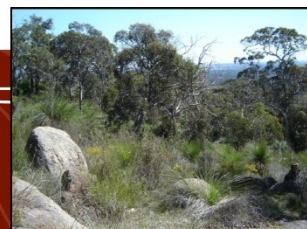


Public Briefing Forum

Draft Agenda

Tuesday 10 July 2018



**city of
kalamunda**



Core Values

- Service:** We deliver excellent service by actively engaging and listening to each other.
- Respect:** We trust and respect each other by valuing our differences, communicating openly and showing integrity in all we do.
- Diversity:** We challenge ourselves by keeping our minds open and looking for all possibilities and opportunities.
- Ethics:** We provide honest, open, equitable and responsive leadership by demonstrating high standards of ethical behaviour.

Aspirational Values

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

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

www.kalamunda.wa.gov.au



INFORMATION FOR THE PUBLIC ATTENDING PUBLIC AGENDA BRIEFING

Agenda Briefing Forums will involve Elected Members, employees as determined by the Chief Executive Officer and external advisors (where appropriate) and will be open to the public. **The Briefing Session will be held in the Function Room of the City of Kalamunda commencing at 6.30pm.**

Agenda Briefing Forums will provide the opportunity for Elected Members to be equally informed and seek additional information on matters prior to the presentation of such matters to the next Ordinary Council Meeting for formal consideration and decision.

Emergency Procedures

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

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

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

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

PROCEDURES FOR AGENDA BRIEFING FORUMS

The following procedures will apply to all Agenda Briefing Forums that are conducted by the City:

- a) Agenda Briefing Forums will be open to the public except for matters of a confidential nature. The guide in determining those matters of a confidential nature shall be in accordance with the *Local Government Act 1995* (WA).
- b) Dates and times for Agenda Briefing Forums will be set more than one (1) week in advance where practicable, and appropriate notice given to the public.
- c) The Chief Executive Officer will ensure timely written notice and an agenda for each Agenda Briefing Forum will be provided to all Elected Members, members of the public and external advisors (where appropriate).
- d) Ordinarily, the Mayor is to be the Presiding Member at Agenda Briefing Forums. However, should Elected Members wish to rotate the role of Presiding Member for a particular meeting, those Elected Members present may select, by consensus, a Presiding Member for the relevant Agenda Briefing Forum from amongst themselves to preside at that Agenda Briefing Forum.
- e) Relevant employees of the City will be available to make a presentation or respond to questions on matters listed on the agenda for the Agenda Briefing Forum.
- f) All Elected Members will be given a fair and equal opportunity to participate in the Agenda Briefing Forum.
- g) The Presiding Member will ensure that time is made available to allow for all matters of relevance to be covered.
- h) Elected Members, employees and relevant consultants shall disclose their interests on any matters listed for the Agenda Briefing Forum. When disclosing an interest the following is required:
 - i. Interests are to be disclosed in accordance with the provisions of the *Local Government Act 1995*, the *Local Government (Rules of Conduct) Regulations 2007* and the City's *Code of Conduct*.
 - ii. Elected Members disclosing a financial interest will not participate in that part of the forum relating to the matter to which their interest applies and shall depart the room.
 - iii. Employees with a financial interest in a matter may also consider it appropriate to depart the room when the matter is being considered, however there is no legislative requirement to do so.
- i) Minutes shall be kept of all Agenda Briefing Forums. As no decisions are made at an Agenda Briefing Forum, the minutes need only be a general record of the items covered but shall record any disclosure of interests as declared by individuals. A copy of the minutes is to be attached to the following Ordinary Council Meeting for Council to review and confirm as being a true and accurate summary of the preceding forum.
- j) At any Agenda Briefing Forum, Elected Members may foreshadow a request to the Chief Executive Officer for the Chief Executive Officer to prepare a report on a matter they feel is appropriate to be raised and which is to be presented at a future Agenda Briefing Forum.
- k) Requests of this nature may not be accepted by the Chief Executive Officer at forums, but instead, Elected Members wishing to formalise such a foreshadowed request, shall submit a Notice of Motion to that effect to the Chief Executive Officer in accordance with the *City's Standing Orders Local Law 2015 (City's Standing Orders)*

PROCEDURES FOR PUBLIC QUESTION TIME

Questions Asked Verbally

Members of the public are invited to ask questions at Agenda Briefing Forums.

- a) Questions asked at an Agenda Briefing Forum must relate to a matter contained on the agenda.
- b) A register will be provided for those persons wanting to ask questions to enter their name. Persons will be requested to come forward in the order in which they are registered, and to give their name and full address.
- c) Public question time will be limited to two (2) minutes per member of the public, with a limit of two (2) verbal questions per member of the public.
- d) Statements are not to precede the asking of a question during public question time. Statements should be made during public submissions.
- e) Members of the public are encouraged to keep their questions brief to enable everyone who desires to ask a question to have the opportunity to do so.
- f) Public question time will be allocated a minimum of 30 minutes. Public question time is declared closed following the expiration of the allocated 30 minute time period, or earlier if there are no further questions.
- g) The Presiding Member may extend public question time in intervals of 10 minutes, but the total time allocated for public question time is not to exceed 50 minutes in total.
- h) Questions are to be directed to the Presiding Member and shall be asked politely, in good faith, and are not to be framed in such a way as to reflect adversely or to be defamatory to any particular Elected Member or City employee.
- i) The Presiding Member shall decide whether to:
 - i. accept or reject any question and his/her decision shall be final;
 - ii. nominate a City employee to respond to the question (who make take such question on notice in which case, provision of a response shall be in accordance with the City's Standing Orders); or
- j) take a question on notice (in which case, a written response will be provided as soon as possible and included in the agenda of the next Ordinary Council Meeting).
- k) Where an Elected Member is of the opinion that a member of the public is:
 - i. asking a question at an Agenda Briefing Forum that is not relevant to a matter listed on the agenda; or
 - ii. making a statement during public question time,they may bring it to the attention of the Presiding Member who will make a ruling.
- l) Questions and any responses will be summarised and included in the minutes of the meeting.
- m) It is not intended that question time should be used as a means to obtain information that would not otherwise be made available if the information was sought from the City's records under Section 5.94 of the *Local Government Act 1995* (WA) (**LG Act**) or the *Freedom of Information Act 1992* (**FOI Act**).
- n) Where the response to a question(s) would require a substantial commitment of the City's resources, the Chief Executive Officer (CEO) will determine that it is an unreasonable impost upon the City and may refuse to provide it. The CEO will advise the member of the public that the information may be sought in accordance with the FOI Act.

Questions in Writing

- a) Questions must relate to a matter contained in the Agenda Briefing Forum agenda.
- b) The City will accept a maximum of five written questions per member of the public. To ensure equality and consistency, each part of a multi-part question will be treated as a question in its own right.
- c) Questions lodged by the close of business on the working day immediately prior to the scheduled Agenda Briefing Forum will be responded to, where possible, at the Agenda Briefing Forum. These questions, and their responses, will be distributed to Elected Members and made available to the public in written form at the meeting.
- d) The Presiding Member shall decide to accept or reject any written question and his/her decision shall be final. Where there is any concern about a question being offensive, defamatory or the like, the Presiding Member will make a determination in relation to the question. Questions determined as offensive, defamatory or the like will not be published. Where the Presiding Member rules questions to be out of order, an announcement to this effect will be made at the meeting, including the reason(s) for the decision.
- e) The Presiding Member may rule questions out of order where they are substantially the same as questions previously submitted and responded to.
- f) Written questions unable to be responded to at the Agenda Briefing Forum will be taken on notice. In this case, a written response will be provided as soon as possible and included on the agenda of the next Ordinary Council Meeting.
- g) A person who submits written questions may also ask questions at an Agenda Briefing Forum and questions asked verbally may be different to those submitted in writing.
- h) Questions and any response will be summarised and included in the minutes of the meeting.
- i) It is not intended that question time should be used as a means to obtain information that would not be made available if it was sought from the City's records under Section 5.94 of LG Act or the FOI Act.
- j) Where the response to a question(s) would require a substantial commitment of the City's resources, the Chief Executive Officer (CEO) will determine that it is an unreasonable impost upon the City and may refuse to provide it. The CEO will advise the member of the public that the information may be sought in accordance with the FOI Act.

Questions of Clarification

Members of the public may ask questions of clarification at Agenda Briefing Forums.

- a) Questions of clarification asked at an Agenda Briefing Forum must relate to a matter contained on the agenda.
- b) Questions of clarification will be limited to two (2) minutes per member of the public, with a limit of two (2) verbal questions per member of the public.
- c) The period at which members of the public may ask questions of clarification must follow the presentation of reports.
- d) Statements are not to precede the asking of a question of clarification. Statements should be made during public submissions.
- e) The period for questions of clarification will be allocated a minimum of 15 minutes. This time is declared closed following the expiration of the allocated 15 minute time period, or earlier if there are no further questions. The Presiding Member may extend public question time in intervals of 5 minutes, but the total time allocated for public question time is not to exceed 30 minutes in total.
- f) Questions of clarification will otherwise be governed by the same requirements and procedures as set out above from 5.1(i) to 5.1(n).

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1. Official Opening

2. Attendance, Apologies and Leave of Absence

- 2.1 Cr Margaret Thomas - Leave of Absence for the period 3 July 2018 to 13 July 2018 inclusive.

3. Declarations of Interest

3.1. Disclosure of Financial and Proximity Interests

- a. Members must disclose the nature of their interest in matter to be discussed at the meeting. (Section 5.56 of the *Local Government Act 1995*.)
- b. Employees must disclose the nature of their interest in reports or advice when giving the report or advice to the meeting. (Section 5.70 of the *Local Government Act 1995*.)

3.2. 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.

4. Announcements by the Member Presiding Without Discussion

5. Public Question Time

Public question time will be allocated a maximum of 10 minutes and will be limited to two (2) minutes per member of the public, with a limit of two (2) verbal questions per member of the public.

Statements are not to precede the asking of a question during public question time. Statements should be made during public submissions.

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

6. Public Statement Time

A period of maximum 10 minutes is provided to allow public statements from the gallery on matters relating to a matter contained on the agenda or the functions of Council. Public Statement Time will be limited to two (2) minutes per member of the public.

Public Statement Time is declared closed following the 10 minute allocated time period, or earlier if there are no further statements.

For the purposes of Minuting, these statements will be summarised.

7. Public Submissions Received in Writing

8. Petitions Received

9. Confidential Items Announced But Not Discussed

- 9.1 **Confidential Attachments 3 & 4** Item 10.1.2 - Lot 95 (26) Sundew Road, Gooseberry Hill – Proposed Limestone Retaining Wall.
Reason for Confidentiality: *Local Government Act 1995 (WA) Section 5.23 (2) (b) - "the personal affairs of any person."*

10. Reports to Council

10.1. Development Services Reports

10.1.1. Consideration of Feasibility Investigation - Wattle Grove South

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

Previous Items	Nil
Directorate	Development Services
Business Unit	Strategic Planning
File Reference	PG-MRS-024
Applicant	City of Kalamunda
Owner	N/A

Attachments	1. City of Kalamunda - Feasibility Investigation - Wattle Grove [10.1.1.1]
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EXECUTIVE SUMMARY

1. The purpose of this report is to provide Council with the opportunity to consider the options and recommendations presented by the Wattle Grove South Feasibility Study (the Study) to initiate detailed planning for the Wattle Grove South area.
2. The Feasibility Study presents three boundary options, two land use options and two statutory process options to progress the detailed planning for the area.
3. It is recommended that Council accepts Boundary Option 3, Land Use Option 2 and Statutory Process Option 2 as presented in the Study for the purposes of proceeding with detailed planning for Wattle Grove South.

BACKGROUND

4. **Land Details:**

Land Area:	310ha
Local Planning Scheme Zone:	Special Rural
Metropolitan Regional Scheme Zone:	Rural

5. **Locality Plan:**



6. The Study Area is located within the City of Kalamunda (the City) in the suburb of Wattle Grove and is generally bound by Tonkin Highway to the west, Welshpool Road East to the north, and Kelvin Road, Judith Road, Fontano Road and the City's border with the City of Gosnells to the east.
7. The City's Local Planning Strategy 2010 identifies Wattle Grove as an urban investigation area.
8. The Western Australian Planning Commission's (WAPC) North-East Sub-Regional Planning Framework (the Framework), adopted in March 2018, identifies the majority of Wattle Grove South as Urban Expansion. An eastern portion of Wattle Grove South is identified as Urban Investigation.
9. The Framework specifies the following key considerations for the 'Urban Investigation' land:
 - a) Geotechnical analysis/land suitability to provide connections to reticulated wastewater services,
 - b) Bushfire risk,
 - c) Protection of significant environmental attributes.
10. In September 2017 the City appointed consultants to undertake the Study.

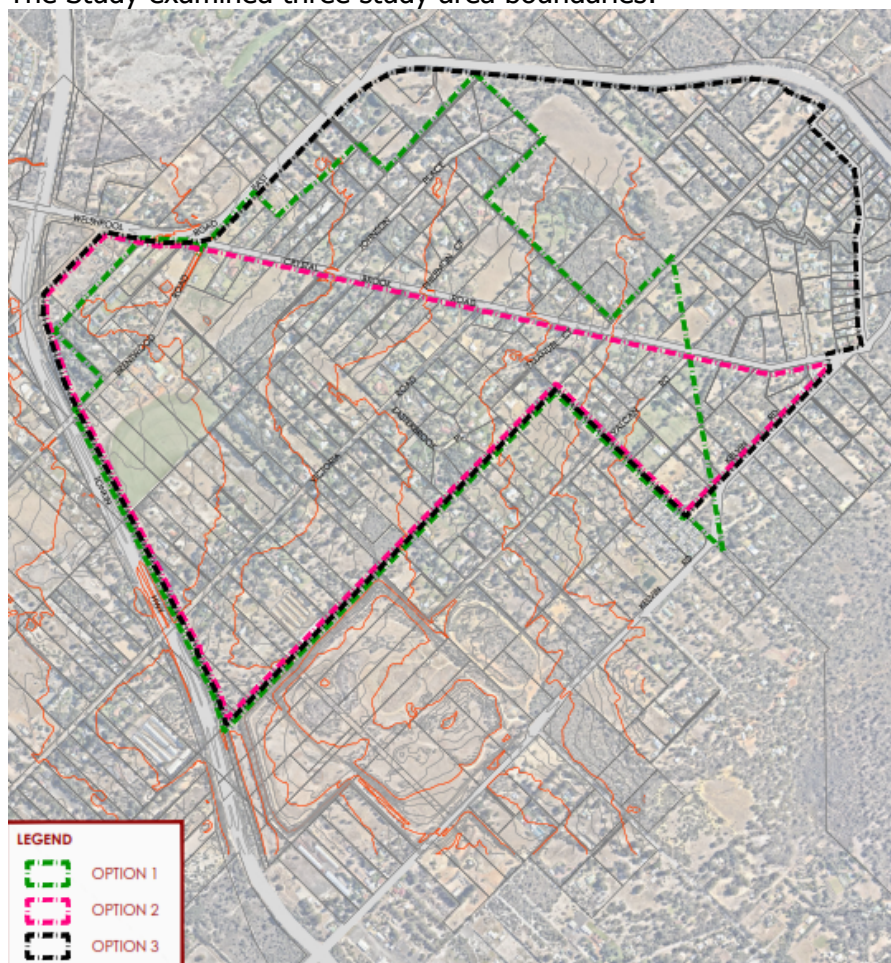
- 11. Since September 2017, the City has been working with the consultants and their team to prepare the Study. The Study has now been finalised and is at a stage where Council can consider the options presented to progress detailed planning for the area.

DETAILS

- 12. The purpose of the Study is to determine the optimum location, size, opportunities, constraints and risks involved in progressing the rezoning and planning of the Wattle Grove South area for the purposes of urban development.
- 13. The Study addresses the following key considerations:
 - a) Determine the optimum boundary, size and location of proposed development,
 - b) Identify major elements for consideration to guide urban development,
 - c) Regional Contextual Analysis,
 - d) Local Contextual Analysis,
 - e) Site Analysis,
 - f) Statutory Process Recommendations.

