

# Ordinary Council Meeting

Agenda for Monday 27 February 2017



**shire 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 27 February 2017 at 6.30pm.**

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



Rhonda Hardy  
**Chief Executive Officer**

23 February 2017

## Our Vision and Our Values

### Our Vision

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

### Our Core Values

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

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

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

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

### Our Aspirational Values

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

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

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

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

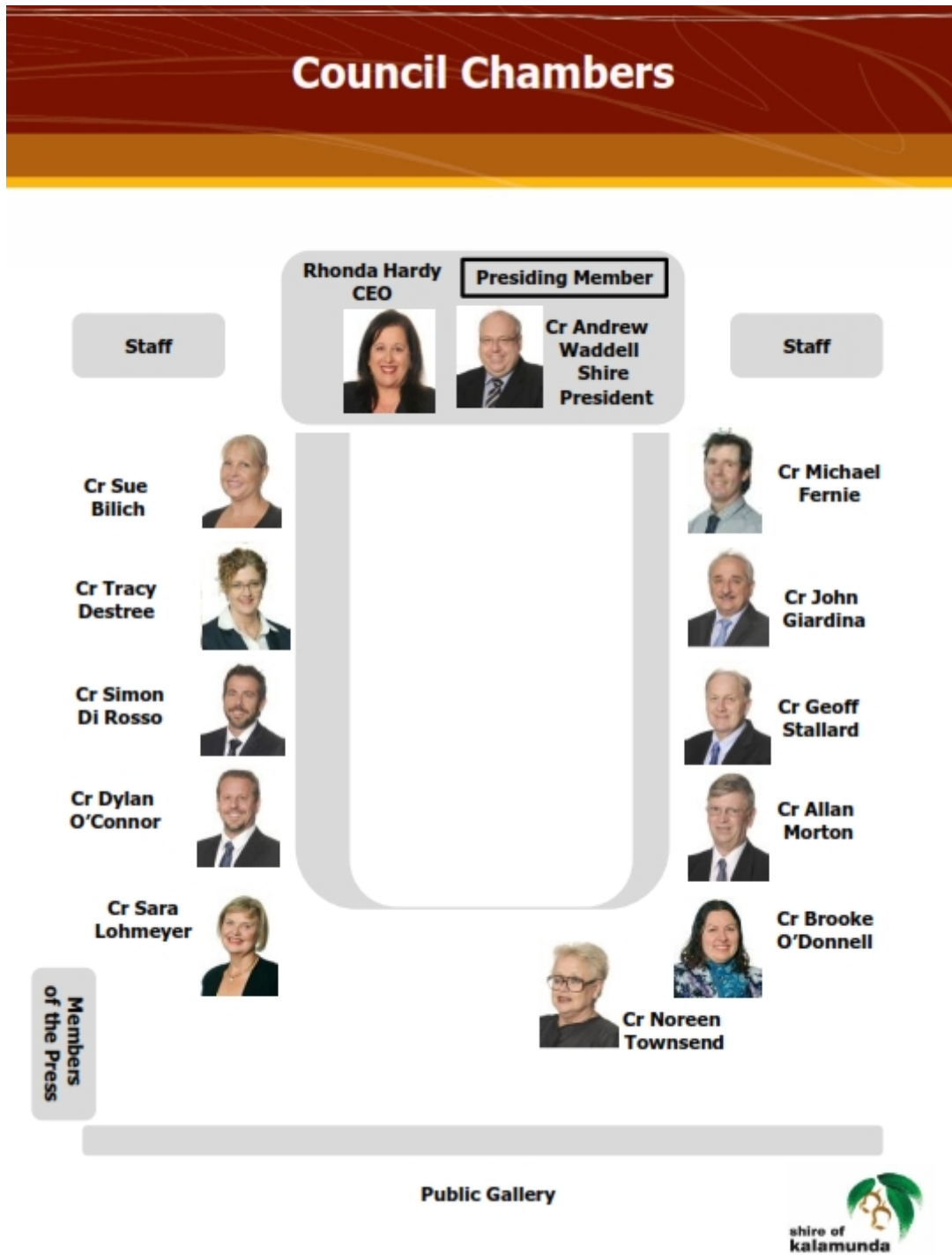


## INFORMATION FOR THE PUBLIC ATTENDING COUNCIL MEETINGS

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 Shire 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 Shire 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 Council Personnel.**

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

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

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## AGENDA

### 1.0 OFFICIAL OPENING

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

### 3.0 PUBLIC QUESTION TIME

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

### 4.0 PETITIONS/DEPUTATIONS

### 5.0 APPLICATIONS FOR LEAVE OF ABSENCE

- 5.1 A request has been received from Cr Brooke O'Donnell for a leave of absence for the period 18 April 2017 until 26 May 2017 inclusive (this covers the April & May round of Committee and Council Meetings).

#### RECOMMENDATION:

That Council:

Grants the leave of absence for Cr Brooke O'Donnell for the period 18 April 2017 until 26 May 2017 inclusive.

Moved:

Seconded:

Vote:

### 6.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

- 6.1 That the Minutes of the Ordinary Council Meeting held on 19 December 2016, as published and circulated, are confirmed as a true and accurate record of the proceedings.

Moved:

Seconded:

Vote:

- 6.2 That the Minutes of the Special Council Meeting held on 16 January 2017, as published and circulated, are confirmed as a true and accurate record of the proceedings.

Moved:

Seconded:

Vote:

- 6.3 That the Minutes of the Special Council Meeting (MKSEA) held on 6 February 2017, as published and circulated, are confirmed as a true and accurate record of the proceedings.

Moved:

Seconded:

Vote:

- 6.4 That the Minutes of the Special Council Meeting (KCLC) held on 6 February 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 Motions, I now sign the Minutes as a true and accurate record of these meetings".

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

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

- 8.1 **10.1.9 D&A 08. CONFIDENTIAL ITEM – Consideration of Tenders for Forrestfield North – Structure Plan Preparation and Project Coordination** (Attachment 1) (Attachment 2) (Attachment 3) provided under separate cover. Reason for Confidentiality *Local Government Act 1995*. S5.23 (2) (c) - "a contract entered into, or which may be entered into by the local government which relates to a matter to be discussed at the meeting."



**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**

**Voting Requirements: Simple Majority**

That recommendations D&A 01 to D&A 08 inclusive, contained in the Development & Infrastructure Services Committee Report of 6 February 2017, be adopted by Council en bloc.

Moved:

Seconded:

Vote:

**10.1.2 D&A 01 Hartfield Park Redevelopment Project – Proposed Redevelopment to the Former Darling Range Pony Club Facility**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 01/2017)**

That Council:

1. Endorses the proposed redevelopment of the former Darling Range Pony Club facility at Hartfield Park in accordance with the Site Location and Hockey Field Layout Plan Drawing No. 14876-G01/A (Attachment 1).
2. Endorses the demolition of the existing Darling Range Pony Club Facility and construction of a new shared use clubroom/change room facility generally in accordance with *Option 2* Drawing No. 400-004/B (Attachment 5), for the purpose of further discussions with the Kalamunda Districts Hockey Club, noting that the final design will be undertaken to match the available funds for this facility, with a further report presented to Council for endorsement.
3. Endorses implementation of the recommendations outlined in the Aboriginal Cultural Heritage Management Plan as follows:
  - 1) Test pitting of the proposed work area under a Section 16 application (as part of the Section 18) or alternatively, monitoring of ground works with a suitably qualified Archaeologist and 2 Noongar heritage consultants.
  - 2) Sporting Clinics for Noongar sporting groups to be established at Hartfield Park.
  - 3) A sculptural 'Shrine' or Memorial to be erected in a prominent place, recognising the area as a 'Survival' site where Noongar people, refugees in their own land, survived a prolonged war, internment and attempted

ethnocide. This war memorial should collectively acknowledge all of the known male and female warriors who lived or died on Maamba.

- 4) Culturally authorised artworks by local Noongar artists to be erected, elucidating the poignant historical and traditional connections to place and space. Particular honour should be paid to Joobaitch and his descendants-  
-the warrior who was firstly given and who later died, upon Welshpool Reserve.
  - 5) A 'kaleep' or fireplace is to be placed in the near vicinity of the Hockey clubhouse for use by Whadjuk Noongar cultural groups.
  - 6) Noongar Cultural Awareness Training for the Shire of Kalamunda and Hartfield Park Sporting Groups to occur in the next 6 months, then once every 12 months thereafter for newcomers.
  - 7) The Shire of Kalamunda to enter into a Reconciliation Action Plan with the Whadjuk Noongar people and other Noongar consultants.
  - 8) The Shire of Kalamunda to enter into and sign the Whadjuk Noongar Standard Heritage Agreement, if still applicable.
  - 9) The Shire of Kalamunda is to develop communications materials that document the aboriginal pre-history of Maamba and the broader Shire area, as sanctioned by the Whadjuk Noongar people and the other Noongar consultants.
4. Notes that a further report will be presented on the outcomes of discussions with other sporting clubs for:
- a) Joint use of the new facility during the summer months;  
and
  - b) Use of the existing hockey club facilities on Morrison Oval when the Kalamunda United Hockey Club relocates to the new site.

**10.1.3 D&A 02 Wattle Grove Landscape Masterplan and Implementation, Cell 9, Wattle Grove**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 02/2017)**

That Council:

1. Adopts the Draft Cell 9 Wattle Grove Landscape Masterplan (Attachment 1) dated January 2012 previously endorsed by Council for public consultation (OCM 19/2012 refers) as “final”, along with the Landscape Masterplan Element Review (Attachment 2) for future landscape capital works funding consideration in Wattle Grove.
2. Endorses the Concept Plan for Woodlupine Living Stream prepared by Syrinx Environmental dated 10 January 2017 (Drawing No. 16046-SK1-003 Rev 1/Attachment 3) for public consultation for a period of 6-weeks from proposed advertisement.
3. Requests a report on the outcome of the Woodlupine Living Stream Concept Plan public consultation.

**10.1.4 D&A 03 Change of Use from Medical Centre to Health and Fitness Centre - Lot 14 (12) Mead Street, Kalamunda**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 03/2017)**

That Council:

1. Approves the application for a Change of Use ('health/fitness centre') at Lot 14 (12) Mead Street, Kalamunda, 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 to the satisfaction of the Shire of Kalamunda.
  - b. Amended plans to be submitted to the Shire of Kalamunda for approval prior to the lodgement of a Building Permit, detailing the following changes:
    - i. Disabled/unisex toilet is to have an airlock with a minimum of 1.85m<sup>2</sup> floor area or access is not to be provided from the Kitchenette.
    - ii. Location of bin collection bays.
  - c. Vehicle parking, manoeuvring and circulation areas to be suitably constructed, sealed, kerbed, line marked and drained to the specification and satisfaction of the Shire of Kalamunda prior to the commencement of the use.
  - d. Stormwater to be disposed of onsite to the specification and satisfaction of the Shire Kalamunda.

- e. Prior to the commencement of the use the development shall be connected to reticulated sewer.

Advice note to applicant

- a. The provision of bicycle parking area to the satisfaction of the Shire of Kalamunda.
- b. The colour palette for the proposal to be approved to the satisfaction of the Shire of Kalamunda prior to the issue of the building permit.

**10.1.5 D&A 04 Development Assessment Panels – Local Government Nominations**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 04/2017)**

That Council:

1. Nominates the following members and alternate members for the Development Assessment Panel representing the Metro East Region, and forwards the nominations to the Minister for Planning for consideration:

Members

- Cr Sue Bilich
- Cr Andrew Waddell

Alternate Members:

- Cr Sara Lohmeyer
- Cr Tracy Destree

**10.1.6 D&A 05 Proposed Endorsement of Scheme Amendment 80 to Local Planning Scheme No. 3 – Rezone from Urban Development to Light Industry – Hatch Court, Stirling Crescent and Kalamunda Road**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 05/2017)**

That Council:

1. Pursuant to Regulation 53 (3)(a) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, supports Amendment 80 to Local Planning Scheme No. 3 in accordance with the following, subject to the preparation and approval of a structure plan over the area subject of the amendment and the extension of Adelaide Street to Abernethy Road:

*Planning and Development Act 2005*

**RESOLUTION TO ADOPT AMENDMENT TO LOCAL  
PLANNING SCHEME**

Local Planning Scheme No. 3  
Amendment 80

Resolved that local government pursuant to section 75 of the Planning and Development Act 2005, amend the above Local Planning Scheme by:

- 1) Rezoning Lots 10 – 16 and 51 – 53 Hatch Court, Lots 1, 8, 9 and 1499 Stirling Crescent, and Lots 200 and 201 Kalamunda Road, High Wycombe from Urban Development to Light Industry; and
- 2) Amending the Scheme Map accordingly.

2. Pursuant to Clause 15 (c) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, requests support from the Western Australian Planning Commission for the proponent to prepare a structure plan over lots 10-16 and 51-53 Hatch Court, Lots 1, 8, 9 and 1499 Stirling Crescent and Lots 200 and 201 Kalamunda Road, High Wycombe, for the purposes of orderly and proper planning, for the following reasons:
  - a) Coordination is required for future subdivision, development, access and land use.
  - b) To identify the nature of potential infrastructure upgrades required to facilitate the light industrial zoning, which will then inform a separate development contribution plan amendment.
  - c) To address and provide appropriate measures in relation to the residential interface of the proposed light industrial zoning with the residential areas along Kalamunda Road and Stirling Crescent.
  - d) To identify appropriate access to the amendment area via Abernethy Road, Adelaide Street and Kalamunda Road.
  - e) To identify and protect environmentally significant areas within the amendment area through the provision of appropriate buffers.
  - f) Address the requirements of State Planning Policy 3.7 – Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas, given the site is located within a designated Bushfire Prone Area.
  - g) To address drainage and water management requirements.

**10.1.7 D&A 06 Proposed Hardstand and Temporary Storage – Lot 201 (614) Kalamunda Road, High Wycombe**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 06/2017)**

That Council:

1. Approves the planning application for a proposed hardstand and temporary storage at Lot 201 (614) Kalamunda Road, High Wycombe, 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 (2) years from the date of this approval. The use of the site for storage shall cease on or before 27 February 2019, unless otherwise approved by the Shire of Kalamunda.
  - c) Only storage associated with the adjoining site and occupant (Enviropipes Pty Ltd) at 1240 Abernethy Road, High Wycombe, is permitted to be placed on the site.
  - d) Access to the site for the proposed storage use is permitted only via the adjoining lot at 1240 Abernethy Road, High Wycombe.
  - e) Storage areas shall be setback a minimum of 15 metres from the front cadastral boundary on the subject site.
  - f) Prior to the commencement of development works, a landscaping plan is to be submitted to, and approved by, the Shire of Kalamunda.
  - g) Landscaping is to be installed prior to the commencement of the storage use, and thereafter maintained, in accordance with the approved landscaping plan to the satisfaction of the Shire of Kalamunda.
  - h) Stormwater shall be disposed of onsite to the specification and satisfaction of the Shire of Kalamunda.
  - i) The hardstand areas shall be suitably constructed, sealed and drained to the satisfaction of the Shire of Kalamunda, prior to the commencement of the storage use.
  - j) Any external lighting shall be positioned and designed so as not to adversely affect the amenity of the locality, to the satisfaction of the Shire of Kalamunda. Further detail of any proposed lighting shall be submitted as part of the proposed landscape and reticulation plan.



**10.1.8 D&A 07 Cell 9 Wattle Grove Development Contribution Plan Review**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 07/2017)**

That Council:

1. Advertise the proposed Development Contribution Plan Report (Attachment 2) for the purpose of public comment for a period of 28 days by post to the affected landowners.

**10.1.9 D&A 08 CONFIDENTIAL ITEM – Consideration of Tenders for Forrestfield North – Structure Plan Preparation and Project Coordination**

**COMMITTEE RECOMMENDATION TO COUNCIL (D&A 08/2017)**

That Council:

1. Accept the proposal submitted by The Planning Group Pty Ltd (TPG) for Tender (eQuote) 22-2016 Forrestfield North – Structure Plan Preparation and Project Coordination in accordance with the proposal documentation for the lump sum value of \$932,000 (excl GST).

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**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 01 to C&C 17 inclusive, contained in the Corporate & Community Services Committee Report of 20 February 2017, except withdrawn items C&C 13, C&C 14, C&C 15, C&C 16, and C&C 17 be adopted by Council en bloc.

Moved:

Seconded:

Vote:

**10.2.2 C&C 01 Rates Debtors Report for the Period to 31 January 2017  
COMMITTEE RECOMMENDATION TO COUNCIL (C&C 01/2017)**

That Council:

1. Receives the rates debtors report for the period to 31 January 2017.

**10.2.3 C&C 02 Debtors and Creditors Report for the Periods Ended 31 December 2016 and 31 January 2017  
COMMITTEE RECOMMENDATION TO COUNCIL (C&C 02/2017)**

That Council:

1. Receives the list of payments made from the Municipal Accounts in December 2016 and January 2017 (Attachment 1 & 4) in accordance with the requirements of the *Local Government (Financial Management) Regulations 1996 (Regulation 12)*.
2. Receives the list of payments made from the Trust Accounts in December 2016 and January 2017 as noted in point 16 above in accordance with the requirements of the *Local Government (Financial Management) Regulations 1996 (Regulation 12)*.
3. Receives the outstanding debtors and creditors reports (Attachment 2, 3, 5 & 6) for the months of December 2016 and January 2017.

**10.2.4 C&C 03 Community Care Quarterly Report October to December 2016**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 03/2017)**

That Council:

1. Receives the Community Care Quarterly Report – October to December 2016.

**10.2.5 C&C 04 Community Groups' Leases – Responsibility for Stolen or Damaged Gas Bottles**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 04/2017)**

That Council:

1. Confirms the replacement of gas bottles is, in all circumstances, the responsibility of tenant Community Groups, including where replacement is necessary due to theft or damage by third parties.

**10.2.6 C&C 05 Insurance Services – Market Testing**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 05/2017)**

That Council:

1. Agrees to the appointment of procurement specialists, after due process, to collect information and investigate alternatives in the insurance market with the overall aim of bringing to Council a report that will result in the reduction in the cost of insurances to the Shire, whilst not compromising on service to or the risk carried by the Shire.

**10.2.7 C&C 06 Corporate Business Plan Report – October-December 2016**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 06/2017)**

That Council:

1. Receives the Corporate Business Plan Report for October – December 2016.

## 10.2.8 C&C 07 Execution of Documents – Amendment to Authorisations

### COMMITTEE RECOMMENDATION TO COUNCIL (C&C 07/2017)

That Council:

1. Pursuant to section 9.49A of the *Local Government Act 1995* authorises the following Officers of the Shire of Kalamunda to sign documents on behalf of the Shire of Kalamunda, as specified:-

- i. The Chief Executive Officer*
- ii. The Director of Development Services*
- iii. The Director of Asset Services*
- iv. The Director of Corporate & Community Services*

any document, including Deeds, that is necessary or appropriate to be signed for these officers to carry out their functions and duties under any written law.

