 21 parallel parking bays to provide improved alfresco opportunities at key locations along with a centrally located "wombat crossing" (ie: a a wide, raised platform, similar in context to the existing raised crossings on Haynes Street and Railway Road) that subject to pedestrian numbers utilising the crossing meeting warrant requirements and thereafter, Main Roads WA consideration/approval, may lend itself to becoming a dedicated zebra crossing.
  - **Option 1B** - maintaining the existing two-way traffic flow with 21 parallel parking bays, widened footpaths to provide improved alfresco and pedestrian amenity opportunities along a significant section of the street frontage. Provision of two wombat crossings that may be suitable for becoming dedicated zebra crossings, subject to meeting Main Roads WA warrants.

- **Option 2A** - modifications to the existing traffic flow to create a one-way traffic flow eastbound for the section between Barber Street and the carpark entry west of Railway Road that facilitates footpath widening and consideration to the inclusion of three wombat crossings.
- **Option 2B** - modifications to the existing traffic flow to create a one-way traffic flow eastbound for the section between Canning Road and the carpark entry west of Railway Road, additional footpath widening and three wombat crossings.
- **Option 3** - a full road closure providing pedestrian only access (other than service/emergency vehicles) to create a mall area that provides increased opportunities for alfresco, markets and events to be held along this section of Haynes Street.

20. In undertaking the evaluation of traffic impacts, the following assumptions were made:

- *Sufficient on and off street parking will exist elsewhere in the Town Centre to accommodate the loss of parking in Haynes Street.*

It is noted that the 2011 Kalamunda Town Centre Parking Study indicated that during the survey periods, parking demand in Haynes Street peaked at 49 of the 50 bays available on both a Thursday and Saturday with an average demand on both days of 36 parking spaces. Furthermore, this Study also indicated that parking demand was less than the available number of parking spaces provided in the Town Centre. There was a higher percentage occupancy of "on street" parking demand compared to "off street" usage.

- *With increased development in the Town Centre the existing road network is generally capable of supporting increased traffic flows without a reduction in the level of service.*

This is supported by the findings of the Traffic Study.

21. With the proposed preparation of the KACP in 2017/2018, it is considered that the Traffic Study be used as an informing document for the redevelopment of Haynes Street and other streets in the Kalamunda Town Centre and associated community engagement.

### **Proposed Intersection Improvements**

22. Each intersection within the Town Centre (i.e: excludes that area identified in the Addendum to the Traffic Study) was assessed utilising intersection analysis software known as SIDRA. This software reviewed the performance of each existing intersection during year 2015 to indicate a level of service based on the efficiency that vehicles are able to access and egress the intersection. This software is then used to model the level of service for each intersection up to year 2031, to determine the level of service should no upgrades be implemented. Based on the traffic modelling undertaken as a part of the Traffic Study the following intersections were identified as requiring improvement:

- The Canning Road/Mead Street intersection is forecast to operate beyond its capacity regardless of any proposed road upgrade to

Haynes Street. This finding is consistent with the Kalamunda Town Centre Parking Study that this intersection would be unlikely to be able to accommodate future traffic volumes.

- The Canning Road/Heath Road intersection will operate at unacceptable levels of service due to delays caused by right turning traffic attempting to enter Canning Road regardless of the considered streetscape options.
- The Canning Road/Haynes Street intersection will require upgrade if two-way traffic flow as per Options 1A and 1B is maintained in Haynes Street.

23. The results of this modelling indicated that in 2031 the intersections of Canning Road/Mead Street, Canning Road/Heath Road and Canning Road/Haynes Street would all reach an unacceptable level of service. As a result, concept designs were prepared as shown in Attachments 2, 3 and 4 that will improve the level of service based on the outcome of the SIDRA analysis undertaken. These concepts also include indicative travel paths that would be utilised by typical service vehicles that need to enter and exit the Town Centre in order to service the various commercial enterprises trading in the area. Furthermore, the design of these concepts were developed recognising that both existing road reserve limitations and utility service constraints needed to be considered in determining the best traffic management outcome able to be utilised for improvement at each intersection identified.

24. The three recommended intersection improvements required by 2031 are summarised as follows:

- **Canning Road/Mead Street Intersection**

Due to limited road reserve widths a typical intersection upgrade with a standard roundabout treatment will incur significant costs associated with services and land acquisition therefore, a mini roundabout is proposed as an intersection treatment with an indicative cost of \$43,000.

Estimated additional costs to cover items not allowed for in the estimate quoted in the Traffic Study are noted as follows:

- Traffic Management during the course of the works @ \$6,500
- Street Lighting Upgrade @ \$15,000
- Detailed Design @ \$10,000
- Cost escalation correction since May 2016 @ 5% of the Traffic Study estimate equating to \$2,200 (Rounded-up)

This results in a total estimated cost of \$76,700 to accommodate the proposed mini roundabout modification to the Canning Road/Haynes Street intersection (refer Attachment2).

- **Canning Road/Heath Road Intersection**

This intersection improvement is driven by the need to mitigate delays involving right turn movements from Heath Road into Canning Road, with a suggested traffic management option being to ban the right turn movement. To assess the effect of this treatment a supplementary traffic

study was undertaken to consider the impact of reassigned traffic using alternative routes.

The supplementary study indicates that a proposed right turn ban from Heath Road into Canning Road will impact on approximately 50 vehicles in the evening peak hour. These vehicles would need to either continue along Heath Road and make a left turn at Canning Road and a subsequent U turn at the existing Stirk Street roundabout or will reassign on the road network to the west of Canning Road. These vehicles may utilise roads such as Boonooloo Road and Brooks Street south of Heath Road and Recreation Road to access Canning Road. The supplementary study concludes that the reassigned volumes are considered relatively small which when combined with the existing traffic volumes will have minimal impact on the mid-block performance of the road network.

The indicative cost of the proposed traffic management treatment is quoted as \$25,500 in the Traffic Study however, estimated additional costs not allowed for in the estimate quoted in the Traffic Study are noted as follows:

- Traffic Management during the course of the works @ \$4,000
- Detailed Design @ \$5,000
- Cost escalation correction since May 2016 @ 5% of the Traffic Study estimate equating to \$1,500 (Rounded-up)

This results in a total estimated cost of \$36,000 to accommodate a proposed left-in/left-out modification to the Canning Road/Heath Road intersection (refer Attachment 3).

- **Canning Road/Haynes Street Intersection**

Given two-way traffic flow in Haynes Street is preferred, delays to traffic turning out of Haynes Street will result and as a consequence of onsite assessment indicates that due to limited road reserve widths a typical intersection upgrade with a standard roundabout treatment will incur significant costs associated with services and land acquisition therefore, a mini roundabout is proposed as an intersection treatment with an indicative cost of \$49,000.

Estimated additional costs not allowed for in the estimate quoted in the Traffic Study are noted as follows:

- Traffic Management during the course of the works @ \$7,500
- Street Lighting Upgrade @ \$15,000
- Detailed Design @ \$10,000
- Cost escalation correction since May 2016 @ 5% of the Traffic Study estimate equating to \$2,500 (Rounded-up)

This results in a total estimated cost of \$84,000 to accommodate a proposed mini roundabout modification to the Canning Road/Haynes Street intersection (refer Attachment 4).

It is noted that the above cost estimates make no allowance for the impact of underground utility services (if any). This will only be able to be quantified through undertaking pot-holing as part of detailed design.

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25. Currently the following projects in the Town Centre have a direct bearing on the intersection improvement recommendations arising out of the Traffic Study, namely;
- Town Centre Drainage Project.
  - Zebra Crossing implementation on Canning Road, adjacent to the IGA.
  - Canning Road as part of the 2017/2018 Metropolitan Regional Road Group Grant (MRRG) – Rehabilitation Projects resurfacing project from Kalamunda Road to Mead Street.
26. Given the planned resurfacing of Canning Road in 2017/2018, there may be some benefit in bringing forward the intersection improvements recommended in the Traffic Study and implement prior to undertaking the resurfacing works.
27. The existing road network and Options 1A and 1B require improvement at the Canning Road/Haynes Street intersection and given the future direction in relation to Haynes Street is still some time away, the proposed implementation of the mini roundabout may still be supported. Should either Option 2A, 2B or 3 for Haynes Street be subsequently supported, then appropriate reinstatement works will need to be considered.
28. Canning Road provides a key network link and is identified as a District Distributor road in the Shire's Road Asset Hierarchy, with the existing asphalt in the area to be resurfaced being red laterite. Deterioration of this material has compromised its design life. Furthermore, matching the colour of the asphalt as a consequence of maintenance repairs undertaken is somewhat hit-and-miss. Therefore, to improve the whole of life cost and aesthetics associated with upgrading and maintaining Canning Road as an integral part of the Shire's Road Asset Hierarchy, the recommended reseal treatment for Canning Road needs to consider implementation of black asphalt within traffic lanes, with red asphalt only utilised for trafficable medians and/or car parking embayments only.
29. Each streetscape option promoted by Administration for public consultation consideration will require implementation of all three recommended intersection improvements. Therefore, given the need to improve the level of service, amenity and access to the Town Centre, consideration needs to be given to the proposed timing of the three recommended intersection improvements, given the Traffic Study identifies that these improvements are required by no later than 2031.

### **Proposed Canning Road Pedestrian Crossing**

30. Following investigation regarding pedestrian crossing numbers utilising the existing crossing facilities located on Canning Road between Haynes Street and Heath Road, an application upgrade to dedicate this as a Zebra Crossing was submitted to Main Roads WA (MRWA) for approval. Subsequent advice received from MRWA was this location did not meet the warrants for a Zebra crossing. It is now proposed to upgrade the pedestrian crossing as part of the proposed intersection improvement and/or resurfacing works excluding, application of a dedicated Zebra crossing (refer Attachment 5). Further traffic and pedestrian counts will be undertaken to determine compliance with the warrants for a Zebra crossing.

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## STATUTORY AND LEGAL CONSIDERATIONS

31. The Kalamunda Town Centre Planning and Urban Design Guidelines are to be used in conjunction with the Shire's Local Planning Scheme No. 3 and in particular Clause 6.3 Kalamunda Town Centre Design Control Area.

## POLICY CONSIDERATIONS

32. Nil.

## COMMUNITY ENGAGEMENT REQUIREMENTS

### Internal Referrals

33. Customer & Public Relations

A Communications Plan needs to be developed in support of any proposed public consultation.

Should the implementation of the intersection improvement works in Canning Road be supported then "Have Your Say" signage needs to be considered, with this linked to the Shire's website for further detail. Letters, web notices, social media posts, flyers and anything else relevant to the proposal would need to be included in the link on the website.

34. Economic, Land & Property Services

From an economic development perspective, the proposed Canning Road improvements will assist in upgrading vehicle accessibility to the Town Centre.

In considering development of a Communications Plan, the Kalamunda Chamber of Commerce (as a representative organisation) needs to be consulted in addition to the other opportunities that will be provided to its members during the engagement.

35. Community Development

An accessible and inclusive community is one which people with a disability and their carers can access and are welcomed to participate in all areas in the same manner and with the same rights and responsibilities as other members of the community. Therefore, providing accessible, safe and connected movement networks, integrating walking, cycling and public transport routes for convenient travel within and around the Town Centre is paramount.