The following information addresses the key elements of the Feasibility Study:

- 14. Site Boundaries
The Study examined three study area boundaries:



15. **Option 1 (Green boundary):** Boundary as shown on the draft North East Sub-regional Planning Framework.
- The site has a total land area of approximately 209ha;
 - The 'Urban Expansion' boundary shown on the draft North East Sub-regional Planning Framework was illogical and traversed a number of lots, rather than following specific lot boundaries;
 - It is unclear why certain lots were excluded from the 'Urban Expansion' area and why the WAPC determined that the eastern boundary of the area should follow the existing powerline easement.
16. **Option 2 (Pink boundary):** Reduce the 'Urban Expansion' area to include only the land south of Crystal Brook Road.
- The site has a total land area of approximately 162ha;
 - This option was conceived to create a more logical northern boundary for the study area, being Crystal Brook Road, as opposed to the illogical boundary identified in the draft Framework;
 - This option is not considered to be the optimum outcome for the City nor for those landowners for land identified as 'Urban Expansion' under the draft North East Sub-regional Planning Framework located on the north side of Crystal Brook Road;
 - Under this approach, a separate planning process will be required, at a future time, to pursue any development of the northern area.
17. **Option 3 (Black boundary):** Extension of the 'Urban Expansion' boundary to Fontano Road and Judith Road (eastern boundary), Welshpool Road (northern boundary), and towards the intersection of Tonkin Highway/Welshpool Road East (western boundary).
- The site has a total land area of approximately 310ha;
 - The proposed boundary is logical as it is bound by existing roads and is informed by the topographical and environmental characteristics of the site;
 - Extending the boundary in this way would also ensure there are no small rural pockets of land excluded from the rezoning for no logical reason;
 - The timing of development of the eastern most part of the study area is anticipated to be longer term, however, the notion of residential development being ultimately bound by the Scarp is logical;
 - The proposed boundary is consistent with the City's Local Planning Strategy 'Investigation Area' and the recently adopted final North-East Sub-regional Planning Framework.
18. Option 3 is considered to be the optimal study area boundary. The final North East Sub-regional Planning Framework was released on 23 March 2018. This Framework amends the 'Urban Expansion' boundary to the extent that it essentially aligns with Option 3 confirming the suitability of this adopted study area boundary.
19. Surrounding Land Use and Development
The subject site is situated within close proximity to established and future residential, commercial, Public Open Space (POS) areas and services including:
- Residential development within the suburb of Forrestfield, located approximately 2km north of the subject site;

- b) Beckenham Train Station located approximately 4.5km south west of the subject site;
 - c) Westfield Carousel located approximately 5km south west of the subject site;
 - d) Hartfield Park Recreation Centre located approximately 700m north;
 - e) Lesmurdie National Park located 1.2km to the north east;
 - f) The site is located approximately 6km south of the future Forrestfield Train Station.
20. Development of the site represents the most efficient use of the land given the subject land's strategic location in close proximity to the abovementioned land uses, capitalising from existing infrastructure and services, the future Forrestfield Train Station and nearby major arterial routes (eg. Tonkin Highway and Roe Highway).
21. The subject land abuts the City of Gosnells Maddington Kenwick Strategic Employment Area (MKSEA) a future general industrial/business area. The detailed planning of Wattle Grove South needs to consider how to appropriately address the interface with MKSEA.
22. Environmental
A desktop review by the environmental consultants identified that remnant vegetation has potential black cockatoo habitat and Forrestfield Complex, which has less than 30% remaining.
23. There are a number of Environmentally Sensitive Areas (ESA) mapped within and adjacent to the current study area. These ESA are associated with known occurrences of threatened / priority flora that occur within and adjacent to the site.
24. The following Declared Rare Flora (DRF) or Threatened Ecological Community has been identified across the site:
 - a) *Conospermum undulatum* (Wavy Leaved Smokebush),
 - b) *Isopogon drummondii*,
 - c) *Banksia mimica* (Summer Honeypot),
 - d) *Lasiopetalum glutinosum* subsp. *Glutinosum*,
 - e) *Thelymitra magnifica* (Crystal Brook Sun Orchid).
25. Given the above, site specific flora and vegetation surveys would be required to confirm the presence or absence of these DRF species which would provide a better indication of the land available for development and where future POS areas should be located. Flora and fauna investigations will be required at subsequent stages of the planning and rezoning process.
26. The desktop review has also identified that Bush Forever Site 50, which occurs north of Welshpool Road is mapped as an ESA and includes a 500m buffer that covers a significant portion of the area. This element will require further investigation during more detailed phases of the planning process.

27. Another key environmental consideration is Crystal Brook, which transects the northern portion of study area. Any future development will need to consider appropriate foreshore setbacks, reservation and future management requirements, together with stormwater management and water quality control.
28. Whilst there are a number of key environmental constraints associated with broadening the study area, it may lead to the following significant environmental outcomes for the City and broader community:
- a) Provide the City with an opportunity to identify and prioritise these natural assets for future conservation and protection in the long-term, as opposed to leaving these areas in private ownership;
 - b) Developing and implementing various town planning mechanisms, through scheme provisions and future structure plans that will allow for these areas to be acquired, set aside for conservation and appropriately managed;
 - c) Acknowledging that future urbanisation/intensification of land uses in the current study area will inevitably lead to increased pressure and edge effects on these natural areas if left unmanaged. Inclusion of the broader area can lead to these natural areas also being appropriately managed to ensure potential impacts from future urbanisation are minimised. This can be done through future environmental management plans, community education and/or funding being allocated to provide controlled access and rehabilitation where required.
29. Aboriginal Heritage
A desktop search has identified two Registered Aboriginal Heritage Sites and one Lodged Aboriginal Heritage Site intersecting the Site, and these are:
- a) Brentwood Road Swamp (No.4343),
 - b) Brentwood Road Quarry (No.342),
 - c) Brentwood Road NW (No.4341).
30. These sites will require further consideration through more detailed phases of the planning process and be managed as part of any future POS or other future reservation.
31. Land Use Buffers
The site is constrained by generic or imposed buffers on prescribed premises (poultry farms, turf farm and kennels). The opportunity for land development within the site is recommended to be split into two separate land uses. The area to the south of Crystal Brook Road may be more suitable for light industrial development. The area to the north of Crystal Brook Road has the potential to be developed for residential uses. The proposed light industrial uses create a suitable interface between existing uses and future urban areas. Future more detailed studies will address potential buffer issues as more specific land uses and the urban / industrial layout of the area is progressed and defined.

32. Hydrology
There are several tributaries which traverse the site, as well as a wetland located along the western boundary. A District Water Management Strategy (DWMS) will be required as part of the future District Structure Plan, as well as groundwater monitoring to inform the Local Water Management Strategy (LWMS) and detailed local structure planning process.
33. The key objective of the DWMS will be to demonstrate that the land is capable of supporting the change in land use and is able to achieve appropriate urban water management outcomes.
34. It is recommended that following the Council's decision on the final boundary of the study area, and prior to the MRS Amendment being initiated, a District Structure Plan will need to be prepared with a supporting DWMS being submitted to the Department of Water and Environmental Regulation for approval.
35. Groundwater
Data from the Perth Groundwater Map indicates the groundwater table ranges between 12m Australian Height Datum (AHD) and 17m AHD. Groundwater flows from east to west. The area is not within a Public Drinking Water Source Area.
36. Surface Water
Yule Brook, a major tributary, exists 55m to the north of the site, separated by Welshpool Road East. An un-named minor non-perennial watercourse traverses the northern portion of the site connecting to Yule Brook in the northeast. In addition, another minor perennial watercourse traverses along the boundary in the south-western corner of the site. The site also contains three constructed earth dams and two perennial lakes. A constructed minor drain extends south of Crystal Brook Road to a constructed dam. The site is not within a mapped 100 Year ARI Floodplain Area.
37. Desktop mapping has identified that small portions along the western boundary of the site along Tonkin Highway are mapped as Conservation Category (CCW) and Resource Enhancement wetlands (REW). As such, there is the potential for their associated buffers to impinge on the south-western portion of the site. A buffer distance of 30 – 50m is generally imposed on REWs and a minimum 50m buffer is generally imposed on CCWs. However, as the vegetation within the mapped wetlands and the corresponding buffers does not appear to be intact and has been subject to clearing, it is likely that smaller buffer distances from the wetlands could be negotiated.
38. Alternatively, there is a potential opportunity to reclassify the wetlands within and surrounding the site to increase the developable potential of the site. Site specific surveys would be required to assess the vegetation remaining and the condition of the wetlands. A Wetland and Wetland Buffer Management Plan may be required at subdivision stage.

39. Infrastructure and Servicing

The key existing road and movement features are summarised as follows:

- a) Access to the subject land is currently available via the existing roads of Tonkin Highway (classified as a Primary Regional Road), Welshpool Road East (classified as an Other Regional Road) and Kelvin Road (classified as a local road).

40. The Study Area is reliant on some significant improvements to road connectivity, with consideration needed for the impact of the proposed Welshpool Road East grade separation on the development potential in the western third of the Study Area. Any bridge over the Tonkin Highway will have the following minimum requirements:

- a) Min depth of bridge structure = 1.7 metres,
- b) Min clearance to Tonkin Highway carriageways = 6.5 metres.

41. The cost of the bridge may need to be discussed with the State Government as Main Roads WA may not necessarily take the responsibility of the bridge.

42. Existing Traffic Counts:

- a) Tonkin Highway (South of Welshpool Road East) carries approximately 47,882 vehicles per day,
- b) Welshpool Road East (East of Tonkin Highway) carries approximately 20,314 vehicles per day,
- c) Crystal Brook Road (250m east of Brentwood Road) carries approximately 2,168 vehicles per day.

43. Future development and ultimate trip generation would be subject to detailed proposals at Structure Plan or subdivision stages. A more detailed Transport Assessment of the proposed land uses using WAPC guidelines will need to be completed at the structure planning phase.

44. The Water Corporation has confirmed there are significant water assets which run adjacent to the area inclusive of the Canning Trunk Main, with the Canning Foothills Trunk Main branching off at Hale Road. It is considered that a network of local infrastructure can be planned pending detailed future development yields and road layouts at the Structure Planning stage.

45. The site forms part of a larger area that is planned to be established as a new sewer district in Water Corporation planning, called the Wattle Grove Sewer District. This district is bounded by Bickley Road to the south, Roe Highway to the west, Welshpool Road to the north and the Mundy Regional Park to the east. Long term conceptual planning has been conducted by the Water Corporation with a general layout of infrastructure provided.

46. The current planning is based on the discharge of wastewater from the newly formed Wattle Grove Sewer District to be via a gravity feed to a 900mm diameter wastewater pipe running westward along Bickley Road. This collection sewer currently terminates at the intersection of Bickley Road and Dulwich Street, Beckenham, however this is a long-term ultimate design model.

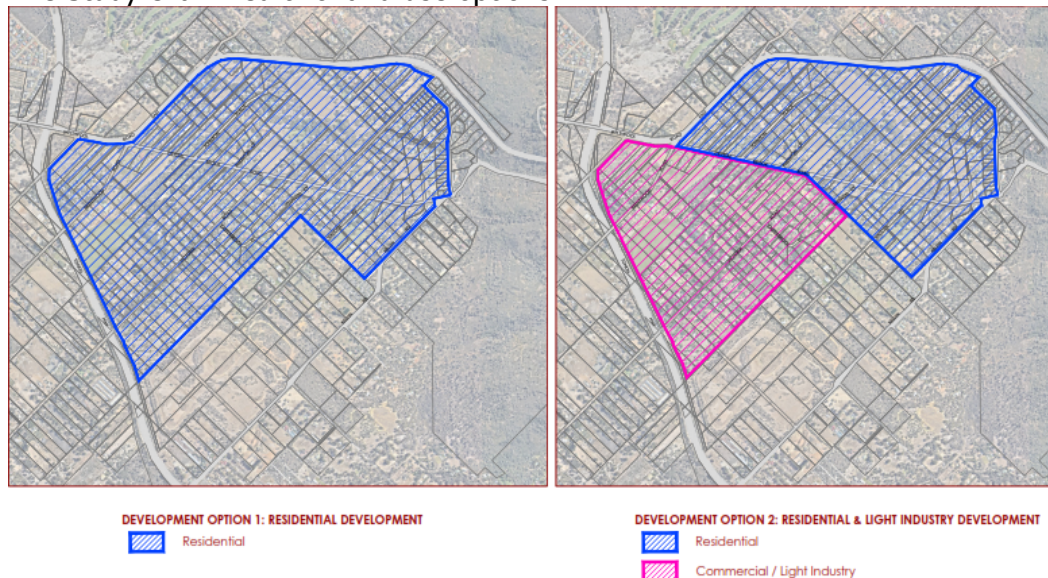
47. None of these works will be required to commence development within Wattle Grove as the Water Corporation usually allow the development of interim scenarios utilising available capacities in existing systems. The key point with the allowance of this use of existing system capacities are that the design of the overall network must not prejudice the future ultimate network. Therefore, all designs developed will need to consider both the ultimate planning and interim availabilities, with developers who construct interim solutions understanding that the cost for those works will be borne solely by the developer.
48. Long term service planning by the Water Corporation is predicated on the development of the MKSEA area to the west and south-west of the site under investigation, however development has commenced in the MKSEA area without the construction of the ultimate sewer network reinforcing the points made above.
49. The following methodologies need to be considered and negotiated with Water Corporation:
- a) Enter into a Performance Agreement / Tanking Agreement
Where infrastructure assets are located a long distance from a potential development site, and where the planning for the development of the assets which will connect the site in the future are known and relatively risk-free for the Water Corporation, the Water Corporation can enter into agreements with developers for the tankering of early release stages to allow the developer to fund studies and the extension of infrastructure;
 - b) Developer Constructed Headworks Asset Process
Landowners have the opportunity to construct works on behalf of the Water Corporation. The Water Corporation has a 5-year Capital Investment Programme (CIP), which is developed in consultation with the land development industry to determine the required timing for major infrastructure. It is understood that the Water Corporation will generally fund wastewater infrastructure works of diameter 450mm or greater for gravity networks. Given the planned network shows a series of 450mm to 900mm-diameter pipes between Brentwood Road (south of Tonkin Highway) and the corner of Bickley Road and Brixton Road there is strong potential for these works being negotiated and agreed under the Water Corporation's future Capital Works Program or being the subject of a detailed pre-fund arrangement;
 - c) Construction of a temporary Pumping Station
Discussions will be required with Water Corporation for the potential staging sections of the Wattle Grove district with a temporary or private pressure main and pumping station.
50. Existing power services are present nearby and extensions will be undertaken to service the subject land.
51. Wattle Grove South has existing telecommunications assets. There are no NBN rollouts currently planned in this area. NBN Co has a charter to work with local governments and developers, particularly for larger scale developments (+100 lots). In this regard, provision of suitable services can be negotiated.

52. Urban Land Supply and Demand
 The WAPC's Perth and Peel at 3.5 million sets a framework for infill development to cater for this projected population increase. Wattle Grove South is identified as an urban expansion area by the North-East Sub-Regional Planning Framework (the Framework). The Framework projects 21,040 additional dwellings by 2050 for the City. The development of Wattle Grove South will contribute towards the City's urban infill requirements. Wattle Grove South's predicted contribution towards urban infill is described further below.

53. Industrial/Commercial Land Supply
 The Economic Employment and Lands Strategy (EELS) of the WAPC and City's Local Planning Strategy 2010 identified land bound by Maida Vale Road, Raven Street, Milner Road and Dundas Road to be rezoned to 'Light Industry' to complement existing and proposed industrial areas in Forrestfield and High Wycombe. Following the State Government announcement of the Forrestfield Train Station, the WAPC requested the City prepare a District Structure Plan that reflected new land use opportunities (residential and commercial instead of industrial) in Forrestfield. As such, there is a potential shortfall of industrial land within the City.

54. The proposed Wattle Grove South locality is comparable to Forrestfield in terms of access to major highways and distance from other metropolitan centres. In this regard, it is considered to be a viable location for light industrial uses which addresses the issue of the shortfall of industrial land.

55. Potential Land Uses
 The Study examined two land use options:



56. **Option 1: Residential Development**
 Under this option, the whole Wattle Grove South area would be concurrently zoned 'Urban' under the Metropolitan Region Scheme (MRS), and 'Urban Development' under the City of Kalamunda Local Planning Scheme No.3 (LPS3) and developed entirely for residential purposes.