- v. Manager Community Development*
- vi. Manager Economic Land & Property Services*
- vii. Manager Approval Services*
- viii. Manager Strategic Planning*
- ix. Manager Community Safety & Compliance Services*
- x. Manager Asset Maintenance*
- xi. Manager Asset Delivery*
- xii. Manager Asset Planning & Management*

any document, excluding Deeds, that is necessary or appropriate to be signed to carry out the Manager's functions and duties under any written law.

*xiii. Manager Financial Services*

- a. Leases
- b. Extensions of Lease
- c. Assignments of Lease
- d. Deed of Variation of Lease
- e. Surrenders of Lease
- f. Licences
- g. Assignments and Assignments and Variations of Licence

**10.2.9 C&C 08 Retirement and Late-Career Planning Shire Policy and Management Procedure**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 08/2017)**

That Council:

1. Notes proposed Retirement and Late-Career Planning Shire Policy and Management Procedure to be included in the Shire's Policy Register.

**10.2.10 C&C 09 Draft Shire of Kalamunda Advocacy Strategy 2017 - 2022**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 09/2017)**

That Council:

1. Endorses the Draft Shire of Kalamunda Advocacy Strategy 2017-2022, as shown in Attachment 1.

**10.2.11 C&C 10 Adoption of Policy - Elected Member Communication and Contact with Staff**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 10/2017)**

That Council:

1. Adopts the Elected Member Communication and Contact with Staff Policy (Attachment 1).
2. Notes the Elected Member Communication and Contact with Staff Management Procedure (Attachment 2).

**10.2.12 C&C 11 Transition of High Wycombe Community & Recreation Centre to an Unstaffed facility**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 11/2017)**

That Council reaffirm support for the following actions:

1. The High Wycombe Community and Recreation Centre being transitioned to an unstaffed, bookings only facility as from 1 April 2017.
2. Gym usage being phased out and members being relocated to Hartfield Park Recreation Centre with an offer of 12 month free membership in lieu of the proposed change to operations.
3. The CEO establish hire agreements for permanent user groups and progress discussions with Perth Diabetes Care for use of the gym, crèche, court and kitchen rooms.

**10.2.13 C&C 12 Conference Attendance – Transit Oriented Development Conference 2017**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 12/2017)**

That Council:

1. Approves Councillor Dylan O'Connor to attend the Transit Oriented Development Conference in Sydney on 15 and 16 March 2017.
2. Approves that all conference, travel costs and accommodation be borne by the Shire of Kalamunda totalling \$4,545.
3. Notes the Manager of Strategic Planning will attend as the Shire's representative.
4. Request Councillor O'Connor in conjunction with the Manager Strategic Planning to prepare and present a report to councillors and senior management at a briefing session, on the outcomes of the conference within 60 days.

***Withdrawn for separate consideration***

*C&C 13, C&C 14, C&C 15, C&C 16, and C&C 17 and have been withdrawn for separate consideration as they require an Absolute Majority.*

**Voting Requirements: Absolute Majority**

That the recommendations C&C 13 to C&C 17 inclusive, contained in the Corporate & Community Services Committee Report of 20 February 2017, be adopted by Council en bloc.

Moved:

Seconded:

Vote:

**10.2.14 C&C 13 Appointment of a Community Representative to the Ray Owen Management Committee**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 13/2017)**

That Council:

1. Appoints the nominee, Ms Erin Kendall, to the Ray Owen Management Committee to represent Kalamunda & Districts Netball Association as a member.

**10.2.15 C&C 14 Appointment of Deputy Community Representatives to Kostera Oval Advisory Committee**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 14/2017)**

That Council:

Appoints the nominee, Mrs Helen Deacon, to the Kostera Oval Advisory Committee to represent Kalamunda Senior High School as a deputy member.



**10.2.16 C&C 15 Disability and Carers Advisory Committee (DACAC) - Nomination to Committee**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 15/2017)**

That Council:

1. Appoints the nominee, Michelle Baines, to the Disability and Carers Advisory Committee as a community member who is a carer of people with disability.

**10.2.17 C&C 16 Appointment of Representatives to Kalamunda Aged Care Advisory Committee**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 16/2017)**

That Council:

1. Appoints Councillor Sue Bilich to the Kalamunda Aged Care Advisory Committee and appoints Cr Michael Fernie as a deputy representative.
2. Appoints the nominee, Ms Beverley Love, to the Kalamunda Aged Care Advisory Committee to represent Aged Care Today Kalamunda as a Deputy member.

**10.2.18 C&C 17 Conduct of Local Government Elections**

**COMMITTEE RECOMMENDATION TO COUNCIL (C&C 17/2017)**

That Council:

1. Declares the Western Australian Electoral Commissioner responsible for the conduct of all local government elections for the period 1 March 2017 until 31 December 2021 for the Shire of Kalamunda.
2. Approves all local government elections for the period 1 March 2017 until 31 December 2021 for the Shire of Kalamunda being conducted as postal elections.

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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 Special Electors Meeting Report

Previous Items	
Responsible Officer	Chief Executive Officer
Service Area	Governance, Strategy & Legal services
File Reference	
Applicant	N/A
Owner	N/A
Attachment 1	Minutes of the Special Electors Meeting

### EXECUTIVE SUMMARY

1. This Report provides for Council consideration of the outcome of the Special Electors Meeting (SEM) held on 18 January 2017.
2. The recommendation will provide advice to the Minister for Local Government of the outcome of the SEM and continue with the change of status with effect from 1 July 2017.

### BACKGROUND

3. Pursuant to section 5.28 of the *Local Government Act 1995* (the Act), the Shire of Kalamunda was presented with a valid petition 15 December 2016 demanding that a Special Meeting of Electors be held to consider the decision of Council to change the status of the Shire to a City.
4. In accordance with the provisions of section 5.28 (4) of the Act the SEM was held on 18 January 2017.

### DETAILS

5. Section 5.33 of the Act requires all decisions made at an Electors meeting are to be considered at the next available Ordinary Council Meeting. In addition, the reasons for a decision made at a Council Meeting in response to a decision made at an Electors Meeting are to be recorded in the minutes of the Council Meeting.

6. The item of Business and the decision made at the SEM is:

To consider the prayer of the petition received by the Shire:

*That Council withdraw its request to the Minister for Local Government and Communities to issue an order-under Schedule 2.2 and section 2.4 of the Local Government Act 1995 - to change the designation of the Shire to a City.*

Motion SEM 01/2017

1. That the Shire of Kalamunda Council immediately makes formal contact with the Minister for Local Government and informs him that it wishes to withdraw its application for a change of status of the Shire to a City.
7. Section 5.33 of the Act requires the Council give consideration to decisions made at an Electors meeting.

**POLICY CONSIDERATIONS**

8. Nil.

**COMMUNITY ENGAGEMENT REQUIREMENTS**

**Internal Referrals**

9. Nil.

**External Referrals**

10. This report is as a result of community feedback through the SEM.

**FINANCIAL CONSIDERATIONS**

11. Nil.

**STRATEGIC COMMUNITY PLAN**

**Strategic Planning Alignment**

12. *Kalamunda Advancing: Strategic Community Plan to 2023*

STRATEGIC PRIORITY 6: Kalamunda Leads: Providing good government.

**SUSTAINABILITY**

**Social Implications**

13. Should the Council decide to proceed with the change of status without further community engagement to minimise current objections there is likely to be continued agitation in the community against the Council.

**Economic Implications**

14. Nil.

**Environmental Implications**

15. Nil.

**RISK MANAGEMENT CONSIDERATIONS**

16.

Risk	Likelihood	Consequence	Rating	Action/Strategy
The decision of the Electors Meeting is not accepted and implemented.	Likely	Significant	High	Continue to liaise with the community to explain the benefits of the Status change

**OFFICER COMMENT**

17. The registered attendance at the SEM was 207 electors, 11 councillors and two members of the public. Of the elector attendees, the following areas were represented as indicated on attendance register:

Kalamunda	67	Pickering Brook	2	High Wycombe	51
Lesmurdie	28	Piesse Brook	4	Maida Vale	4
Gooseberry Hill	32	Pauls Valley	2	Forrestfield	11
Walliston	3	Bickley	2	Wattle Grove	1

18. The motion proposed and debated at the meeting was passed by a significant majority of those who attended.

19. The debate largely centred around issues of how the decision was originally made and the need for more consultative approach on a decision such as this. There was considerable discussion and dispute over the benefits that change of status would bring. There was a call for more consultation on the issue but no call for a referendum.

20. Other issues raised included what would be the cost to ratepayers to facilitate a change of status, and would councillors and staff be paid more. The Shire produced a Frequently Asked Questions sheet which addressed most of the questions that were discussed that were relevant to a change of status.

21. One issue in particular that was raised was the benefit under city status for attracting greater investment and grants to the Shire. Community members made statements the Shire did not need to have city status to improve its revenue attractions initiatives. The Council put the position that in comparison to the Cities neighbouring the Shire our grant and subsidies have been consistently lower.

22. The following table was drawn from annual audited financial statements of each local government. With the exception of the City of Belmont, the table shows the Shire of Kalamunda falls short of its neighbours in the receipt of grants and subsidies. [*It is noted the City of Belmont receives a gratuity each year of approximately \$8mil from Perth Airport Corporation which is not accounted for as a grant or subsidy.*]

23. The Shire acknowledges it cannot verify, the status of a local government, impacts on the level of grants and subsidies received. However the analysis of grants and subsidies distributed as shown below does indicate there are factors at play. The Shire believes how an organisation positions itself creates perceptions that may have impact upon funding and investment decisions made by federal and state governments as well as investors.

24. **Grants & Subsidies (\$000's)**

<b>Operating</b>	<b>2015/16</b>		<b>2014/15</b>		<b>2013/14</b>	
Kalamunda	4,882	19%	6,869	17%	4,613	13%
Gosnells	5,014	20%	8,661	22%	4,296	12%
Swan	7,943	31%	12,924	32%	7,600	21%
Armadale	4,498	18%	6,930	17%	16,185	45%
Belmont	3,275	13%	4,546	11%	3,214	9%
	25,612		39,930		35,908	

**Non-Operating (Capital)**

Kalamunda	5,846	9%	3,951	10%	2,144	3%
Gosnells	31,361	50%	16,422	42%	25,112	41%
Swan	18,124	29%	11,655	30%	18,200	30%
Armadale	5,694	9%	4,949	13%	14,015	23%
Belmont	1,695	3%	1,705	4%	1,810	3%
	62,720		38,682		61,281	

25. In conclusion the SEM did not produce any new information or substantiated evidence to demonstrate moving to city status would cause any significant detriment. For this reason, along with the population size (currently over 60,000), coupled with future growth, which will see the Shire of Kalamunda reach a population base of over 80,000 by 2050, it is recommended that the Council continue to pursue the city status.

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

That Council:

1. Receives the Minutes of the Special Electors Meeting of 18 January 2017 (Attachment 1).
2. Notes the motion SEM 01/2017 passed at the Special Electors Meeting.
3. Advises the Minister for Local Government and Communities:
  - (i) of the outcome of the Special Electors Meeting.
  - (ii) it wishes the making of the order for the change of status from a Shire to a City to proceed with the change to be implemented from 1 July 2017.

Moved:

Seconded:

Vote:

Reasons for this decision of Council in accordance with section 5.33 (2) of the *Local Government Act 1995*:

**Attachment 1**

Special Electors Meeting Report

**Minutes of the Special Electors Meeting**

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



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

**10.3.2 2015/16 Annual General Meeting of Electors Report**

Previous Items	Nil
Responsible Officer	Chief Executive Officer
Service Area	Governance, Strategy & Legal Services
File Reference	
Applicant	N/A
Owner	N/A
Attachment 1	Minutes of the Annual General Meeting of Electors

**EXECUTIVE SUMMARY**

1. To consider the outcomes of the 2015/16 Annual General Meeting of Electors (AGM).
2. The purpose of the AGM is to receive the Shire of Kalamunda Annual Report and consider and other General Business which might be raised by those attending the meeting.
3. The Annual Report was received without dissent. A number of questions were asked with respect to the Parklet located in Haynes Street.

**BACKGROUND**

4. As required by section 5.27 of the *Local Government Act 1995* (the Act), the 2014/15 AGM was held on Monday 6 February 2017 in the Council Chambers, Shire of Kalamunda, 2 Railway Road Kalamunda.

**DETAILS**

5. Section 5.33 of the Act requires all decisions made at the AGM to be considered at the next available Ordinary Council Meeting. In addition, the reasons for a decision made at a Council Meeting in response to a decision made at an AGM are to be recorded in the minutes of the Council Meeting.
6. One decision was made at the AGM:
  - (1) That the 2015/16 Annual Report of the Shire of Kalamunda be received.

**STATUTORY AND LEGAL CONSIDERATIONS**

7. Section 5.27 of the Act requires that an AGM be held not more than 56 days after the local government accepts the Annual Report. The Annual Report was accepted at the Ordinary Council meeting of 19 December 2016.
8. Section 5.33 of the Act requires consideration of decisions made at the AGM.

## **POLICY CONSIDERATIONS**

9. Nil.

## **COMMUNITY ENGAGEMENT REQUIREMENTS**

### **Internal Referrals**

10. Not required for this report.

### **External Referrals**

11. Community engagement and consultation occurred as part of the AGM. There will be additional community engagement as part of the implementation of the resolution passed at the AGM.

## **FINANCIAL CONSIDERATIONS**

12. None from this report.

## **STRATEGIC COMMUNITY PLAN**

### **Strategic Planning Alignment**

13. *Kalamunda Advancing: Strategic Community Plan to 2023*

OBJECTIVE 6.3: To lead, motivate and advance the Shire of Kalamunda.

## **SUSTAINABILITY**

### **Social Implications**

14. Nil.

### **Economic Implications**

15. Nil.

### **Environmental Implications**

16. Nil.

## RISK MANAGEMENT CONSIDERATIONS

17.

Risk	Likelihood	Consequence	Rating	Action/Strategy
The resolution passed at the AGM is not endorsed.	Unlikely	Moderate	Low	Sufficient information is provided to Council to ensure there is compliance with the requirements of the legislation with respect to resolutions passed at the AGM.

## OFFICER COMMENT

18. Answers have been provided by the Administration to the questions taken on notice at the AGM.

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

That Council:

1. Endorses Resolution AGM 01/2017 passed at the Annual General Meeting of Electors held on 6 February 2017 as contained in the Minutes of the Meeting at Attachment 1.

Moved:

Seconded:

Vote:

Reasons for this decision of Council in accordance with section 5.33 (2) of the *Local Government Act 1995*:

1. AGM 02/2017 – Receiving of the 2015/16 Annual Report – As the Annual Report was received without question no further action required.

**Attachment 1**

2015/16 Annual General Meeting of Electors Report

**Minutes of the Annual General Meeting of Electors**

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

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

**10.3.3 Draft Monthly Financial Statements to 31 January 2017**

Previous Items	N/A
Responsible Officer	Director Corporate & Community Services
Service Area	Finance
File Reference	FIR-SRR-006
Applicant	N/A
Owner	N/A
Attachment 1	Draft Statements of Financial Activity for the period ended 31 January 2017 incorporating the following: <ul style="list-style-type: none"><li>• Statement of Financial Activity (Nature or Type) for the seven months period ended 31 January 2017</li><li>• Statement of Financial Activity (Statutory Reporting Program) for the seven months period ended 31 January 2017</li><li>• Net Current Funding Position, note to financial statement as of 31 January 2017</li><li>• Statement of Financial Activity (Nature or Type) for the six months period ended 31 December 2016</li><li>• Statement of Financial Activity (Statutory Reporting Program) for the six months period ended 31 December 2016</li><li>• Net Current Funding Position, note to financial statement as of 31 December 2016</li></ul>

**EXECUTIVE SUMMARY**

1. To receive the Draft Monthly Statutory Financial Statements for the periods to 31 December 2016 and 31 January 2017, which comprises:
  - Statement of Financial Activity (Nature or Type).
  - Statement of Financial Activity (Statutory Reporting Program).
  - Net Current Funding Position, note to financial statement.
2. To provide Council with statutory financial reports on the activity of the Shire of Kalamunda with comparison of the year's performance against the revised budget adopted on 28 November 2016. This Statement compares the actual results for the period with the revised budget.
3. The report contains financial statements for December 2016 and January 2017 as they are required to be presented separately for statutory purposes. The commentary however will be for the seven months to January 2017.
4. The Shire's draft financial statements as at 31 January 2017 demonstrate the Shire has managed its budget and financial resources effectively.

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## BACKGROUND

5. The Statement of Financial Activity (Attachment 1), incorporating various sub-statements, has been prepared in accordance with the requirement of the *Local Government Act 1995*, Regulation 34 of the *Local Government (Financial Management) Regulations 1996*.
6. The opening funding position in the Statement of Financial Activity reflects the audited surplus carried forward from 2015/16.
7. The budget column reflects the budget approved subsequent to the first-term budget review by Council at its meeting on 28 November 2016.

## DETAILS

8. The *Local Government Act 1995* requires Council to adopt a percentage or value to be used in reporting variances against Budget. Council has adopted the reportable variances of 10% or \$50,000 whichever is greater.

## Financial Commentary

### Draft Statement of Financial Activity by Nature and Type for the seven months ended 31 January 2017

9. This Statement reveals a net result surplus of \$31,257,421 compared to budget for the same period of \$28,017,569. The majority of the variance of \$3,331,515 is in the areas of land and building & infrastructure projects.

### *Operating Revenue*

10. Total Revenue excluding rates is over budget by \$38,751. This is made up as follows:

Operating Grants, Subsidies and Contributions are over budget by \$248,537. The variance is made up of the following:

- \$140,883 HACC grant payments, the variance is attributable to timing issues.
- Cash in lieu contribution received from Lovett Estate Pty Ltd \$105,961 related to 296, Sultana Road,
- Fees and Charges is under budget by \$293,400. The variance is mainly attributable to:
  - Legal charges from general procedures claims from rates debtors is under budget by \$91,471. Debt recovery for the 2016/2017 rates is scheduled to be commence in early March. The variance is due to a phasing issue.
  - Rates miscellaneous income is under budget by \$78,172 due to a budget allocation issue and will be reallocated during mid-year budget review.