When developing accessible, inclusive and welcoming infrastructure the following design features need be considered:

- Continuous path of travel for pedestrians;
- Absence of steps and kerbs – easy access ramps;
- Safe crossing points;
- Tactile indicators;
- Clear signage and wayfinding;
- Generous provision of accessible ACROD parking bays; and
- Accessible public facilities.



The Disability and Carers Advisory Committee will need to be included in development of the Communications Plan.

36. Strategic Planning

The Shire has scoped the requirements to prepare an Activity Centre Plan for the Town Centre which will update and replace the existing Guidelines. Key components of an Activity Centre Plan are the traffic and parking studies that take into consideration the current and planned road capacity servicing the locality. It is important that vehicular access to distributor roads do not compromise the area's safe operation or desired transport function.

The outcomes and recommendations of the Traffic Study and Council's consideration of these recommendations will be utilised as an important input into the traffic and parking studies that support the KACP.

Works proposed in Canning Road should, however not prejudice the activities of the KACP.

**External Referrals**

37. Should the Canning Road intersection improvements within the Town Centre be supported, then the following public consultation process would need to be implemented for a period of 42 days through:

- Posting relevant information on the Shire's Website, seeking public feedback;
- Letter-drop to all residents, business proprietors and absentee property owners located within the greater area covered by both the report (Figure 1.1/Page 2) and the addendum (Figure 1.1/Page 1);
- "Have Your Say" signs posted in strategic locations throughout the greater area covered; and
- A "Community" Information Evening during the third or fourth week of the consultation period where the Canning Road intersection improvements are presented for discussion/feedback.

38. A formal Communications Plan would need to be developed with the Shire's Customer & Public Relations Team before commencement of public consultation to ensure a full and robust consultation process is followed, with the outcome of the consultation process to be reported back to Council for formal consideration the proposed Canning Road intersection improvements within the Town Centre.

**FINANCIAL CONSIDERATIONS**

39. The preliminary cost estimate for the three intersection improvement projects for Canning Road recommended in the Traffic Study are summarised below:

- Canning Road/Mead Street mini roundabout as proposed @ \$76,700
- Canning Road/Heath Road turning modification as proposed @ \$36,000
- Canning Road/Haynes Street mini roundabout as proposed @ \$84,000

The total value of the three intersection improvement projects equates to \$196,700.

40. The cost estimates for each project are, however, subject to change due to modifications that may arise from public consultation and, preparation of subsequent detailed designs particularly given the impact of underground services (if any) has not been able to be quantified at this time. Given this position, a sum of \$250,000 has been included in the City's 2017/2018 Capital Works Budget, with implementation subject to the outcome of public consultation and subsequent Council consideration.
41. It is noted that the cost estimates will require review to reflect the outcomes of the community engagement process and associated detailed design and documentation.
42. It is noted that the 2017/2018 Capital Works Budget also includes a sum of \$360,000 to profile out and replace the asphalt in Canning Road from Kalamunda Road through to Mead Street along, with a \$318,400 component of this budget being subject to receipt of formal confirmation from MRWA that the Shire's application for MRRG - Road Rehabilitation grant funding at two-thirds of this amount has been approved by the Minister.
43. The Long Term Financial Plan has the following funding allocations for future upgrades of the streetscape in the Town Centre, to be implemented following endorsement of the KACP, noting that these amounts may change following community engagement and detailed design.

Project	Financial Year				
	2017/18	2018/19	2019/20	2020/21	2021/22
Canning Rd Intersection Improvements & Pedestrian Crossing	\$250,000 (Roads to Recovery funding \$180,000)				
Canning Rd Resurfacing (Kalamunda Rd to Mead St)	\$360,000				
Kalamunda Rd/Canning Rd Roundabout & Stirk St Resurfacing	\$200,000				
Haynes St Parklet	\$5,000	\$40,000			
Kalamunda Town Centre Road Rehabilitation		\$30,000	\$600,000		
Kalamunda Town Centre Streetscape Improvement Works		\$125,000	\$750,000	\$750,000	\$500,000
<b>Financial Year Totals</b>	<b>\$815,000</b>	<b>\$195,000</b>	<b>\$1,350,000</b>	<b>\$750,000</b>	<b>\$500,000</b>

## STRATEGIC COMMUNITY PLAN

### Strategic Planning Alignment

44. *Kalamunda Advancing 2027: Strategic Community Plan to 2027*

OBJECTIVE 3.2: To connect community to quality amenities.

Strategy 3.2.2 Provide and advocate for improved transport solutions and better connectivity through integrated transport planning,

## SUSTAINABILITY

### Social Implications

45. The proposed Canning Road intersection improvements in the Town Centre (subject to the outcome of public consultation) and subsequent resurfacing of Canning Road from Kalamunda Road to Mead Street will make the area more attractive and provide a safer environment for all users.

### Economic Implications

46. Improved traffic management on Canning Road between Kalamunda Road and Mead Street will assist in strengthening the retail and commercial areas of the Town Centre, thus improving commercial viability for local businesses.

### Environmental Implications

47. Nil.

## RISK MANAGEMENT CONSIDERATIONS

- 48.

**Risk:** There is community opposition to some (or all) of the proposed traffic improvements to intersections in Canning Road.

Likelihood:	Consequence	Rating
Possible	Moderate	Medium

**Action/ Strategy**

Ensure adequate engagement with community and key stakeholders prior to Council's approval.

**Risk:** The works are not delivered as planned.

Likelihood:	Consequence	Rating
Unlikely	Significant	Medium

**Action/ Strategy**

Inform Council on priority of works as part of the Town Centre Improvement Plan.

<b>Risk:</b> The works are delayed beyond the projected completion timeframe.		
<b>Likelihood:</b>	<b>Consequence</b>	<b>Rating</b>
Possible	Moderate	Medium
<b>Action/ Strategy</b>		
Ensure sound Project Management processes and keep both the Council and the community regularly informed of progress.		

<b>Risk:</b> Project costs exceed the allocated funds.		
<b>Likelihood:</b>	<b>Consequence</b>	<b>Rating</b>
Unlikely	Moderate	Low
<b>Action/ Strategy</b>		
Prepare detailed designs and construction estimates, monitoring construction activity in an appropriately managed way.		

## OFFICER COMMENT

49. The Traffic Study, read in conjunction with the subsequent Addendum as issued (refer Attachment 1), quantifies the future traffic demands to 2031 having regard to the potential for growth and possible future streetscape options identified in the 2010 Town Centre Improvement Plan. Furthermore, it provides recommendations on proposed streetscape modifications to Haynes Street and intersection improvements in the Town Centre, for consideration as part of the proposed Kalamunda Activity Centre Plan and associated community engagement.
50. To enable any intersection improvement works in Canning Road to proceed in 2017/2018 there will be a requirement for detailed community engagement, including businesses in the Town Centre and the Chamber of Commerce. A report on the outcomes of this community engagement will then be presented to Council for consideration.
51. As part of the development of the Kalamunda Activity Centre Plan there will be a requirement to prepare a Traffic and Transport Management Strategy in accordance with the requirement of the Western Australian Planning Commission Transport Impact Assessment Guidelines (August 2016). This will also necessitate detailed community engagement.
52. The implementation of two traffic/transport related community engagement processes in the Town Centre area, one for a specific Canning Road intersection improvement program and the second for a more detailed review of all the streets on the Kalamunda Town Centre could be confusing to the community and considered as a duplication of resources.
53. The Traffic Study indicated that the intersection improvement works in Canning Road will be required by 2031 based on traffic modelling, but theSe were proposed to be brought forward to 2018 to be undertaken in conjunction with the road pavement rehabilitation works in Canning Road, Kalamunda Road and Stirk Street.

54. The proposed intersection improvements on Canning Road are considered of a minor nature from a constructability point of view and can be easily retrofitted at a later date, pending the outcome of the KACP.

<b>Voting Requirements: Simple Majority</b>
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**RECOMMENDATION**

That Council:

1. Receives the Opus International Consultant's report titled "Intersection Layout and Level of Service Study for the Kalamunda Town Centre dated May 2016 (including Addendum dated August 2016)".
2. Notes the Opus International Consultant's Intersection Layout and Level Service Study for the Kalamunda Town Centre (including Addendum) will be used as an informing document for the development of the Kalamunda Activity Centre Plan.
3. Defers any intersection improvement projects on Canning Road between Kalamunda Road and Mead Street pending the outcome of the Kalamunda Activity Centre Plan.
4. Notes that the Roads to Recovery Grant Funding of \$180,000 in the City of Kalamunda's 2017/2018 Capital Works Budget towards the implementation of intersection improvement projects along Canning Road will be addressed as part of the next budget review.
5. Notes that the following pavement rehabilitation projects approved in the 2017/2018 Road Renewal Capital Works Budget will be scheduled for implementation following the Kalamunda Town Centre Drainage Works:
  - Canning Road – Kalamunda Road to Mead Street (Metropolitan Regional Road Grants Funding).
  - Kalamunda Road/Stirk Street – red asphalt sections connecting to Canning Road roundabout (Roads to Recovery Funding).

Moved:

Seconded:

Vote:

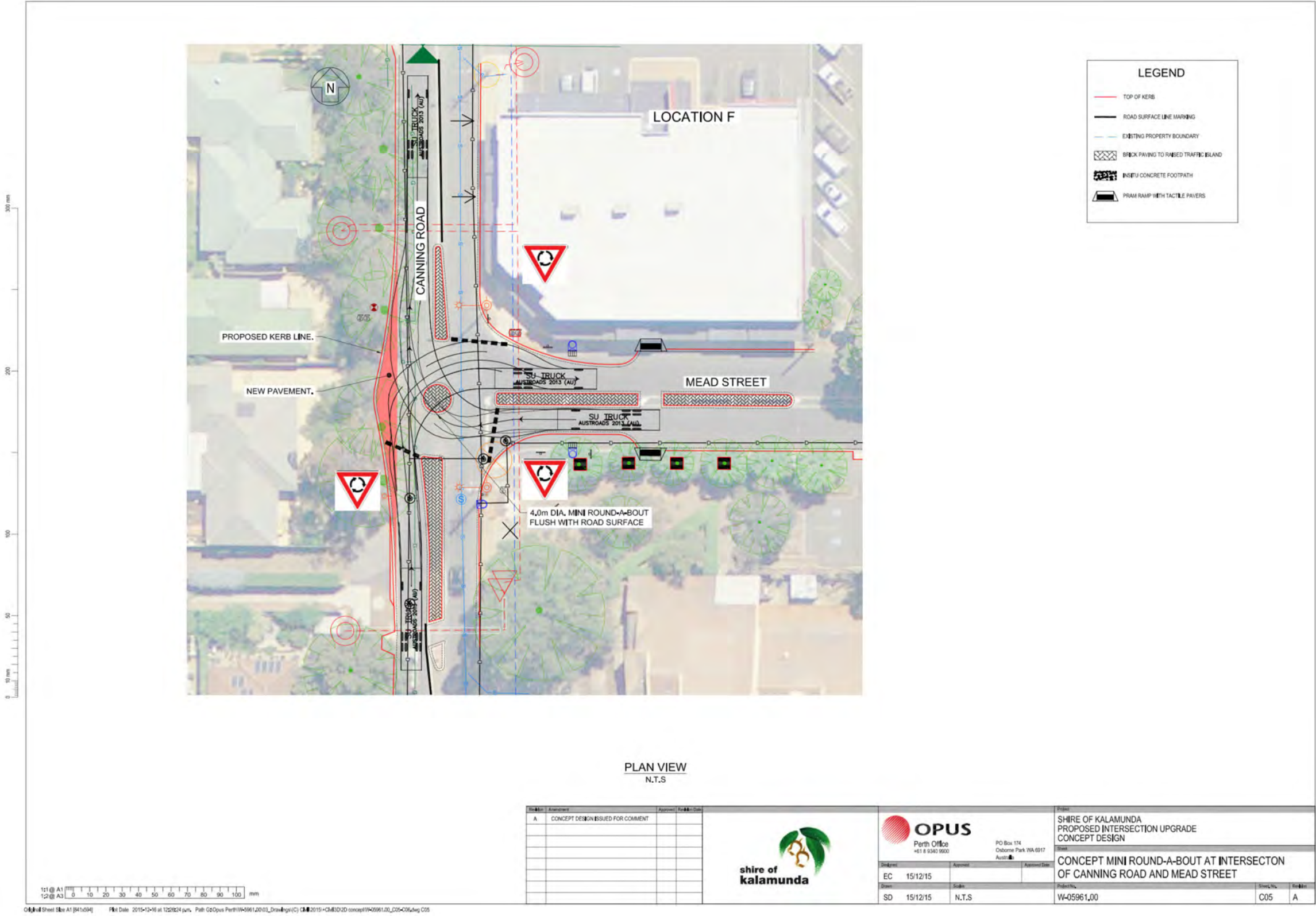
**Attachment 1**

Kalamunda Town Centre / Traffic Study

**Opus International Consultant's Intersection Layout and Level Service Study  
(including Addendum)**

[Click HERE to go directly to the document](#)