57. The development potential of the subject land is calculated based on the following assumptions:
- a) Total land area (excludes existing roads): 292ha,
 - b) 10% POS + 2.5% drainage: 36.5ha,
 - c) 25% roads: 73ha,
 - d) Total developable area: Total land area – (POS and Drainage + Roads) = 182.5ha.
58. The estimated population for the site based on Option 1 is as follows:
- a) Scenario 1 - Average of 15 lots to be developed per hectare and 2.6 persons per lot =
 - i) 2,737.5 lots
 - ii) 7,117.5 persons;
 - b) Scenario 2 – Average of 20 lots to be developed per hectare and 2.6 persons per lot =
 - i) 3,650 lots
 - ii) 9,490 persons;
 - c) Scenario 3 – Developable area to be subdivided at an average of 450m² per lot and 2.6 persons per lot =
 - i) 4,055.56 lots
 - ii) 10,544.4 persons.
59. The total projected dwellings and population projections above are based on the assumption that the whole area will be residential. It does not exclude land required for a future commercial uses (neighbourhood centres), community facilities, or any schools (at least 1 primary school site will be required). It also assumes only 10% POS. More land for recreation and conservation may be required pending further environmental analysis.
60. Option 1 is consistent with the North-East Sub-regional Planning Framework; however the 'Medium-Long Term (2022+)' timeframe set out the Frameworks may delay the initiation of an MRS Amendment. Officers of the Department of Planning, Lands & Heritage have indicated that this land may not be suitable for development (given the availability of other zoned land within the Perth Metropolitan Region), until beyond 2022.
61. The Department of Education in 2015 indicated the following:
- a) Primary school sites are provided based on the standard requirement of one site per 1,500-1,800 dwellings for government schools (thus likely two schools required);
 - b) The future school sites would ideally be centrally located to each catchment (potentially one north and one south of Crystal Brook Road);
 - c) No high school site is required due to the study areas being under the population threshold requirement as well as the proximity to Darling Range College.

School site requirements will need to be reviewed in conjunction with the Department of Education during detailed planning.

62. **Option 2: Residential and Industrial Development**
Under this option, two separate MRS amendments would be submitted, one for the land generally north of Crystal Brook Road, and one for land south of Crystal Brook Road. The MRS amendments will seek concurrent amendments to rezone the land to 'Urban Development' and/or 'Industrial Development' under the Local Planning Scheme.
63. The development potential of the subject land is calculated based on the following assumptions with residential development being located north of Crystal Brook Road:
- a) Total land area (excludes existing roads): 292ha,
 - b) Total residential zoned area: 156ha,
 - c) 10% POS + 2.5% drainage: 19.5ha,
 - d) 25% roads: 39ha,
 - e) Total developable area: Residential Area – (POS and Drainage + Roads) = 97.5ha.
64. The estimated population for the site based on Option 2 is as follows:
- a) Scenario 1 - Average of 15 lots to be developed per hectare and 2.6 persons per lot =
 - i) 1,462.5 lots
 - ii) 3,802.5 persons;
 - b) Scenario 2 – Average of 20 lots to be developed per hectare and 2.6 persons per lot =
 - i) 1,950 lots
 - ii) 5,070 persons;
 - c) Scenario 3 – Developable area to be subdivided at an average of 450m² per lot and 2.6 persons per lot =
 - i) 2,166.67 lots
 - ii) 4,333.33 persons.
65. As mentioned previously, the City lost a significant area of future industrial land through the development of a large portion of Forrestfield North for residential purposes. This land was well located adjacent to the Perth Airport, marshalling yards and local highways. There is limited opportunity in other areas of the City for industrial land uses with such a high level of access to services and transport. The City also has limited bulky good/mixed business land use opportunities. The portion of Wattle Grove South to the south of Crystal Brook Road is of a suitable size to provide for a strategic industrial/bulky good/mixed business area.
66. Wattle Grove South is very well located, being in close proximity to:
- a) Perth CBD,
 - b) Perth airport,
 - c) Forrestfield marshalling yards,
 - d) Abutting highways,
 - e) Services and infrastructure.
67. The land use exposure provided by Tonkin Highway is also a key opportunity for light industrial development.

68. Located abutting a major highway and high capacity gas pipeline, being impacted by a poultry farm buffer and being situated in close proximity to services and infrastructure, confirms that the use of the land for light industrial purposes represents an ideal integration with surrounding development.
69. Crystal Brook Road also provides an ideal northern boundary to the industrial precinct, creating a physical buffer between this land use and the future residential development area to the north.
70. It is envisioned that land generally south of Crystal Brook Road will be designated as commercial/light industry zone under the Structure Plan. Whilst land generally north of Crystal Brook Road will be designated for residential development. Option 2 is the recommended option.
71. Statutory Process
The Study examined two Statutory Process or rezoning options:
72. **Scenario 1: Urban Development Zone**
Prepare two separate MRS amendments, one for the residential area generally north of Crystal Brook Road and one for the commercial/light industrial area south of Crystal Brook Road. Both MRS Amendments will rezone the subject land from the 'Rural' zone to 'Urban' zone with a concurrent amendment to the City's Local Planning Scheme No.3 (LPS3) to rezone the land from 'Special Rural' to 'Urban Development'.
73. Separate MRS amendment requests are proposed given the feedback received from the DPLH that the 'medium-long term (2022+)' timeframe for residential development will likely delay the initiation, advertising and consideration of the MRS amendment. It is expected that separate amendment processes will ensure that the commercial/light industrial area is not delayed by the 'medium-long term (2022+)' residential timeframe advised by DPLH.
74. **Scenario 2: Urban and Industrial Development Zones**
Prepare two separate MRS amendments, one for the residential area generally north of Crystal Brook Road and one for the commercial/light industrial area south of Crystal Brook Road.
75. The first MRS Amendment will seek to rezone the southern portion of the study area from the 'Rural' zone to 'Urban' zone, and a concurrent local scheme amendment for land generally south of Crystal Brook Road to 'Industrial Development'.
76. Although the intention is for the site to the South of Crystal Brook Road to be industrial, the light industrial land uses can be applied to an Urban MRS zoning. An example of this is in the Forrestfield/High Wycombe Industrial Area Stage 1.
77. The second Metropolitan Region Scheme (MRS) amendment will seek to rezone a portion of the study area from the 'Rural' zone to 'Urban' zone, and request a concurrent local scheme amendment to rezone land generally north of Crystal Brook Road from 'Special Rural' and 'Rural' to 'Urban Development'.

78. Under LPS3 separate development zones are proposed to give the WAPC and the City increased certainty that the land generally south of Crystal Brook Road will be developed for light industrial/commercial uses, as recommended. The 'Industrial Development' zone will provide for orderly and proper planning through the preparation and adoption of a Structure Plan, and allow the City to consider uses in accordance with LPS3. The ultimate preparation of a structure plan and creation of a new zone (through a local planning scheme amendment process) for this area will ensure that heavy and general industrial uses are not permitted.
79. The 'Urban Development' zone will also require the preparation and adoption of a Structure Plan over the proposed residential area. This Structure Plan will facilitate the ultimate subdivision and/or development of land for residential purposes and for commercial and other uses normally associated with residential development.
80. A Scheme Amendment will also need to be prepared to designate the land on the scheme map as a 'Development Contribution Area' and include the area in Schedule 12 – Development Contribution Areas in order to facilitate the creation of a Development Contribution Plan for the area to coordinate infrastructure delivery.
81. Technical Studies
The following reports/studies will be required to support the rezoning of the site to 'Urban' under the MRS and to 'Urban Development'/'Industrial Development' under LPS3. They will also support the preparation of the strategic District Structure Plan which will include:
- a) Environmental Assessment (including Spring Flora and Fauna Survey),
 - b) District or local water management strategy (groundwater monitoring for two winters),
 - c) Bushfire hazard assessment and management plans,
 - d) Civil Engineering,
 - e) Traffic Engineering,
 - f) Acoustic Assessment,
 - g) Economic/Retail Strategy.

STATUTORY AND LEGAL CONSIDERATIONS

82. If Council accepts to proceed with abovementioned proposed scenarios, the *Planning and Development Act 2005* (the Act) establishes procedures relating the amendments to the MRS. If the WAPC initiates the proposed amendment(s), then ultimately the amendment(s) will be determined by the Minister for Planning.
83. The Act allows for amendments to the MRS to be processed as either 'minor' or 'major' depending on whether they are considered to constitute a substantial alteration to the MRS or not. Whether to lodge the amendment(s) as minor or major will be determined during the preparation of the MRS amendment(s) documentation and in consultation with the DPLH.

84. If Council accepts to proceed with the abovementioned proposed scenarios, the *Planning and Development Act (Local Planning Schemes) Regulations 2015* (the Regulations) establishes procedures relating the amendments to the LPS3. If the City initiates the amendment(s), then ultimately the amendment(s) will need to be approved by Council and then determined by the Minster for Planning.
85. The new Planning Regulations allows for amendments to the LPS3 to be processed as either 'basic', 'standard' or 'complex' depending the significance of the alteration to the LPS3. It is likely that the amendment(s) will be processed as standard due to the following reasons listed under the Regulations:
- a) *'An amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;*
 - b) *An amendment to the scheme so that is consistent with a region planning scheme that applies to the scheme area, other than an amendment that is a basic amendment'*

POLICY CONSIDERATIONS

86. **Directions 2031 and Beyond**
Directions 2031 and Beyond is the State Government's key strategic planning document which outlines the spatial framework for the future growth of Perth and Peel for the next twenty years.
87. **Perth and Peel @ 3.5million - North-East Sub-Regional Planning Framework**
In March 2018, the WAPC released the final Perth and Peel @ 3.5 million suite of documents, including the Sub-Regional Frameworks. These documents identify how the vision set out in Directions 2031 for a City of 3.5 million people by 2050 can be realised.
88. The North-East Sub-Regional Framework (Framework) is a spatial plan of the north-east region, which will provide guidance on strategic planning for the next 35 to 40 years. This Framework encourages a consolidated urban form that limits the identification of new greenfield areas to where they provide a logical extension to the urban form, and places a greater emphasis on urban infill and increased residential density of existing urban areas. Under this Framework, the subject site is identified as 'Urban Expansion' and 'Urban Investigation'.
89. Although the intention is for the site to the South of Crystal Brook Road to be industrial, the light industrial land uses can be applied to an Urban MRS zoning. An example of this is in the Forrestfield/High Wycombe Industrial Area Stage 1.
90. **Liveable Neighbourhoods**
Liveable Neighbourhoods is a WAPC operational policy that guides the structure planning and subdivision for greenfield and large brownfield (urban infill) sites.

91. The policy aims to increase support for efficiency, walking, cycling and public transport and achieving density targets amongst other matters.
92. **State Planning Policy 3.1 – Residential Design Codes**
The Residential Design Codes (R-Codes) apply to any Residential zoned land that has a coding number superimposed on the Scheme Map. The core objective of the R-Codes is to ensure appropriate residential design and density in line with the Scheme.
93. **State Planning Policy 3.7 – Planning in Bushfire Prone Areas**
State Planning Policy 3.7 (SPP 3.7) aims to ensure that all planning proposals take into account bushfire protection requirements.

SPP 3.7 contains objectives and policy measures relating to strategic planning proposals in designated bushfire prone areas, as well as reference to the Guidelines for Planning in Bushfire Prone Areas.
94. Given the subject site is located within a bushfire prone area, a BMP will need to be prepared.
95. At the stage of subdivision and/or development a BAL Assessment will be required to be lodged.
96. **WAPC Development Control Policy 2.3 Public Open Space in Residential Areas**
Development Control Policy 2.3 (DC 2.3) establishes the requirement that 10 percent of gross subdivisible area shall be given up free of cost by a subdivider for public open space. During the Local Structure Planning phase at least 10 per cent of the urban cell will need to be identified for public open space.

COMMUNITY ENGAGEMENT REQUIREMENTS

Internal Referrals

97. During the development of the Study, the City ensured the preparation of the Study was assessed from the perspective of the following key development oriented disciplines:
a) Assets,
b) Parks and Environment.
98. During the detailed planning phase there will be greater involvement from the abovementioned internal departments as well as other relevant departments.

External Referrals

99. If Council accepts to proceed with the abovementioned proposed scenarios, the *Planning and Development Act 2005* (the Act) establishes the advertisement procedures relating the amendments to the MRS.

100. The *Planning and Development Act (Local Planning Schemes) Regulations 2015* (the Regs) establishes the advertisement procedures relating the amendments to the LPS3.
101. During the District Structure Planning phase the City may wish to conduct community engagement visioning workshops and public comment prior to the finalisation of a draft. The *Planning and Development Act (Local Planning Schemes) Regulations 2015* (the Regs) establishes the advertisement procedures relating to District Structure Plans.
102. Officers from the City and consultant team met with officers from the Department of Planning Lands and Heritage (DPLH) to discuss the overall planning feasibility of Wattle Grove South. The following key points were discussed:
- a) DPLH officers commented that MRS Amendments/release of urban land should occur in a sequential manner in accordance with Framework's timeframes;
 - b) The timeframes within the Frameworks are not based on constraints such as land assembly/land co-ordination (as assumed by consultants/City). The Department has confirmed it is mostly based on urban land supply and demand;
 - c) Justification will be required to progress an MRS Amendment ahead of the Medium-Long Term (2022+) timeframe, as outlined in the Frameworks document;
 - d) The boundary in the Frameworks could be modified if it is supported by technical studies/merit (it is noted this has now been adjusted);
 - e) Limited feedback was provided on the different boundary options.
103. The City will continue to liaise with the DPLH and other State Government agencies during the detailed planning phase.

FINANCIAL CONSIDERATIONS

104. Costs associated with the preparation of the Study have been met through the Development Services annual budget.
105. A sum of \$300,000 has been included in the 2018/19 budget to complete the following technical reports/studies as recommended by the Study to progress rezoning:
- a) Planning report for concurrent MRS/LPS amendments and technical team coordination,
 - b) Preparation of a District Structure Plan (DSP),
 - c) District Water Management Strategy (DWMS) including monitoring,
 - d) Level 2 Spring flora and vegetation survey,
 - e) Bushfire Management Plan,
 - f) Civil Engineering Services,
 - g) Transport Impact Assessment and Traffic Modelling,
 - h) Acoustic Consultants.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

106. *Kalamunda Advancing Strategic Community Plan to 2027*

Priority 3: Kalamunda Develops

Objective 3.1 - To plan for sustainable population growth.

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

SUSTAINABILITY

Social Implications

107. The detailed planning will facilitate the development of a greater diversity of lot sizes and housing typologies which in turn will provide greater housing choice, affordability and a potential broader demographic for the City.

108. A key consideration is ensuring the appropriate interface with any land identified for industrial, as well as major roads and constrained land such as poultry farms. The detailed planning will identify solutions to deal with any land use conflicts.

109. As part of detailed planning, POS and community infrastructure will need to be identified which will provide the community with high quality amenity as well as health, recreational and organised sports benefits.

Economic Implications

110. The Study has identified opportunities for residential and industrial development which would represent a significant development opportunity within the City. Increased levels of development as a consequence of further detailed planning will result in more jobs within the building and construction industry.

111. In the scenario where land is identified for light industrial, businesses would be able to be locate in Wattle Grove South and potentially result in more jobs.

Environmental Implications

112. A desktop review by the environmental consultants identified that there are a number of significant environmental considerations in the Study Area. These considerations include:

- a) Potential black cockatoo habitat,
- b) Forrestfield habitat complex (which has less than 30% remaining),
- c) Declared Rare Flora (DRF) and Threatened Ecological Communities have been identified in the area,
- d) Mapped Environmentally Sensitive Area (ESA) - Bush Forever Site 50,

- e) Crystal Brook,
- f) The site is constrained by generic or imposed buffers on prescribed premises (poultry farms, turf farm and kennels).

113. Whilst, there are a number of key environmental constraints associated with broadening the study area, it may lead to the following significant environmental outcomes for the City:
- a) Provide the City with an opportunity to identify and prioritise these natural assets for future conservation and protection in the long-term, as opposed to leaving these areas in private property;
 - b) Developing and implementing various town planning mechanisms, through scheme provisions and future structure plans that will allow for these areas to be acquired, set aside for conservation and appropriately managed;
 - c) Acknowledging that future urbanisation of the current study area will inevitably lead to increased pressure and edge effects on these natural areas if left unmanaged, inclusion of the broader area can lead to these natural areas also being appropriately managed to ensure potential impacts from future urbanisation are minimised. This can be done through future environmental management plans, community education and/or funding being allocated to provide controlled access and rehabilitation where required.
114. The above environmental considerations will be addressed during the detailed planning stage.