- Interest Income is under budget by \$58,385. This is primarily due to more ratepayers choosing to pay by either instalment options or direct debit payment arrangements. The impact of this is that the cash inflow will be drawn out over a longer period rather than the majority of income being received in the first two months of the financial year.
- Other Revenue is over budget by \$22,114. This variance is within the reporting threshold.

### *Operating Expenditure*

11. Total expenses is under budget with a variance of \$1,836,480. The significant variances within the individual categories are as follows:
- Employment Costs are under budget by \$555,717 which is primarily due to vacant positions not filled, phasing of casual and project based salaries and timing of training programmes scheduled for the year.
  - Materials and Contracts is under budget by \$85,099. This is mainly attributed to consultancy costs being under budget by \$238,178 related to non-recurrent projects including Forrestfield North project.
  - Utilities are under budget by \$348,853 which is primarily related to street lighting costs that are under budget by \$247,464. The variance is mainly due to budget phasing as in the summer months the operating time is less than in the coming winter cycle.
  - Depreciation, although a non-cash cost, is tracking under budget, reporting a variance of \$832,423. Subsequent to the revaluation correction done to the infrastructure assets category during 2015/16 financial audit the valuation of the roads assets category were reduced. Therefore, the depreciation charge of the infrastructure category is also lower respectively. The budget figures will be amended to reflect the above change during the mid-year budget review.
  - Interest expense is under budget by \$11,507. This is a result of a timing difference between amounts accrued and the budget which is based on the debenture payments schedules.
  - Insurance expense is under budget by \$41,045. The variance is within the reporting threshold.
  - Other expenditure is over budget by \$61,392. This relates mainly to non-recurrent expenditure and is also attributable to timing issues.
  - Loss on disposal of Assets is under budget by \$23,228. The variance is within the reporting threshold.

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*Investing Activities*

*Non-operating Grants and Contributions*

12. The non-operating grants and contributions are under budget by \$715,829. This is mainly attributable to:
- Capital roads grants received is \$1,117,546 against a budget of \$1,896,999. The variance is a timing difference only as funding worth of \$1.2 million is expected from R2R in February 2016.

*Capital Expenditures*

13. The total Capital Expenditure on Property, Plant and Equipment and Infrastructure Assets is under budget by \$4,272,153. Capital Expenditure is trending upward on a month by month basis. At this stage it is expected that the underspent amount will be reduced over the remaining part of the financial year.
14. Capital work-in-progress represents the costs expended on Forrestfield Industrial Area Scheme stage 1 and CELL 9 Wattle Grove development. The relevant expenditure is funded by the Forrestfield Industrial Area Scheme 1 reserve account and the CELL 9 trust account. These assets once constructed will be passed over to the Shire for management.

*Financing Activities*

15. The amounts attributable to financing activities shows a deficit of \$588,407 which is due to reserve movements. The movements are explained in detail in point 23 below.

*Rates revenues*

16. Rates generation is under budget with a variance of \$1,303. The variance is within the reporting threshold.

Draft Statement of Financial Activity by Program for the period ended 31 January 2017

17. The overall result comments are as above and generally each Program is within the accepted budget except for Other property services, Community Amenities and Recreation and Culture. Major variances have been reported by Nature and Type under points 9 to 15 above.

Draft Statement of Net Current Funding Position as at 31 January 2017

18. The commentary on the net current funding position is based on comparison of the draft January 2017 to the January 2016 actuals.



- 
19. Net Current Assets (Current Assets less Current Liabilities) show a positive result of \$41.1 million. The un-restricted cash position has a positive balance of \$12.7 million which is higher than the previous year's balance of \$9.3 million. This can mainly be attributed to the transfers from the reserves in anticipation of infrastructure works projects.
20. Trade and other receivables outstanding comprise rates and sundry debtors totalling \$6 million.
- The rates balance increased by \$1.3 million from last year which reflects increases in rates generation related to various factors including interim rates, back rates and the differential rate increases. The balance was anticipated to reduce significantly with the first instalment date on 16 August 2016 however, it was observed that the collection rate is tracking lower than 2015/16. This is attributed to more ratepayers choosing to pay by either instalment options or direct debit payment arrangements. The impact of this is cash inflow will be drawn out rather than the bulk being received in the first two months of the financial year, this impacts negatively on interest income.
21. Sundry debtors have decreased from \$1,046,105 to \$384,439, of which \$136,565 consists of current debt due within 30 days. A total of \$243,969 remains outstanding over 90 days. The majority of this debt consists of an invoice which is overdue from a developer of the Forrestfield Industrial Area. These overdue amounts are currently subject to recovery action.
22. Receivables Other represents \$1.6 million comprising:
- Emergency Service Levy receivables \$0.82 million.
  - Receivables sanitation \$0.52 million
23. Provisions for annual and long service leave are generally higher having increased by \$237,822 to \$2.8 million when compared to the previous year. The reasons for the increase is due to more officers being above the seven year threshold at which point long service leave entitlements begin to fully accrue. The Shire aggressively pursues a leave management plan that will not adversely affect service delivery. The long term goal is to bring this liability down to a more manageable level and also ensure there are adequate cash backed reserves in place to support it.
24. Restricted Reserves have increased significantly from \$9.3 million to \$12.7 million when compared to January 2016. The increase is due to the following:
- Forrestfield Industrial Area Scheme Stage 1 has increased by \$0.9 million through the receipt of developer contributions.
  - Long Service Leave and Nominated Employee Leave Reserves increased by \$1.1 million to address the exposure mentioned in point 23 above.
-

- Minor changes are also noted with the following reserves:
  - Asset Enhancement Reserve has increased by \$0.8 million.
  - EDP IT Equipment Reserve has increased by \$0.4 million.
  - Waste Reserve has increased by \$0.6 million to recognise surplus in operating income in 2015/2016.
  - Land and Property Enhancement and Maintenance Reserve has increased by \$0.2 million.

## **STATUTORY AND LEGAL CONSIDERATIONS**

25. The *Local Government Act 1995* and the *Local Government (Financial Management) Regulations 1996* require presentation of a monthly statement of financial activity.

## **POLICY CONSIDERATIONS**

26. Nil.

## **CONSULTATIONS / COMMUNITY ENGAGEMENT REQUIREMENTS**

27. Nil.

## **FINANCIAL CONSIDERATIONS**

28. The Shire's financial position needs to be closely monitored to ensure it is operating sustainably and to allow for future capacity.

## **STRATEGIC COMMUNITY PLAN**

### **Strategic Planning Alignment**

29. *Kalamunda Advancing: Strategic Community Plan to 2023*

OBJECTIVE 6.8 – To ensure financial sustainability through the implementation of effective financial management, systems and plans.

Strategy 6.8.4 Provide effective financial services to support the Shire's Operations and to meet sustainability planning, reporting and accountability requirements.

## **SUSTAINABILITY**

### **Social Implications**

30. Nil.

### **Economic Implications**

31. Nil.

## Environmental Implications

32. Nil.

## RISK MANAGEMENT CONSIDERATIONS

33.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Over-spending the budget	Possible	Significant	High	Monthly management reports are reviewed by the Shire.
Non-compliance with Financial Regulations	Unlikely	Major	High	The financial report is scrutinised by the Shire to ensure that all statutory requirements are met.

## OFFICER COMMENT

34. The Shire's draft financial statements as at 31 January 2017 demonstrate the Shire has managed its budget and financial resources effectively.

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

That Council:

1. Receives the draft Monthly Statutory Financial Statements for the period to 31 December 2016 and 31 January 2017, which comprises:
  - Statement of Financial Activity (Nature or Type).
  - Statement of Financial Activity (Statutory Reporting Program).
  - Net Current Funding Position, note to financial statement.

Moved:

Seconded:

Vote:

**Attachment 1**

**STATEMENT OF FINANCIAL ACTIVITY BY NATURE OR TYPE  
FOR THE SEVEN MONTHS ENDED 31 JANUARY 2017**

	31/01/2017	31/01/2017			
	YTD	YTD	Annual	Var. \$	Var. %
	Actual	Budget	Budget	(b)-(a)	(b)-(a)/(b)
	(b)	(a)			
	\$	\$	\$	\$	%
<b>Operating Revenues</b>					
Operating Grants and Subsidies	3,705,580	3,623,117	5,692,793	82,463	2.2%
Contributions, Reimbursements and Donations	736,892	570,818	4,762,899	166,074	22.5%
Profit on Asset Disposal	12,875	0	0	12,875	100.0%
Fees and Charges	13,236,023	13,529,423	14,896,615	(293,400)	(2.2%)
Interest Earnings	582,687	641,072	1,189,756	(58,385)	(10.0%)
Other Revenue	58,346	36,232	62,144	22,114	37.9%
Ex Gratia Rates Revenue	107,010	0	133,570	107,010	100.0%
<b>Total (Excluding Rates)</b>	<b>18,439,413</b>	<b>18,400,662</b>	<b>26,737,777</b>	<b>38,751</b>	
<b>Operating Expense</b>					
Employee Costs	(13,773,596)	(14,329,313)	(24,395,430)	555,717	4.0%
Materials and Contracts	(12,634,313)	(12,719,412)	(21,791,919)	85,099	0.7%
Utilities Charges	(1,099,503)	(1,448,356)	(2,475,553)	348,853	31.7%
Depreciation (Non-Current Assets)	(3,492,954)	(4,325,377)	(7,415,257)	832,423	23.8%
Interest Expenses	(213,375)	(224,882)	(385,523)	11,507	5.4%
Insurance Expenses	(552,474)	(593,519)	(593,911)	41,045	7.4%
Loss on Asset Disposal	(1,762)	(24,990)	(42,843)	23,228	1318.3%
Other Expenditure	(396,689)	(335,297)	(550,809)	(61,392)	(15.5%)
<b>Total</b>	<b>(32,164,666)</b>	<b>(34,001,146)</b>	<b>(57,651,245)</b>	<b>1,836,480</b>	
<b>Operating activities excluded</b>					
Depreciation (Non-Current Assets)	3,492,954	4,325,377	7,415,257	(832,423)	(23.8%)
(Profit)/Loss on Asset Disposal	(11,113)	24,990	42,843	(36,103)	324.9%
EMRC Contribution (Non-cash)	0	0	(3,888,440)	0	
Deferred Loan (non-current) FUSC	(162)	0	(479)	(162)	100.0%
Movement in Provisions	(223,949)	0	673,003	(223,949)	100.0%
Pensioners Deferred Rates Movement	0	0	(32,000)	0	
Asset exchange valuation	18,500	0	0	18,500	100.0%
<b>Total</b>	<b>3,276,230</b>	<b>4,350,367</b>	<b>4,210,184</b>	<b>(1,074,137)</b>	
<b>Net Operating (Ex. Rates)</b>	<b>(10,449,023)</b>	<b>(11,250,117)</b>	<b>(26,703,284)</b>	<b>801,094</b>	
<b>Investing Activities</b>					
Proceeds from Disposal of Assets	10,895	50,000	50,000	(39,105)	(358.9%)
Grants, Subsidies and Contributions	1,218,895	1,934,724	4,489,004	(715,829)	(58.7%)
Land and Buildings New	(363,639)	(863,070)	(1,637,514)	499,431	(137.3%)
Land and Buildings Replacement	(904,793)	(1,418,106)	(3,103,688)	513,313	(56.7%)
Plant and Equipment New	(40,935)	(24,593)	(266,245)	(16,342)	39.9%
Plant and Equipment Replacement	(181,066)	(164,798)	(650,768)	(16,268)	9.0%
Furniture and Equipment	(11,830)	(18,662)	(471,150)	6,832	(57.7%)
Infrastructure Assets - Roads New	(65,746)	(2,033,288)	(8,666,161)	1,967,542	(2992.7%)
Infrastructure Assets - Roads Renewal	(566,263)	(1,176,754)	(2,993,015)	610,491	(107.8%)
Infrastructure Assets - Drainage New	(80,639)	(142,360)	(1,476,973)	61,721	(76.5%)
Infrastructure Assets - Drainage Renewal	(45,876)	(89,287)	(305,620)	43,411	(94.6%)
Infrastructure Assets - Footpaths New	(203,571)	(252,505)	(450,079)	48,934	(24.0%)

**STATEMENT OF FINANCIAL ACTIVITY BY NATURE OR TYPE  
FOR THE SEVEN MONTHS ENDED 31 JANUARY 2017**

	31/01/2017	31/01/2017			
	YTD Actual (b) \$	YTD Budget (a) \$	Annual Budget \$	Var. \$ (b)-(a) \$	Var. % (b)-(a)/(b) %
Infrastructure Assets - Footpaths Renewal	<b>(43,954)</b>	(42,600)	(239,868)	(1,354)	3.1%
Infrastructure Assets - Car Parks New	<b>(126,544)</b>	(253,692)	(1,093,642)	127,148	(100.5%)
Infrastructure Assets - Car Parks Renewal	<b>(51,963)</b>	(123,254)	(266,650)	71,291	(137.2%)
Infrastructure Assets - Parks and Ovals New	<b>(96,819)</b>	(332,839)	(2,483,887)	236,020	(243.8%)
Infrastructure Assets - Parks and Ovals Renewal	<b>(276,334)</b>	(396,317)	(994,443)	119,983	(43.4%)
Infrastructure Assets - Capital Work- in progress	<b>(488,750)</b>	0	0	(488,750)	100.0%
<b>Amounts attributable to investing activities</b>	<b><u>(2,318,932)</u></b>	<b><u>(5,347,401)</u></b>	<b><u>(20,560,698)</u></b>	<b><u>3,028,469</u></b>	
<b>Financing Activities</b>					
Repayment of Debentures	<b>(378,022)</b>	(367,360)	(629,779)	(10,662)	(2.8%)
Self-Supporting Loan Principal	<b>35,679</b>	42,161	72,302	(6,482)	(18.2%)
Proceeds from new debentures	<b>0</b>	0	706,510	0	
Capital (Developer) - Contributions	<b>1,090,008</b>	1,198,197	2,054,062	(108,189)	(9.9%)
Transfer from Reserves	<b>6,731,487</b>	7,186,816	15,205,379	(455,329)	(6.8%)
Transfer to Reserves	<b>(1,261,172)</b>	(1,253,427)	(5,455,761)	(7,745)	(0.6%)
<b>Amounts attributable to financing activities</b>	<b><u>6,217,980</u></b>	<b><u>6,806,387</u></b>	<b><u>11,952,713</u></b>	<b><u>(588,407)</u></b>	
<b>Total Net Operating + Capital</b>	<b><u>(6,549,976)</u></b>	<b><u>(9,791,131)</u></b>	<b><u>(35,311,270)</u></b>	<b><u>3,241,155</u></b>	
Rate Revenue	<b>33,429,125</b>	33,430,429	34,264,515	(1,303)	(0.0%)
Opening Funding Surplus(Deficit)	<b><u>4,378,271</u></b>	<u>4,378,271</u>	<u>4,378,271</u>	<u>0</u>	0.0%
<b>Closing Funding Surplus(Deficit)</b>	<b><u>31,257,421</u></b>	<b><u>28,017,569</u></b>	<b><u>3,331,515</u></b>	<b><u>3,239,852</u></b>	10.4%

**STATEMENT OF FINANCIAL ACTIVITY (STATUTORY REPORTING PROGRAM)  
FOR THE SEVEN MONTHS ENDED 31 JANUARY 2017**

	31/01/2017	31/01/2017			
	YTD Actual (b)	YTD Budget (a)	Annual Budget	Var. \$ (b)-(a)	Var. % (b)-(a)/(b)
	\$	\$	\$	\$	%
<b>Operating Revenues</b>					
Governance	4,802	66,668	114,298	(61,866)	(1288.3%)
General Purpose Funding	1,906,734	2,133,196	7,979,997	(226,462)	(11.9%)
Law, Order and Public Safety	374,381	308,122	436,318	66,259	17.7%
Health	352,666	336,539	722,536	16,127	4.6%
Education and Welfare	2,668,607	2,574,616	3,644,485	93,991	3.5%
Community Amenities	11,300,080	11,255,841	11,524,670	44,239	0.4%
Recreation and Culture	1,067,176	1,051,736	1,335,983	15,440	1.4%
Transport	14,035	0	0	14,035	100.0%
Economic Services	378,920	408,849	544,921	(29,929)	(7.9%)
Other Property and Services	372,012	265,095	434,569	106,917	28.7%
<b>Total (Excluding Rates)</b>	<b>18,439,412</b>	<b>18,400,662</b>	<b>26,737,777</b>	<b>38,750</b>	
<b>Operating Expense</b>					
Governance	(2,167,905)	(2,251,777)	(3,872,057)	83,872	3.9%
General Purpose Funding	(438,489)	(521,092)	(872,854)	82,603	18.8%
Law, Order and Public Safety	(1,023,909)	(1,075,997)	(1,814,306)	52,088	5.1%
Health	(789,758)	(909,003)	(1,535,634)	119,245	15.1%
Education and Welfare	(2,195,626)	(2,387,984)	(4,035,353)	192,358	8.8%
Community Amenities	(7,550,153)	(8,291,506)	(14,381,682)	741,353	9.8%
Recreation and Culture	(10,384,844)	(10,580,397)	(18,173,142)	195,553	1.9%
Transport	(4,813,560)	(6,179,686)	(10,649,953)	1,366,126	28.4%
Economic Services	(635,999)	(638,391)	(1,153,851)	2,392	0.4%
Other Property and Services	(2,164,424)	(1,165,313)	(1,162,414)	(999,111)	(46.2%)
<b>Total</b>	<b>(32,164,667)</b>	<b>(34,001,146)</b>	<b>(57,651,246)</b>	<b>1,836,479</b>	
<b>Operating activities excluded</b>					
Depreciation (Non-Current Assets)	3,492,954	4,325,377	7,415,257	(832,423)	(23.8%)
(Profit)/Loss on Asset Disposal	(11,113)	24,990	42,843	(36,103)	324.9%
EMRC Contribution (Non-cash)	0	0	(3,888,440)	0	
Deferred Loan (non-current) FUSC	(162)	0	(479)	(162)	100.0%
Movement in Provisions	(223,949)	0	673,003	(223,949)	100.0%
Pensioners Deferred Rates Movement	0	0	(32,000)	0	
Asset exchange valuation	18,500	0	0	18,500	100.0%
<b>Total</b>	<b>3,276,230</b>	<b>4,350,367</b>	<b>4,210,184</b>	<b>(1,074,137)</b>	
<b>Net Operating (Ex. Rates)</b>	<b>(10,449,024)</b>	<b>(11,250,117)</b>	<b>(26,703,285)</b>	<b>801,093</b>	
<b>Investing Activities</b>					
Proceeds from Disposal of Assets	10,895	50,000	50,000	(39,105)	(358.9%)
Non-operating grants, subsidies and contributions	1,218,895	1,934,724	4,489,004	(715,829)	(58.7%)
Land Held for Resale	0	0	0	0	
Land Development Costs	0	0	0	0	
Land and Buildings New	(363,639)	(863,070)	(1,637,514)	499,431	(137.3%)
Land and Buildings Replacement	(904,793)	(1,418,106)	(3,103,688)	513,313	(56.7%)
Plant and Equipment New	(40,935)	(24,593)	(266,245)	(16,342)	39.9%
Plant and Equipment Replacement	(181,066)	(164,798)	(650,768)	(16,268)	9.0%
Furniture and Equipment	(11,830)	(18,662)	(471,150)	6,832	(57.7%)
Infrastructure Assets - Roads New	(65,746)	(2,033,288)	(8,666,161)	1,967,542	(2992.7%)
Infrastructure Assets - Roads Renewal	(566,263)	(1,176,754)	(2,993,015)	610,491	(107.8%)