Attachment 2  
Kalamunda Town Centre / Traffic Study  
Upgrade Concept for the Canning Road/Mead Street Intersection

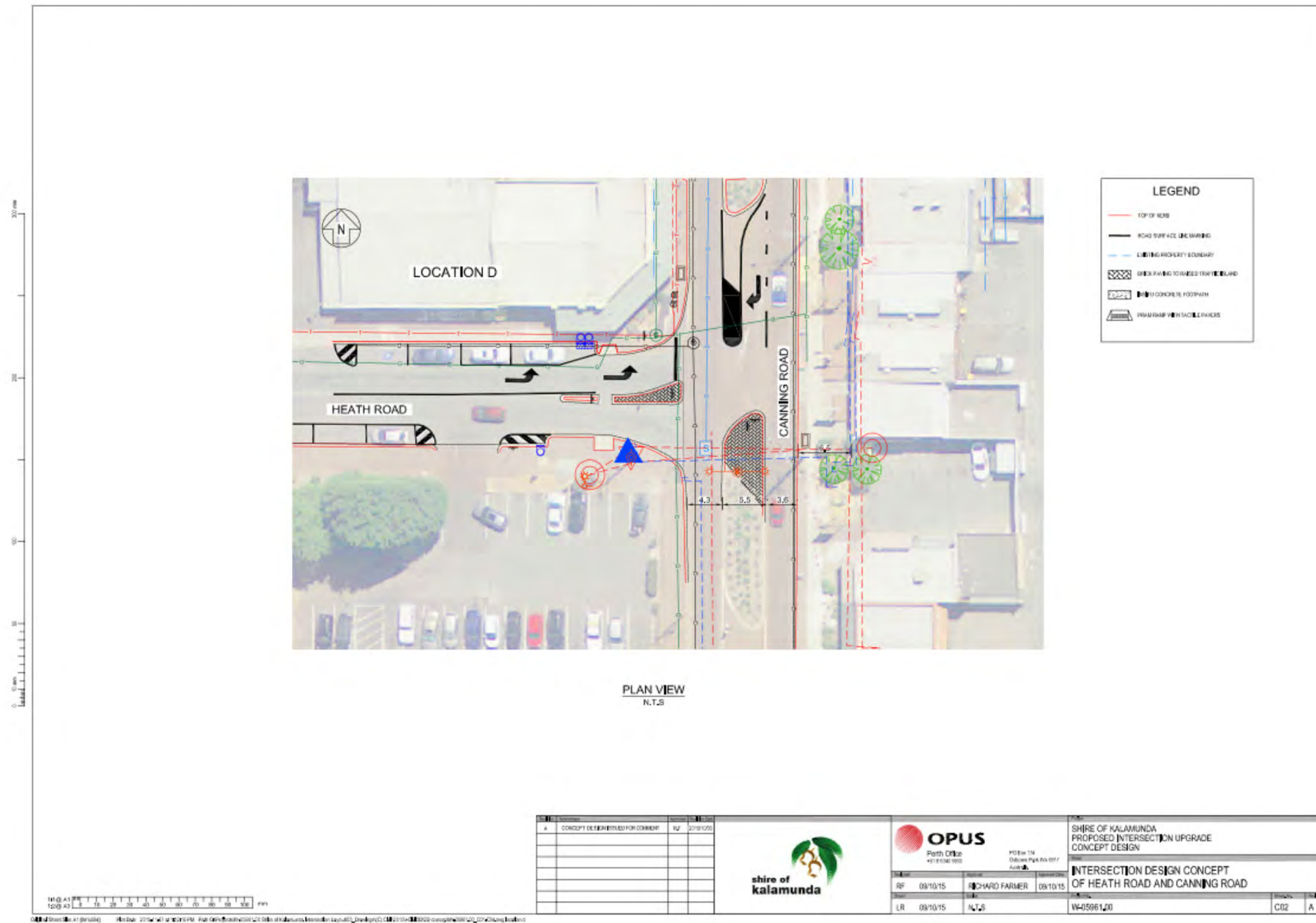




### Attachment 3

Kalamunda Town Centre / Traffic Study

### Upgrade Concept for the Canning Road/Heath Road Intersection



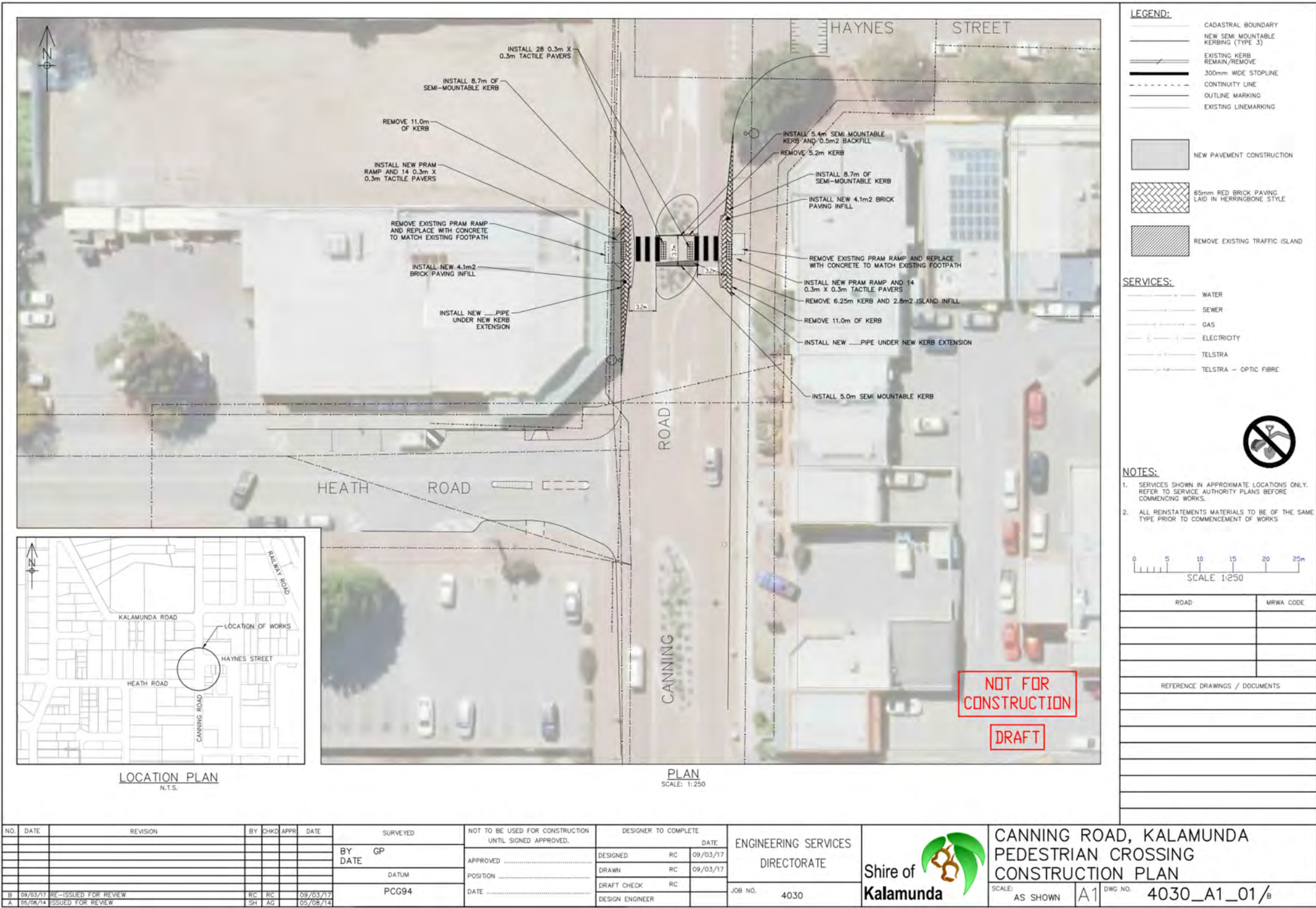
## Kalamunda Town Centre / Traffic Study

### Upgrade Concept for the Canning Road/Haynes Street Intersection





Attachment 5  
Kalamunda Town Centre / Traffic Study  
Proposed Canning Road Pedestrian Crossing



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

**10.3.2. State and Australian Government Black Spot Programs Submissions 2018/2019**

Previous Items	OCM 139/2016
Responsible Officer	Director Asset Services
Service Area	Asset Services
File Reference	EG-RDM-004
Applicant	N/A
Owner	N/A
Attachment 1	City of Kalamunda Drawing No. 4212-01-01/A – Roe Highway/Maida Vale Road, High Wycombe
Attachment 2	City of Kalamunda Drawing No. 4216-01-01/A – Hale Road and Dawson Avenue, Forrestfield
Attachment 3	City of Kalamunda Drawing No. 4217-01-01/A – Canning Road and Lesmurdie Road, Lesmurdie

**EXECUTIVE SUMMARY**

1. To consider the endorsement of submissions for funding from the 2018/2019 State and Australian Government Black Spot Programs.
2. The report outlines the Guidelines and processes associated with the two Black Spot Programs, including the funding implications.
3. It is recommended that Council endorses the submission of the following projects to Main Roads WA for grant funding consideration:
  - Roe Highway/Maida Vale Road, High Wycombe – Installation of a roundabout.
  - Hale Road/Dawson Avenue, Forrestfield – Installation of small traffic islands in Hale Road on the approaches to the existing roundabout.
  - Canning Road/Lesmurdie Road East, Lesmurdie - Install pre-deflection and associated traffic islands/demarcations on both sides of Canning Road to slow traffic approaching the roundabout.