RISK MANAGEMENT CONSIDERATIONS

- 115.
- | | | |
|---|--------------------|---------------|
| Risk: Council decides not to proceed with detailed planning, which in turn may lead to an under supply of urban and industrial land within the City. | | |
| Likelihood | Consequence | Rating |
| Unlikely | Moderate | Low |
| Action/Strategy | | |
| The detailed planning process enables further investigations into the appropriate land use and density mix for the site. It is recommended Council initiate this process to determine the appropriate land use mix. | | |
| Risk: Landowners do not agree with the recommendations of the Study. | | |
| Likelihood | Consequence | Rating |
| Possible | Significant | High |
| Action/Strategy | | |
| The detailed planning process will include opportunities for community consultation and formalised public advertising periods to address the landowner views and opinions. | | |

Risk: The shortage of industrial land and employment leads to residents moving outside of the City for employment.		
Likelihood	Consequence	Rating
Possible	Significant	High
Action/Strategy		
The detailed planning process will include economic and employment studies which will identify the demand for industrial land for the site and inform subsequent decisions.		
Risk: Environmental constraints impact the development potential of the area.		
Likelihood	Consequence	Rating
Possible	Significant	High
Action/Strategy		
The detailed planning process includes environmental studies which will identify constraints and mitigating measure that will ensure significant environmental values are retained.		

OFFICER COMMENT

116. The WAPC's North-East Sub-Regional Planning Framework identified Wattle Grove South as an area to be investigated for the purposes of future urban development. The draft Framework identified approximately 196ha of land for 'Urban Expansion'. The final adopted Framework includes an expanded development area, with land shown as both 'Urban Expansion' and 'Urban Investigation' totalling approximately 300ha.
117. Despite the site being identified as urban expansion, it should be noted that land zoned light industry or industrial development can be allocated under an Urban MRS zoning. An example of this already occurring in the City is the Forrestfield/High Wycombe Stage 1 Industrial Area.
118. The purpose of the Study was to determine the optimum location, size, opportunities, constraints and risks involved in progressing the rezoning and planning of the Wattle Grove South area for the purposes of urban development.
119. The development of Wattle Grove South will require a number of technical matters to be addressed through detailed stages of planning and the progression of the statutory process (i.e. environmental, traffic and water management studies). It is apparent that the Wattle Grove South area is of strategic significance to the City and State Government because of its ability to provide employment for existing and future populations and diversifying land use opportunities within the City.
120. The information provided by the Study demonstrates that development at Wattle Grove South is feasible and it is considered appropriate to progress detailed planning through the preparation of a strategic District Structure Plan to support MRS and LPS3 amendments. It is recommended that Council accepts the Study and its recommendations.

Voting Requirements: Simple Majority

RECOMMENDATION

That Council:

1. ACCEPTS the Wattle Grove South Feasibility Study continues with the next phases of planning based on the following recommended options:
 - a) Boundary: Option 3 - Extension of the 'Urban Expansion' boundary to Fontano Road & Judith Road (eastern boundary), Welshpool Road (northern boundary), and towards the intersection of Tonkin Highway/Welshpool Road East (western boundary), as outlined in Attachment 1;
 - b) Land Use: Option 2 - Residential and Industrial Development, as outlined in Attachment 1; and
 - c) Statutory Process: Scenario 2 - Urban and Industrial Development Zones, as outlined in Attachment 1.

10.1.2. Lot 33 (332) Hale Road - Proposed Change of Use Shop to Restaurant and Use Not Listed (Small Bar)

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

Previous Items	Nil
Directorate	Development Services
Business Unit	Approval Services
File Reference	DA18/0138 & HL-01/332
Applicant	Edge Mining Corporation Pty Ltd
Owner	Wattle Grove Properties Pty Ltd

Attachments	1. Development Plans [10.1.2.1]
	2. Signage Plans [10.1.2.2]
	3. Submitters Table [10.1.2.3]
	4. Additional Information Applicant [10.1.2.4]

EXECUTIVE SUMMARY

- The purpose of this report is for Council to consider a proposal for a change of use from a 'Shop' to 'Restaurant' and 'Use not Listed' (Small Bar) with related Signage at Tenancy 1, Lot 33 (332) Hale Road, Wattle Grove (the Subject Site) referred to as Luxe Tapas and Sports Bar.
- A total of 15 submissions were received, comprising 10 objections, four non-objections and one submission. The principal concerns raised were as follows:
 - Proximity to the child care centre,
 - The effect on young families in the area,
 - Proximity to residential properties and anti-social behaviour,
 - Concern about noise at night.
- It is recommended Council approve the proposal subject to appropriate conditions.

BACKGROUND

4. Land Details:

Land Area:	10,623m ²
Local Planning Scheme Zone:	Urban Development
Metropolitan Regional Scheme Zone:	Urban

5. **Locality Plan:**



6. The subject site was developed in 2017, comprising part of the Wattle Grove Shopping Centre, which has progressed under two separate land parcels, being 332 and 338 Hale Road, but operates as the one Local Neighbourhood Centre. The shopping centre has been developed in accordance with the Wattle Grove Local Structure Plan formerly known as Cell 9. The shopping centre includes an Aldi Supermarket, a service station, childcare premises and a number of specialty shops.
7. The subject site is accessed through the adjoining property on 338 Hale Road and a crossover providing full turning movement to Hale Road. Circulation areas were approved as part of the parent lot development application.
8. The area surrounding the subject site is characterised by low to medium residential development and public open space framed around the Woodlupine Creek which runs to the rear of the subject site.
9. Under the provisions of proposed Scheme Amendment 96, a 'Small Bar' land use and definition will be incorporated into Table I and Schedule 1 of Local Planning Scheme No.3 (the Scheme) respectively. In the land use table it is proposed that small bar be considered a 'P' permitted land use in a commercial zone.

DETAILS

10. The applicant is seeking approval for change of use from 'Shop' to 'Restaurant' and Use not Listed (Small Bar) and associated signage on site. No external works are proposed for the existing building. Refer Attachment 1 Development Plans.
11. The development proposes to utilise the existing building with an entrance doorway to a seating area including a kitchen, food store and bar counter area located to the rear. Toilet facilities are located to the rear left hand side and a nominated play area for small children is located in the central section adjoining the kitchen wall in view of most of the seating areas.
12. The development proposes to utilise a portion of the 114 car parking bays on site associated with the original development. No additional parking is to be provided.
13. The proposed hours of operation are Monday to Wednesday and Sundays 10:00am to 10:30pm, Thursday 10:00am to 11:00pm, Friday and Saturday 10:00am to 12:00pm midnight.
14. Live 'Sunday session' style music entertainment will be held between 12:00pm noon to 6:00pm on Sundays.
15. The proposal is described as a family friendly restaurant and bar with occasional live music performances and the provision of American style tapas and pub style meals. The proposal incorporates an estimated 120 people maximum at any one time including staff.
16. The applicant is applying for a Section 39 & Section 40 liquor license via the relevant government agency and has advised that a restaurant license and bar license has also been applied for, primarily so patrons can stand at tables with beverages. A restaurant license restricts patrons to remaining seated whilst drinking. The primary use is intended to be a seated restaurant and a food menu will be readily available at all times. It is anticipated sports will play on the TV during daytime hours to attract patrons and no TAB facilities are proposed.
17. Part of the seating area can be partitioned off for private functions, and there is a play area enclosed with a fence and gate provided for small children.
18. An illuminated signage box approximately 700mm x 1700mm is proposed to the front entrance of the tenancy, as well as an insert into the existing Wattle Grove Shopping Centre pylon sign that is 3096mm x 753mm. The applicant is also proposing logo stickers on the windows and doors, and white frosted glass to a maximum of 1m from the floor level.
19. Waste disposal is to occur in a skip bin to the rear of the adjoining 7/Eleven drive-through area.

STATUTORY AND LEGAL CONSIDERATIONS

20. **Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations)**

In considering an application for development approval, Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) requires that Council give due regard to a number of matters, including:

- a) The compatibility of the development within its settings;
- b) Amenity of the locality;
- c) The amount of traffic to be generated by the proposed development, particularly in relation to the capacity of the road system and effect upon traffic flow and safety;
- d) Any relevant submissions received on the application.

21. **Local Planning Scheme No.3 (LPS3)**

The site is zoned Urban Development under the provisions of the Scheme. Under Clause 4.2.1 of the Scheme, the objectives of the Urban development zone are as follows:

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

22. In accordance with the adopted Wattle Grove Cell 9 Local Structure Plan the Subject Site is identified as Commercial. Under Clause 4.2.3 of the Scheme, the objectives of a commercial zone are:

- *'To serve the needs of a localised area in providing for local shopping facilities, business, professional, civic, cultural. Medical and other health related services.'*
- *'To ensure that development is designed to be compatible with nearby uses and zones particularly Residential zones.'*

23. The applicant is seeking a change of use from Shop to Restaurant and Use not Listed (small bar). In accordance with clause 4.4.1 of the Scheme, where a specific use is mentioned in the zoning table it is deemed to be excluded from the general terms used to describe any other use.

24. In accordance with clause 4.4.2 of the Scheme where a land use is not specifically listed (such as small bar) the local government may determine that the use is consistent with the objectives of a particular zone and is therefore permitted.

25. With respect the provision of car parking, the applicant proposes to utilise the existing 114 car bays provided as part of the original commercial development of the site. This number was calculated on the basis of a shop use at five bays per 100m² of NLA. The applicant is seeking approval for a restaurant and small bar which have different parking standards.
26. Noting the above, the Scheme parking ratio required for a restaurant use is one parking bay for every four persons to be accommodated including staff. Based on the maximum stated patronage of the restaurant and small bar of 120 people the parking requirement specific to the proposal is 30 bays. The parking requirement for the previous use of shop was 15 car bays. On this basis there is a technical shortfall of 15 car parking bays.
27. In accordance with clause 5.7.3 of the Scheme local government may vary the parking requirements as specified in Table 3 of the Scheme where it is considered reciprocal parking may apply. With respect to reciprocal parking, consideration should be given to the following:
- a) *The nature of the proposed development in relation to the existing or future development of land within the immediate vicinity of the subject land;*
 - b) *The hours of operation of the intended use and abutting land uses; and*
 - c) *Any such matters as the local government considers relevant, including any legal agreements between affected landowners.*

POLICY CONSIDERATIONS

28. **P-DEV 41 Framework for assessing requests for variations to the number of car parks.**

The Policy provides guidance for proponents and the City when considering requests for a reduction in the number of car parking bays prescribed under Table 3 of the Scheme.

20. **P-DEV 42 Signage on Private Property**

Part 3.1 of the Policy relates to advertising signage and outlines standards including but not limited to the following:

- a) Location must not be beyond the property boundary, block pedestrian or vehicle sightlines;
- b) The height must be at have 2.75m clearance above ground level;
- c) The light intensity should be a low level and not cause nuisance;
- d) The signage is not to cause flashing, pulsing or flickering effects so as not to distract drivers or cause nuisance. Part 3.5 specifically relates to the requirements for illuminated signage.

In addition, Part 3.5 – Illuminated Signs of the Policy applies:

- a) Constructed of incombustible material;
- b) Have electrical installation constructed in accordance with the S.A.A Code 3000-1976;
- c) Be maintained to operate as an illuminated sign;
- d) Not cause annoyance to the public;
- e) Not flash, rotate as to cause a distraction to drivers.

COMMUNITY ENGAGEMENT REQUIREMENTS

Internal Referrals

29. The application has been assessed by the City from an Environmental Health and Building code perspective where the following points were noted:
- a) It is acknowledged that residential properties are within 50m of the site and may be affected by noise from live music events. It is recommended that a condition be applied requiring a detailed noise assessment in relation to the *Environmental Protection (Noise) Regulations 1997*, to the satisfaction of the City of Kalamunda prior to commencement of development.
 - b) The applicant is also advised that the food premises must comply with the *Food Act 2008* and Food Standards Code.
 - c) The toilet facilities provided are acceptable and the applicant is advised that the proposal is required to demonstrate compliance with AS1428.1 for disability access both internal and external to the tenancy.

External Referrals

30. The application did not require referral to external agencies for comment.
31. The proposal was advertised from 19 April 2018 until 3 May 2018 in accordance with P-DEV 45 Public Notification of Planning Proposals, to landowners within a 100m radius of the site. A notification was posted on the website, and a sign was erected in the window of the premises. The proposal was also advertised on the City's social media platform.
32. The application was advertised to affected landowners and 15 submissions were received comprising 10 objections, four non-objections and one submission which could not be opened (refer Attachment 3 – Submitters Table for more information). It is noted that three objections were lodged from a single property, and two other objections were also lodged from a single property.
- In summary reasons for objection included:
- a) Proximity to the child care centre,
 - b) The effect on young families in the area,
 - c) Proximity to residential properties and anti-social behaviour,
 - d) Concern about noise at night.
- In summary reasons for support included:
- a) The proposal would be of great community benefit,
 - b) The proposal would offer a place for social interaction and local involvement,
 - c) The proposal is welcomed and supported.

FINANCIAL CONSIDERATIONS

33. Nil.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

34. *Kalamunda Advancing Strategic Community Plan to 2027*

Priority 3: Kalamunda Develops

Objective 3.3 - To develop and enhance the City's economy.

Strategy 3.3.1 - Facilitate and support the success and growth of industry and businesses.

SUSTAINABILITY

Social Implications

35. As a destination point the proposal will attract a greater number of residents to the area and provide opportunities for social interaction and live entertainment for the community.

36. It is acknowledged, that the potential for drunk or disorderly behaviour associated with patrons attending the bar does exist, which may affect nearby residents within walking distance of the shopping centre. Management of patron behaviour will be the responsibility of the owners.

Economic Implications

37. The proposal will increase commercial tenancies in the area and contribute to a night time economy.

Environmental Implications

38. The proposal may have noise implications for nearby residential properties relating to the live music events on Sundays and night time activity. The applicant will be required to comply with the *Environmental Protection (Noise) Regulations 1997* (Noise Regulations).

RISK MANAGEMENT CONSIDERATIONS

39.	Risk: Increased unmanaged noise causes mental and physical distress to surrounding residential properties.		
	Likelihood	Consequence	Rating
	Likely	Moderate	High
Action/Strategy			
The applicant will be required to submit a detailed noise assessment in relation to the <i>Environmental Protection (Noise) Regulations 1997</i> to the satisfaction of the City of Kalamunda prior to commencing the development. Where impacts may exceed acceptable levels the applicant will be required to prepare noise mitigation plan to the City for approval.			

- 40.
- | | | |
|---|--------------------|---------------|
| Risk:
Patrons cause anti-social behavior and reduce safety in the vicinity during opening hours. | | |
| Likelihood | Consequence | Rating |
| Possible | Moderate | Medium |
| Action/Strategy | | |
| During night time hours increasing the number of visitors to the site is anticipated to increase safety, particularly as staff will be present to manage behavior and will be last to leave the facility so are able to take action regarding anti-social activity. | | |
| During daytime hours a greater number of people are expected to be visiting the site for other retail tenancies and the risk of anti-social behavior is therefore lessened. | | |
- 41.
- | | | |
|---|--------------------|---------------|
| Risk:
Refusal of the application causes economic loss to the commercial centre. | | |
| Likelihood | Consequence | Rating |
| Possible | Moderate | Medium |
| Action/Strategy | | |
| Ensure the planning rationale and merit of the proposal is properly explained in the planning report. | | |

OFFICER COMMENT

42. The application for a change of use from a 'Shop' to 'Restaurant' and 'Use Not Listed' (Small bar) on the subject site, is considered consistent with the objectives of the Urban Development zone and the intent of the Wattle Grove Cell 9 Local Structure Plan in providing for commercial activities on the subject site.
43. The City acknowledges the parking required for a restaurant is 30 bays whereas for a shop use requires 15 bays. With respect to the shortfall and having regard to clause 5.7.3 of the Scheme, it is noted that the nature of the different shops, and other land use activities, i.e. child care premises, presently operating will have differing hours of operation, principally during the daylight hours, whilst patrons to the proposed restaurant and small bar are likely to peak during evening hours. On this basis, the shortfall in parking is considered acceptable given the opportunity for reciprocal parking likely to occur on the site.
44. Furthermore, two bus stops are located at either end of the shopping complex where the premises are located. Nearby local residents are also anticipated to walk to the premises where practical.