**STATEMENT OF FINANCIAL ACTIVITY (STATUTORY REPORTING PROGRAM)  
FOR THE SEVEN MONTHS ENDED 31 JANUARY 2017**

	31/01/2017	31/01/2017			
	YTD Actual (b) \$	YTD Budget (a) \$	Annual Budget \$	Var. \$ (b)-(a) \$	Var. % (b)-(a)/(b) %
Infrastructure Assets - Drainage New	<b>(80,639)</b>	(142,360)	(1,476,973)	61,721	(76.5%)
Infrastructure Assets - Drainage Renewal	<b>(45,876)</b>	(89,287)	(305,620)	43,411	(94.6%)
Infrastructure Assets - Footpaths New	<b>(203,571)</b>	(252,505)	(450,079)	48,934	(24.0%)
Infrastructure Assets - Footpaths Renewal	<b>(43,954)</b>	(42,600)	(239,868)	(1,354)	3.1%
Infrastructure Assets - Car Parks New	<b>(126,544)</b>	(253,692)	(1,093,642)	127,148	(100.5%)
Infrastructure Assets - Car Parks Renewal	<b>(51,963)</b>	(123,254)	(266,650)	71,291	(137.2%)
Infrastructure Assets - Parks and Ovals New	<b>(96,819)</b>	(332,839)	(2,483,887)	236,020	(243.8%)
Infrastructure Assets - Parks and Ovals Renewal	<b>(276,334)</b>	(396,317)	(994,443)	119,983	(43.4%)
Infrastructure Assets - Capital Work-in progress	<b>(488,750)</b>	0	0	(488,750)	100.0%
<b>Amounts attributable to investing activities</b>	<b><u>(2,318,932)</u></b>	<b><u>(5,347,401)</u></b>	<b><u>(20,560,698)</u></b>	<b><u>3,028,469</u></b>	
<b>Financing Activities</b>					
Self-Supporting Loan Principal Income	<b>35,679</b>	42,161	72,302	(6,482)	(18.2%)
Proceeds from new debentures		0	706,510	0	
Capital (Developer) - Contributions	<b>1,090,008</b>	1,198,197	2,054,062	(108,189)	(9.9%)
Transfer from Reserves	<b>6,731,487</b>	7,186,816	15,205,379	(455,329)	(6.8%)
Capital Contributions and Grants Owing	<b>0</b>	0	0	0	
Repayment of Debentures	<b>(378,022)</b>	(367,360)	(629,779)	(10,662)	(2.8%)
Overdraft Funds (Repayment)	<b>0</b>	0	0	0	
Transfer to Reserves	<b>(1,261,172)</b>	(1,253,427)	(5,455,761)	(7,745)	(0.6%)
<b>Amounts attributable to financing activities</b>	<b><u>6,217,981</u></b>	<b><u>6,806,387</u></b>	<b><u>11,952,713</u></b>	<b><u>(588,406)</u></b>	
<b>Total Net Operating + Capital</b>	<b><u>(6,549,976)</u></b>	<b><u>(9,791,131)</u></b>	<b><u>(35,311,271)</u></b>	<b><u>3,241,155</u></b>	
Rate Revenue	<b>33,429,125</b>	33,430,429	34,264,515	(1,303)	(0.0%)
Opening Funding Surplus(Deficit)	<b><u>4,378,271</u></b>	<u>4,378,271</u>	<u>4,378,271</u>	<u>0</u>	0.0%
<b>Closing Funding Surplus(Deficit)</b>	<b><u>31,257,421</u></b>	<b><u>28,017,569</u></b>	<b><u>3,331,515</u></b>	<b><u>3,239,852</u></b>	10.4%

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
 FOR THE SEVEN MONTHS ENDED 31 JANUARY 2017**

**NET CURRENT FUNDING POSITION**

Positive=Surplus (Negative=Deficit)

	<b>31/01/2017</b>	<b>31/01/2016</b>
	\$	\$
<b>Current Assets</b>		
Cash and Cash Equivalents (Unrestricted)	29,943,235	27,260,999
Cash and Cash Equivalents - Reserves (Restricted)	12,690,074	9,303,092
Receivables - Rates	5,661,393	4,293,761
Receivables - Sundry	384,439	1,046,105
Receivables -Other	1,599,145	1,228,219
Inventories	<u>136,858</u>	<u>87,668</u>
<b>(*exclude loan receivable)</b>	50,415,145	43,219,843
<b>Less: Current Liabilities</b>		
Payables	(6,467,650)	(6,085,584)
Provisions	<u>(2,768,664)</u>	<u>(2,530,842)</u>
<b>(*exclude loan payable)</b>	(9,236,313)	(8,616,426)
<b>Net Current Asset Position</b>	<b><u>41,178,831</u></b>	<b><u>34,603,417</u></b>
<b>Add:</b>		
Provision for Long Service Leave	1,340,069	1,208,588
Provision for Annual Leave	1,428,595	1,322,254
<b>Less:</b>		
Cash and Cash Equivalents - Reserves (Restricted)	<u>(12,690,074)</u>	<u>(9,303,092)</u>
<b>Net Current Funding Position</b>	<b><u>31,257,421</u></b>	<b><u>27,831,167</u></b>



**STATEMENT OF FINANCIAL ACTIVITY BY NATURE OR TYPE  
FOR THE SIX MONTHS ENDED 31 DECEMBER 2016**

	31/12/2016	31/12/2016			
	YTD Actual (b) \$	YTD Budget (a) \$	Annual Budget \$	Var. \$ (b)-(a) \$	Var. % (b)-(a)/(b) %
<b>Operating Revenues</b>					
Operating Grants and Subsidies	2,991,074	2,920,954	5,692,793	70,120	2.3%
Contributions, Reimbursements and Donations	613,868	507,838	4,762,899	106,030	17.3%
Profit on Asset Disposal	12,875	0	0	12,875	100.0%
Fees and Charges	12,970,406	13,260,166	14,896,615	(289,760)	(2.2%)
Interest Earnings	524,407	572,088	1,189,756	(47,681)	(9.1%)
Other Revenue	34,727	31,056	62,144	3,671	10.6%
Ex Gratia Rates Revenue	107,010	0	133,570	107,010	100.0%
<b>Total (Excluding Rates)</b>	<b>17,254,367</b>	<b>17,292,102</b>	<b>26,737,777</b>	<b>(37,735)</b>	
<b>Operating Expense</b>					
Employee Costs	(12,000,403)	(12,440,203)	(24,395,430)	439,800	3.7%
Materials and Contracts	(11,258,795)	(11,071,312)	(21,791,919)	(187,483)	(1.7%)
Utilities Charges	(995,172)	(1,242,538)	(2,475,553)	247,366	24.9%
Depreciation (Non-Current Assets)	(2,983,972)	(3,707,466)	(7,415,257)	723,494	24.2%
Interest Expenses	(183,879)	(192,756)	(385,523)	8,877	4.8%
Insurance Expenses	(551,474)	(593,459)	(593,911)	41,985	7.6%
Loss on Asset Disposal	(1,762)	(21,420)	(42,843)	19,658	1115.7%
Other Expenditure	(302,367)	(287,420)	(550,809)	(14,947)	(4.9%)
<b>Total</b>	<b>(28,277,824)</b>	<b>(29,556,574)</b>	<b>(57,651,245)</b>	<b>1,278,750</b>	
<b>Operating activities excluded</b>					
Depreciation (Non-Current Assets)	2,983,972	3,707,466	7,415,257	(723,494)	(24.2%)
(Profit)/Loss on Asset Disposal	(11,113)	21,420	42,843	(32,533)	292.7%
EMRC Contribution (Non-cash)	0	0	(3,888,440)	0	
Deferred Loan (non-current) FUSC	(162)	0	(479)	(162)	100.0%
Movement in Provisions	(85,221)	0	673,003	(85,221)	100.0%
Pensioners Deferred Rates Movement	0	0	(32,000)	0	
Asset exchange valuation	18,500	0	0	18,500	100.0%
<b>Total</b>	<b>2,905,976</b>	<b>3,728,886</b>	<b>4,210,184</b>	<b>(822,910)</b>	
<b>Net Operating (Ex. Rates)</b>	<b>(8,117,482)</b>	<b>(8,535,586)</b>	<b>(26,703,284)</b>	<b>418,104</b>	
<b>Investing Activities</b>					
Proceeds from Disposal of Assets	10,895	50,000	50,000	(39,105)	(358.9%)
Grants, Subsidies and Contributions	1,118,498	1,621,468	4,489,004	(502,970)	(45.0%)
Land and Buildings New	(237,213)	(626,386)	(1,637,514)	389,173	(164.1%)
Land and Buildings Replacement	(831,265)	(1,174,235)	(3,103,688)	342,970	(41.3%)
Plant and Equipment New	(40,935)	(23,164)	(266,245)	(17,771)	43.4%
Plant and Equipment Replacement	(181,066)	(163,369)	(650,768)	(17,697)	9.8%
Furniture and Equipment	(5,600)	(15,996)	(471,150)	10,396	(185.6%)
Infrastructure Assets - Roads New	(67,786)	(1,531,257)	(8,666,161)	1,463,472	(2159.0%)
Infrastructure Assets - Roads Renewal	(532,394)	(826,550)	(2,993,015)	294,156	(55.3%)
Infrastructure Assets - Drainage New	(78,155)	(88,400)	(1,476,973)	10,245	(13.1%)
Infrastructure Assets - Drainage Renewal	(45,876)	(47,142)	(305,620)	1,266	(2.8%)
Infrastructure Assets - Footpaths New	(203,571)	(252,505)	(450,079)	48,934	(24.0%)
Infrastructure Assets - Footpaths Renewal	(11,899)	(22,720)	(239,868)	10,821	(90.9%)

**STATEMENT OF FINANCIAL ACTIVITY BY NATURE OR TYPE  
FOR THE SIX MONTHS ENDED 31 DECEMBER 2016**

	31/12/2016	31/12/2016			
	YTD Actual (b) \$	YTD Budget (a) \$	Annual Budget \$	Var. \$ (b)-(a) \$	Var. % (b)-(a)/(b) %
Infrastructure Assets - Car Parks New	<b>(60,735)</b>	(167,953)	(1,093,642)	107,218	(176.5%)
Infrastructure Assets - Car Parks Renewal	<b>679</b>	(83,684)	(266,650)	84,363	12433.7%
Infrastructure Assets - Parks and Ovals New	<b>(66,286)</b>	(243,280)	(2,483,887)	176,994	(267.0%)
Infrastructure Assets - Parks and Ovals Renewal	<b>(222,335)</b>	(233,334)	(994,443)	10,999	(4.9%)
Infrastructure Assets - Capital Work-in progress	<b>(444,193)</b>	0	0	(444,193)	100.0%
<b>Amounts attributable to investing activities</b>	<b><u>(1,899,237)</u></b>	<b><u>(3,828,507)</u></b>	<b><u>(20,560,698)</u></b>	<b><u>1,929,270</u></b>	
<b>Financing Activities</b>					
Repayment of Debentures	<b>(310,265)</b>	(314,880)	(629,779)	4,615	1.5%
Self-Supporting Loan Principal	<b>34,637</b>	36,138	72,302	(1,501)	(4.3%)
Proceeds from new debentures	<b>0</b>	0	706,510	0	
Capital (Developer) - Contributions	<b>1,090,008</b>	1,027,026	2,054,062	62,982	5.8%
Transfer from Reserves	<b>6,731,487</b>	6,160,128	15,205,379	571,359	8.5%
Transfer to Reserves	<b>(1,255,215)</b>	(1,074,366)	(5,455,761)	(180,849)	(14.4%)
<b>Amounts attributable to financing activities</b>	<b><u>6,290,652</u></b>	<b><u>5,834,046</u></b>	<b><u>11,952,713</u></b>	<b><u>456,606</u></b>	
<b>Total Net Operating + Capital</b>	<b><u>(3,726,067)</u></b>	<b><u>(6,530,047)</u></b>	<b><u>(35,311,270)</u></b>	<b><u>2,803,980</u></b>	
Rate Revenue	<b>33,416,741</b>	33,420,429	34,264,515	(3,687)	(0.0%)
Opening Funding Surplus(Deficit)	<b><u>4,378,271</u></b>	<u>4,378,271</u>	<u>4,378,271</u>	<u>0</u>	0.0%
<b>Closing Funding Surplus(Deficit)</b>	<b><u>34,068,946</u></b>	<b><u>31,268,653</u></b>	<b><u>3,331,515</u></b>	<b><u>2,800,293</u></b>	8.2%

**STATEMENT OF FINANCIAL ACTIVITY (STATUTORY REPORTING PROGRAM)  
FOR THE SIX MONTHS ENDED 31 DECEMBER 2016**

	31/12/2016	31/12/2016			
	YTD Actual (b)	YTD Budget (a)	Annual Budget	Var. \$ (b)-(a)	Var. % (b)-(a)/(b)
	\$	\$	\$	\$	%
<b>Operating Revenues</b>					
Governance	2,412	57,144	114,298	(54,732)	(2269.2%)
General Purpose Funding	1,944,935	2,037,347	7,979,997	(92,412)	(4.8%)
Law, Order and Public Safety	295,982	300,630	436,318	(4,648)	(1.6%)
Health	348,682	329,985	722,536	18,697	5.4%
Education and Welfare	1,956,765	1,825,940	3,644,485	130,825	6.7%
Community Amenities	11,248,318	11,202,794	11,524,670	45,524	0.4%
Recreation and Culture	891,193	925,404	1,335,983	(34,211)	(3.8%)
Transport	21,106	0	0	21,106	100.0%
Economic Services	358,228	381,642	544,921	(23,414)	(6.5%)
Other Property and Services	186,746	231,216	434,569	(44,470)	(23.8%)
<b>Total (Excluding Rates)</b>	<b>17,254,366</b>	<b>17,292,102</b>	<b>26,737,777</b>	<b>(37,736)</b>	
<b>Operating Expense</b>					
Governance	(1,961,029)	(1,937,487)	(3,872,057)	(23,542)	(1.2%)
General Purpose Funding	(387,651)	(451,615)	(872,854)	63,964	16.5%
Law, Order and Public Safety	(910,776)	(931,585)	(1,814,306)	20,809	2.3%
Health	(683,129)	(782,748)	(1,535,634)	99,619	14.6%
Education and Welfare	(1,868,583)	(2,066,703)	(4,035,353)	198,120	10.6%
Community Amenities	(6,513,016)	(7,190,081)	(14,381,682)	677,065	10.4%
Recreation and Culture	(9,124,535)	(9,166,728)	(18,173,142)	42,193	0.5%
Transport	(4,233,204)	(5,299,775)	(10,649,953)	1,066,571	25.2%
Economic Services	(570,131)	(557,929)	(1,153,851)	(12,202)	(2.1%)
Other Property and Services	(2,025,770)	(1,171,923)	(1,162,414)	(853,847)	(42.1%)
<b>Total</b>	<b>(28,277,824)</b>	<b>(29,556,574)</b>	<b>(57,651,246)</b>	<b>1,278,750</b>	
<b>Operating activities excluded</b>					
Depreciation (Non-Current Assets)	2,983,972	3,707,466	7,415,257	(723,494)	(24.2%)
(Profit)/Loss on Asset Disposal	(11,113)	21,420	42,843	(32,533)	292.7%
EMRC Contribution (Non-cash)	0	0	(3,888,440)	0	
Deferred Loan (non-current) FUSC	(162)	0	(479)	(162)	100.0%
Movement in Provisions	(85,221)	0	673,003	(85,221)	100.0%
Pensioners Deferred Rates Movement	0	0	(32,000)	0	
Asset exchange valuation	18,500	0	0	18,500	100.0%
<b>Total</b>	<b>2,905,976</b>	<b>3,728,886</b>	<b>4,210,184</b>	<b>(822,910)</b>	
<b>Net Operating (Ex. Rates)</b>	<b>(8,117,482)</b>	<b>(8,535,586)</b>	<b>(26,703,285)</b>	<b>418,104</b>	
<b>Investing Activities</b>					
Proceeds from Disposal of Assets	10,895	50,000	50,000	(39,105)	(358.9%)
Non-operating grants, subsidies and contributions	1,118,498	1,621,468	4,489,004	(502,970)	(45.0%)
Land Held for Resale	0	0	0	0	
Land Development Costs	0	0	0	0	
Land and Buildings New	(237,213)	(626,386)	(1,637,514)	389,173	(164.1%)
Land and Buildings Replacement	(831,265)	(1,174,235)	(3,103,688)	342,970	(41.3%)
Plant and Equipment New	(40,935)	(23,164)	(266,245)	(17,771)	43.4%
Plant and Equipment Replacement	(181,066)	(163,369)	(650,768)	(17,697)	9.8%
Furniture and Equipment	(5,600)	(15,996)	(471,150)	10,396	(185.6%)
Infrastructure Assets - Roads New	(67,786)	(1,531,257)	(8,666,161)	1,463,472	(2159.0%)
Infrastructure Assets - Roads Renewal	(532,394)	(826,550)	(2,993,015)	294,156	(55.3%)