**BACKGROUND**

4. The State and Australian Governments have both committed to reductions in casualty crashes on Australian roads through Black Spot Programs. These programs are primarily reactive and target road locations where crashes have occurred, although some allowance is made for proactive submissions supported by an independent formal Road Safety Audit (RSA).

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5. A formal invitation for submissions for the 2018/2019 State and Australian Government Black Spot Programs was issued by Main Roads WA (MRWA) on 17 February 2017, with a closing date of 14 July 2017. The resulting submissions are evaluated by MRWA against criteria set out in the Black Spot Program Development and Management Guidelines. To assist with the preparation of submissions, MRWA provided:
    - Access to the Crash Analysis Reporting System on 31 May 2017 for the five-year period 2012 to 2016, some four (4) weeks later than originally advised. The crash data is provided to MRWA by the WA Police and the Insurance Council of Australia.
    - 2018/2019 Black Spot Program Workshop and Safe System approach to Road Treatment Selection held on 5 May 2017.
  6. The Black Spot Program Development and Management Guidelines require Black Spot projects based on crash data to meet a minimum Benefit Cost Ratio (BCR) to ensure the proposed remedial works are both cost effective and treatment is considered appropriate for the safety concerns. The BCR is the ratio of the benefit to the community of the expected reduction in crashes versus the cost of the proposed remedial treatment.
  7. Successful State Government Black Spot projects are funded two-thirds by the Program and one-third by the Shire and are based on all recorded crashes, fatalities, casualties and property damage. The criteria for the program are as follows:
    - For intersections, mid-block or short road section (<3kms), the crash criterion is five crashes over a five-year period.
    - For road lengths (>3kms), the crash criterion is average of two crashes per kilometre per five-year period.
    - Value of works between \$2,000 and \$3,000,000.
    - Benefit Cost Ratio (BCR) > 1.0.
  8. Successful Australian Government Black Spot projects are fully funded by the Program and are based on casualty crashes, fatalities or personal injury and their associated crash cost for each. The criteria for the program are as follows:
    - For intersections, mid-block or short road sections (<3kms), the crash criterion is three casualty crashes over a five-year period.
    - For road lengths (>3kms), the crash criterion is one casualty crashes per kilometre per five-year period.
    - Value of works between \$2,000 and \$2,000,000.
    - Benefit Cost Ratio (BCR) > 2.0.

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## DETAILS

9. The qualifying crash locations have been investigated for both programs to determine the appropriate remedial treatments and associated costs. Dependent on the proposed treatment, cost and the resultant BCR, projects are nominated for either or both the State and Australian Government Black Spot programs.
10. Funding for proactive projects, where potential hazards exist and supported by a Road Safety Audit is also available.
11. It is anticipated that the Metropolitan Regional Road Group (MRRG) will assess nominations in December 2017 and that the State's Minister for Transport will announce the approved projects by May 2018 to allow sufficient time to finalise the 2018/2019 budget.
12. Three projects have been identified from the available crash history data provided to the City by MRWA for the 5 year period 2012 to 2016 and submitted for funding consideration by the 14 July 2017 deadline. The projects are summarised below, detailing the identified crash summary and proposed treatment for each:

### **Roe Highway/Maida Vale Road, High Wycombe (Refer Attachment 1)**

#### *Crash Summary:*

Traffic along Maida Vale Road is approaching the intersection at high speeds. Traffic Volumes for Hale Road is moderate with near 5,500 vehicles per day. As a consequence of high approach speeds on Maida Vale Road it is proving difficult for motorists accessing Maida Vale Road from the Roe Highway off ramp to judge oncoming traffic speed and when to proceed. This has resulted in a significant over representation of right angle crashes due to judgement error.

#### *Proposed Treatment:*

Based on the above it is proposed to install a roundabout manage traffic movements as well as slowing traffic passing through the intersection on Maida Vale Road.

BCR – 1.38 (Supported by a Road Safety Audit (RSA))

### **Hale Road/Dawson Avenue, Forrestfield (Refer Attachment 2)**

#### *Crash Summary:*

Traffic on Hale Road is approaching the roundabout at high speeds from both directions. Traffic volumes are also high, in the order of 10,100 vehicles per day along Hale Road, limiting the opportunity for motorists to enter the roundabout from Dawson Avenue in both directions. As a result of this high speed approach on Hale Road combined with motorist ignoring the existing line-marked only pre-deflections, motorists on Dawson Avenue are having

difficulty entering the roundabout, this then resulting in an over representation of right angle crashes.

*Proposed Treatment:*

Based on the above it is proposed to install small traffic islands in Hale Road on the approaches to the roundabout to redirect traffic through the existing line-marked only pre-deflections to help slow Hale Road traffic when approaching the roundabout.

BCR – 1.73 (Supported by a RSA)

**Canning Road/Lesmurdie Road East, Lesmurdie (Refer Attachment 3)**

*Crash Summary:*

Traffic on Canning Road is approaching the roundabout at high speeds from both directions. Traffic volumes are also high, in the order of 14,500 vehicles per day, along Canning Road limiting the opportunity for motorists to enter the roundabout from both Lesmurdie Road and Lesmurdie Road East. As a result of this high speed approach in both directions on Canning Road and the difficulty motorists are having when entering the roundabout from Lesmurdie Road and Lesmurdie Road East, an over representation of right angle crashes are occurring.

*Proposed Treatment:*

Based on the above it is proposed to install pre-deflection and associated traffic islands/demarcations on both Canning Road to slow traffic approaching the roundabout.

BCR – 1.86 (Supported by a RSA)

**STATUTORY AND LEGAL CONSIDERATIONS**

13. Nil.

**POLICY CONSIDERATIONS**

14. Nil.

**COMMUNITY ENGAGEMENT REQUIREMENTS**

**Internal Referrals**

15. Residents affected by any approved Black Spot project will be consulted during the design and construction phases of the project.

## External Referrals

16. Supporting RSAs for all three (3) projects was sourced through GHD as an external “independent” Traffic Engineering Consultant.

## FINANCIAL CONSIDERATIONS

17. Given all three (3) projects do not meet Australian Government Black Spot criteria and therefore ineligible for 100% grant funding, and subject to State Government review/approval, the financial impact for the City is summarised in the following table:

Location	Proposed treatments	Funding Source	BCR	Estimated construction cost	Shire 1/3 contribution
Roe Highway/Maida Vale Road, High Wycombe	Install a roundabout.	State	1.38	\$343,000	\$114,333
Hale Road/Dawson Avenue, Forrestfield	Installation of small traffic islands in Hale Road on the approaches to the existing roundabout.	State	1.73	\$25,000	\$8,333
Canning Road/Lesmurdie Road East, Lesmurdie	Install pre-deflection and associated traffic islands/demarcations on both sides of Canning Road to slow traffic approaching the roundabout.	State	1.86	\$120,000	\$40,000
Total:				\$488,000	\$162,666

18. Should the City be successful in securing funding for all three (3) nominated projects, the City’s municipal funding component will equate to \$162,666.
19. The Long Term Financial Plan (LTFP) has included an annual amount of \$450,000 for Black Spot Projects, comprising \$300,000 grant funding and \$150,000 municipal funding. The 2018/2019 amount will require amendment to reflect approval of funding for part/all submissions.
20. In addition, the LTFP has included an amount of \$1,749,000 in 2018/019 for the Mundaring Weir Road Project Stage 2 approved as part of the 2017/2018 Black Spot Program. This amount includes \$872,000 in grant and \$896,400 municipal funding.

## STRATEGIC COMMUNITY PLAN

### Strategic Planning Alignment

21. *Kalamunda Advancing: Strategic Community Plan to 2027*

OBJECTIVE 1.2: To provide safe and healthy environments for community to enjoy.

Strategy 1.2.1 Facilitate a safe community environment.

OBJECTIVE 3.2: To connect community to quality amenities.



Strategy 3.2.2

Provide and advocate for improved transport solutions and better connectivity through integrated transport planning.

## SUSTAINABILITY

### Social Implications

22. Nil.

### Economic Implications

23. The approval of State or Australian Government funds as part of this program will reduce the requirement for municipal funding to address Black Spots on the City's road network.

### Environmental Implications

24. Nil.

## RISK MANAGEMENT CONSIDERATIONS

25.

**Risk:** The submissions are not endorsed and the opportunity is lost for government funding contributions towards treatment of Black Spots on the City's road network.

Likelihood:	Consequence	Rating
Unlikely	Significant	Medium

**Action/ Strategy**

Provide detailed project submissions in accordance with the grant conditions.

**Risk:** A submission is not approved for government Black Spot funding.

Likelihood:	Consequence	Rating
Possible	Major	High

**Action/ Strategy**

Each unsuccessful project will need to be incorporated into the City's Long Term Financial Plan for future funding consideration.

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## OFFICER COMMENT

26. As a part of the preparation of the 2018/2019 Black Spot project submissions, officers have reviewed the available crash data across the City to determine suitable engineering treatments available that will address the crash types identified. The resultant treatment is aimed at eliminating crash types where practicable, or to reduce severity and likelihood through the application of improved road design.
27. All projects identified were subjected to a detailed RSA, carried out by GHD an external independent Traffic Engineering Consultant. This process involves the consultant leading a team that included a City officer. A copy of the final report arising from the audit was included with each relevant submission to MRWA.
28. The proposed grant funding submissions for the 2018/2019 Black Spot Program have undergone stringent engineering reviews that ensure each treatment proposed is feasible and can be progressed to detailed design and delivery, pending MRWA review/approval of each submission.
29. As the closing date for submissions was 14 July 2017, the completed submissions were delivered to MRWA to commence assessment. This report is therefore submitted on a retrospective basis, with Council's endorsement of the submissions able to be provided in writing at the earliest available opportunity.

<b>Voting Requirements: Simple Majority</b>
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## RECOMMENDATION

That Council:

1. Endorses the submission of the following projects to Main Roads WA for grant funding consideration as part of the 2018/2019 State Government Black Spot Program:
  - Roe Highway/Maida Vale Road, High Wycombe – Installation of a roundabout (Attachment 1).
  - Hale Road/Dawson Avenue, Forrestfield – Installation of small traffic islands in Hale Road on the approaches to the existing roundabout (Attachment 2).
  - Canning Road/Lesmurdie Road East, Lesmurdie – Installation of pre-deflection and associated traffic islands/demarcations on both sides of Canning Road (Attachment 3).
2. Requests the Chief Executive Officer to advise Main Roads WA of its endorsement of these projects.