45. With regard to community objections the following comment is provided:
- a) **Antisocial Behaviour** – it is acknowledged that the potential for antisocial behaviour associated with the consumption of alcohol on the premises does exist. However, the extent to which this is managed is the responsibility of the owners and ultimately the Police if necessary. In considering this issue, it should be noted that the applicant is proposing a family friendly operation, which should lessen the potential for such behaviour. The demographic within the locality is also generally characterised by families with children.
 - b) **Noise** - Whilst noise from patrons and live music is a factor, live music from noon-6pm on Sunday is restricted by virtue of the Noise Regulations and is unlikely to affect regular sleeping patterns for nearby residential properties. The applicant has confirmed noise during any other hours will be ambient background music or from the sports on the TV, which is considered reasonable. The opening hours are considered appropriate given the nature of the development.
 - c) **Parking** - With a maximum capacity of 120 people the parking required was found to be 30 bays. The existing number of car parking bays onsite is 114 bays and is considered reciprocal between all tenancies. The City acknowledges other tenancies have daylight opening hours while patrons to the proposed restaurant and small bar are likely to peak during evening hours. In this case the number of car parking bays provided is considered sufficient.
46. Noting the above, it is recommended the application be supported subject to appropriate conditions.

Voting Requirements: Simple Majority

RECOMMENDATION

That Council:

1. APPROVES the proposed Change of Use from Shop to Restaurant and Use Not Listed (Small Bar) at Lot 33 (332) Hale Road, Forrestfield subject to the following conditions:
 - a) The proposal, subject of this approval shall be carried out only in accordance with the terms of this approval and any approved plan. If the development is not substantially commenced within a period of two years from the date of this approval, the approval shall lapse and be of no further effect. Where an approval has lapsed, no development shall be carried out without further approval from the City of Kalamunda.
 - b) The development shall be connected to reticulated sewer.
 - c) The applicant is required to engage an appropriately qualified acoustic consultant (such as a member of the Australian Acoustical Society or the Association of Australian Acoustical Consultants) to undertake a detailed noise assessment in relation to the *Environmental Protection (Noise) Regulations 1997* to the satisfaction of the City of Kalamunda prior to commencing the development.

Where such an assessment finds the proposal fails to meet the legislative limits the proponent must submit a noise mitigation plan for approval of the City of Kalamunda prior to commencing the development.

- d) The hours of operation shall be limited to Monday to Wednesday and Sundays 10am to 10.30pm, Thursday 10am to 11pm, Friday and Saturday 10am to 12 midnight.
- e) The total number of visitors to the tenancy one (T1) premises, including staff, shall not exceed 120 individuals at any one time.
- f) Live music shall be limited to the hours of 12pm (noon) to 6pm on Sunday only.
- g) Illuminated signage is to be constructed in accordance with P-DEV 42 Signage on Private Property, Part 3.1 Standards and Part 3.5- Illuminated Signage, and thereafter maintained to the satisfaction of the City of Kalamunda.

10.2. Asset Services Reports

10.2.1. Drainage Asset Management Plan 2018

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

Previous Items	OCM 130/2012 – Adoption of the revised Asset Management Policy OCM 157/2016 – Review of Asset Management Policy ENG15 OCM 79/2017 – Pathways Asset Management Plan 2017 OCM 125/2017 – Review of Asset Management Strategy 2017 - 2021 OCM 140/2017 – Parks Asset Management Plan 2017
Directorate	Asset Services
Business Unit	Asset Planning & Management
File Reference	HU-PAA-013
Applicant	N/A
Owner	N/A
Attachments	1. Drainage Asset Management Plan Rev 1.3 [10.2.1.1]

EXECUTIVE SUMMARY

1. To consider endorsement of the City of Kalamunda Drainage Asset Management Plan 2018 (Drainage AMP) and set the objective of maintaining the current funding levels for renewals.
2. This Drainage AMP is an update of the set of asset management plans prepared in 2013 and identifies 86 basins, 15,708 pits and 220 km of drains. The drainage assets are valued at \$87.59 million, which includes a management valuation of 44% of drain assets not yet collected.
3. This report recommends endorsement of the City of Kalamunda Drainage Asset Management Plan 2018 and retention of the current average funding level for drainage assets renewals.

BACKGROUND

4. The City produced its first asset management plan for drainage in 2013. Subsequently in 2016 the Asset Management Council Policy was revised, and a number of internal processes improved, resulting in a revised Asset Management Strategy, new Pathways and Parks Asset Management Plans (adopted in 2017) and this proposed new Drainage AMP.

DETAILS

5. The Drainage AMP covers the following subjects:
 - a) Current Status of Assets,
 - b) Levels of Service,
 - c) Life Cycle Management,

- d) Risk Management,
 - e) Future Demand,
 - f) Financial Summary,
 - g) Improvements, Monitoring and Review.
6. The current status of assets identifies 86 Basins, 15,708 Pits and 220 kilometres of Drains (56% of Drains asset data collected to date).
7. The average condition rating of drainage assets is reported in three categories as listed below, with the average condition in brackets:
- a) Drains (1.9),
 - b) Pits (2.5),
 - c) Basins (1.7).
8. Visual condition inspections of drainage assets have not yet been undertaken. The condition rating of drainage assets is based on age using the percentage of the total remaining useful life of the asset. This is a satisfactory method of assigning condition rating as the life of drainage assets is in excess of 80 years. The City now needs to undertake detailed visual condition inspections and condition rating using a sampling methodology.
9. "Levels of Service" is a phrase used in asset management to reflect the service the assets provide to the community. The City conducted community consultation in 2018 to understand the expectations of asset levels of service. Three quarters of respondents agreed that the City's drainage assets are working to an acceptable level. In a 2016 Community Satisfaction Survey, 87% of respondents stated that they are satisfied with the service provided by the City's stormwater drainage.
10. The section of the Drainage AMP on Future Demand addresses the growth in population, developments, and the impact of climate change on drainage assets. The plan recommends the preparation of a comprehensive Stormwater Management Plan (SWMP) to estimate future asset requirements.
11. The Financial Summary section of the Drainage AMP addresses fair value, key performance indicators, current funding levels, funding gap analysis and funding scenarios is presented later in the Plan. Due to the need to complete the data collection and condition ratings of Drains assets, the continuation of the current average funding level of \$628,000 per year for drainage asset renewals is the recommended action. This may result in a reduction in the overall average condition rating over ten years, from 2.46 to 3.07. Once the data collection is complete, the Drainage AMP can be updated with new funding scenarios.
12. The Drainage AMP will be reviewed again in three years. During this period the drainage data and the associated practices will be improved, with the following objectives:
- a) Complete the asset register by collecting and mapping all City Drains and conducting visual condition ratings for a representative sample of drainage assets (2018/2019 and 2019/2020);
 - b) Develop a Stormwater Management Plan (2019/2020);

- c) Develop a Stormwater Maintenance Management Plan based on asset criticality, risk and maintenance service levels (2019/2020);
- d) Add drainage assets containing asbestos to the asbestos register (2019/2020).

STATUTORY AND LEGAL CONSIDERATIONS

- 13. All local governments are currently required to produce a plan for the future under S5.56 (1) of the *Local Government Act 1995*. Asset Management Plans are informing strategies for the Strategic Community Plan, Corporate Business Plan, Long Term Financial Plan, and Integrated Planning and Reporting Framework.

POLICY CONSIDERATIONS

- 14. The Drainage AMP is prepared in support of the Asset Management Policy, (AS-01) and Asset Management Strategy 2017-2021.

COMMUNITY ENGAGEMENT REQUIREMENTS

Internal Referrals

- 15. The draft Drainage AMP was reviewed by the Asset Management Steering Committee prior to finalising this report.

External Referrals

- 16. Asset Management Plans are informed by a "levels of service" process which is the result of a community consultation process. The consultation undertaken to provide direction to the Drainage AMP was through the 2016 Community Satisfaction Survey and the Asset Level of Service Community Consultation 2018 as per the requirements of the City's Asset Management Strategy 2017-2021.

FINANCIAL CONSIDERATIONS

- 17. The City currently forecasts a total average annual amount of \$628,000 for capital expenditure on drainage assets renewals.
- 18. Financial modelling of the drainage asset conditions has identified that the City has the options of either improving the average condition or maintaining it at the current level. The recommended scenario is to maintain the current level of drainage renewal funding, which will result in the assets being renewed when they reach a 'Very Poor' condition. Drainage assets are considered long life assets with an expected useful life of more than 80 years.
- 19. Notable renewal funding needs in 2018/2019 include:
 - a) \$760,000 for channel and pond improvements in Stirk Park,
 - b) \$225,000 for Booligal Street drainage pipe renewal and upgrade.

20. The Drainage AMP also includes three financial ratios, being the Asset Consumption Ratio, the Asset Sustainability Ratio, and the Asset Renewal Funding Ratio.
21. The Asset Consumption Ratio has been determined as 0.20, while the desired is 0.50 or greater. A score of 0.50 means that the assets are half depreciated (consumed), and this is a reasonable objective. This ratio is low due to the method of depreciating assets that was used in the last comprehensive valuation in 2015. The effect of the method used (reducing balance consumption curve) is to depreciate assets at higher rate when the condition (service potential) of assets is high. This methodology is being reviewed as part of the 2018 Infrastructure Revaluation.
22. The Asset Sustainability Ratio is 0.58 and is desired to be 0.90 or greater. The ratio is calculated for the 2018–2028 period using the current LTFP renewal budgets for asset renewals and annual depreciation from the 2015 asset valuation. This ratio has an inherent bias as it only measures the next ten years of renewals, whereas the depreciation value reflects the entire life of the assets (80 years for pipes, for example). The City’s age matrix shows many assets have a much longer expected remaining useful life than ten years. As the Drainage AMP is reviewed every three years, this measure will be updated with new condition information.
23. The Asset Renewal Funding ratio is 0.70 and is desired to be between 0.75 and 0.95. The ratio is calculated for the 2018-2028 period using the current LTFP renewal budgets and the funding required to maintain the current average drainage network condition. The renewal cost excludes any asset upgrades. Based on the confidence level of current data and 44% of drain assets not yet collected it is proposed to maintain funding for drainage assets at current levels. As the Drainage AMP is reviewed every three years, this measure will be updated with new condition information.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

24. *Kalamunda Advancing Strategic Community Plan to 2027*

Priority 1: Kalamunda Cares and Interacts

Objective 1.2 - To provide a safe and healthy environment for community to enjoy.

Strategy - 1.2.1 Facilitate a safe community environment.

Priority 3: Kalamunda Develops

Objective 3.2 - To connect community to quality amenities.

Strategy 3.2.1 - Optimal management of all assets.

SUSTAINABILITY

Social Implications

- 25. Maintaining stormwater drainage assets at an acceptable level, including improvements in stormwater management practices, will assist in minimising the potential risk of flooding events to properties.

Economic Implications

- 26. There are no direct economic implications arising from the Drainage AMP.

Environmental Implications

- 27. As management practices for stormwater drainage improve, there will be improvements in water quality to natural water courses, and better controls for mosquitoes.

RISK MANAGEMENT CONSIDERATIONS

28.	Risk: The Drainage AMP fails to meet its objectives.		
	Likelihood	Consequence	Rating
	Unlikely	Significant	Medium
	Action/Strategy		
	Ensure asset management activities continue in line with national practices. Continue to collect data, improve practices, and seek funding for renewals and engaging with the community on levels of service.		

OFFICER COMMENT

- 29. The Drainage AMP is presented in a format that is consistent with contemporary asset management practices across Australia and New Zealand.
- 30. The financial modelling that identified the average condition rating and funding requirements, is considered an 'Intermediate' level practice in terms of asset management maturity.
- 31. As the recent 2018 Levels of Service Consultation and 2016 Customer Satisfaction Survey indicates a positive perception of drainage assets, it is recommended that the average condition of the drainage assets be maintained at current levels and no additional funding is required.
- 32. Through the scenario modelling process, the Drainage AMP provides ten year funding options, and assists in the development of appropriate drainage assets renewal programs.

Voting Requirements: Simple Majority

RECOMMENDATION

That Council:

1. ENDORSES the Drainage Asset Management Plan 2018 and sets the objective of maintaining the funding for drainage asset renewals at current levels.

10.2.2. Hale Road / Woolworths Drive Traffic Study - Public Consultation

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

Previous Items	N/A
Directorate	Asset Services
Business Unit	Asset Delivery
File Reference	EG-RDM-005
Applicant	N/A
Owner	N/A
Attachments	1. Letter for Federal Member for Hasluck [10.2.2.1] 2. Traffic Study Report [10.2.2.2] 3. Public Consultation Survey [10.2.2.3] 4. Photograph of Tree's [10.2.2.4]

EXECUTIVE SUMMARY

1. The purpose of this report is for Council to consider a report prepared by Porter Consulting Engineers titled "Hale Road / Woolworths Drive Intersection and Hale Road Commercial Access Review" dated May 2016, inclusive of an Addendum (Traffic Study).
2. The Traffic Study addresses a number of options for the treatment of the existing Hale Road / Woolworths Drive intersection in Forrestfield, namely:
 - a) Channelisation (2 alternatives promoted),
 - b) Traffic Signalisation,
 - c) Roundabout (2 alternatives promoted).
3. Public consultation on the proposed options as outlined in the Traffic Study was obtained through various consultation methods.
4. The City has been in direct consultation with Main Roads WA (MRWA) during the assessment, development and review phases of the Traffic Study.
5. It is recommended that a roundabout is progressed to detailed design and subsequent tender advertisement in relation to upgrade of the Hale Road / Woolworths Drive intersection inclusive of left in / left out access provided at Hanover Street.

BACKGROUND

6. Woolworths Drive serves as an entry road into the Forrestfield Shopping Centre and is classified as a "private" road, with the City having no responsibility for the care and control of the asset. Woolworths Drive intersects with Hale Road as a T-intersection under Give Way control. Hale Road is a "public" road for which the City has responsibility for care, control and maintenance.

7. Concern has been raised about accessibility from Woolworths Drive onto Hale Road, including queueing and associated delay, along with road safety issues in relation to access to and egress from Woolworths Drive. In order to avoid the perceived congestion at the T-intersection, particularly during morning and afternoon peak hour traffic, some motorists endeavour to access / egress Woolworths Drive through crossovers serving car parking areas for commercial premises located adjacent to Hale Road on either side of Woolworths Drive. This in itself is generating safety concerns within the carpark areas affected. It is noted that there were 44 crashes recorded over the five year period ending 31 December 2016, with two crashes resulting in hospitalisation and a further two requiring medical attention – all crashes involved varying degrees of property damage.
8. Given public concern, the upgrade of the Hale Road / Woolworths Drive intersection was promoted by Federal Member for Hasluck, with a pledge of \$650,000 promoted through the Federal Government in 2016. The project gained further momentum when the State Government pledged a further \$300,000 in 2017. Both pledges have subsequently been formalised as grants, with a Traffic Study needing to be undertaken as soon as practically possible.
9. The total cost for the preferred option as per community consultation is approximately \$1.176 million. Grants pledged \$950,000 therefore a shortfall of \$226,000 exists for this project. To date there has been no commitment of funding from the Hawaiian Group who are the owners of Woolworths Drive and will receive significant benefit from the upgrade of the intersection.
10. The City contributed \$50,000 as part of its 2017/2018 CAPEX Budget to initiate the Traffic Study to determine potential improvement options available for this particular intersection. Investigation of the impact (if any) on the Hale Road / Strelitzia Avenue traffic signalised intersection also needed to be considered, together with the various crossovers located along the commercial frontage of Hale Road between Woolworths Drive and Strelitzia Avenue.
11. The resultant Project Budget when accounting for the grants and the City's contribution equates to \$1.0m.
12. It is noted that public consultation was undertaken by Federal Member for Hasluck in support of the \$650,000 pledge being offered, with the high level results of this survey presented to the City under cover of a letter from the Member dated 5 February 2018 – refer Attachment 1.
13. The letter from the Federal Member for Hasluck also referred to completion of detailed design by June 2018. However, the public consultation and subsequent Traffic Study review phases along with preparation of an Addendum to the Traffic Study in relation to provision of left-in / left-out access to / from Hanover Street resulted in the need for additional time to complete the Traffic Study and report to Council.
14. Progression of the project to the detailed design phase is now pending consideration by Council, hence this report.

DETAILS

15. Traffic Study

A Consultancy Brief was prepared by the City in consultation with MRWA, with the successful consultant being Porter Consulting Engineers (the Consultant).

16. The Consultancy Brief required the investigation of potential improvement options for the Hale Road / Woolworths Drive intersection, inclusive of rationalisation of commercial crossovers on Hale Road between Woolworths Drive and Strelitzia Avenue, Forrestfield.

17. The different improvement options were modelled using SIDRA Analysis, this determined queue lengths, wait times, etc., with this information informing the Service Levels for each option. The Traffic Study was completed in late May 2018 and subsequently incorporated an Addendum received by the City in early June 2018 – refer Attachment 2.