**STATEMENT OF FINANCIAL ACTIVITY (STATUTORY REPORTING PROGRAM)  
FOR THE SIX MONTHS ENDED 31 DECEMBER 2016**

	31/12/2016 YTD Actual (b) \$	31/12/2016 YTD Budget (a) \$	Annual Budget \$	Var. \$ (b)-(a) \$	Var. % (b)-(a)/(b) %
Infrastructure Assets - Drainage New	(78,155)	(88,400)	(1,476,973)	10,245	(13.1%)
Infrastructure Assets - Drainage Renewal	(45,876)	(47,142)	(305,620)	1,266	(2.8%)
Infrastructure Assets - Footpaths New	(203,571)	(252,505)	(450,079)	48,934	(24.0%)
Infrastructure Assets - Footpaths Renewal	(11,899)	(22,720)	(239,868)	10,821	(90.9%)
Infrastructure Assets - Car Parks New	(60,735)	(167,953)	(1,093,642)	107,218	(176.5%)
Infrastructure Assets - Car Parks Renewal	679	(83,684)	(266,650)	84,363	12433.7%
Infrastructure Assets - Parks and Ovals New	(66,286)	(243,280)	(2,483,887)	176,994	(267.0%)
Infrastructure Assets - Parks and Ovals Renewal	(222,335)	(233,334)	(994,443)	10,999	(4.9%)
Infrastructure Assets - Capital Work- in progress	(444,193)	0	0	(444,193)	100.0%
<b>Amounts attributable to investing activities</b>	<b>(1,899,237)</b>	<b>(3,828,507)</b>	<b>(20,560,698)</b>	<b>1,929,270</b>	
<b>Financing Activities</b>					
Self-Supporting Loan Principal Income	34,637	36,138	72,302	(1,501)	(4.3%)
Proceeds from new debentures		0	706,510	0	
Capital (Developer) - Contributions	1,090,008	1,027,026	2,054,062	62,982	5.8%
Transfer from Reserves	6,731,487	6,160,128	15,205,379	571,359	8.5%
Capital Contributions and Grants Owing	0	0	0	0	
Repayment of Debentures	(310,265)	(314,880)	(629,779)	4,615	1.5%
Overdraft Funds (Repayment)	0	0	0	0	
Transfer to Reserves	(1,255,215)	(1,074,366)	(5,455,761)	(180,849)	(14.4%)
<b>Amounts attributable to financing activities</b>	<b>6,290,652</b>	<b>5,834,046</b>	<b>11,952,713</b>	<b>456,607</b>	
<b>Total Net Operating + Capital</b>	<b>(3,726,067)</b>	<b>(6,530,047)</b>	<b>(35,311,271)</b>	<b>2,803,981</b>	
Rate Revenue	33,416,741	33,420,429	34,264,515	(3,687)	(0.0%)
Opening Funding Surplus(Deficit)	4,378,271	4,378,271	4,378,271	0	0.0%
<b>Closing Funding Surplus(Deficit)</b>	<b>34,068,946</b>	<b>31,268,653</b>	<b>3,331,515</b>	<b>2,800,294</b>	8.2%

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
 FOR THE SIX MONTHS ENDED 31 DECEMBER 2016**

**NET CURRENT FUNDING POSITION**

Positive=Surplus (Negative=Deficit)

	<b>31/12/2016</b>	<b>31/12/2015</b>
	\$	\$
<b>Current Assets</b>		
Cash and Cash Equivalents (Unrestricted)	30,907,237	27,726,350
Cash and Cash Equivalents - Reserves (Restricted)	12,684,115	5,674,988
Receivables - Rates	7,190,252	5,753,280
Receivables - Sundry	426,813	674,907
Receivables -Other	2,010,189	1,522,942
Inventories	<u>150,984</u>	<u>95,329</u>
<b>(*exclude loan receivable)</b>	53,369,589	41,447,796
<b>Less: Current Liabilities</b>		
Payables	(6,616,528)	(5,152,017)
Provisions	<u>(2,907,391)</u>	<u>(2,788,665)</u>
<b>(*exclude loan payable)</b>	(9,523,919)	(7,940,682)
<b>Net Current Asset Position</b>	<b><u>43,845,670</u></b>	<b><u>33,507,113</u></b>
<b>Add:</b>		
Provision for Long Service Leave	1,353,927	1,211,709
Provision for Annual Leave	1,553,464	1,576,956
<b>Less:</b>		
Cash and Cash Equivalents - Reserves (Restricted)	<u>(12,684,115)</u>	<u>(5,674,988)</u>
<b>Net Current Funding Position</b>	<b><u>34,068,946</u></b>	<b><u>30,620,791</u></b>

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

**10.3.4 Proposed Forrestfield Train Station, Portal Building, Stowage Area, and Civil Works**

Previous Items	SCM 10/2016 OCM 42/2016
Responsible Officer	Director Development Services
Service Area	Approval Services
File Reference	PG-RLW-003
Applicant	Public Transport Authority of WA
Owner	Public Transport Authority Department of Lands Shire of Kalamunda
Attachment 1	Site Plan, Floor Plans and Elevations
Attachment 2	Artists Impressions of the Forrestfield Station Precinct
Attachment 3	Site Land Description and Locality Plan
Attachment 4	Planning Control Area 115 – Forrestfield Station
Attachment 5	Forrestfield North District Structure Plan
Attachment 6	Submission Table and Advertising Plan
Attachment 7	Office of the Government Architect Advice

**EXECUTIVE SUMMARY**

1. The purpose of this report is for Council to consider recommendations to the Western Australian Planning Commission (WAPC) on a development application for the construction of:

- Forrestfield Station;
- Forrestfield Station Civil Works;
- Forrestfield Stowage Area;
- Forrestfield Portal Compound; and
- Associated landscaping and ancillary works.

Refer to (Attachments 1 and 2).

2. This application has been lodged by the Public Transport Authority (PTA) for consideration under the Metropolitan Region Scheme (MRS), and as a Planning Control Area which will ultimately require determination by the WAPC.
3. Advertising was undertaken by the Department of Planning, on behalf of the WAPC, and included letters being sent to properties adjacent to the subject site. A total of nine (9) responses were received during the submission period, including three (3) from public authorities/utility providers and six (6) from the community. Four (4) of the submissions object to the proposal.

4. The key issues associated with the proposed development are, traffic management, station design, fill and drainage, and car parking.
5. The Officer recommendation to the WAPC is to support with conditions, with the exception of the proposed design (number of bays) and location of the car parking area. In this regard, it is recommended that a condition be included requiring a revised car parking plan be submitted and approved by the Shire of Kalamunda and the WAPC consistent with the endorsed Forrestfield North Structure Plan (FNDSP).

## **BACKGROUND**

### **Land Details**

6. The land subject to this development proposal comprises a total of 28 lots, including reserved land vested in the Public Transport Authority (PTA) between Dundas Road and the Forrestfield Marshalling Yards, several freehold lots east of Dundas Road which have been acquired by the PTA, and portions of Dundas Road, Sultana Road West and Ibis Place road reserves. A copy of the land description and locality plan is provided in (Attachment 3).
7. The total land area of the subject site is approximately 22.9 hectares and falls wholly within the Forrestfield Station Planning Control Area (115).

**Left blank intentionally**

## Locality Plan

8.



9.

To the west of the site is the Forrestfield Marshalling Yards, a variety of industrial land uses, and the eastern extremity of the Perth Airport. To the north east of the site is the established residential area of High Wycombe. To the east is a mixture of rural residential and light industrial land uses.



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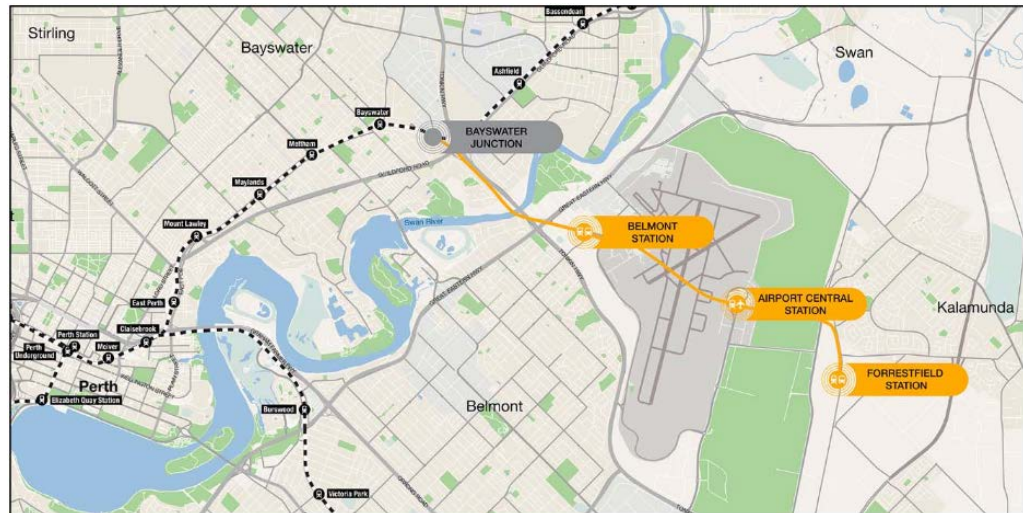
## Site History

10. At its Ordinary Council meeting held on 27 September 2016 (OCM 163/2016), and Special Council meeting held on 10 October 2016 (SCM 10/2016), Council considered an application for construction site early works incorporating various construction activities and supporting infrastructure.
11. In November 2016, the Shire granted temporary planning approval (4 years) for a Concrete Pre-Cast Facility at Lot 106 (11) Carolyn Way, Forrestfield, which is located approximately one (1) kilometre south of the subject site. This site will be used to manufacture pre-cast segments which will be used to line the tunnels in the Forrestfield Airport Link (FAL) project.
12. The Forrestfield District Structure Plan was adopted by Council at its Special Meeting on 29 September 2015. At the same meeting, Council resolved to engage a transport consultant to assess the appropriateness of 2,500 car bays immediately adjacent to the Forrestfield Train Station.
13. Donald Veal Consultants prepared a detailed report regarding the parking proposed at the Forrestfield Station, and concluded that the proposed volume, location and arrangement of parking proposed is not in line with best practice for the establishment of a Transit Oriented Developments, as envisaged by the Forrestfield North District Structure Plan.
14. At its Ordinary Meeting held 29 March 2016, Council resolved the following in regard to this assessment of the provision of parking proposed at the Forrestfield Station:
  1. Accepts the independent report, carried out by Donald Veal Consultant shown in Attachment 1.
  2. Authorises the Chief Executive Officer and Shire President to advocate to the State Government to reduce the parking numbers.

## Forrestfield Airport Link Project

15. The FAL project is a \$2 billion infrastructure project that comprises an 8.5 kilometre spur rail line to Forrestfield from the east of Bayswater Station on the existing Perth to Midland line. The proposed alignment generally follows Tonkin Highway and Brearley Avenue before crossing beneath Perth Airport and surfacing to the east of Forrestfield. A majority of the line will be constructed under-ground within twin bored tunnels.

16.



17.

Three (3) new stations will be constructed along the FAL, as follows:

- Belmont Station – located outside of the western boundary of the Perth Airport within the Brearley Avenue road reserve. This station is anticipated to have below ground platforms with station access at the surface similar to Elizabeth Quay Station in Perth.
- Airport Central Station – Located at the current International Airport Terminal. This station is anticipated to be unground similar to Perth Underground Station in the Central Business District.
- Forrestfield Station – Located adjacent to Dundas Road (adjacent to the land subject to this application). This station (the subject of this report) will be split-level, with an entry building at grade and platforms one level below.

18.

By way of background, the State Government announced investment in the project in 2013-2014. In April 2016, the Salini Impregilo and NRW Joint Venture was awarded the main contract for design, construction and maintenance of the FAL project. Construction on the early works commenced on site in late 2016, the first trains are planned to ultimately run on the line in 2020.

## DETAILS

19.

The application comprises several components to which are referred to as the 'Forrestfield Station Precinct'. The key elements of the works involved are summarised as follows:

- Earthworks and retaining walls, necessary to create a split-level station with an entry building at grade and platforms one level below;
- Construction of a new Forrestfield Station building, platform and noise walls;
- Construction of a new stowage platform (to accommodate two six-car train-sets only) and cleaning facilities;
- Construction of a new bus interchange, bicycle facilities, staff car park, short-term public car park, long-term car parks and associated structures and canopies;
- Construction of a new Forrestfield Portal Building, secured hardstand area for maintenance vehicle parking and evacuee muster point in the event of an emergency;

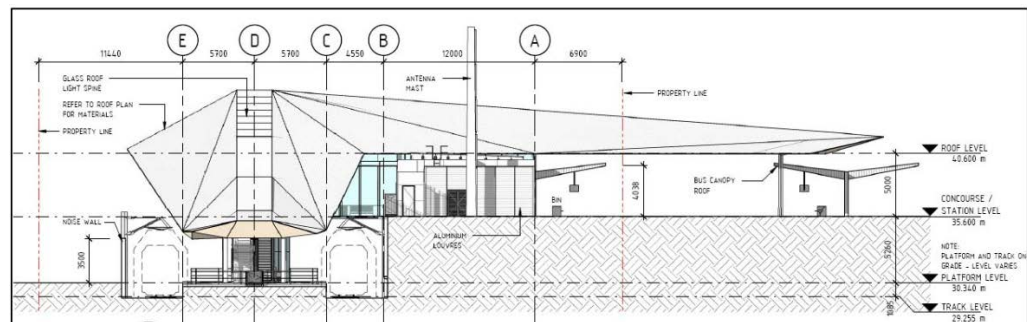
- Construction of a new crossover and kerb-side parking area for large emergency vehicles located outside of the secure Forrestfield Portal Compound, adjacent to the relocated Dundas Road;
- Modifications to existing roads and paths (Dundas Road, Maida Vale Road, Ibis Place, Sultana Road West and Imperial Place); and
- Associated landscaping and ancillary works.

Refer to (Attachments 1 and 2).

## 20. **Forrestfield Station Building**

The Forrestfield Station itself is proposed to contain the following:

- An at-grade pedestrian entry/exit lobby including ticketing infrastructure, public amenities and functioning as the hub between the PTA train network, bus interchange area and the future Forrestfield urban area;
- An at-grade back-of-house area including PTA staff offices, kiosk, separate staff and public amenities, storage rooms and plant rooms;
- An at grade public concourse area functioning as the link between the station entry/exit and platforms below;
- At-grade secure bicycle parking facilities and open rail stands;
- Antenna mast; and
- Island platform (11.4m wide) and lower level, serviced by two escalators, two lifts and stairs.



The applicant submits that the Forrestfield Station building's design "... *has been developed with a distinct architectural language comprising of roof form and canopy providing this PTA infrastructure project with a highly recognisable identity.*" Refer to artists impressions (Attachment 2).

## 21. **Forrestfield Station Civil Works**

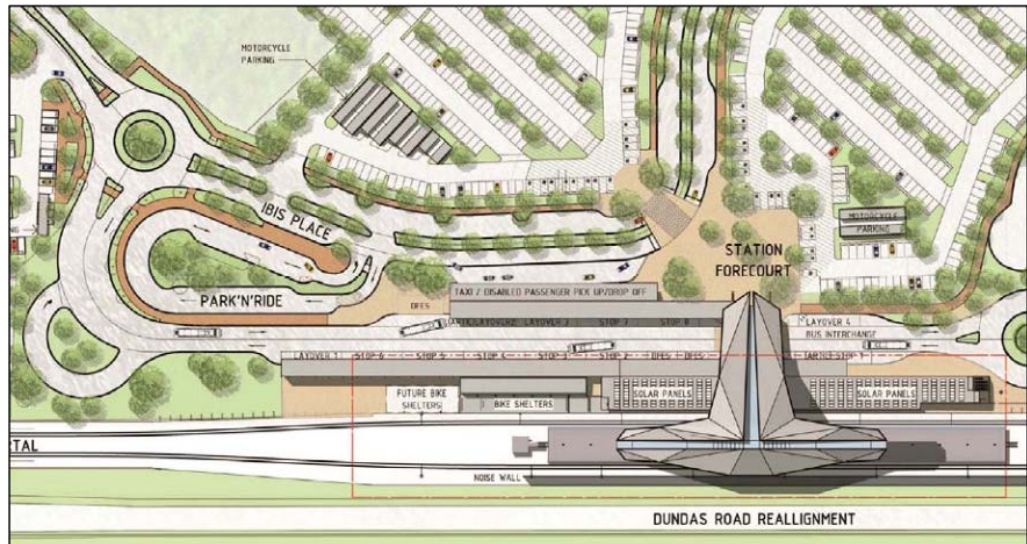
The detailed civil works proposed to support the Forrestfield Station are as follows:

- A bus interchange located directly at the Forrestfield Station entry, including sheltered waiting areas for up to eight active buses, additional layover bays for up to four buses and a designated parking area for emergency service vehicles;
- A taxi drop off area and parking for persons with disabilities located adjacent to the Station forecourt, accessible off Ibis Place;
- A short-term general drop off and pick up area adjacent to the northern end of the bus interchange, accessible off Ibis Place;

- Three (3) long-term car parks for public cars and motorcycle parking, accessible off Imperial Place, Sultana Road West, Ibis Place and Maida Vale Road;
- A secure staff car park south of the bus interchange; and
- Various road and path modifications and upgrades, including at the intersection of Maida Vale Road and Dundas Road, the intersection of Maida Vale Road and Ibis Place, along Sultana Road West and along Imperial Place.

In total, 2,500 public car spaces are proposed to be provided, plus staff, maintenance and emergency vehicle bays.

22. The applicant submits that the design of the civil works proposed integrates with the street network, directing pedestrian/cycling traffic up to the main street in the future town centre and via safe, permeable pathways. A civic square is proposed to provide clear access to the station and function as a forecourt and gathering place for the Forrestfield Station.



23. **Stowage**

Given that the Forrestfield Train Station will be a terminus station, the proposal incorporates a separate area south of the main station for overnight stowage of two train-sets. This stowage area will also feature cleaning, storage and plant rooms.

24. **Portal Building and Compound**

A single storey portal building is proposed to be located directly above the tunnel portal structure, containing the following:

- Lift and staircase to provide vertical circulation to and from tunnel level;
- Mechanical fans and ductwork for stair pressurisation purposes; and
- Plant rooms (electrical, signals, communications, fire/evacuation equipment).