Moved:

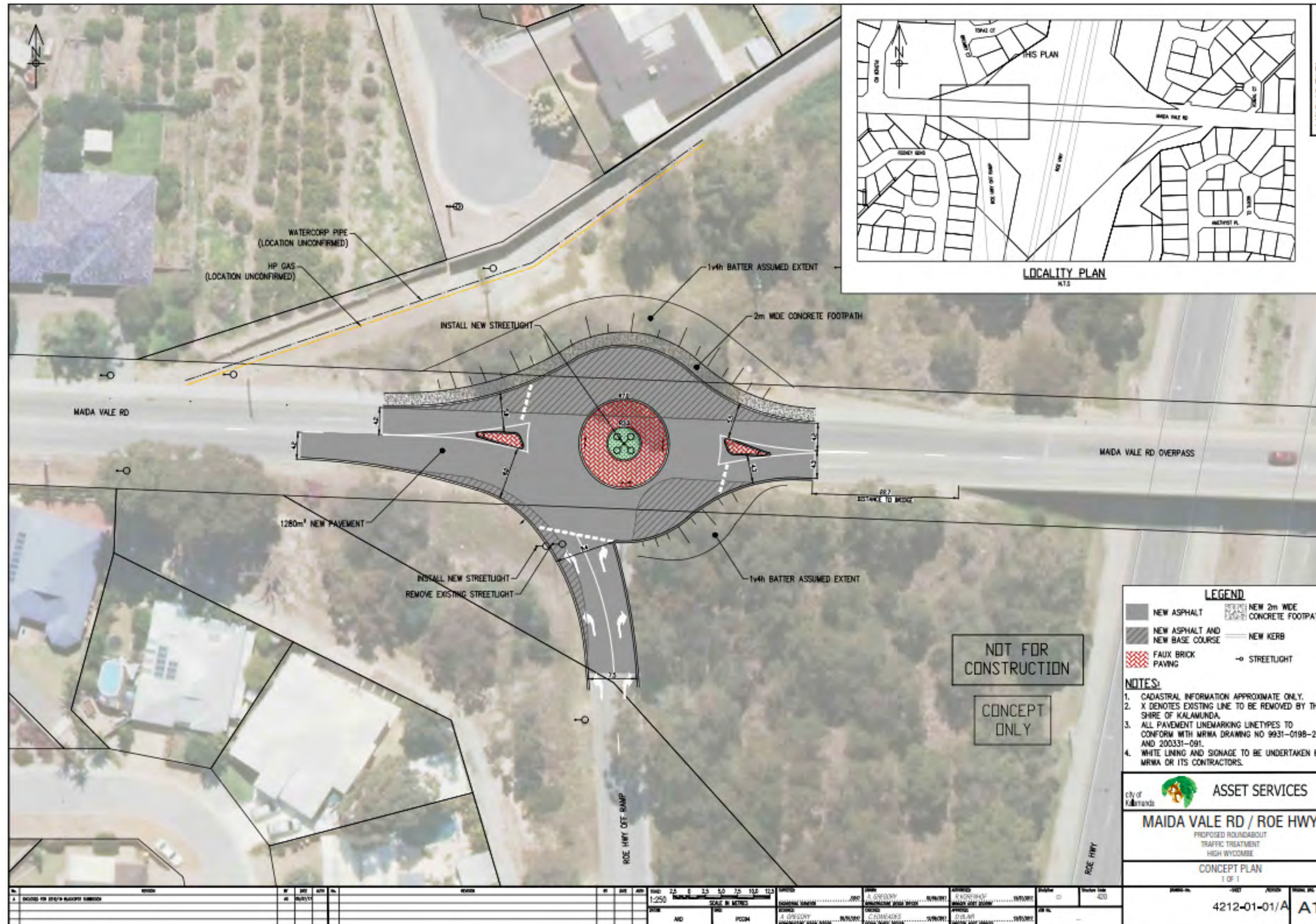
Seconded:

Vote:

# Attachment 1

State and Australian Government Black Spot Programs Submissions 2018/2019

City of Kalamunda Drawing No. 4212-01-01/A – Roe Highway/Maida Vale Road, High Wycombe





## Attachment 2

State and Australian Government Black Spot Programs Submissions 2018/2019

City of Kalamunda Drawing No. 4216-01-01/A – Hale Road and Dawson Avenue, Forrestfield





## State and Australian Government Black Spot Programs Submissions 2018/2019

**City of Kalamunda Drawing No. 4217-01-01/A – Canning Road and Lesmurdie Road, Lesmurdie**





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

**10.3.3 Proposal for an Additional 850,000 cubic metres of Temporary Stockpiling of Fill and Processing of Excavated Material – Lot 500 (765) Abernethy Road, Forrestfield**

Previous Items	SCM 88/2017
Responsible Officer	Director Development Services
Service Area	Approval Services
File Reference	AB-03/765
Applicant	Public Transport Authority
Owner	Public Transport Authority
Attachment 1	Locality Plan
Attachment 2	Site Plan – Office and Maintenance Area
Attachment 3	Site Plan – Ultimate Setup
Attachment 4	Site Photos

**EXECUTIVE SUMMARY**

1. The purpose of this report is to consider a planning application for the temporary stockpiling of 850,000 cubic metres of excavated fill and processing of the excavated fill at Lot 500 (765) Abernethy Road, Forrestfield (the subject site). Refer Attachment 1.
2. The proposal comprises part of the Forrestfield Airport Link (FAL) Project a \$2 billion infrastructure project that comprises an 8.5 kilometre spur rail line to Forrestfield from the east of the Bayswater Station, including three stations at Airport West, the Perth International Airport and Forrestfield.
3. In June 2017, Council resolved to approve an application from the Public Transport Authority (PTA) to construct site facilities and temporary stockpiling of 50,000 cubic metres of excavated fill at the site.
4. The scope of the proposed development comprises the following:
  - use of the existing limestone pad for the temporary treatment of soils;
  - construction of associated site facilities;
  - the temporary stockpiling of excavated material; and
  - processing of excavated material.
5. Whilst not specifically mentioned by the Public Transport Authority (PTA) in their application, the Department of Environmental Regulation (DER) has advised the City that they are aware that the excavated material may contain Perfluoroalkyl and polyfluoroalkyl substances (PFAS), but have limited detail of the level of the chemical that might be contained in the excavated fill. Noting that the PTA has environmental management plans in place, the DER have stated that they have no objection to the proposed development. Notwithstanding the advice from the DER, conditions have been included to specifically address the management of PFAS on site. More detail on this contaminant can be found in point 23 of the report.
6. The officer recommendation is to approve the application subject to conditions.

## BACKGROUND

### 7. Land Details:

Land Area:	28.7846ha
Local Planning Scheme Zone:	General Industry & Local Open Space
Metropolitan Regional Scheme Zone:	Industrial

8. At its Special Council Meeting held on 10 October 2016 (SCM 10/2016), Council resolved to recommend to the Western Australian Planning Commission (WAPC) that the planning application for construction of site early works incorporating various construction activities and supporting infrastructure be approved subject to conditions. The approval was for land vested in the Public Transport Authority (PTA) between Dundas Road and the Forrestfield Marshalling Yards, several freehold lots east of Dundas Road and Ibis Place recently acquired by the PTA, and portions of Dundas Road, Sultana Road West and Ibis Place road reserves. The application was approved by the WAPC on 25 October 2016.
9. The approval for the early works enabled the PTA to use their site on Dundas Road for the temporary storage of excavated fill from the tunnel prior to the material be taken off site and disposed of. It is understood that with the issue of the PFAS being known, the PTA is unable to dispose of the fill as previously planned, hence the need for the current application to temporarily store fill on the subject site.
10. At its Ordinary Council Meeting held on 27 February 2017 Council resolved to recommend to the WAPC that the application for the Forrestfield Train Station, portal building, stowage area and civil works (excluding the car parking area) be approved subject to conditions. The WAPC granted formal approval to the application on 31 May 2017.
11. At its Special Council Meeting held on 12 June 2017, Council resolved to grant conditional approval to the Public Transport Authority (PTA) to construct site facilities and temporary stockpiling of 50,000 cubic metres of excavated fill at the site to a height of 4m.
12. The subject site is located on the southern end of Abernethy Road adjacent to the Forrestfield Marshalling Yards to the east and Perth Airport land to the west. The surrounding area is characterised by a variety of industrial land use activities.

## LOCALITY PLAN

13.



## DETAILS

14. The scope of the proposed development requires approval for the following (Attachments 2 and 3):

- the temporary stockpiling of excavated material; and
- processing of excavated material.

15. In more detail, approval is sought for the following:

### **Temporary Stockpiling of Excavated Material:**

- In addition to the existing 50,000 cubic metres of excavated material to be stored on the subject site for a period of up to two years, the PTA is seeking approval from the City for an additional 850,000 cubic metres of excavated fill also to be stored on the site. The temporary approval is sought subject to the Department of Environmental Regulation (DER) releasing amendments to its regulations which will allow for the reuse of the excavated material within State land. The quantum of fill will comprise soil excavated from the dive structure. Excavated fill has already been brought onto the subject site in accordance with the conditions of the existing planning approval.
- The excavated fill will be stockpiled to a maximum height of 13 metres.
- Due to the volume of the additional storage proposed, a telescopic stacker will be used to stockpile material to the proposed height. The height requirements are necessary to maximise storage due to the limited land available.



### **Associated Site Facilities:**

A number of associated site facilities have already been approved for the site, however for the purpose of continuity, they have been referenced again as follows:

- portable site buildings, offices, laboratory, ablutions and crib room;
- a maintenance area, comprising two 40 foot containers with a shade between, for the maintenance of plant and equipment used in the stockpiling operation;
- a self-contained diesel storage cell for refuelling of mobile plant and equipment; and
- a Genset may be required in the leachate collection area for the operation of associated pumps and equipment; and
- Use of a number of existing facilities constructed as part of the Gateway Project, these include tyre wash down, concrete washout and parking area.

### **Processing of Excavated Material:**

- The proposed development encompasses activities required to allow for the reuse of the excavated fill and may involve screening, blending, crushing and washing of the material. These are described in more details below:
  - **Screening:** Soil screening involves the use of a mobile screening plant to sort material into relevant size fractions. The equipment will have self-equipped dust suppression including spray nozzles on each end of the conveyors and on the loading deck. The mobile screening plant will be loaded with a conventional loader or excavator and the immediate surrounding area will be suppressed with water prior to screening to minimise dust emissions.
  - **Blending:** This involves the use of conventional earthmoving equipment to mix two different soil types (e.g. clay and sand) to create a blended product.
  - **Washing:** This involves using mobile soil washing equipment similar to the mobile screening plant to soak soil and encourage segregation of fine material (clay/silt). Up to 90% of water will be captured and reused through the process. A licence will be sought from the Department of Water for water supply as required.
  - **Crushing:** Concrete may be processed in order to create base material for the construction of temporary roads within the FAL construction site. The crushing of concrete will involve the use of a mobile crushing plant. The plant will be fitted with a dust suppressor and loaded conventionally with a loader or excavator. In all instances, the concrete will be suppressed with water prior to crushing to minimise dust emissions.
- These activities are regulated by the DER under the provisions of the *Environmental Protection Regulations 1987* (the Regulations). Approval from the DER will be sought by the PTA if required.