18. Three intersection improvements were identified and modelled using SIDRA. These include channelisation, traffic signals and a roundabout and, as a consequence of slight variations to two of the three options, a total of five options were established and are summarised as follows:

Channelisation – Option A

- a) One approach lane on Woolworths Drive, therefore the existing cross-section is able to be retained.
- b) Modifications to kerbing, line-marking and median islands on Hale Road between Woolworths Drive and Strelitzia Avenue.
- c) Modifications to the entry and egress points from the Commercial properties from Hale Road.
- d) Modifications to the bus embayment on Hale Road near Strelitzia Avenue.

Channelisation – Option B

- a) Two approach lanes on Woolworths Drive requiring modifications to the existing cross-section.
- b) Modifications to kerbing, line-marking and median islands on Hale Road between Woolworths Drive and Strelitzia Avenue.
- c) Modifications to the entry and egress points from the Commercial properties from Hale Road.
- d) Modifications to the bus embayment on Hale Road near Strelitzia Avenue.

Traffic Signals

- a) Installation of traffic signals at the Hale Road / Woolworths Drive intersection.
- b) Modification of the Hale Road / Hanover Street intersection layout to left-in / left-out.
- c) Modifications to kerbing, line-marking and median islands on Hale Road between Woolworths Drive and Strelitzia Avenue.
- d) Modifications to the entry and egress points from the Commercial properties fronting Hale Road.
- e) Modifications to the bus embayment on Hale Road near Strelitzia Avenue.

Roundabout – Option A

- a) Installation of a roundabout at the Hale Road / Woolworths Drive intersection, with full access to Hanover Street maintained.
- b) Modifications to kerbing, line-marking and median islands on Hale Road between Woolworths Drive and Strelitzia Avenue.
- c) Modifications to the entry and egress points from the Commercial properties fronting Hale Road.
- d) Modifications to the bus embayment on Hale Road near Strelitzia Avenue.

Roundabout – Option B

- a) Installation of a roundabout at the Hale Road / Woolworths Drive intersection, with left-in / left-out access to / from Hanover Street only.
- b) Modifications to kerbing, line-marking and median islands on Hale Road between Woolworths Drive and Strelitzia Avenue.
- c) Modifications to the entry and egress points from the Commercial properties fronting Hale Road.
- d) Modifications to the bus embayment on Hale Road near Strelitzia Avenue.

Concept layout drawings of these options are included in the Traffic Study presented in Attachment 2 and are referenced in Appendix 3.

19. The Consultant, in concluding the Traffic Study and presenting as a “draft” for both the City’s and MRWA’s consideration / comment, assessed each option with respect to various criteria, which were formulated so that a balanced evaluation of the options could be achieved.

20. The criteria as determined were split into three categories and weighted in terms of importance. The categories and associated criteria are noted as follows:

Operational Issues

- a) SIDRA Analysis,
- b) Queueing.

Engineering Issues

- a) Engineering Costs,
- b) Construction Costs,
- c) Maintenance Costs,
- d) Service Relocations,
- e) Complexity,
- f) Land Acquisition Costs.

Safety and Social Issues

- a) Sight Lines,
- b) Pedestrian,
- c) Facilities / Safety,
- d) Noise,
- e) Landscaping.

21. As a consequence of the “multi-criteria” assessment undertaken by the Consultant, the following priority in terms of implementation was assigned to each option:

- a) Priority 1: Channelisation – Option A,
- b) Priority 2: Channelisation – Option B,

- c) Priority 3: Traffic Signals,
- d) Priority 4: Roundabout – Option B,
- e) Priority 5: Roundabout – Option A.

22. The Budget Cost Estimates associated with each option are presented in the following table:

Budget Cost Estimate Items	Channelisation Option A	Channelisation Option B	Traffic Signals	Roundabout Options A & B
Service Relocation	\$37,500	\$37,500	\$37,500	\$312,500
Construction	\$322,200	\$400,200	\$486,700	\$582,300
Crossover	\$150,000	\$150,000	\$150,000	\$150,000
Bus Embayment	\$77,000	\$77,000	\$77,000	\$77,000
Land Acquisition at an assumed land rate of \$200/m ² inclusive of all Land dealings	\$1,900	\$21,500	\$2,700	\$55,000
Totals	\$588,600	\$686,200	\$753,900	\$1,176,800

The Budget Cost Estimates in the above table include allowances for Detailed Design, Contract Administration and Contingency.

23. Further notes in relation to Budget Cost Estimate Items referenced in the above table follow:

Service Relocation Cost impact are minimal with the exception of the two roundabout options. In this instance major power, gas and telecommunication services exist within the verge on the commercial side of Hale Road and would require extensive investigation on site in support of detailed design and associated liaison with the respective service providers impacted.

Construction Cost notes an incremental increase in cost from channelisation through traffic signals to provision of a roundabout.

Crossover Cost is consistent across all options however, integration of this work with the proposed intersection upgrade work is very dependent on the willingness (or otherwise) of the commercial properties owners / tenants to make changes and enter into negotiations to broker a win-win outcome.

Albeit this component of the project is integral in streamlining traffic flow along Hale Road between Woolworths Drive and Strelitzia Avenue, it could be taken off-line and treated as a separate project for consideration by Council as part of a future budget consideration process. It is suggested that initial consultation with the commercial property owners / tenants be entered into in the first instance before formalising future budget consideration.

Bus Embayment Cost is consistent across all options however, final cost could vary subject to the outcome of detailed design and liaison with the Public Transport Authority (PTA). Although relocation of the bus embayment would better assist traffic flow along Hale Road between Woolworths Drive and Strelitzia Avenue, this component of the project could be deleted from this project and treated as an independent project for funding consideration by Council as part of a future budget consideration process. In this regard, further discussion needs to be entered into with the PTA to determine the level of support and what ramifications (if any) need to be addressed in order to advance detailed design.

Land Acquisition Costs are based on an assumed square metre rate, inclusive of land dealings that will need to be reviewed from a market perspective. Property owner negotiation will be critical to the advancement of the project. The resultant impact on private property and any corrective works required to accommodate a change in legal boundary will be a cost that will need to be absorbed by the project and at this time has not been accounted for other than by way of contingency sums allowed for in the budget costs estimates developed for each option.

Additional land may need to be acquired on Woolworths Drive under the traffic signals option to potentially meet any MRWA traffic signals maintenance area requirements.

It is noted that the concept plans for the two roundabout options have identified a small area of land that needs to be acquired from two residential properties located immediately opposite Woolworths Drive. However, every endeavour during detailed design would be made to avoid the need to acquire this land.

24. **Consultation**

Public Consultation by the City

Community and motorist feedback on the proposed options was sought by the City through a Public Consultation Survey as presented in Attachment 3. The survey was issued for public consideration on 9 February 2018 and concluded on 28 February 2018, with consultation actioned by way of:

- a) Information letters and associated hardcopy feedback forms inclusive of reference to the City's website for further information and the option for electronic feedback being distributed to residents and businesses within a 400 metre radius of the Hale Road / Woolworths Drive intersection;
- b) "Have Your Say" general advertising promoting proposed treatments options with referral to the City's webpage to enable completion of an electronic feedback form;
- c) "Have Your Say" section posted on the City's website with a link to the electronic feedback form.

25. The public consultation process resulted in 177 submissions being received, with:

- a) 37.3% preferring a Roundabout with full access to Hanover Street maintained (i.e. Option 1 of the survey as per Attachment 3);

- b) 29.4% preferring a Roundabout, with left in / left out access to / from Hanover Street (i.e. Option 4 of the survey as per Attachment 3);
- c) 25.4% preferring installation of Traffic Signals (i.e. Option 2 of the survey as per Attachment 3);
- d) 7.9% preferring modifications to kerbing, linemarking and median islands (i.e. Option 3 of the survey as per Attachment 3).

It is noted that the modifications option surveyed (i.e. Option 3) was presented on the basis that only one approach lane would be supported on Woolworths Drive. The City instigated a further option following assessment of the submissions arising from the public consultation process to determine whether adding a further lane on the Woolworths Drive approach would improve serviceability. However, while operational conditions are improved as compared to the single lane approach, it has additional issues that would need to be resolved.

26. Of interest, more females submitted responses than males, with the predominant age group submitting response across both genders being received from those in the age groups of 26 to 35 years old and 46 to 55 years, with the least submissions being received from the younger and older age groups (i.e. 16 to 25 and 75+ age groups).
27. Of the 177 submissions received 101 (57%) chose only to tick an option, with the remaining submissions supported by comment. Typical themes arising from the comments received are noted:
- a) Always a problem at this intersection;
 - b) Get on with it, too many surveys;
 - c) Reduce the speed limit on Hale Road adjacent to the Forrestfield Shopping Centre (currently 60kph) to 50kph or even 40kph;
 - d) The problem is the right turn from Woolworths Drive onto Hale Road;
 - e) Pros and cons relating to the Hale Road/Hanover Street intersection;
 - f) Traffic signals result in stop/start traffic flow, the intersection gets congested and causes delay;
 - g) Traffic needs to be kept flowing;
 - h) Roundabouts are the safest option;
 - i) The impact on road users due to heavy vehicle should a roundabout be preferred given there is not much space available to install a roundabout;
 - j) Motorists don't know how to use roundabouts;
 - k) Good to see pedestrians are being considered;
 - l) Woolworths Drive at Hale Road be changed to left-in/left-out only;
 - m) Roundabouts in busy periods cause delay;
 - n) Concern about commercial viability should some of the entry/exit crossovers to commercial properties fronting Hale Road be closed.

Other general comment relating to trees not being affected, improving other parts of the road network (e.g. Tonkin Highway/Hale Road intersection), impact of land acquisition on the commercial carparks, were also noted.

One submission thanked the City for making plans to improve the Hale Road/Woolworths Drive intersection. However, it is noted that the Federal Member for Hasluck promoted this proposal, with the City responsible for project managing the resultant project arising.

28. In review of the survey and in particular, the comments in support, it is clear that there are various opinions in the community and as a consequence no one option will satisfy all stakeholders. Based on the responses received, construction of a roundabout is the prepared option. However, whether "full" or "left-in/left-out" access to Hanover Street is provided has indicated a 55:45 split in opinion in favour of "full" access.
29. *Public Consultation by the Federal Member for Hasluck*
It is noted that Federal Member for Hasluck's consultation as presented in Attachment 1 did not consider the impact of restricting Hanover Street movements to left-in/left-out associated with the traffic signalised control (i.e. Option 2 in the City's survey) nor, one of the two roundabout options (i.e. Option 4 in the City's survey). However, the split between roundabout, traffic signals and channelisation/road widening is not too dissimilar to the overall results obtained through the City's survey.
30. *Stakeholder Consultation by the Consultant*
In developing the five options previously noted the Consultant also undertook consultation with stakeholders directly impacted by the proposed improvement options, with this consultation limited to the commercial and residential stakeholders fronting Hale Road in the immediate area impacted by the various options being promoted. The outcome of this consultation was built into the findings and resultant concept designs as presented by the Consultant.
31. **Review by MRWA**
On completion of the "draft" Traffic Study by the Consultant the City sought a review by MRWA. This review raised some minor clarifications for consideration by the Consultant, with the Traffic Study modified accordingly, and the "final" version of the Traffic Study presented as per Attachment 2.
32. MRWA's recommendation supported provision of a **roundabout with left in/left out access to/from Hanover Street** (i.e. Option 4 of the survey as per Attachment 3). This option is supported as it provides the best balance between safety and efficiency. Furthermore, this option would minimise the number and severity of vehicular crashes and provides sufficient advantages over traffic signals in minimising delays, particularly during off peak periods. The restriction of access to Hanover Street is a significant improvement for both safety and efficiency as it removes the potential for right turn through and eastbound rear-end crashes and for the blocking of the through lanes.
33. In justification of this recommendation MRWA advised as follows in regard to the other options:
- a) **Provision of a roundabout with full access to Hanover Street maintained** (i.e. Option 1 of the survey as per Attachment 3).
This option is not recommended due to the lack of restricted movements at Hanover Street.

The Hale Road/Hanover Street intersection is too close to the roundabout and, in conjunction with the commercial crossover in the immediate vicinity of the intersection, introduces multiple conflict areas, creating safety issues. In addition, it impacts the roundabout functional area reducing its efficiency.

- b) **Traffic signals** (i.e. Option 2 of the survey as per Attachment 3).
This option would reduce but would not completely eliminate right turn and through crashes, with these crashes generally found to have a relatively high severity. In addition, there is also a risk of increasing rear-end crashes, particularly on shared through and right-turn lanes. Due to the proximity of the traffic signals, access from Hanover Street into Hale Road is likely to be problematic due to traffic tailing back through the intersection when traffic is brought to a halt and is further compromised due to dual lanes in approach to the traffic signals. Furthermore, this will be further compromised through westbound traffic choosing to travel in the "left" straight through lane rather than be held up in the combined "right" straight through/right-turn lane. Access from Hanover Street onto Hale Road would not be an issue with a roundabout as there is only one lane on the approach to the roundabout.
- c) **Modifications to kerbing, linemarking and median islands** (i.e. Option 3 of the survey as per Attachment 3 and the option providing two approach lanes in Woolworths Drive).
These options are not supported as they do not address safety or efficiency issues, and do not eliminate uncontrolled turning movements and the existing combination of two intersections and a pedestrian crossover facility within such a short distance.

- 34. The City's assessment of the draft Traffic Report as presented by the Consultant and the review comments provided by MRWA resulted in further consideration being made in relation to the impact of traffic movements in the local area should access to/from Hanover Street at Hale Road be limited to a left-in/left-out intersection.
- 35. An Addendum was added to the Traffic Report addressing this matter with the impact requiring residents in the area along with visitors, service providers, etc., to the area needing to modify access/egress travel to suit their particular arrival/destinations locations within the area. This is further compromised by the fact that Sussex Road is closed to through traffic between Strathearn Road and Wales Street.
- 36. It is deemed appropriate that a further traffic study be initiated to determine impacts and associated modifications in order to improve accessibility without compromising road safety. In reflection, without knowing the reason(s) behind the original closure of Sussex Road to through traffic, the opportunity exists for potential rat running/speeding given the long and straight nature of Sussex Road. It is also noted that Sussex Road runs parallel to Hale Road and would offer a direct route if opened to avoid traffic conflict on Hale Road, particularly during peak traffic periods.

STATUTORY AND LEGAL CONSIDERATIONS

37. Nil.

POLICY CONSIDERATIONS

38. Nil.

COMMUNITY ENGAGEMENT REQUIREMENTS

Internal Referrals

39. Internal referrals were limited to relevant officers with appropriate expertise within the Asset Services Directorate and with the Customer and Public Relations Team in relation to the public consultation process.

External Referrals

40. The extent of external referrals is as outlined in the "Details" section above.

FINANCIAL CONSIDERATIONS

41. The current position in relation to funding is as follows:

- a) Funding commitment of \$650,000 from Federal Government;
- b) Funding commitment of \$300,000 from State Government;
- c) A sum of \$50,000 from the City as approved in the 2017/2018 CAPEX Budget noting that this has been used as seed funding in relation to undertaking the Traffic Study.

As a consequence, a project budget of \$1.0m is available in relation to preferred option consideration.

42. The proposed Hale Road/Woolworths Drive intersection upgrade and associated works predominately funded through Federal and State Government grants, with recoup subject to the usual Metropolitan Regional Road Group Grant process, that being:

- a) 1st 40% Claim at commencement of the project (in this instance, as soon as a decision is made by Council in relation to this report);
- b) 2nd 40% Claim on expenditure combined with value of works undertaken but not yet claimed reaching 40% expended;
- c) Final Claim following completion of the works and obvious once all project costs have been accounted for.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

43. *Kalamunda Advancing Strategic Community Plan to 2027*

Priority 3: Kalamunda Develops

Objective 3.2 - To connect community to quality amenities.

Strategy 3.2.1 - Optimal management of all assets.

SUSTAINABILITY

Social Implications

44. Improved traffic management within the City’s road network through designing out points of potential conflict with the intent to mitigate the possibility of motorist confusion/agitation and any associated vehicle collision/accidents along with any associated physical/mental trauma that may be experienced by road users.

Economic Implications

45. Improved road conditions will result in mitigation of potential collisions / accidents and will save costs associated with a lesser degree of property damage and physical / mental trauma.

Environmental Implications

46. Improved traffic flow and road safety, however, at the potential cost of two large trees that are located on either side of Woolworths Drive, subject to the preferred option and associated extent of land acquisition. The two trees potentially impacted are shown in the Google Maps Streetview photograph presented as Attachment 4.