25. The portal compound area includes:
- A hardstand area for maintenance and emergency vehicle parking, and evacuee muster point in the event of an emergency;
  - A fire pump house building;
  - Two (2) 288 kilolitre fire water tanks; and
  - A new crossover and kerb-side parking area for emergency vehicles adjacent to the relocated Dundas Road.
26. The following table provides the applicant's proposed indicative timeframes for key delivery phases of the project:

<b>Project Phase</b>	<b>Timeframe</b>
Design	June 2016 – June 2018
Forrestfield Station Earthworks	March 2017 – April 2017
Forrestfield Station Construction (Substructure)	April 2017 – May 2018
Forrestfield Station Construction (Platforms and Building)	September 2018 – November 2019
Forrestfield Portal Compound Construction	October 2018 – February 2019
Forrestfield Station Construction (External Works including Car parking)	August 2019 – March 2020

## **STATUTORY AND LEGAL CONSIDERATIONS**

### ***Planning and Development Act 2005***

27. Pursuant to section 112 of the *Planning and Development Act 2005*, the Forrestfield Station Planning Control Area (115) was declared in August 2015 and will remain in effect for a period of five (5) years, or until revoked by the WAPC and the Minister for Planning (Attachment 4).
28. The purpose of the planning control area is to protect land that may potentially be affected by the proposed Forrestfield train station and associated infrastructure for public purposes of the State. The WAPC considers that the planning control area is required to ensure that no development occurs on this land which might prejudice this purpose or its potential reservation for Public Purposes in the Metropolitan Region Scheme.
29. The effect of the declaration of Forrestfield Station Planning Control Area (115) is that the framework for decision making changes and the WAPC is required to determine the application.
30. Any applications for development approval relating to land within the Planning Control area is required to be lodged with the Shire, and within 30 days of receiving the application, the Shire is required to forward the application, together with its recommendation, to the WAPC for determination.

31. Given the application incorporates railway infrastructure and is being made by the Public Transport Authority, the works may be deemed under Section 6 of the *Planning and Development Act 2005* as public works.

### ***Railway (Forrestfield-Airport Link) Act 2015***

32. Pursuant to Section 8 of the *Railway (Forrestfield-Airport Link) Act 2015*, the specific works relating to the underground section of the railway is a development that may be commenced or carried out without the approval of the WAPC under the Metropolitan Region Scheme. Therefore any underground works do not form part of the subject application.

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

33. Public works do not require development approval under the Shire's Local Planning Scheme No. 3 (LPS 3). However, the development is subject to the following requirements:

- To have regard to the purpose and intent of the local planning scheme;
- To have regard to the principles of proper and orderly planning and the amenity of the area; and
- To consult with the local government when a proposal is being formulated for any public work, or the taking of land for a public work.

34. The LPS 3 map identifies the site as being subject to predominantly the Light Industry and Industrial Development zones, however portions of the site also cover the Mixed Use zone, Local Planning Scheme Reserve (Local Open Space) and Metropolitan Region Scheme Reserve (Railways). A summary of the objectives of each applicable LPS 3 zone is as follows:

#### Light Industry:

- *To provide for predominantly light industry located in proximity to residential areas.*
- *To ensure that industries are environmentally compatible with surrounding zones and activities.*
- *To ensure that the movement of goods and services in and out of the zone cause minimal impact on residential land in the vicinity.*

#### Industrial Development:

- *To provide for orderly and proper planning through the preparation and adoption of a Structure Plan establishing the overall design principles for the area.*
- *To permit the development of the land for industrial purposes and for commercial and other uses normally associated with industrial development.*

#### Mixed Use:

- *To provide for business and other commercial uses, but excluding shopping.*
- *To provide for and encourage residential uses, but on the basis of recognition that the zone allows for considerably more non-residential activities than does a Residential zone.*

- *To provide for professional, civic uses, medical and health related uses.*
- *To provide for leisure and entertainment uses on a small scale so as not to unduly impinge on the amenity of the residential component of the zone.*
- *To ensure that the development in the zone is of such design, size, scale and appearance to be compatible with nearby uses or zones, particularly the Residential zones.*

Local Reserve (Local Open Space):

- *In determining an application for planning approval the local government shall have regard to –*
  - (a) the matters set out in clause 10.2; and*
  - (b) the ultimate purpose intended for the Reserve,*

Regional Reserve (Railways):

- *The approval of the local government under this Scheme is not required for the commencement or carrying out of any use or development on a Region Reserve.*

### ***Metropolitan Region Scheme***

35. The majority of the subject land is currently zoned Urban under the Metropolitan Region Scheme (MRS), however the land to the west of the site is reserved under the MRS for Railway purposes.
36. As noted above, the *Railway (Forrestfield-Airport Link) Act 2015* exempts the underground section of the railway from the requirement to obtain development approval under the MRS.

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

37. In considering an application for planning approval, Clause 67 of schedule 2 of the Regulations (Matters to be Considered by Local Government) requires Council to have due regard to a broad range of matters in considering the application.

## **POLICY CONSIDERATIONS**

### **Directions 2031 and Beyond**

38. Directions 2031 and Beyond supersedes Network City and replaces Metroplan and all other metropolitan strategies. Directions 2031 and Beyond is a spatial framework to guide the growth of Perth and Peel.
39. Directions 2031 and Beyond aims to more efficiently use existing infrastructure and provide for a more sustainable city through urban consolidation around key activity centres and public transport. The FAL project will ultimately address key public transport and accessibility objectives under Directions 2031.



### **Draft Perth and Peel @ 3.5 million**

40. In May 2015, the WAPC released the Draft Perth and Peel @ 3.5 million suite of documents, including the Sub-Regional Frameworks for comment. These documents aim to identify how the vision set out in Directions 2031 for a City of 3.5 million people by 2050 can be realised.
41. The Central and North-East Sub-Regional Framework Maps of the Draft Perth and Peel @ 3.5 million suite of documents identifies the FAL spur rail line to Forrestfield.

### **State Planning Policy 3 – Urban Growth and Settlement**

42. The overall aim of SPP 3 is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy in accommodating growth and change. This policy should be taken into account in strategic planning, and given weight in statutory decision making in relation to urban growth and settlement.
43. The FAL project will be a catalyst for the consolidation of residential development around the station precinct and in the Forrestfield North District Structure Plan area, based on transit oriented development principles, which is encouraged by SPP 3.

### **Forrestfield North District Structure Plan**

44. The DSP was adopted by Council at its Special Council Meeting on 29 September 2015. The DSP was approved by the WAPC, without modification, on 29 September 2016. Refer to (Attachment 5).
45. The purpose of the DSP is to provide a strategic framework in the Forrestfield/High Wycombe areas around the proposed Forrestfield Station. This to guide the development of the identified precincts within the subject area through subsequent local structure planning processes and to support the planning, assessment, coordination and implementation of longer term development within the area as a result of the development of the Forrestfield Train Station.
46. The DSP comprises mixed use immediately adjacent to the Forrestfield Station location with a view of establishing a transit oriented development (TOD) precinct. This will comprise primarily commercial, high-density development that leverages opportunities associated with the development of the Forrestfield Train Station. This configuration has been approved by the WAPC and will guide further detailed planning of the area.
47. Importantly, the DSP identified two car parking areas located along the northern and southern edge of the FNDSP within a walkable catchment of the Forrestfield Railway Station.



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### **Western Australian Planning Commission – Economic and Employment Land Strategy, Perth Metropolitan and Peel Regions (April 2012)**

48. The Economic and Employment Land Strategy (EELS), was prepared in response to the ongoing pressures of industrial land supply in the Perth metropolitan market and to ensure that industrial land constraints and shortages such as those that occurred in the mid-2000s did not reoccur. EELS' primary aim is the adequate provision of land over the next 20 years within the Perth Metropolitan and Peel regions for the purposes of employment generating activities (industrial and commercial land uses), with identification of land that is suitable for non- heavy industrial activity in the long term, and strategies to address land supply constraints.
49. The EELS was written prior to the announcement of the Forresterfield Airport Rail Link which has fundamentally changed the strategic context of the area.

### **Development Control Policy 1.6 – Planning to Support Transit Use and Transit Orientated Development**

50. Development Control Policy 1.6 – Planning to Support Transit Use and Transit Orientated Development (DCP 1.6) seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use, and which will achieve the more effective integration of land use and public transport infrastructure.
51. The proposed development is not considered to address the requirements of DCP 1.6, particularly given the proposed location, volume and configuration of parking bays in front of the station building. In this regard, the proposal is not considered to encourage 'transit supportive development patterns' as it does not facilitate high density and mixed use development in close proximity to the Forresterfield Station.

### **COMMUNITY ENGAGEMENT REQUIREMENTS**

52. Advertising was undertaken by the Department of Planning, on behalf of the WAPC, and included letters being sent to properties adjacent to the subject site.
53. A total of nine (9) responses were received during the submission period, including three (3) from public authorities/utility providers and six (6) from the community. Four (4) of the submissions object to the proposal. The key issues arising from consultation are as follows:
- The location, arrangement and volume of parking bays proposed.
  - Concern over the Planning Control Area process and reservation of land under the Metropolitan Region Scheme.
  - The closure and realignment of Dundas Road and related impacts:
    - The viability of businesses.
    - Uncertainty generated by this process and negative impact on land values in the area.

A copy of the submission table and the advertising area map is provided in (Attachment 6).

54. It is noted that works which are subject to this development application are likely to attract significant public interest. In this respect, the PTA, together with the Salini Impregilo and NRW Joint Venture have prepared a Stakeholder and Community Engagement Plan, which sets out stakeholder and community engagement before and during construction stages of the FAL project. Communication methods proposed by the applicant include the following:
- Forrestfield Community Group (committee) established in August 2016 and meet monthly.
  - Forrestfield Community Information Sessions held regularly to provide information about key construction activities and an opportunity for members of the community to meet the construction team and discuss and concerns.
  - Face-to-face meetings with residents and businesses to quickly resolve and concerns raised.
  - Circulating fact sheets and providing display material covering major elements of the project updated every 6 months.
  - Notifications for construction work activities to stakeholders, residences and businesses.
  - Appropriate on-site signage.
  - Project advertising at regular intervals to communicate any disruptions to services.
  - Formal presentations to stakeholders and the public.
  - Preparation of photography and 3D animations to capture the various processes involved in the project.
  - Regular website updates.
  - Social media to be used for communicating project activities.
  - News releases once a month with project updates.
55. In respect to the management of enquiries and complaints the applicant has established a telephone number that will be available 7am to 7pm on weekdays and 9am to 5pm on weekends. These numbers will be provided to stakeholders and the public. An out of hours emergency contact number and email address has been provided to the Shire and will be made available to the community.

### **Internal Referrals**

56. **Assets Services**
- The Shire raised queries/concerns previously regarding the Dundas Road intersection treatments, and is yet to be provided with a final plan of these treatments.
  - The rat running through the northern parking area (The area referred to as parking area 1)
  - The alignment of Berkshire Road and future structure planning opportunities to realign it with the station entrance.
  - Detailed drainage plans are required.
  - A landscaping master plan will be required to address landscaping throughout the site.

- The applicant should address amenity of proposed drainage basin (additional landscaping).

## External Referrals

### 57. State Government Architect

At the request of the Shire of Kalamunda, the Office of the Government Architect (OGA) provided a peer review of the design proposal for the Forrestfield Train Station (refer Attachment 7).

The OGA noted the significance of the FAL project for Western Australia in bringing a commuter rail service to Perth Airport and the eastern foothills. In this regard, the Forrestfield Railway Station should reflect the significance of the project, through:

*“ ....high quality design outcomes that provide distinctive, contemporary, comfortable and easy to navigate transport environments that encourage patron uptake, and set an appropriate quality benchmark to guide adjacent redevelopment.”*

The OGA provided comment in respect to:

- a. Response to Context.
- b. The design approach taken.
- c. Amenity and access.
- d. Build quality.
- e. Landscape.
- f. Sustainability.

In addition to general comments made by the OGA in relation to the 6 elements noted above, the OGA also made a final recommendation as follows:

*“1. Further information should be sought from the applicant in order to enable proper assessment, as follows:*

- a) a schedule of proposed internal and external materials and finishes*
- b) demonstration of how transport signage will be integrated into the design*
- c) clarification of the extent of undercover passenger drop-off, for both disabled and non-disabled passengers*
- d) demonstration of sustainable design elements of the proposal, including what measures will be taken to mitigate the environmental impacts of the development.*

*2. Design quality matters that require attention (which we recommend are attached as conditions to any approval, with OGA noted as reviewer) are as follows:*

- a) development of a more appealing and distinctive transit environment in and around the Station, that better responds to its setting, enhances local character and provides a stronger sense of place*

- b) review of the design of internal elements, to enable a response that integrates more successfully with the roof form*
- c) review of the arrangement of forecourt and carpark, to create a stronger relationship with the Station design*
- d) consideration of a flat profile / simpler roofing product, and suitable resolution of architectural details and drainage system*
- e) demonstration of how a memorable line-wide identity, evident across all FAL stations, will be achieved."*

The comments provided by the OGA in respect to the above matters have been captured in a number of recommendations and conditions to the approval which have been discussed further in the officer comment section of the report.

58. Given that the WAPC is the determining authority in respect to the proposal, any external consultation was undertaken by the Department of Planning on behalf of the WAPC. The following submissions were forward to the Shire from the DoP (summarised).

#### **Department of Environment Regulation**

- A portion of the land included in the development application has been reported as a suspected contaminated site under the *Contaminated Sites Act 2003*. DER notes that works associated with the Forrestfield Airport Link project will be managed via the 'spoil and contamination plan' and 'Acid sulphate soil and dewatering management plan', and that on this basis are satisfied that the site is suitable for the proposed development.

59. **Department of Transport**

- The DoT submission provided general commentary on the provision of bicycle facilities (including bicycle lane design, bicycle parking facilities, bike path connections).

60. **ATCO Gas**

- ATCO Gas Australia has a high pressure gas mains within the development are identified in the development application. ATCO gas must be notified of any works within 15m of the infrastructure before any works commence. No pavements are to be constructed over the pipeline without prior consent from ATCO. ATCO Gas request that gas infrastructure is protected via the provision of easements (at no cost to ATCO).

#### **FINANCIAL CONSIDERATIONS**

61. Nil.

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## STRATEGIC COMMUNITY PLAN

### Strategic Planning Alignment

62. *Kalamunda Advancing: Strategic Community Plan to 2023*

OBJECTIVE 4.3 – To ensure the Shire's development is in accord with the Shire's statutory and legislative obligations and accepted urban design planning standards.

Strategy 4.3.2 – Undertake efficient monitoring and compliance of building developments within the Shire.

## SUSTAINABILITY

### Social Implications

63. The population in the area, particularly in the Forrestfield North District Structure Plan Area is expected to increase significantly over time, resulting in an increased demand for community facilities. The proposal is one component of the establishment of the Forrestfield Station Transit Oriented Development Precinct. Further planning will be required around the future Forrestfield Station to deliver the community and social infrastructure required for the growing population.
64. Community concern regarding the adequacy of public transport in the Shire of Kalamunda has been evident for some time. The proposed Forrestfield Train Station will deliver a much needed transport opportunity linking the eastern catchment to Perth International Airport and Perth City thus alleviating much of the community concerns regarding the lack of an effective transport system.

### Economic Implications

65. The proposed FAL represents a significant economic infrastructure project which fundamentally changes the strategic importance of the subject area. The improved transport connectivity will ultimately stimulate business investment, jobs growth, demand for housing and associated infrastructure and utilities.

### Environmental Implications

66. In November 2014, the Public Transport Authority referred the FAL project to the Environmental Protection Authority (EPA) for assessment under the *Environmental Protection Act 1986*. In November 2015, the Minister for Environment issued a Ministerial Statement (1022) granting conditional approval for the FAL project. The conditions imposed by the EPA, include:
- The proponent ensuring that the construction and ongoing operation is undertaken in a manner that avoids direct or indirect impacts to flora and vegetation outside of the Forrestfield Development Envelope (including the subject site).

- Prepare and implement a Flora and Vegetation Monitoring and Management Plan to the satisfaction of the EPA, including consideration of Poison Gully Creek and Lot 12 Ibis Place.
- Implementation of management actions resulting from an approved Flora and Vegetation Monitoring and Management Plan.
- Prepare and implement an Offsets Strategy to the satisfaction of the EPA.

**RISK MANAGEMENT CONSIDERATIONS**

67.

Risk	Likelihood	Consequence	Rating	Action/Strategy
The location and number of car parking areas directly to the east of the Forrestfield Train Station would prejudice the future planning of the TOD area.	Possible	Major	Extreme	Recommend to the WAPC that the quantum and location of car parking be subject to a separate approval.

**OFFICER COMMENT**

68. The FAL represents a major investment project in rail infrastructure for the State Government and a significant transport initiative for the Shire of Kalamunda. The project forms the basis for the strategic planning undertaken in the Forrestfield and High Wycombe areas to date, through the Forrestfield North DSP, which was approved by the WAPC on 29 September 2016.

69. The subject application incorporates several elements from the Forrestfield Station building through to the civil works on land surrounding the station. It is important to note that the recommendations presented in this report, namely in regard to parking, should not imply that the Shire does not support the concept of the Forrestfield Station project. For the purposes of clearly outlining the Shire’s recommendations, the comments on each aspect of the proposal are provided below.

70. **Forrestfield Train Station**

In regard to the design of the station itself, the applicant submits that it incorporates the following positive design features:

- The elevated arrival at the station entry allow customers to look down over the platform level below
- The dynamic and directional roof provides passive way finding, enhances the creation of the prominent entrance, and is visible from all station approaches.
- The layout of the station allows clear visibility for passengers and transit guards to overlook the platform and other pedestrian facilities.

- 
- Bus stops and drop off bays are located alongside the roads providing visibility from the station entry and vice versa.
71. The eastern façade wall of the station building is considered to be the most important elevation of the building as this will be the most visible part of the building to train users. The façade is approximately 100 metres wide, however only approximately 25 metres of the façade is activated (the station entry), with the balance remaining blank; the submitted plans indicate that these areas are an opportunity for public art work. While there is considered to be merit in public artwork to 'break up' the visual impact of the blank façade, it is considered that there are more opportunities to design the building to incorporate more openings and variation in building design and materials to improve the entrance of the building. This has been included as a condition in the officer's recommendation.
72. It is considered that the proposed station shelter (roof) has been architecturally designed to enhance interest and sense of arrival, but it also facilitates legibility of the station entry and platform areas. No objections are raised to this aspect of the proposal.
73. In regard to the comments of the OGA, the following design elements were requested to be included as conditions to any approval:
- The transit environment in and around the train station needs to be more appealing and better respond to its area to enhance local character and provide a stronger sense of place.
  - The design of the internal elements needs to be reviewed to enable a response that integrates more successfully with the roof form.
  - Review of the arrangement of the forecourt and carpark, to create a stronger relationship with the station design.
  - Demonstration of how a memorable line-wide identity across all FAL stations will be achieved.

In addition to the above, the OGA made a number of recommendations regarding additional information to be sought from the applicant to enable an appropriate assessment of the proposal, namely:

- A schedule of proposed internal and external materials and colours.
- Demonstration of how transport signage will be incorporated into the design.
- Clarification regarding the extent of undercover patron drop off areas, including disabled patrons.
- Demonstration of sustainable design elements of the proposal.