16. In support of the proposal, the applicant has provided the following information:
- Over the coming two years the project will generate approximately 1 million cubic metres of spoil from the Forrestfield Station development, including egress shaft, dive structure and tunnel construction. In the long term the PTA does not want to retain material on site. However, a solution which utilises the subject site for temporary material storage is required, until a permanent solution is found. This solution may cover the following phased spoil generation activities:
    - Forrestfield Dive Structure excavation – immediate – end of July 2017.
    - Tunnel Boring Machine (TBM) – mid July 2017 – mid 2019
    - TBM 2 – mid September 2017 – late 2019.
    - Belmont Station and egress shaft excavations – mid September 2017 – mid 2018.
  - The land subject to this proposal is approximately 16ha which excludes the compensating basin to the north and the category wetland to the south of the subject site;
  - The subject site contains an existing compacted Acid Sulphate Soils (ASS) compliant Pad (300mm deep limestone) that was constructed as part of the previous Gateway Project. This area is well graded and includes fall to the north east corner to the existing lined leachate collection area.
  - The works at the subject site will be undertaken in accordance with the approved project wide Construction Environmental Management Plan and associated sub plans. Site specific dust control and management measures will be implemented during the operation of the site to minimise impacts on surrounding infrastructure and environment. In particular the 13m high stockpile will be managed to prevent dust emissions as follows:
    - Material from the tunnel excavation will most likely be moist on arrival to the site;
    - Sprinkler irrigation at the conveyor end of the telescopic stacker will be utilised as required;
    - The conveyor will be lowered as far as practical during stockpile rises;
    - Progressive hydro mulching of the batters;
    - Access for water carts around the stockpile will be maintained at all times;
    - A water cart will be available on site;
    - Potential use of dust suppressants on access roads and stockpiles if required; and potential uses of wind barrier fencing on stockpile batters and top to minimise lift off.
  - In regard to traffic generation, all heavy vehicles will approach the subject site from the south along Abernethy Road, entering the site from via one of three existing crossovers. All vehicles exiting the site will use the northern crossover which will allow for a left and right hand turning movement onto Abernethy Road.
  - It is anticipated that the type of vehicles will comprise semi-trailers with the potential for the use of double semi-trailers (maximum length of 27.5m) for the spoil material. The expected traffic volumes will vary from 8 to 15 truck movements per hour, 7am to 7pm weekdays and Saturdays.

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## STATUTORY AND LEGAL CONSIDERATIONS

### Local Planning Scheme No.3

17. The subject site is zoned General Industry under the Local Planning Scheme No.3 (the Scheme). In accordance with Table 1 of the Scheme the proposed land use of 'Storage' is identified as a "P" use, under the which means that the use is permitted. The sorting of material on site is classified as "Resource Recovery Centre" a "P" use under the zone. However the extent of the processing component is minor and therefore considered incidental to the predominant use of storage.

### Planning and Development (Local Planning Schemes) Regulations 2015

18. In considering an application for planning approval, Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* requires Council to have due regard to a number of matters, including:
- the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area.
  - the compatibility of the development within its settings;
  - amenity in the locality;
  - the amount of traffic to be generated by the development, particularly in relation to the capacity of the road system and effect of traffic flow and safety; and
  - the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource.
  - Any environmental protection policy approved under the *Environmental Protection Act 1986* (the Act)
19. If Council refuses the application or imposes conditions that are unacceptable to the applicant, there is a right of review (appeal) to the State Administrative Tribunal.

## POLICY CONSIDERATIONS

20. Nil.

## COMMUNITY ENGAGEMENT REQUIREMENTS

21. Given the significant amount of fill proposed to be stored on site, surrounding landowners within 300m were notified in writing of the proposal and invited to comment. Three non-objections were received to the proposal from Perth Airport, Western Power and the Water Corporation.

22. It is understood from PTA that Salini Impreglio have made contact with surrounding landowners in respect to the proposal, to explain in more details the nature of the proposal. It is understood that the businesses contacted did not raise any fundamental objection to the proposal.

### Internal Referrals

23. **Health Services:**  
Health Services have indicated they have no objection to the proposed development subject to appropriate conditions relating principally to the management of the contaminated fill on site. In this regard to following comments are provide in respect to PFAS:
- These substances are a family of manufactured chemicals which do not occur naturally in the environment. They are contaminants of emerging concern in Australia and internationally. They have been identified in the environment at a number of known and suspected contaminated sites in Western Australia.
  - PFAS are widely used in a range of industrial applications, such as textiles, preservatives, fluoropolymer and fluoroelastomer production, surface treatment, food packaging, hydraulic oil for aeroplanes, cosmetics, floor wax, polish, paint and lacquer, as well as fire-fighting foams.
  - PFAS are known to be persistent, bioaccumulative and toxic. Due to their persistence in the environment and moderate solubility, they can be transported long distances (potentially kilometres) in water and air, and transfer between different media (e.g. soil, sediment, surface water and groundwater). PFAS have been detected worldwide in fauna, ecosystems and humans since first use in the 1950s. In August 2010, nine new chemicals, including PFOS, PFOS salts and perfluorooctane sulfonyl fluoride (PFOSF), were added to Annex B3 of the Stockholm Convention on Persistent Organic Pollutants.

In regard to the processing of material on site, there was no objection on the basis that the Stockpiling Management Plan addresses the requirements of the City and has been approved by the Contaminated Sites Auditor.

Health Services have advised that the processing of excavated material at the site would be a prescribed premises as defined by s5 and Schedule 1 of the Regulations being a category number 62:

*"Solid waste depot: premises on which waste is stored, sorted, pending final disposal or re-use."*

Part V s52 of the Act states:

"The occupier of any premises who carries out work on or in relation to the premises which causes the premises to become, or to become capable of being, prescribed premises commits an offence unless he does so in accordance with a works approval."

Given the above, the work being undertaken at the subject site, would cause the premise to become a prescribed premise as defined by s5 and Schedule 1 of the Regulations. Accordingly, it would be an offence under s52 of the Act to undertake works which would cause the subject site to become a prescribed premise without a works approval from DER.

The PTA is therefore required to obtain a works approval from the DER. This will be included as a recommended condition of the approval.

24. **Assets Services**

Assets Services have indicated they have no objection to the proposed development subject to the same conditions be applied relating to the following issues:

- dust management
- traffic impact assessment
- road conditioning and wear
- haulage
- fill and drain

**External Referrals**

25. **Department of Environmental Regulation**

The City has received the following advice from the Acting Director General in respect to the proposed development:

- *The Department of Environment Regulation (DER) is aware that that the excavated fill may contain per- and polyfluoroalkyl substances (PFAS) but has limited detail of the level that might be contained in the excavated material.*
- *In respect to the Environmental Protection Act 1986 (EP Act) and as part of the Forrestfield-Airport Link (FAL) project area, DER considers that temporary stockpiling of excavated materials at the Abernethy Road, Forrestfield site would not meet the definition of any prescribed premises category as per Schedule 1 to the Environmental Protection Regulations 1987. Consequently, the works approval and licence provisions in Part V Division 3 of the EP Act do not apply to the current proposal.*
- *In respect to the Contaminated Sites Act 2003 (CS Act), the Abernethy Road, Forrestfield site is classified as remediated for restricted use under the CS Act. One of the restrictions on use is that the land use is restricted to commercial/industrial use with open space areas. The proposed site facilities and temporary stockpiling of excavated materials are consistent with commercial/industrial use and the site is therefore considered suitable for the proposed use provided the site-specific management measures in the Auditor-approved "Forrestfield Grain Silo Land, Lot 13575 and Lot 500, Abernethy Road, Forrestfield, Site Management Plan" (Golder Associates Pty Ltd, November 2012) are implemented if asbestos is encountered during any subsurface works.*
- *On the basis of the above, and noting that the Public Transport Authority (PTA) has environmental management plans in place, DER has no objection to the PTA proposal to stockpile excavated material at the 777 Abernethy Road site (Area C).*

26. The DER has not provided any recommended conditions of approval in respect to the proposal.

27. Whilst no formal advice from the DER has been received in respect to the processing of material on site, as indicated in Point 23 of the report, [the](#) processing of material, would cause the subject site to become a prescribed premise as defined in the Regulations. Accordingly, the PTA is required to obtain works approval from the DER.
28. **Western Australian Planning Commission**  
Under the Metropolitan Region Scheme Abernethy Road is classified as Category 2 road, which requires referral to the WAPC where development has the potential to significantly increase traffic along Abernethy Road. In this instance however the City has received advice from the WAPC that a referral is not required in this instance.

## **FINANCIAL CONSIDERATIONS**

29. Nil.

## **STRATEGIC COMMUNITY PLAN**

### **Strategic Planning Alignment**

30. *Kalamunda Advancing: Strategic Community Plan to 2027*

OBJECTIVE 2.1 – To protect and enhance the environmental values of the City.

Strategy 2.1.1 – Enhance our bushland, natural areas, waterways and reserves. City

OBJECTIVE 2.4 – To ensure contaminated sites are safe and managed to ultimate use.

Strategy 2.4.1 – Identify, examine and manage risk associate with contaminated site.

OBJECTIVE 3.1 – To Plan for Sustainable population growth.

Strategy 3.1.1 – Plan for diverse and sustainable housing, community facilities and industrial development to meet changing social and economic needs.

## **SUSTAINABILITY**

### **Social Implications**

31. The subject lot is located in a general industrial area, with vehicles bringing fill to the site only travelling through industrial land uses. On this basis any potential amenity impacts are considered unlikely.

### **Economic Implications**

32. The FAL Project represents a \$2 billion investment in Infrastructure. The storage of the excavated fill will facilitate the commencement of the TBM on site in July.

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## Environmental Implications

33. The proposed development is subject to the provisions of Schedule 10 – Environmental Conditions of the Scheme relating to the Forrestfield Marshalling Yards and surrounds which requires the following Plans to be prepared:
- Drainage and Nutrient Management Plan;
  - Soil Contamination Remediation Plans;
  - Groundwater Contamination Remediation; and
  - Groundwater Abstraction Plan.
34. The applicant has advised that the following plans prepared by Salini Impreglio and NRW Joint Venture as part of the environmental management framework, agreed to by the EPA, for the FAL Project:
- Acid Sulphate Soils and Dewatering Management Plan – approved by the DER.
  - Spoil and Contamination Management Plan – approved by the Contaminated Sites Auditor.
  - Groundwater Abstraction License – approved by the Department of Water.
- The applicant notes the above-mentioned plans coupled with existing legislation, policy and guidelines are adequate to manage the potential impacts and satisfy the intent of Schedule 10 of the Scheme.
35. The proposed development will be undertaken in accordance with all federal and State environmental guidelines. The proposal will also satisfy the following existing plans previously prepared and approved by the City for the FAL Project:
- Construction Environmental Management Plan
  - Construction Plan
  - Air Quality and Dust Management Plan
  - Spoil and Contamination Management Plan (approved by the Contaminated Sites Auditor)
  - Acid Sulphate Soils and Dewatering Management Plan (approved by the DER)
  - Construction Noise and Vibration Management Plan.
36. In addition to the above, all works will be carried out in accordance with the site specific Stockpiling Management Plan, which sets out specific measure for the management of excavated material to a height of 13 metres. The management plan also sets out specific measures for managing key issues associated with the proposed development. These include:
- i) Baseline contamination testing;
  - ii) Periodic testing of excavated material for contamination;
  - iii) Management of contaminated material, including measures to mitigate the risk of contaminants impacting on the groundwater and surface water;
  - iv) segregation of spoil;
  - v) stockpiling testing;
  - vi) monitoring;
  - vii) dust suppression, stormwater management; and
  - viii) traffic management.

The Stockpiling Management Plan has been endorsed by the DER accredited Contaminated Sites Auditor for the FAL project.

37. On the southern portion of the subject site is a Resource Category Wetland. The proposed location of the excavated fill will need to be managed through the Stockpile Management Plan to ensure there environmental value of wetland is not compromised.

### **Environmental Protection Act 1986**

38. The DER have advised that the temporary stockpiling of excavated materials at the Abernethy Road, Forrestfield site would not meet the definition of any prescribed premises category as per Schedule 1 to the Regulations. Consequently, the works approval and licence provisions in Part V Division 3 of the Act do not apply to the stockpiling component of the proposal.
39. In respect to the processing of material on site. As noted in Point 23 of the report, processing of excavated material at the site would be a prescribed premises and therefore in accordance with Part V s52 of the Act states occupier of any prescribed premises will be committing an offence unless the activity is undertaken in accordance with a works approval.