RISK MANAGEMENT CONSIDERATIONS

47.

Risk: Loss of funding as approved by the Federal and State Governments.		
Likelihood	Consequence	Rating
Unlikely	Major	High
Action/Strategy		
The need to provide future municipal funding depending on the final option approved by the Council.		

Risk: Removal of two mature trees to incorporate a roundabout treatment may result in negative community feedback.		
Likelihood	Consequence	Rating
Possible	Significant	High
Action/Strategy		
Implement a community engagement strategy outlining the benefits of the project to the community, albeit the loss of two trees. Include an allowance and project for additional street trees in Hale Road.		

OFFICER COMMENT

48. The community engagement process entered into by the City was considered successful in terms of the number of responses received, with a reasonable level of feedback provided in relation to the options as presented in survey.
49. In addressing comments received from the City's survey, it was noted that there were a number of issues of concern that have been addressed in the Traffic Study, with others that will require follow up as part of the detailed design process.
50. In reviewing the Traffic Study as presented in Attachment 2 the outcome of the multi-criteria assessment undertaken by the Consultant is acknowledged. However, the City concludes with MRWA that provision of a **roundabout with left in/left out access to/from Hanover Street** (i.e. Option 4 of the survey as per Attachment 3) is the preferred option albeit the most costly, as well as the most complex to implement.
51. In proposing the preferred option, the follow matters are noted:
- The Budget Cost Estimate is greater than the Project Budget;
 - Resolution of land acquisition will be crucial to the success of the project;
 - Major public utility services will have a direct impact on the proposed construction of the roundabout, with the Budget Cost Estimate for service relocation as presented being indicative of cost to be expected. Actual cost will be subject to the outcome of Utility Services organisation's assessment/design/quotation processes once design impact is fully understood;
 - Two large trees, one located either side to Woolworths Drive in the near vicinity of Hale Road will need to be removed in order to accommodate the proposed roundabout, refer Attachment 4;
 - During construction there will be a direct impact on road users given the constrained site and associated accessibility – partial and/or full road closure may eventuate subject to traffic management assessment from a construction perspective;
 - Commercial businesses with access from and egress to Hale Road during the construction phase will be impacted by construction activity.

52. In order to accommodate the preferred option within the Project Budget available, both the commercial crossover rationalisation and relocation of the bus embayment on Hale Road, between Woolworths Drive and Strelitzia Avenue, will need to be removed from the project scope made in order to implement the upgrade of the Hale Road/Woolworths Drive intersection. As a consequence, funding for these two components of the project will need to be presented for future funding consideration by Council following further research, consultation and investigation as to feasibility.
53. A further traffic study will also need to be implemented to determine the impact of implementing left-in/left-out intersection control for Hanover Street at Hale Road. This study will need to determine the local impact and how best to accommodate local traffic movements within the area serviced by Hanover Street.

Voting Requirements: Simple Majority

RECOMMENDATION

That Council:

1. NOTES the outcomes of the community consultation undertaken for the proposed upgrade of existing Hale Road/Woolworths Drive intersection.
2. RECEIVES the report prepared by Porter Consulting Engineers titled "Hale Road/Woolworths Drive Intersection and Hale Road Commercial Access Review" dated May 2016, inclusive of an Addendum (Attachment 2).
3. ENDORSES the Concept Plan presented in Appendix C of the report prepared by Porter Consulting Engineers titled "Hale Road/Woolworths Drive Intersection and Hale Road Commercial Access Review" dated May 2016, inclusive of an Addendum (Attachment 2) as shown on "City of Kalamunda Drawing No 4191-20-10-10/B – Hale Road Forrestfield, Road Upgrade, Strelitzia Avenue to Woolworths Drive – Roundabout Option B" for detailed design, tender advertisement and subject to Council consideration of tenders received, construction in the 2018/2019 financial year.
4. REQUESTS Administration to undertake initial consultation with the commercial property owners/tenants of properties located along Hale Road between Woolworths Drive and Strelitzia Avenue with regard to crossover consolidation and assuming successful negotiation in relation to the intent, develop a concept plan and associated budget cost estimates for listing on the City of Kalamunda Long Term Financial Plan for future budget consideration by Council, reporting back to Council if required.
5. REQUESTS Administration to undertake initial consultation with the Public Transport Authority in relation to relocation of the bus embayment located on Hale Road between Woolworths Drive and Strelitzia Avenue and assuming successful negotiation in relation to the intent, develop a concept plan and associated budget cost estimates for listing on the City of Kalamunda Long Term Financial Plan for future budget consideration by Council, reporting back to Council if required.
6. REQUESTS Administration to undertake a traffic study to determine the local impact of implementing left-in/left-out intersection control for Hanover Street at Hale Road to determine how best to accommodate local traffic movements within the area serviced by Hanover Street, Forrestfield, reporting back to Council if required.

10.3. Corporate Services Reports

10.3.1. Proposed Permanent Road Closure - Portions of Setosa Drive, Forrestfield

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

Previous Items	Nil
Directorate	Corporate Services
Business Unit	Economic, Land & Property Services
File Reference	155243; ST-21/GEN
Applicant	Rowe Group
Owner	State of Western Australia
Attachments	1. Subdivision Approval Western Australian Planning Commission (WAPC) Ref. 155243 [10.3.1.1] 2. Letter from Rowe Group dated 17 November 2017 [10.3.1.2]

EXECUTIVE SUMMARY

1. The purpose of this Report is to consider a request to permanently close portions of Setosa Drive, Forrestfield.
2. This is necessary in order to facilitate subdivision forming part of the Hales development.
3. It is recommended that Council support the request to close portions of Setosa Drive, subject to conditions.

BACKGROUND

4. Locality Plan:



5. The proposed road closure is required to facilitate a subdivision that forms part of the Hales development. A copy of subdivision approval Western Australian Planning Commission (WAPC) Ref. 155243 is attached as Attachment 1.

DETAILS

6. The Rowe Group acts on behalf of Satterley Property Group (SPG) in respect of their landholding comprising Lot 9003 Gala Way, The Hales, Forrestfield (Lot 9003).
7. On 17 November 2017, the Rowe Group wrote to the City requesting that the City initiate:
 - a) the excision of a 744-square metre portion of Reserve 37650 to be dedicated as road reserve to facilitate the future subdivision of lots as part of the Hales development;
 - b) the closure of portions of Setosa Drive to be amalgamated with Lot 9003 and incorporated into proposed lots subject to subdivision approval WAPC Ref. 155243.

A copy of the Rowe Group's 17 November 2017 letter is attached as Attachment 2.

8. The following plans are attached to the Rowe Group's 17 November 2017 letter:
 - a) Proposed Crown Subdivision and Road Closures Crown Reserve 37650 & Setosa Drive Forrestfield,
 - b) Modified Plan of Subdivision,
 - c) Local Structure Plan.
9. The City wrote to the Rowe Group on 28 February 2018 advising that it was unable to support the proposed excision and dedication, as the City would lose part of its public open space without compensation. Further, if the relevant portion of Reserve 37650 was dedicated as road, the landowner, SPG, would not need to use part of its freehold land for the purposes of road reserve and would therefore benefit from having additional land to use for the creation of residential lots. The City is unable to support a proposal whereby SPG would obtain the commercial benefit of additional developable area at no cost. This position is consistent with advice received from the Lands Division of the Department of Planning, Lands & Heritage.
10. Although the City is unable to support the proposed excision and dedication, the City advised the Rowe Group that it is willing to support SPG purchasing the 744-square metre portion of Reserve 37650 from the State of Western Australia at market value and amalgamating that portion of land into its freehold land, pursuant to s. 87 of the *Land Administration Act 1997* (WA). Once the relevant land has been amalgamated into SPG's freehold, SPG could then proceed to dedicate that portion of land on the plan of subdivision.

11. The City further advised SPG that the City would proceed to advertise the proposed road closure.

STATUTORY AND LEGAL CONSIDERATIONS

12. Section 58 of the *Land Administration Act 1997* relates to permanent road closures.
13. Section 58(1)-(3) states as follows:

58. Closing roads

- (1) *When a local government wishes a road in its district to be closed permanently, the local government may, subject to subsection (3), request the Minister to close the road.*
- (2) *When a local government resolves to make a request under subsection (1), the local government must in accordance with the regulations prepare and deliver the request to the Minister.*
- (3) *A local government must not resolve to make a request under subsection (1) until a period of 35 days has elapsed from the publication in a newspaper circulating in its district of notice of motion for that resolution, and the local government has considered any objections made to it within that period concerning the proposals set out in that notice.*

POLICY CONSIDERATIONS

14. The City's Asset Management Policy (C-AS-01) states that "*As part of a continuous improvement process, the Shire of Kalamunda will continually monitor, audit and review its asset portfolio to ensure it is responsive to service delivery needs and meets the goals and targets set by Council.*"
15. A review of the portion of road reserve proposed to be closed indicates that it is surplus to the future requirements of the road network in light of subdivision approval WAPC Ref. 155243. Further, if the road closure does not occur, the proposed subdivision will create an irregularly shaped lot.

COMMUNITY ENGAGEMENT REQUIREMENTS

Internal Referrals

16. The City has assessed the request and has no objection to the proposed road closure, subject to the subdivision development approval conditions applying to development of this lot, that is, identification and protection of significant vegetation, landscaping to the City's satisfaction, dual use path provided.
17. The City has no objection to the proposed road closure and does not require any conditions to be imposed.

External Referrals

18. The proposal was advertised in the Hills Gazette on 23 March 2018, the Kalamunda Reporter on 27 March 2018, the Echo Newspaper on 7 April 2018 and on the City's website. Comments closed on 1 May 2018. No public submissions were received.
19. The proposal was also referred to the service authorities for comment.
20. Telstra's plant records indicate that there are Telstra assets in the vicinity. Subject to compliance with Telstra's standard conditions, Telstra has no objection to the proposed closure.
21. ATCO Gas operates medium pressure gas mains within the opposite side road reserve of Setosa Drive. ATCO Gas has no objection to the proposal.
22. Western Power does not have any objection to the proposal, but would appreciate being kept informed of developments.
23. Water Corporation has no objection to the proposed closure.

FINANCIAL CONSIDERATIONS

24. The applicant should be required to meet all costs of the proposal, including the cost of any easements and service relocations required by the service authorities.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

25. *Kalamunda Advancing Strategic Community Plan to 2027*

Priority 3: Kalamunda Develops

Objective 3.1 - To plan for sustainable population growth.

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

SUSTAINABILITY

Social Implications

26. The proposal will not have any social or lifestyle impacts on residents.

Economic Implications

27. The economic lives of residents will not be impacted by this decision.

Environmental Implications

- 28. Parks & Environment have requested that the subdivision approval conditions apply to development of this land. Subdivision approval WAPC Ref. 155243 contains conditions relating to the identification and protection of significant vegetation, landscaping to the City’s satisfaction and the provision of a dual use path.

RISK MANAGEMENT CONSIDERATIONS

29.	Risk: The proposed permanent road closure does not occur.						
	<table border="1" style="width: 100%;"> <tr> <th style="width: 33%;">Likelihood</th> <th style="width: 33%;">Consequence</th> <th style="width: 33%;">Rating</th> </tr> <tr> <td>Unlikely</td> <td>Significant</td> <td>Medium</td> </tr> </table>	Likelihood	Consequence	Rating	Unlikely	Significant	Medium
Likelihood	Consequence	Rating					
Unlikely	Significant	Medium					
	Action/Strategy						
	Demonstrate that a failure to close the relevant portions of Setosa Drive will result in the creation of an irregularly shaped lot. Demonstrate that the road closure will create a uniform streetscape in that location.						

30.	Risk: The proposed permanent road closure occurs, but the proposed subdivision WAPC Ref. 155243 does not proceed.						
	<table border="1" style="width: 100%;"> <tr> <th style="width: 33%;">Likelihood</th> <th style="width: 33%;">Consequence</th> <th style="width: 33%;">Rating</th> </tr> <tr> <td>Unlikely</td> <td>Insignificant</td> <td>Low</td> </tr> </table>	Likelihood	Consequence	Rating	Unlikely	Insignificant	Low
Likelihood	Consequence	Rating					
Unlikely	Insignificant	Low					
	Action/Strategy						
	It is highly unlikely that proposed subdivision WAPC Ref. 155243 will not proceed. However, even if the proposed subdivision does not occur, the road closure should still proceed, as it will straighten the road reserve.						

OFFICER COMMENT

- 31. The proposed permanent road closure will facilitate a future subdivision (WAPC Ref. 155243) that forms part of the Hales development.
- 32. If the road closure does not occur, the proposed subdivision will create an irregularly shaped lot.
- 33. The service authorities do not have any objection to the proposed road closure.
- 34. No public submissions were received in respect of the proposal.
- 35. It is recommended that Council support the request to close portions of Setosa Drive, subject to the following conditions:
 - a) The subdivision approval conditions (WAPC Ref. 155243) to apply to the portions of road reserve proposed to be closed;

- b) The applicant must pay all costs of and incidental to any easements and service relocations required by the service authorities;
- c) The applicant must pay any other costs of and incidental to the proposal.

Voting Requirements: Simple Majority

RECOMMENDATION

That Council:

1. REQUESTS the Minister for Lands to permanently close those portions of the Setosa Drive, Forrestfield road reserve shown delineated and marked as "Proposed Road Closure 63 m²" and "Proposed Road Closure 13 m²" on the plan entitled "Proposed Crown Subdivision & Road Closures Crown Reserve 37650 & Setosa Drive Forrestfield" (Attachment 10.3.1.2), pursuant to section 58 of the *Land Administration Act 1997* (WA), subject to the following conditions:
 - a) The subdivision approval conditions (WAPC Ref. 155243) to apply to the portions of road reserve proposed to be closed;
 - b) The applicant must pay all costs of and incidental to any easements and service relocations required by the service authorities; and
 - c) The applicant must pay any other costs of and incidental to the proposal.

10.4. Office of the CEO Reports

10.4.1. Stirk Park Master Plan -Result of Public Comment on Inclusion of a Skate Park

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

Previous Items	OCM 75/2017 OCM 216/2017
Directorate	Office of the CEO
Business Unit	Recreation Facilities & Services
File Reference	
Applicant	City of Kalamunda
Owner	City of Kalamunda
Attachments	1. Attachment One - Proposed Location of Skate Park - Stirk Park.docx [10.4.1.1]
Confidential Attachment	Attachment Two – Public Comment – Stirk Park Skate Park 2018

EXECUTIVE SUMMARY

1. The purpose of this report is to consider the outcomes of the community engagement process regarding the potential relocation of the Kalamunda Skate Park, located on Canning Road to Stirk Park.
2. At the Ordinary Council Meeting held on the 28 November 2017, a youth driven petition seeking the inclusion of a Skate Park into the Stirk Park Master Plan, with 187 signatures was presented to Council. In response to the petition the City undertook further community engagement over a 30-day period.
3. A total of 243 responses were submitted to the City and a majority supported a relocation of the Skate Park to Stirk Park.
4. It is recommended that Council support an amendment of the Stirk Park Master Plan to include a Skate Park, in lieu of the Pump Track, within the Youth Precinct area and the commencement of the detailed design process for Stage One.

BACKGROUND

5. At the OCM held on the 28 November 2017, a deputation was received, and a petition presented by two youths from the community in relation to Item 10.1.3, Stirk Park Master Plan – Public Comment, in support of the Kalamunda Skate Park being included within Stirk Park.

6. After considering the above, and the Officers report on the draft Stirk Park Master Plan, Council resolved as follows:

RESOLUTION OCM 216/2017

That Council:

1. *Adopts the final Stirk Park Master Plan to be used as a conceptual, strategic tool guiding future developments with more detailed scoping, consultation and design to be applied to the implementation of the prioritised component parts.*
2. *Supports the commencement of more detailed scoping, consultation and detailed design for the following 1-3 year priorities:*
 - *Playground Upgrade*
 - *Youth and Sport Precinct; and*
 - *Path network upgrade.*
3. *Notes that the remaining stage two and three development proposals will be subject to sourcing external funding, annual budget deliberations and the competing priorities in the Long Term Financial Plan.*
4. *Consider the inclusion of a skate park within the youth and sport precinct and then the closure of the existing skate park located on Canning Road in Kalamunda.*

7. In accordance with point 4 of the above resolution, a period of further community engagement was undertaken, to consider the inclusion of a skate park within the Stirk Park Master Plan.