The above matters have been addressed in the recommended conditions and advice to the WAPC.

74. **Parking**

There are three (3) main long term car parks proposed, as follows:

1. Between Ibis Place and Maida Vale Road – Approximately 320 bays.
2. North of Sultana Road West – Approximately 1610 bays.
3. Between Sultana Road West and Imperial Street – Approximately 570 bays.

75. In regard to parking area 1 referenced above, it is expected that this area would be occupied by railway infrastructure under Forrestfield North DSP. This area is considered to be suitably located and accessible for public car parking. However, the design of this car park is considered to encourage 'rat running' through the parking area, and should be redesigned to address this issue.

76. In regard to areas 2 and 3 referenced above, from a planning perspective, significant concern is raised in regard to the proposed location, volume and configuration of parking bays in front of the station building. This will undermine the strategic intent and objectives of the Forrestfield North DSP, namely the establishment of a transit oriented development (TOD) precinct around Forrestfield Station, and on this basis the location and quantum of parking proposed for areas 2 and 3 is not supported.

77. In March 2016, the Shire engaged a reputable and independent transport engineering consultant to assess and report on the appropriate size of the parking facilities for the proposed Forrestfield Railway Station. The report notes that a key component of a successful transit oriented development (TOD) is establishing a sizable residential population and commercial development community that can readily walk and cycle to the transit station. Among other findings and recommendations, the assessment concluded as follows:

- Large scale parking occupies valuable land and this should be avoided within a 400 metre radius of a TOD.
- The proposed 2,500 parking bays at Forrestfield Station appears too high to enable a successful TOD to be established. There is a potential for an oversupply should 2,500 bays be constructed that will adversely influence the other modes of transport and result in a 'transit adjacent development'.
- Based on modelling and research, the optimum size of a park and ride car park at the Forrestfield Station is in the order of 1,000 bays from the opening year (2020) with some potential to expand, potentially to 1,200 bays if required, by 2050.
- The parking arrangement should adopt best practice for TOD precincts and be located a suitable distance from the station entrance to provide advantage to those arriving by feeder bus, bicycle, on foot or kiss and drive.
- It is suggested that the parking facilities be constructed in their ultimate locations from the start, thereby leaving land vacant for TOD development from the very start.



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78. Additionally, the Forrestfield North DSP (approved 29 September 2016) proposes mixed use development around the Forrestfield Station with 'Preferred ultimate permanent parking location' in an area south of the station precinct. There is significant concern with the proposed location, volume and configuration of parking bays in front of the station building. It is considered that this will undermine the strategic intent and objectives of the Forrestfield North DSP, namely the establishment of a transit oriented development TOD precinct around Forrestfield Station.
79. In addition to the land use planning and urban design issues with these parking areas, it is considered that the proposal lacks casual surveillance opportunities given there is limited activation around the station itself and the uncertainty surrounding the changes in levels on the site. This is not considered to be in line with sound 'design out crime' principles.
80. Given the above, it is recommended that the component of the development comprising parking areas 2 and 3 not be supported, and that the Shire formally recommend to the PTA and the WAPC that the extent, configuration and location of these parking areas be reconsidered.
81. **Access, Bus Interchange, Taxi Drop-Off and 'Kiss 'n' Ride'**  
The pedestrian/cycle paths leading to the station building are generally considered to be appropriate. It is considered that the cycle path from Maida Vale Road (North) should connect directly through to the station building, instead of being diverted around the power site (north-east of the station). It is also considered that a shared path should extend south on the eastern side of the existing Dundas Road alignment to connect the area with future Berkshire Road cycling facilities.
82. The configuration of the bus interchange, taxi drop-off area and 'kiss 'n' ride' loop are considered to be appropriate. However areas on the surrounding road network should include features which optimise safety for pedestrians and cyclists road crossings to the station building. It is recommended that a detailed pedestrian and cycling access plan be prepared to address this matter.
83. In respect to the realignment of Dundas Road behind the station building, the Shire's Assets Services has advised that further consideration is required to optimise the intersection treatments where Dundas Road intersects with Maida Vale Road and the existing Dundas Road alignment. It is recommended that this be included as a condition.
84. In regard to the alignment of Sultana Road West, it is considered that this is the most important access point to the proposed station precinct as it will carry the largest volume of traffic to the area. From an urban design perspective, there is considered to be an opportunity to realign the end of Sultana Road West from where it intersects Eureka Street, to align with the forecourt and station entry. This would significantly enhance the sense of arrival to the station precinct and take full advantage of the architectural design of the station building. This has been included with the officer's recommendation.

85. **Portal Building/Compound and Stowage Platform**

The portal building and compound is located in the northern extent of the site above the FAL tunnel portal, adjacent to the proposed intersection of Dundas Road (realignment) and Maida Vale Road. Based on the submitted plans a majority of this building will be underground, with the only sections visible being a 15 metre high communication tower, retaining wall around the perimeter (approximately 1-1.5 metre), 2.7m chain link perimeter fence and concrete wall, single storey portal building and for water storage tanks. In principle, no objections are raised to this development, however the section of perimeter concrete wall (approximately 30 metres in length) facing Maida Vale Road should incorporate design treatments and graffiti resistant coating. This has been recommended as a condition in the officer's recommendation.

86. The stowage platform is necessary part of the station, incorporating an extension of the station building to the south that will be purpose built to allow for overnight stowage of two train-sets and feature cleaning, storage and plant rooms. No objections are raised to this component of the proposal.

87. **Earthworks**

The current proposal incorporates a significant amount of fill to raise the levels of the eastern portion of the Forrestfield Station. It is expected that this will be graded down in an easterly direction towards the currently proposed parking location. The submitted plans provide limited detail of the nature of fill and change in levels throughout the Forrestfield Station Precinct. It is particularly important to understand these changes as it will influence detailing planning around the station precinct, principally in regard to urban design for the proposed TOD precinct envisaged under the Forrestfield North DSP.

88. **Landscaping**

At this stage limited detail has been provided regarding the landscaping proposed. The applicant submits that further detail will be provided through a broader landscaping strategy. This has been recommended as a condition in the officer's recommendation.

89. **Drainage**

Indicative drainage plans have been provided, however the applicant submits that further detailed drainage designs will be developed. A key component of drainage at the site involves stormwater up to the major 1:100 average recurrence level being contained within an onsite detention basin to the north of the proposed station building. In this respect, it is considered that the sump should be appropriately treated with landscaping to mitigate any undue impacts on visual amenity from the station and surrounds. This has been incorporated as a condition in the officer's recommendation.

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

That Council:

1. Formally advises the Western Australian Planning Commission that the proposed location, quantum and configuration of parking bays identified in Areas 2 and 3 proposed through the development application for the Forrestfield Station Precinct is not supported on the basis of the following:
  - a) The Western Australian Planning Commission approved the Forrestfield North DSP on 29 September 2016. The Forrestfield North DSP proposes mixed use development around the Forrestfield Station with 'Preferred ultimate permanent parking location' in an area south of the station precinct. The Shire is significantly concerned with the proposed location, volume and configuration of parking bays in front of the station building. It is considered that this will undermine the strategic intent and objectives of the Forrestfield North DSP, namely the establishment of a transit oriented development (TOD) precinct around Forrestfield Station.
  - b) In March 2016, the Shire engaged a reputable and independent transport engineering consultant to assess and report on the appropriate size of the parking facilities for the proposed Forrestfield Railway Station. The report notes that a key component of a successful transit oriented development (TOD) is establishing a sizable residential population and commercial development community that can readily walk and cycle to the transit station. Among other findings and recommendations, the assessment concluded as follows:
    - Large scale parking occupies valuable land and this should be avoided within a 400 metre radius of a TOD.
    - The proposed 2,500 parking bays at Forrestfield Station appears too high to enable a successful TOD to be established. There is a potential for an oversupply should 2,500 bays be constructed that will adversely influence the other modes of transport and result in a 'transit adjacent development'.
    - Based on modelling and research, the optimum size of a park and ride car park at the Forrestfield Station is in the order of 1,000 bays from the opening year (2020) with some potential to expand, potentially to 1,200 bays if required, by 2050.
    - The parking arrangement should adopt best practice for TOD precincts and be located a suitable distance from the station entrance to provide advantage to those arriving by feeder bus, bicycle, on foot or kiss and drive.
    - It is suggested that the parking facilities be constructed in their ultimate locations from the start, thereby leaving land vacant for TOD development from the very start.

2. Recommend to the Western Australian Planning Commission that the application for the proposed Forrestfield Train Station, Portal Building, Stowage Area, and Civil Works (except parking areas 2 and 3 indicated on the site plan in Attachment 1) in be approved subject to the following general conditions:

- a) A revised parking plan being submitted detailing the modified location, volume and configuration of the parking bays to those parking bays identified in parking areas 2 and 3 on the Site Plan in Attachment 1 of this report, being submitted and approved by the Western Australian Planning Commission, on the advice of the Shire of Kalamunda. For the purposes of this condition, the Shire of Kalamunda recommends a maximum of 1,200 parking bays for the Forrestfield Station in the location identified under the approved Forrestfield North District Structure Plan.
- b) A detailed movement network plan (including a pedestrian and cycling access plan) is to be prepared, approved and implemented to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Transport and the Shire of Kalamunda.
- c) A detailed landscaping strategy for the Forrestfield Station Precinct shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the Shire of Kalamunda.

Landscaping shall be completed in accordance with the approved detailed landscaping strategy prior to the operation of the Forrestfield Station and thereafter maintained to the satisfaction of the Western Australian Planning Commission.

- d) Landscaping being applied to the 'Civil Basin' to the satisfaction of the Western Australian Planning Commission, on the advice of the Shire of Kalamunda.
- e) Prior to the issue of a Building Permit, the applicant shall submit the following additional information to the satisfaction of the Western Australian Planning Commission having regard to advice from the Office of the Government Architect:
  - i) The internal elements of the Forrestfield Station be reviewed to enable a design that integrates more successfully with the roof form.
  - ii) A schedule of proposed internal and external materials and finishes be submitted to the satisfaction of the Shire of Kalamunda and the Western Australian Planning Commission.
  - iii) Demonstration of how transport signage will be integrated into the design of the Forrestfield Train Station.

- 
- iv) Development of a more appealing and distinctive transit environment in and around the Station that better responds to its setting, enhances local character and provides a stronger sense of place.
  - v) Review of the design of internal elements, to enable a response that integrates more successfully with the roof form.
  - vi) Review of the arrangement of forecourt and carpark, to create a stronger relationship with the Station design.
  - vii) Consideration of a flat profile/simpler roofing product, and suitable resolution of architectural details and drainage system.
  - viii) Demonstration of how a memorable line-wide identity, evident across all FAL stations, will be achieved.
- f) A plan demonstrating additional articulation and design treatments being applied to the station façade (eastern elevation) and the perimeter concrete wall that surrounds the portal compound facing Maida Vale Road of the proposed development.

Details of the external design features, finishes, colours, textures and materials of the proposed development being provided to, and approved by the Western Australian Planning Commission, on the advice of the Shire of Kalamunda, prior to the commencement of building works on the concourse station level.

- g) A detailed plan demonstrating the Dundas Road intersection treatments shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the Shire of Kalamunda.
- h) A detail plan demonstrating the nature of fill with reference to the existing natural ground levels, shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the Shire of Kalamunda, prior to the commencement of civil works on the Forrestfield Station. For the purposes of this condition, detailed cross sections of the entire Forrestfield Station Precinct should be provided.
- i) Engineering drawings and specifications are to be submitted to, and approved by, the Western Australian Planning Commission, and works undertaken in accordance with the approved engineering drawings and specifications, for the earthworks and/or draining of the land, including ensuring that stormwater is contained on-site, or appropriately treated and connected to the local drainage system.

3. The Western Australian Planning Commission is requested to liaise with the Office of the Government Architect in respect to their recommendations contained in their submission.

Moved:

Seconded:

Vote:

**Attachment 1**

Proposed Forrestfield Train Station, Portal Building, Stowage Area, and Civil Works

**Site Plan, Floor Plans and Elevations**

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

**Attachment 2**

**Proposed Forrestfield Train Station, Portal Building, Stowage Area, and Civil Works  
Artists Impressions of the Forrestfield Station Precinct**



Figure 3: Rendered aerial view of the Forrestfield Station Precinct



Figure 5: Rendered view from Station Forecourt





Figure 6: Rendered view from Platform Level



Figure 7: Rendered view from Concourse Level



Figure 9: Rendered view of Bus Interchange (looking north)

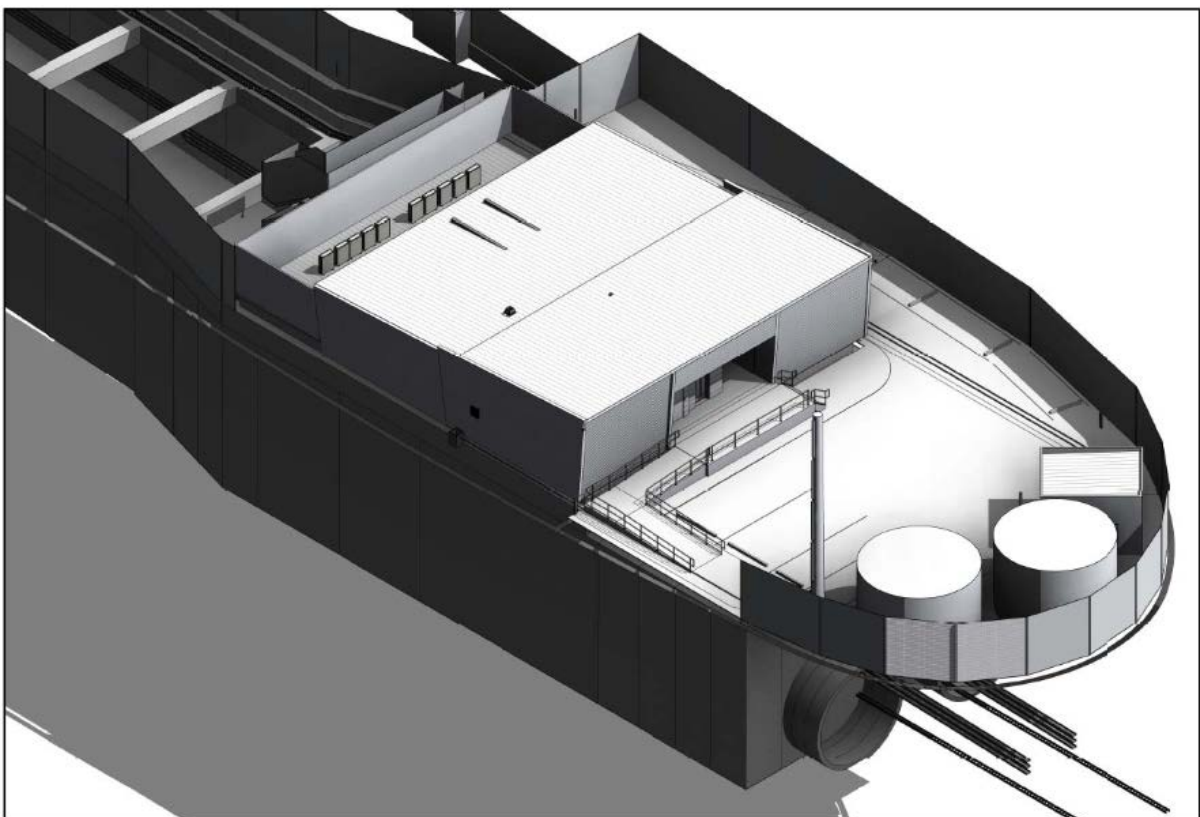


Figure 14: Rendered view of Forresterfield Portal Compound



**Attachment 3**

**Proposed Forrestfield Train Station, Portal Building, Stowage Area, and Civil Works  
Site Land Description and Locality Plan**