### **Contaminated Sites Act 2003**

40. In respect to the *Contaminated Sites Act 2003* (the CS Act) the subject site is classified as *remediated for restricted use* under the Act. One of the restrictions on use is that the land use is restricted to commercial/industrial use with open space areas. DER have advised that the proposed site facilities and temporary stockpiling of excavated materials are consistent with commercial/industrial use and the site is therefore considered suitable for the proposed use provided the site-specific management measures in the Auditor-approved "Forrestfield Grain Silo Land, Lot 13575 and Lot 500, Abernethy Road, Forrestfield, Site Management Plan" (Golder Associates Pty Ltd, November 2012) are implemented if asbestos is encountered during any subsurface works.
41. In respect to the processing of excavated fill on site, the PTA have advised that the CS Act is primarily applicable to the historical use of the site and its contaminative status rather than the processing component of the proposal. The CS Act contains provisions to ensure contaminated sites are investigated, remediated and managed appropriately in order to minimise risks to human health and the environment. These provisions have been satisfied at the site and also as they relate to the processing component of the proposal as follows:
- The site was investigated by PTA in accordance with the requirements of the CS Act between 2004 and 2012. This involved multiple phases of investigation and remediation of asbestos which was present at the site.
  - The investigations and the remedial activities were endorsed by a DER accredited Contaminated Sites Auditor and the DER.



- The investigations culminated in the classification of the site as Remediated for Restricted Use under the provisions of the CS Act. The proposed use of the site for the FAL project including the processing component is consistent with this classification.
- The site classification requires that future development at the site is undertaken in accordance with the Site Management Plan which has been approved by a DER accredited Contaminated Sites Auditor and the DER. PTA and SINRW are obliged to comply with the requirements of the Site Management Plan during the proposed use of the site for the FAL project including the processing component.

## RISK MANAGEMENT CONSIDERATIONS

42.	<b>Risk:</b> The excavated fill may contain PFAS which may contaminate the groundwater of the site and surrounding areas		
	<b>Likelihood:</b>	<b>Consequence</b>	<b>Rating</b>
	Possible	Significant	High
	<b>Action/ Strategy</b>		
	The DER accredited Contaminated Sites Auditor has endorsed the Stockpiling Management Plan for the site and all management measures contained therein.		
	<b>Risk:</b> The proposed haulage route will potentially impact on the condition of the road infrastructure		
	<b>Likelihood:</b>	<b>Consequence</b>	<b>Rating</b>
	Possible	Significant	High
	<b>Action/ Strategy</b>		
	Include conditions requiring the applicant to undertake monitoring of the road condition and undertake improvements where necessary.		
	<b>Risk:</b> The processing of excavated material on site may impact the industrial operations of adjoining businesses.		
	<b>Likelihood:</b>	<b>Consequence</b>	<b>Rating</b>
	Possible	Significant	High
	<b>Action/ Strategy</b>		
	Ensure the applicant is compliant with the management measures contained in the Stockpiling Management Plan endorsed by the DER accredited Contaminated Sites Auditor.		

## OFFICER COMMENT

43. The FAL Project represents a major financial investment by the State Government in rail infrastructure and a significant transport initiative for the City of Kalamunda. The proposal to temporarily store an additional 850,000 cubic metres of excavated fill on the site represents an important element of the project given the commencement of the TBM's is expected to commence mid to late July.

44. The City understands from advice received from the DER, that the excavated fill may contain the contaminate PFAS and that the exact levels of the contaminate are unknown at this point in the process. The on site management of the PFAS contaminate represents an environmental risk which therefore needs strict management controls in place.
45. Noting the above, the PTA have provided a site specific Stockpiling Management Plan for the site. The plan addresses all aspects of the site management and in particular contains specific management measures for the temporary storage of spoil which contains detectable concentrations of PFAS. The management plan also provides appropriate measures for the sorting and processing of material on the site. The Stockpiling Management Plan has been endorsed by the DER accredited Contaminated Sites Auditor for the FAL project.
46. In regard to traffic generation, the applicant has advised that the movement of the fill from the current PTA site on Dundas Road will generate between 8-15 truck movements per hour 6 days per week Monday to Saturday. The traffic component represents a significant element of the proposal with implications from an infrastructure costs perspective. Whilst amenity is always a consideration, the proposed route along Dundas Road and Abernethy Road is through predominantly industrial land uses.
47. Assets Services have requested the inclusion of the same conditions imposed for the approval for the stockpiling of the 50,000 cubic metres by Council in June 2017.
48. The issues relevant to the June approval in respect to impacts of the number of vehicle movements relating to road conditioning, cost of the road wear and required maintenance remain with the current proposal. Accordingly, the recommended conditions are considered appropriate in the context of the number and frequency of the haulage vehicles entering and leaving the site has the potential to impact on the road condition.
49. Such conditions would in most instances require the applicant to satisfy the conditions prior to commencement of the approval. Salini Impreglio – NRW joint Venture have already commenced the stockpiling of excavated fill on the site associated with the previous approval, and with the tunnel excavation anticipated to commence in mid to late July the applicant is looking for a seamless transition between approvals.
50. Noting the above, it is recommended that as per the previous June 2017 approval, timeframes be applied to the current proposal.
51. For consistency, conditions recommended to the WAPC as part of the early works approval have been included, where appropriate, in the recommended conditions for the proposed development.

52. The PTA has provided to the City a number of documents within the designated timeframes to address the conditions associated with the planning approval granted by Council in June 2016 for the storage of 50,000 cubic metres of excavated fill on the site. The City is now in the process of reviewing the documents, including the deed to indemnify the City against any reasonable costs incurred as a result of the PTA failing to satisfy the conditions of approval.

<b>Voting Requirements: Simple Majority</b>
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**RECOMMENDATION**

That Council:

1. Approve the proposal for an Additional 850,000 cubic metres of Temporary Stockpiling of Fill and the Processing of Excavated Material – Lot 500 (765) Abernethy Road, subject to the following conditions:
  - a) The development shall be carried out only in accordance with the terms of the application as approved herein, and any approved plan.
  - b) Pursuant to Clause 72 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the time for which this development approval is valid lapses two years from the date of this approval. On or before 24 July 2019, the use of the site shall cease and any remaining stockpiled material shall be removed to the satisfaction of the City of Kalamunda on advice from the Department of Environment Regulation.
  - c) A copy of the site specific management plan referred to as “Stockpiling Management Plan Site C” approved and any subsequent amendments approved by the Contaminated Sites Auditor as the case may be, by the Contaminated Sites Auditor to be complied with at all times to the satisfaction of the City of Kalamunda on advice from the Department of Environmental Regulation.
  - d) The applicant to obtain a works approval from the Department of Environment and Regulation to sort waste soil pending final disposal or re-use at the subject site and provide a copy of the works approval containing all relevant conditions contained therein to the City of Kalamunda within fourteen (14) days of being granted.
  - e) The applicant shall comply with all conditions of the works approval granted by the Department of Environment and Regulation at all times to the satisfaction of the City of Kalamunda.
  - f) The applicant to provide confirmation from the Environmental Protection Authority within 14 days of the issue of the approval that the following plans: Drainage and Nutrient Management Plan, Soil Contamination Remediation Plan, Groundwater Contamination Remediation Plan, and Groundwater Abstraction Plan as required under Schedule 10 of Local Planning Scheme No 3 have been satisfied through the preparation of the following documents:

- i) Acid Sulphate Soils and Dewatering Management Plan
  - ii) Spoil and Contamination Management Plan
  - iii) Groundwater Abstraction License
- g) A Water Contamination Management Plan detailing how the risk of contaminants, in particular Per – and Poly -Fluoroalkyl Substances (PFAS) and Acid Sulfate Soils, will be prevented from impacting groundwater and water ways, is to be:
  - i) Prepared and submitted by an independent specialist for the applicant within 21 days of the approval, for the approval of the Department of Environment Regulation and the City of Kalamunda, and
  - ii) The approved plan being implemented upon approval being granted.
- h) A Dust Management Plan detailing how dust and contaminated dust will be controlled and managed , is to be:
  - i) Prepared and submitted by the applicant within 21 days of the approval, for the approval of the Department of Environment Regulation and the City of Kalamunda; and
  - ii) The approved plan being implemented upon approval being granted.
- i) A Haulage management plan must be provided, detailing the haulage routes to be used, and all preventative measures taken to prevent contaminated dust from leaving haulage vehicles, and prevent dissolved contaminants from leaking from haulage vehicles. The plan is to be:
  - i) Prepared and submitted by the applicant within 14 days of the approval, for the approval of the Department of Environment Regulation and City of Kalamunda, and
  - ii) The approved plan implemented upon approval being granted.
- j) Within 21 days of the date of the approval the land being filled, stabilised, drained, and/or graded as required to ensure that:
  - i) The lot can accommodate the intended development,
  - ii) Finished ground levels at the boundaries of the lot(s) the subject of this application match or otherwise coordinate with the existing and/or proposed finished ground levels of the land abutting, and
  - iii) Stormwater (not leachate) is contained on site, or appropriately treated and connected to the local drainage system.
- k) Within 14 days of the date of this approval crossover(s) shall be designed and constructed to the specifications and satisfaction of the City of Kalamunda.
- l) A Traffic Impact Assessment is required to be prepared by the applicant for the approval of the local government within 14 days of the development approval, and the recommendations of the assessment implemented upon approval of the assessment.
- m) Haulage operations relating to the transport of spoil and raw materials to the site subject to this application is limited to occur between 7:00am and 7:00pm Monday through Saturday only.
- n) A road pavement assessment of the proposed haulage routes is to be undertaken by a suitably qualified engineer, and documented as a

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Condition Assessment Report within 28 days of the approval being granted, to the specification of the City of Kalamunda.

- o) The Applicant shall contribute to the cost of road wear from the commencement to completion of the haulage operation on the proposed route through payment to the City of Kalamunda at cost/tonne.km rate independently calculated for the haulage based on the WALGA User Guide titled "Estimating the Incremental Cost Impact on Sealed Local Roads from Additional Freight Tasks – May 2015/Version No: 1".
- p) Within 60 days of the date of the approval the Applicant shall enter into a Financial Agreement with the City of Kalamunda which establishes the:
  - i) Timing of payment in relation to Condition m); and
  - ii) Basis of a proportionate financial contribution by the applicant to the City of Kalamunda for maintenance arising on the haulage routes during the period of haulage operations subject to this application.
- q) Within 21 days of the date of this approval the Public Transport Authority (PTA) is to indemnify the City of Kalamunda against any reasonable costs incurred as a result of the PTA failing to either provide the City with plans and approvals specified in the conditions, and/or not subsequently doing everything reasonably necessary to ensure ongoing compliance with the same to the City's satisfaction.