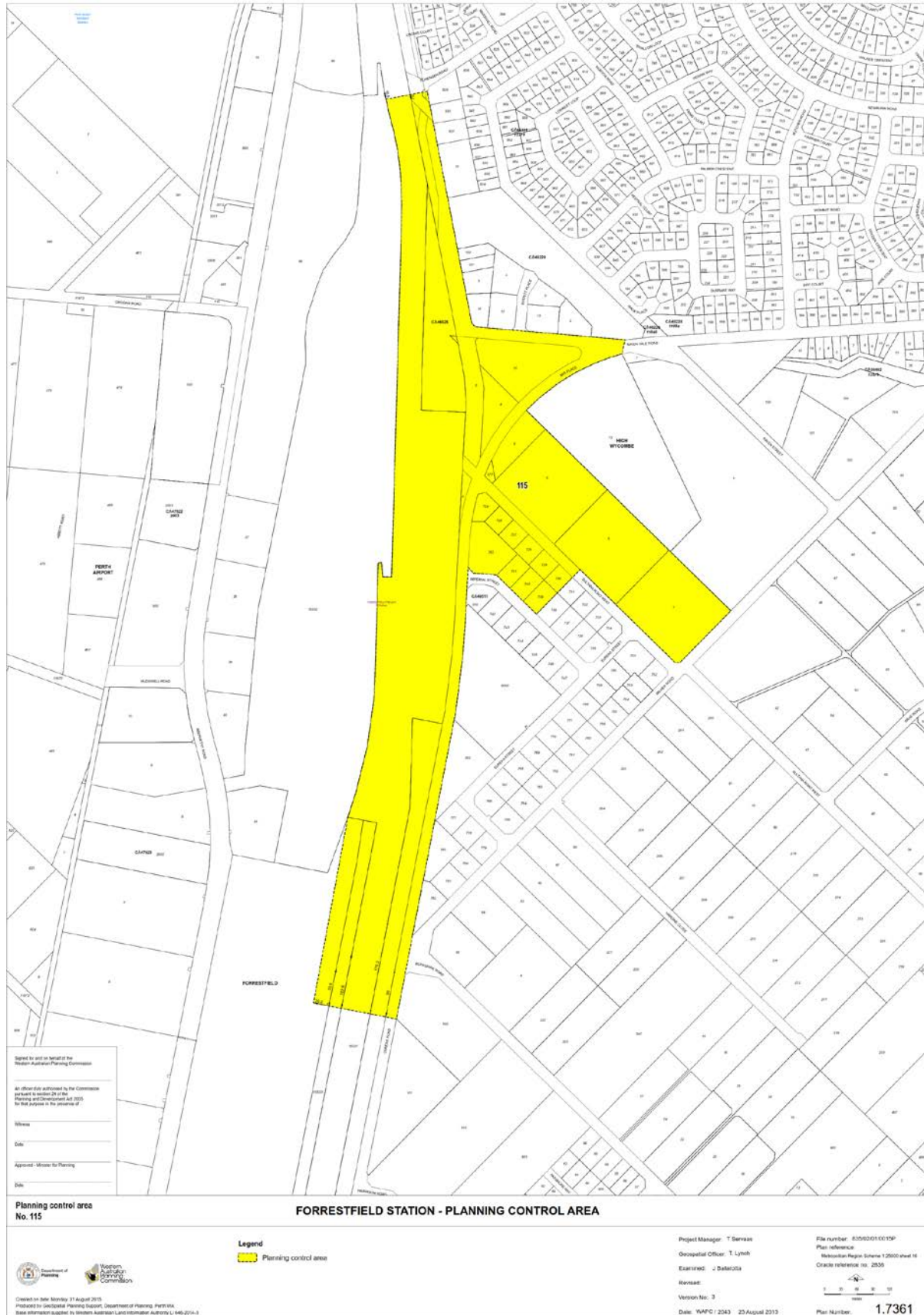


Address	Lot	Plan	Title	Owner	Signature	Date
Dundas Road	13925	P221057	LR3120/918	Dept of Lands		
Dundas Road	15531	P043224	LR3158/528	Dept of Lands		
Dundas Road	13571	P221057	LR3115/972	Dept of Lands		
10 Ibis Place	11	D057822	1558/74	Public Transport Authority	Refer form signature	30/11/2016
20 Ibis Place	4	D017430	2130/681	Public Transport Authority	Refer form signature	30/11/2016
21 Ibis Place	9	D057640	1587/424	Public Transport Authority	Refer form signature	30/11/2016
Ibis Place	377	D057640	LR3145/775	Dept of Lands		
11 Sultana Road West	5	D017430	1241/956	Public Transport Authority	Refer form signature	30/11/2016
31 Sultana Road West	6	D017430	1899/811	Public Transport Authority	Refer form signature	30/11/2016
90 Milner Road	7	D017430	1175/744	Public Transport Authority	Refer form signature	30/11/2016
2 Sultana Road West	724	P054700	2682/715	Public Transport Authority	Refer form signature	30/11/2016
6 Sultana Road West	725	P054700	2682/716	Public Transport Authority	Refer form signature	30/11/2016
10 Sultana Road West	727	P054700	2682/717	Public Transport Authority	Refer form signature	30/11/2016
14 Sultana Road West	728	P054700	2682/718	Public Transport Authority	Refer form signature	30/11/2016
18 Sultana Road West	729	P054700	2682/719	Public Transport Authority	Refer form signature	30/11/2016
22 Sultana Road West	730	P054700	2682/720	Public Transport Authority	Refer form signature	30/11/2016
15 Imperial Street	739	P054700	2682/729	Public Transport Authority	Refer form signature	30/11/2016
11 Imperial Street	740	P054700	2682/730	Public Transport Authority	Refer form signature	30/11/2016
7 Imperial Street	741	P054700	2682/731	Public Transport Authority	Refer form signature	30/11/2016
249 Dundas Road	757	P061088	2707/767	Public Transport Authority	Refer form signature	30/11/2016
Dundas Road	13861	P095077	LR3118/994	Shire of Kalamunda		
Dundas Road	0	P ROAD		Shire of Kalamunda		
Sultana Road West	0	P ROAD		Shire of Kalamunda		
Imperial Street	0	P ROAD		Shire of Kalamunda		
Dundas Road	0	P ROAD		Shire of Kalamunda		
Dundas Road/Ibis Place/Sultana Road West	33	DP406465	LR3166/752	Dept of Lands		
Dundas Road	34	DP406465	LR3166/753	Dept of Lands		
Dundas Road	100	DP408133	2882/338	Public Transport Authority	Refer form signature	30/11/2016



### Attachment 4

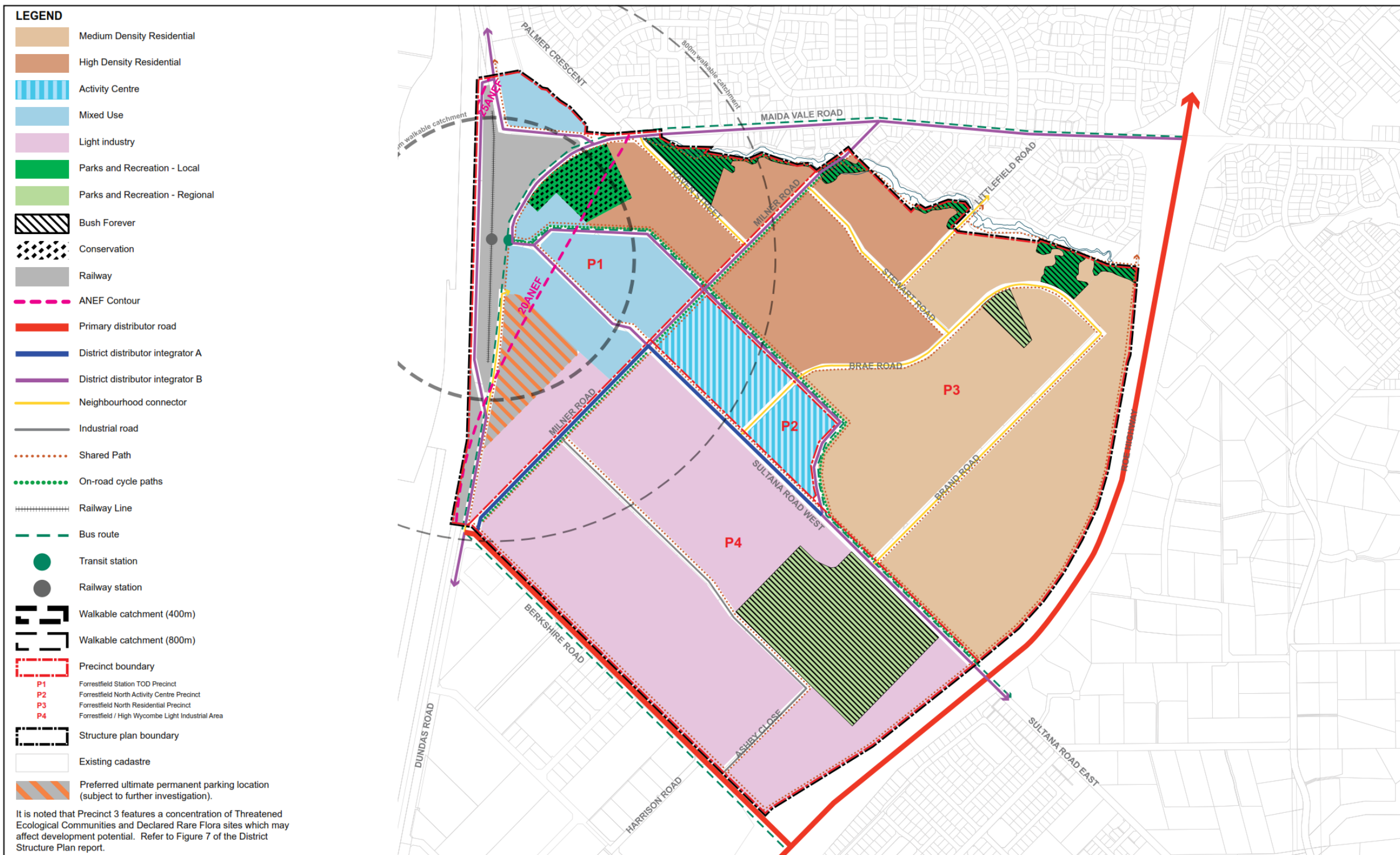
## Proposed Forrestfield Train Station, Portal Building, Stowage Area, and Civil Works Planning Control Area 115 – Forrestfield Station



### Attachment 5

Proposed Forrestfield Train Station, Portal Building, Stowage Area, and Civil Works

### Forrestfield North District Structure Plan



## Structure Plan

### Forrestfield North District Structure Plan



Project Manager: MC Date: 24 Aug 2016  
 Drawn: OP Scale: 1:5,000 @ A3  
 Checked: MC Drawing No. 714-504 ST-12A



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## Attachment 6

Proposed Forrestfield Train Station, Portal Building, Stowage Area, and Civil Works

### Submission Table

Comment	Staff Comment
1.	A portion of the land included in the development application has been reported as a suspected contaminated site under the <i>Contaminated Sites Act 2003</i> . DER notes that works associated with the Forrestfield Airport Link project will be managed via the 'spoil and contamination plan' and 'Acid sulphate soil and dewatering management plan', and that on this basis are satisfied that the site is suitable for the proposed development.
2.	The DoT submission provides general commentary on the provision of bicycle facilities (including bicycle lane design, bicycle parking facilities, bike path connections)
3.	ATCO Gas Australia has a high pressure gas mains within the development are identified in the development application. ATCO gas must be notified of any works within 15m of the infrastructure before any works commence. No pavements are to be constructed over the pipeline without prior consent from ATCO. ATCO Gas request that gas infrastructure is protected via the provision of easements (at no cost to ATCO)
	Noted.
	A Detailed Movement Network Plan (DMNP) is to be prepared, approved and implemented to the satisfaction of the WAPC on the advice of the Shire of Kalamunda. The DMNP will address the matters identified in the DoT submission.
	The proponent will notify ATCO Gas of any construction works commencing and obtain all necessary approvals.  Note: To be discussed with PTA

Comment		Staff Comment
4.	Will options to extend the railway – via the existing heavy railway corridor - and through to Cockburn via Thornlie be examined as part of future planning	Options for future rail expansion are beyond the scope of this development application.
	The location of the parking bays adjacent to the Station Forecourt in the DA report vary from the preferred location as per the Shire of Kalamunda Draft Structure plan. The current proposed location is not conducive to pedestrian focussed planning and I doubt creates the desired “sense of place” at least until such time as there are buildings immediately adjacent. Why not located at least some of the parking in the desired location now?	The Public Transport Authority has determined that a total of 2,500 car bays will be required to adequately service the Forrestfield Station.  The final location of the parking will be determined as part of more detailed planning and design of the station precinct.
5.	Will there be any soft landscaping on the platform itself?	The ultimate form and extent of landscaping will be determined as part of the ‘Landscape Strategy’. The landscape strategy will cover the application area, including the station itself.
	What recycled materials are being used	A schedule of materials and finishes will be prepared to provide detail on the material palette to be used throughout the development site. Detail on the use of recycled material (if any) will be included in the schedule.
	How will the pedestrian crossing of the bus interchange be managed?	A Detailed Movement Network Plan is to be prepared, approved and implemented to the satisfaction of the WAPC on the advice of the Shire of Kalamunda. The DMNP will address matters relating to the operation of the bus interchange.
	The public toilets plan appear very open. Is this the intention?	The ultimate layout of the public toilets will be determined as part of detailed planning. The public toilets will be designed to ensure the privacy of users.



	The Station Forecourt must be well connected to the creek and bushland nearby.	Pedestrian connections from the station forecourt will be determined as part of further detailed planning and design.
	The plan does not include any rail linkage with the Midland, Kenwick Link or Fremantle rail lines.	Options for future rail expansion are beyond the scope of this development application
<b>Comment</b>		<b>Staff Comment</b>
6.	<p>Object to the level of parking provided at the Station for the following reasons:</p> <ul style="list-style-type: none"> <li>- Proposed levels of car parking will encourage the use of motor vehicles over other modes such as cycling and walking</li> <li>- Current location of the parking prevents development of that land for a transit oriented development</li> <li>- The location of the parking is inconsistent with the Forrestfield North Local Structure Plan</li> </ul>	<p>The Public Transport Authority has determined that a total of 2,500 car bays will be required to adequately service the Forrestfield Station.</p> <p>The final location of the parking will be determined as part of more detailed planning and design of the station precinct.</p>
7.	<p>Car Parking:</p> <ul style="list-style-type: none"> <li>- No justification (through patronage modelling or a parking study) is provided to support the provision of large amounts of parking</li> <li>- Proposed location and type (at-grade) of parking prevents development of that land for a transit oriented development</li> <li>- The location of the parking is inconsistent with the Forrestfield North Local Structure Plan</li> <li>- Shire of Kalamunda commissioned a parking study which demonstrates that parking should be limited to 1000 bays, and that parking should be relocated to allow for TOD development</li> </ul>	<p>The Public Transport Authority has determined that a total of 2,500 car bays will be required to adequately service the Forrestfield Station.</p> <p>The final location of the parking will be determined as part of more detailed planning and design of the station precinct.</p>

	<p>Recommend that:</p> <ul style="list-style-type: none"> <li>- The number of parking bays should be significantly reduced</li> <li>- Parking should be relocated to allow for TOD</li> <li>- Parking should be multi-storey rather than at-grade</li> </ul>	
Comment	Staff Comment	
8.	<p>Zoning:</p> <ul style="list-style-type: none"> <li>- Concern over the Planning Control Area and the process surrounding reservation of the land under the Metropolitan Region Scheme</li> </ul>	Noted.
9.	<p>Dundas Road:</p> <ul style="list-style-type: none"> <li>- The closure of the realigned section of Dundas road threatens the ongoing viability of businesses (and general landowner activity) for landowners located along this piece of road</li> <li>- Uncertainty generated by this process will negatively impact the land values of these properties</li> <li>- The present alignment of Dundas Road is a vital element in the ongoing viability of the submitters land. The proposal needs to be reconsidered to address these issues.</li> </ul>	Noted.

**Attachment 7**

Proposed Forrestfield Train Station, Portal Building, Stowage Area, and Civil Works

**Office of the Government Architect Advice**

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

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

**10.3.5 Conference Attendance - International Cities, Town Centres and Communities 2016**

Previous Items	OCM 132/2016 (25 July 2016)
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	
Applicant	N/A
Owner	N/A
Attachment 1	International Cities, Town Centres and Communities Brochure
Attachment 2	PowerPoint Summary of Conference Presentations (70 pages)

**EXECUTIVE SUMMARY**

1. The Shire President and the Director Development Services of the Shire of Kalamunda attended the International Cities, Town Centres and Communities Conference 2016, to be held in Launceston from 9 to 11 November 2016.
2. The purpose of this report is for the Director Development Services to present the outcomes of the conference.

**BACKGROUND**

3. On 25 July 2017 Council endorsed the attendance of the Shire President and the Director Development Services of the Shire of Kalamunda to attend the International Cities, Town Centres and Communities Conference 2016, to be held in Launceston from 9 to 11 November 2016 and requested that the Director Development Services provide a report on the outcomes of the Conference.

**DETAILS**

4. The International Cities, Town Centres and Communities Conference 2016 was held in Launceston from Wednesday 9 to Friday 11 November 2016 and included 100 separate presentations over the 3 days.
5. The aims of the International Cities, Town Centres and Communities Society are to:
  - Enhance the quality of life of inhabitants of cities, towns and communities.
  - Assist cities, towns and communities to be as environmentally, socially and economically sustainable as possible.
  - Bring together the required visionary professionals to discuss the challenges of replacing sprawl with compact environmentally, socially and economically acceptable environments.
  - Facilitate world best practices in the planning, development and management of cities, towns and communities and particularly the planning, development and management of public spaces and infrastructure.

6. The format of the conference consisted of a combination of masterclasses (limited number of seats), field trips, key note speakers and panel sessions where 4 speakers were scheduled to speak at the same time on different topics.
7. The majority of the presentations were in a panel format and the Director and Shire President attended alternative presentations to each other, i.e. the Director and Shire president did not attend the same panel presentations to maximise information gathering.
8. Some international and interstate key note speakers included:
  - Henriette Vamberg: Partner Gehl Architcets Denmark
  - Professor Cathy Parker: Manchester Metropolitan University UK
  - Darren Scott: CEO Cisco Digital Transformations Office NZ
  - Professor Peter Newman: Director Sustainability Police Institute Curtin University WA
  - Robbie Robertson: Partner Spatial and Brand Experience Deloitte Australia
  - Matt Coetzee: Urbanisation Export Aurecon

#### **STATUTORY AND LEGAL CONSIDERATIONS**

9. Nil.

#### **POLICY CONSIDERATIONS**

10. Conference Attendance and Professional Development for Elected Members (Adopted August 2013).

#### **COMMUNITY ENGAGEMENT REQUIREMENTS**

11. Nil.

#### **FINANCIAL CONSIDERATIONS**

12. All conference, travel costs and accommodation arrangements were paid for by the Shire of Kalamunda. An allocation for conference attendance is included in the 2016/2017 Budget as adopted by Council.
13. The cost of two delegates attending International Cities, Town Centres and Communities Conference 2016:

Registration including masterclass	\$2,400.00
Airfare	\$1,200.00
Accommodation (4 nights)	\$1,800.00
Incidentals*	\$500.00
<b>Total Estimated* Cost</b>	<b>\$5,900.00</b>

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## STRATEGIC COMMUNITY PLAN

### Strategic Planning Alignment

14. *Kalamunda Advancing: Strategic Community Plan to 2023*

OBJECTIVE 4.1: To ensure land use plans provide long term sustainable population growth.

Strategy 4.1.3            Implement and review structure plans to consolidate Shire services in key activity centres in Forrestfield and Kalamunda

## SUSTAINABILITY

### Social Implications

15.            Nil.

### Economic Implications

16.            Nil.

### Environmental Implications

17.            Nil.

## OFFICER COMMENT

18.            While a wide range of topics were covered in the conference the main themes that were the most relevant to the Shire of Kalamunda included:
1.            Revitalising town centres
    - a) streets for people not cars: how this applies to the Kalamunda and Forrestfield Activity Centres
    - b) Food and beverage offerings: are more food and beverage offerings the solution to revitalise the Kalamunda and Forrestfield town centres?
  2.            Sustainable Design (how can these principles can be applied to Forrestfield North and through Dual Densities Scheme Amendment)
    - a) dwellings (single, grouped and multiple): Josh Byrnes sustainable house Fremantle
    - b) structure planning (built form and vegetation retention):
    - c) pilot projects: e.g. White Gum Valley, Western Australia (Landcorp) and Baugruppen Project
  3.            Food Bowl tourism opportunities
    - a) hills agri-tourism membership
    - b) marketing

19. A 70 page summary of the PowerPoint presentations from the conference is included in Attachment 2.

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

That Council:

1. Note the report and attachments that outline the conference outcomes.

Moved:

Seconded:

Vote:

**Attachment 1**

Conference Attendance - International Cities, Town Centres and Communities 2016

**International Cities, Town Centres and Communities Brochure**

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



**Attachment 2**

Conference Attendance - International Cities, Town Centres and Communities 2016

**PowerPoint Summary of Conference Presentations**

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

- 11.0        MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**
  
- 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**