Moved:

Seconded:

Vote:

## Attachment 1

Proposal for an Additional 850,000 Cubic Metres of Temporary Stockpiling of Fill and Processing of Excavated Material – Lot 500 (765) Abernethy Road, Forrestfield

### Locality Plan

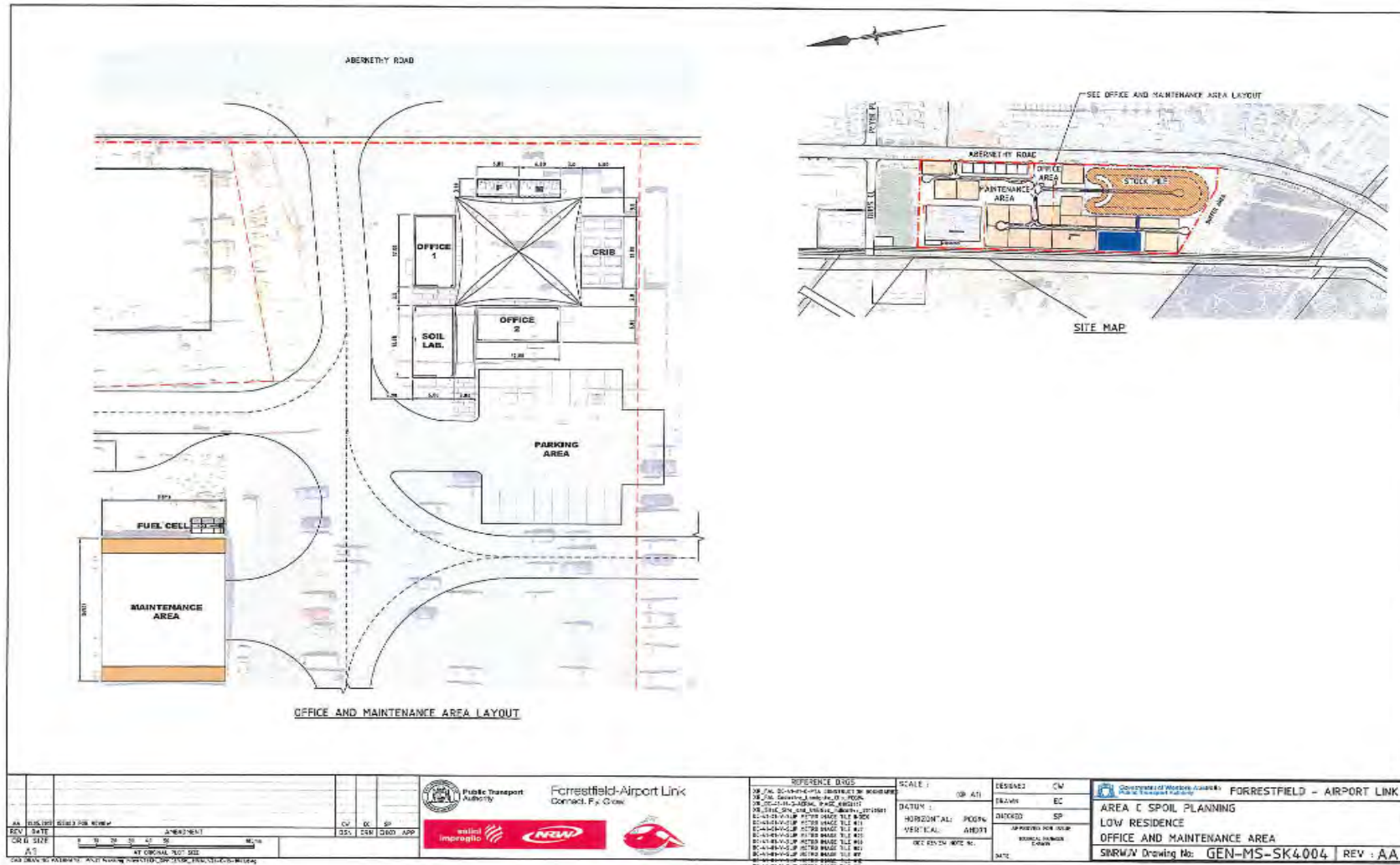




## Attachment 2

Proposal for an Additional 850,000 Cubic Metres of Temporary Stockpiling of Fill and Processing of Excavated Material – Lot 500 (765) Abernethy Road, Forrestfield Adopted Local Structure Plan

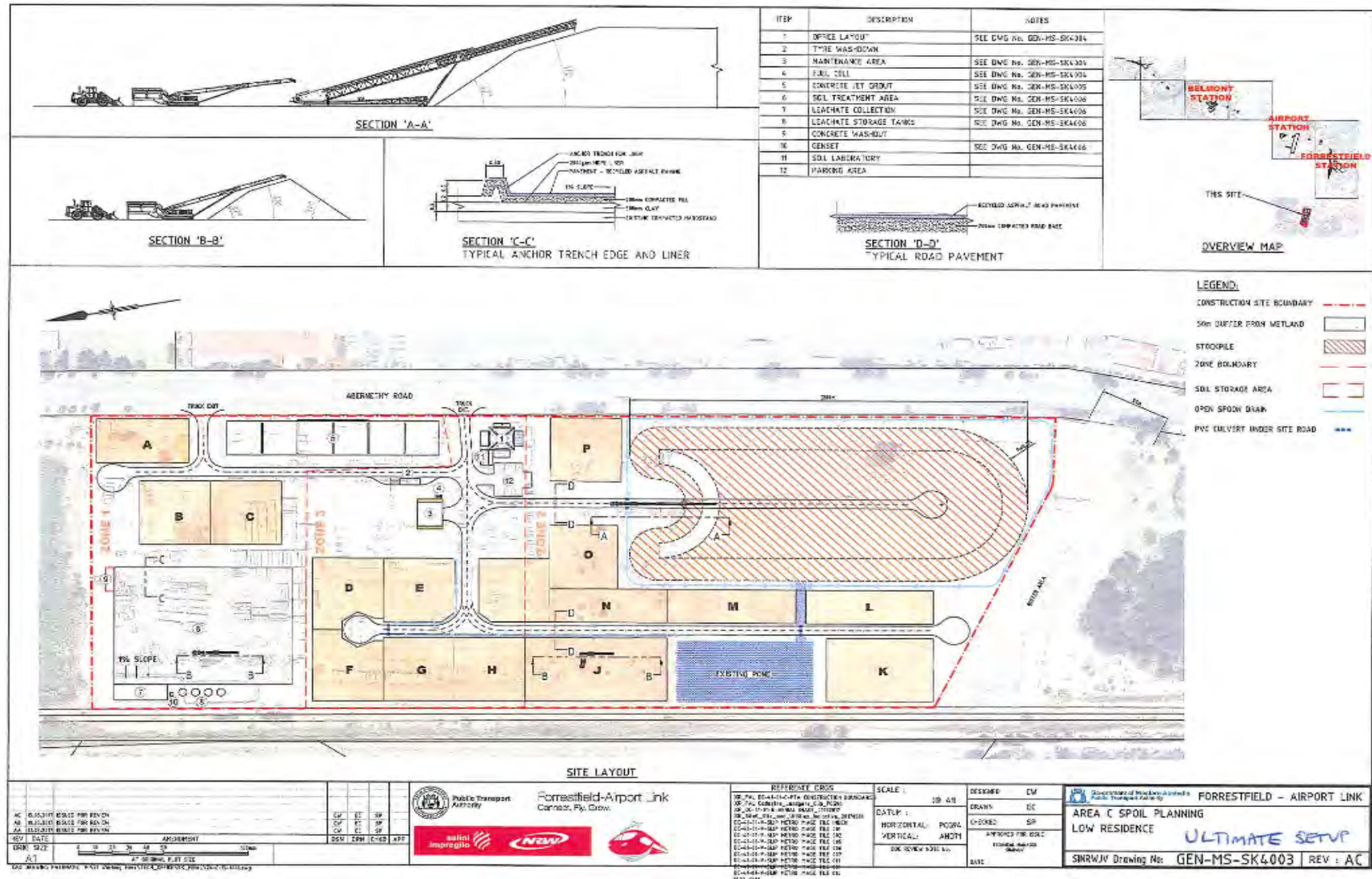
### Site Plan – Office and Maintenance Area



### Attachment 3

Proposal for an Additional 850,000 Cubic Metres of Temporary Stockpiling of Fill and Processing of Excavated Material – Lot 500 (765) Abernethy Road, Forrestfield Adopted Local Structure Plan

### Site Plan – Ultimate Setup





#### **Attachment 4**

Proposal for an Additional 850,000 cubic metres of Temporary Stockpiling of Fill and Processing of Excavated Material – Lot 500 (765) Abernethy Road, Forrestfield.

#### **Site Photos**







## 11.0 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

### 11.1 Acknowledgement of Noongar People

<b>Voting Requirements: Simple Majority</b>
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That Council:

1. Acknowledge the Whadjuk Noongar People, traditional custodians of the land upon which the City of Kalamunda Offices and Council Chambers are built, as the first order of business at each meeting of the Council.
2. Endorse the following wording of the acknowledgement to be read out at each Council meeting by a Councillor from a different Ward each month on a rotational basis –

*We wish to acknowledge the traditional custodians of the land we are meeting on, the Whadjuk Noongar people.*

*I wish to acknowledge their elders past, present and future and respect their continuing culture and the contribution they make to the life of this city and this region.*

Moved: **Cr Brooke O'Donnell**

Seconded:

Vote:

#### **Rationale:**

Aboriginal custodianship of country needs to be recognised on each occasion when City of Kalamunda Council meetings are held.

Due recognition of the traditional owners of country assists in developing strong partnerships with Aboriginal communities across Western Australia.

The Noongar people are recognised as being the traditional custodians of the land upon which the offices of the City of Kalamunda and its Council Chambers are built.

Noongar means '*a person of the south-west of Western Australia*,' or the name for the '*original inhabitants of the south-west of Western Australia*', one of the largest Aboriginal cultural blocks in Australia.

'*Whadjuk*' is the name of the dialectal group from the Perth area. Whadjuk is situated south of Yued and north of the Pinjarup dialectal groups (*Source – South West Aboriginal Regional Land and Sea Council*).

Noongar boodja – (country) covers the entire south-western portion of Western Australia. The boundary commences on the west coast at a point north of Jurien Bay, proceeds roughly easterly to a point approximately north of Moora and then roughly south-east to a point on the southern coast between Bremer Bay and Esperance (*Source – South West Aboriginal Regional Land and Sea Council*).

There is no evidence there has been any other group than Noongar in the South-West. Archaeological evidence establishes the Noongar people have lived in the area and had possession of tracts of land on our country for at least 45,000 years (*Source – South West Aboriginal Regional Land and Sea Council*).

**Officer Comments:**

Noongar culture is an integral part of Australian identity and society. The traditional owners and Noongar peoples of this region have the right to be recognised as the traditional owners of the land and for their guardianship of the land.

The City has a requirement to develop a Reconciliation Action Plan which was endorsed by Council. Therefore this motion would align with Council's intention around recognition of the traditional custodians of the land and introducing the Welcome to country would be as a sign of recognition and respect at the commencement of all meetings of the Council.

**11.2 Banning Plastic Bags**

<b>Voting Requirements: Simple Majority</b>
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That Council:

1. Request the Chief Executive Officer prepare a report to Council to discuss the impact, effect and consequences of banning single use plastic bags in the City of Kalamunda.

Moved: **Cr Brooke O'Donnell**

Seconded: **Cr Sara Lohmeyer**

Vote:

**Officer Comments:**

The Administration supports an investigation on this matter.

**12.0 QUESTIONS BY MEMBERS WITHOUT NOTICE**

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

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

**15.0 MEETING CLOSED TO THE PUBLIC**

**16.0 CLOSURE**