DETAILS

8. Following the adoption of the Stirk Park Master Plan, further community engagement was required to consider the inclusion of a skate park within the Youth and Sport Precinct at Stirk Park, and the closure of the existing skate park on Canning Road.
9. Officers commenced a 30-day engagement strategy with the community in March 2018 to determine the level of support prior to re-presenting back to Council for final consideration.
10. It is proposed to locate the skate park in the north west corner of the park adjacent to the Youth Precinct to provide families with the opportunity to recreate together in the one area. This would also see the skate park located away from areas where other more cultural activities take place.
(Attachment One – Proposed Location of Skate Park)
11. The Community Engagement and Public Comment feedback, provided a positive response to the proposal to include a skate park as part of the Stirk Park Master Plan.

12. A summary of the public comments received in relation to the proposal have been included in this report (Attachment 2).

Results from the surveys showed that:

- a) 243 survey responses were received;
 - b) 75% of respondents were aged over 25, with largest amount of responses from the 36-45 age group;
 - c) 70% or 171 respondents supported the proposed relocation to Stirk Park;
 - d) 29% or 70 respondents were opposed to the proposal;
 - e) 136 rated the overall current condition of the Kalamunda Skate Park as "Poor or Very Poor";
 - f) 129 of responders noted that they did not feel safe at the location either due to the condition of the park or the proximity to a main road;
 - g) 29 respondents suggested that the skate park could be relocated elsewhere.
13. The City also received five written submissions, all of whom were opposed to the relocation proposal.
14. Of those opposed, the following themes emerged:
- a) Family oriented feel and tranquillity within the park may be lost;
 - b) Skate park may not be compatible with other activities currently held throughout the park; Opera in the Park, Jazz in the Park, etc.

STATUTORY AND LEGAL CONSIDERATIONS

15. Nil.

POLICY CONSIDERATIONS

16. Policy – FAC22 – The Cash – in- lieu Assessment Criteria Policy provides strategic direction to Council's decision making on proposed cash in lieu projects for which Stirk Park may be eligible, as it is regarded as a district level park.

COMMUNITY ENGAGEMENT REQUIREMENTS

Internal Referrals

17. The City regards the proposed location as appropriate for the skate park.

External Referrals

18. The opportunity for public comment was promoted widely through:
- a) Seven Community Drop In sessions at various locations,
 - b) Newspaper advertising in local community papers,
 - c) Letters to local residents and businesses within 300m of the park,
 - d) Emails to local schools promoting proposal and survey details,
 - e) Meeting with Kalamunda Club Inc.,
 - f) Online survey through the City's Engagement Portal,
 - g) Hardcopies of surveys and flyers available from Libraries and City of Kalamunda Administration building.

FINANCIAL CONSIDERATIONS

19. The 1-3 year priority components as endorsed by Council at the November 2017 OCM, showed an order of probable costs as follows:

1- 3 Year Priority	Estimated Cost
Path Network Upgrade	\$ 251,700
Playground Upgrade (includes modular toilet block facilities, excludes sewer works)	\$ 527,300
Youth and Sport Precinct	\$ 265,800
Total (excl. GST)	\$ 1,044,800

Note: Detailed design costs are not included in this total

20. The current draft Long Term Financial Plan (LTFP) shows funds allocated to implement the priorities for years one to three, including an amount of \$500,000 for the skate park in 2021/22 should its relocation to Stirk Park be supported. The \$500,000 is a nominal figure based upon previous skate park development costs. Security lighting costs have not been included at this stage.

2018/19	2019/20	2020/21	2021/22
\$100,000 for detailed design costs.	\$530,000	\$520,000	\$500,000

21. It is intended that the ongoing implementation of the schedule of works continue to be staged in a manner that will ensure maximum opportunity for Council to leverage external funding through such sources as:
- Lotterywest – 'Community Spaces Outdoor' grant,
 - Department of Planning – Cash In Lieu funding,
 - Department of Local Government, Sport and Cultural Industries – Community Sport and Recreation Facilities Fund (CSRFF),
 - Other – State/Federal Government Advocacy, Service Clubs etc.
22. If the proposed new skate park is supported and funding endorsed by Council through the LTFP in (2021/22), an amount of \$50,000 has been allocated in 2018/19 budget to undertake necessary safety repairs to the existing Kalamunda Skate Park.
23. An estimated amount of between \$300,000 - \$500,000 would be required to redevelop the existing Kalamunda Skate Park should it be determined that it should remain in its current location.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

24. *Kalamunda Advancing Strategic Community Plan to 2027*

Priority 1: Kalamunda Cares and Interacts

Objective 1.2 - To provide a safe and healthy environment for community to enjoy.

Strategy - 1.2.3 Provide high quality and accessible recreational and social spaces and facilities.

Strategy 1.2.2 - Advocate and promote healthy lifestyle choices by encouraging the community to become more physically active.

Strategy - 1.2.1 Facilitate a safe community environment.

Priority 1: Kalamunda Cares and Interacts

Objective 1.3 - To support the active participation of local communities.

Strategy 1.3.1 - Support local communities to connect, grow and shape the future of Kalamunda.

SUSTAINABILITY

Social Implications

25. The inclusion of a skate park as part of the Youth precinct, promotes opportunities for intergenerational activity to take place. It also includes an inclusive, active and safe place for people to come together.
26. Skate boarding and scootering are both activities that are undertaken by many adults as well as children. The inclusion of a skate park allows parents to interact with their children, rather than observing through the playground type activities usually provided.

Economic Implications

27. The enhancement of Stirk Park to a suitable District Level Park will attract increased usage and visitation locally and beyond, consequently providing spin off benefits to the local economy and businesses, particularly within the Kalamunda Town Centre.

Environmental Implications

28. Consideration will need to be given to minimise any potentially negative impact on the natural environment of the park.

RISK MANAGEMENT CONSIDERATIONS

29.	Risk: Resistance from residents in close proximity to Stirk Park and from some users of the park in regard to disturbance from the skate park.		
	Likelihood	Consequence	Rating
	Possible	Moderate	Medium
	Action/Strategy		
	Regulate hours and consider installation of security lighting and potentially CCTV.		
	Locate the skate park in the area adjacent to the Youth Precinct and away from areas where cultural activities are held.		

OFFICER COMMENT

30. The community consultation process undertaken resulted in 243 submissions being received with a majority supporting the inclusion of a skate park within the Stirk Park Master Plan.
31. The benefits of relocating the skate park included;
- Popular activity for teenage element within Stirk Park,
 - Opportunity for a modern facility to be designed and integrated with other family activities/facilities within the park,
 - Improved connectivity to the town centre,
 - Security - Passive surveillance,
 - Access to toilets, drinking fountain, shade, etc.,
 - Parking and access.
32. The concerns or limitations with the existing skate park location included;
- No toilets or shade shelter,
 - Somewhat disconnected to town centre,
 - Limited options to expand existing facility,
 - Ageing facility/safety concerns will require significant upgrade,
 - Not a contemporary skate park design.
33. The two main themes raised through the consultation period in opposition to the skate park relocation were, an increase in noise, and concern that a skate park would affect the tranquillity of the park.
34. In response to these concerns, the skate park has been located to an area of Stirk Park that is largely underutilised, has natural screening from nearby residents and is some distance from the majority of cultural activities. The location will also form part of an expanded youth precinct and compliment the available activities.
35. Consideration will also be given to the installation of security lighting, ensuring that the hours of use are restricted to largely daylight hours.
36. Further consultation with the Community would be undertaken to support the detailed design process for a skate park to be located within Stirk Park.

37. Given the level of community support to relocate the skate park to Stirk Park, it is recommended that Council support the inclusion of a skate park within the Stirk Park Master Plan and remove the Pump Track.

Voting Requirements: Simple Majority

RECOMMENDATION

That Council:

1. APPROVES an amendment to the Stirk Park Master Plan to include a skate park within the Youth Precinct Area, in lieu of the pump track; and
2. APPROVES the progression of detailed designs for the following Stage One priorities:
 - a) Playground Upgrade,
 - b) Youth and Sport Precinct,
 - c) Path Network Upgrade.

10.4.2. Maida Vale Reserve Master Plan

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

Previous Items	
Directorate	Office of the CEO
Business Unit	Recreation Facilities & Services
File Reference	PR-PLN-009
Applicant	City of Kalamunda
Owner	City of Kalamunda
Attachments	1. Maida Vale Reserve MP Final Draft Report 140618 [10.4.2.1]

EXECUTIVE SUMMARY

1. The purpose of this report is to provide the findings from the draft Maida Vale Reserve Master Plan (the Plan).
2. The Plan outlines development opportunities and recommendations in terms of facility provision, playing field space expansion and other future requirements to guide the sustainable development of Maida Vale Reserve.
3. It is recommended that Council:
 - a) Receives the Draft Maida Vale Reserve Master Plan,
 - b) Advertises the plan for a period of 40 days,
 - c) Notes the community engagement process,
 - d) Requests all affected user groups and stakeholders be provided with a copy of the Draft Maida Vale Reserve Master Plan.

BACKGROUND

4. Maida Vale Reserve, located in Maida Vale, is Crown Land vested with the City for purposes of recreation (14.37ha) and conservation (16.22ha).
5. The Community Facilities Plan (2011- 2031) suggested the need to undertake a master planning process for the site.
6. The Public Open Space Strategy, recently adopted by Council at OCM 22 May 2018, indicated that Maida Vale Reserve may be required to cater for additional sports spaces that are not available in neighbouring suburbs.
7. Maida Vale Reserve has facilities and supporting infrastructure that service a diverse range of user groups.
8. The key factors providing the catalyst for the development of the Plan include:
 - a) An increasing number of requests from user groups to improve and upgrade facilities and flood lighting on the Reserve;
 - b) The ageing nature of the majority of facilities;

- c) Increasing usage demands on the reserve, negatively impacting surface standards;
 - d) A need to investigate potential options to maximise the efficient usage of the existing grounds/facilities and unused outdoor netball courts;
 - e) The need to undertake a coordinated approach toward any future developments with Maida Vale Reserve.
9. A Community Sport and Recreation Facilities Fund grant application was submitted to the Department of Local Government, Sport and Cultural Industries in 2017 to engage a consultant to assist in undertaking a Master Plan study. Subsequently the City was successful in obtaining a grant of \$16,666 to assist with the cost of the Plan.
10. ABV Consultancy (the Consultant) were engaged in late 2017 to develop the Plan. The Plan is now presented to Council for consideration and endorsing for the purpose of seeking public comment.

DETAILS

11. The Plan aims to provide a clear framework and objectives to assist the City in planning, developing, implementing and evaluating sustainable sport and recreation reserves/facilities at Maida Vale Reserve into the future.
12. During the development of the Plan, an audit and review of facilities was undertaken, involving a visual inspection off all clubrooms, and other supporting infrastructure. The information obtained from the audit has been analysed to determine future facility requirements and upgrades at the Reserve.
13. A summary of the key proposed upgrades which have been recommended, in response to the issues identified are outlined below:
- a) Upgrade power supply to the site to enable improved and new flood lighting to playing fields and batting cages,
 - b) Transfer from a septic to a sewerage system to enable the construction of additional change rooms and toilets,
 - c) Upgrade to Norm Sadler pavilion with additional and refurbished changerooms / toilets and storage areas,
 - d) Upgrade lighting to ovals to disperse training loads and enable more efficient use of the playing surfaces,
 - e) Formalise parking off Ridgehill Road to increase pedestrian safety and protect significant trees,
 - f) Undertake Archery Club upgrades to clubroom facilities that are currently not fit for purpose and in a poor condition,
 - g) Install baseball practice pitching mounds and backing nets for baseball and relocate existing baseball diamond,
 - h) Modify cricket nets for use as baseball batting cages to enable dual usage and increased batting practice area,
 - i) Demolish existing public toilets that are currently in an isolated/unlit section of the carpark,

- j) Convert existing netball courts to eight tennis courts and four multipurpose courts thereby providing new tennis courts in a prominent position and improved utilisation of the old netball pavilion,
- k) Develop a Fitness Trail to provide more passive recreation pursuits for all ages to enjoy,
- l) Demolish the existing playground and develop a new nature playground in a more prominent and accessible location,
- m) Develop a new skate park and youth space in a more prominent and accessible location,
- n) Future car park extension and access from Acacia Street to increase parking capacity and reduce informal parking,
- o) Modifications to former netball pavilion to accommodate Tennis Club use,
- p) Future expansion of playing surface to be considered when additional water is available or alternatively a synthetic surface is used.

STATUTORY AND LEGAL CONSIDERATIONS

- 14. *Local Government Act 1995* Section 3.18 (c) - Effective Management of Local Government Services and Facilities.

POLICY CONSIDERATIONS

- 15. Cash-in-lieu Assessment Criteria (FAC22) provides strategic direction to Council's decision-making on proposed cash in lieu projects for which Maida Vale Reserve may be eligible.
- 16. Capital Grants Clubs & Community Groups (COMR 21) provides key principles/priorities, needs and assessment criteria for future upgrades or new community and recreation infrastructure.

COMMUNITY ENGAGEMENT REQUIREMENTS

Internal Referrals

- 17. The Consultant obtained input and feedback from various service areas within the City including Parks / Environment and Asset Management / Delivery.

The Consultant presented a preliminary presentation to Council in April 2018 based on information gained through their consultations and potential proposals that could be in the Plan.

External Referrals

- 18. The following engagement strategy and process was undertaken in developing the Plan:
 - a) A Community Survey was prepared for the broader community,
 - b) Two Community Drop-in Sessions were conducted,
 - c) A Community Workshop was held,
 - d) A User Group Survey was completed,
 - e) Interviews were held with regular users of the Reserve,

- f) Meetings were held with other stakeholder groups,
- g) The City's website and Facebook page.

FINANCIAL CONSIDERATIONS

19. The overall cost of implementing the recommendations outlined within the Plan is estimated at \$15,693,843. It should be noted that at this stage these figures are high level indicative costs only. Detailed capital and whole of life costings will be developed prior to the implementation of each stage of the Master Plan.
20. Implementation of components of the Plan will be considered as part of Council's Long Term Financial Plan and will continue to be subject to annual budget deliberation processes and competing priorities.
21. The proposed implementation has been separated into three stages. The initial priority projects and their estimated costs are as follows:

Stage One - Priority Projects

Item	Cost Estimate \$
*Upgrade power to site	750,000
*Connect to sewerage system	530,000
Upgrades to Norm Sadler Pavilion	1,778,750
Upgrade lighting to ovals	650,000
Car parking and pedestrian crossings	87,930
Archery club house & carpark upgrades	160,000
Baseball pitching mounds, backing nets, batting cages	199,940
Remove concrete cricket pitch	10,000
Demolish existing public toilet block	6,000
Water fountains	22,500
Preliminaries, Contingencies & Professional Fees	1,710,153
Total	\$ 5,905,273

*These items would need to be undertaken prior to lighting and pavilion upgrades. (Contingencies & Professional Fees are calculated at 30%.)

22. It is reasonable to expect that a 15 -20 year timeframe may be required to complete the implementation of the plan, with the schedule of works being staged in such a manner that will ensure maximum opportunity for Council to leverage external funding through such sources as:
- a) Lotterywest – 'Community Spaces Outdoor', 'Community and Workplace Buildings' and 'Furniture and Equipment' grants;
 - b) Department of Local Government, Sport and Cultural Industries – Community Sporting and Recreation Facilities Fund;
 - c) Department of Planning, Lands and Heritage – Cash in Lieu Funding;
 - d) Other – State/Federal Government Advocacy, potential contribution from user groups of the reserve.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

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

Priority 1: Kalamunda Cares and Interacts

Objective 1.2 - To provide a safe and healthy environment for community to enjoy.

Strategy - 1.2.3 Provide high quality and accessible recreational and social spaces and facilities.

Strategy 1.2.2 - Advocate and promote healthy lifestyle choices by encouraging the community to become more physically active.

Priority 2: Kalamunda Clean and Green

Objective 2.1 - To protect and enhance the environmental values of the City.

Strategy 2.1.2 - Support the conservation and enhancement of our biodiversity.

Priority 2: Kalamunda Clean and Green

Objective 2.2 - To achieve environmental sustainability through effective natural resource management effective natural resource management.

Strategy 2.2.1 - Facilitate the appropriate use of water and energy supplies for the City.

Priority 3: Kalamunda Develops

Objective 3.1 - To plan for sustainable population growth.

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

SUSTAINABILITY

Social Implications

24. The understanding of a study to provide strategic direction and guidance in the provision of sport and recreation infrastructure at Maida Vale Reserve will greatly assist in a long term approach in the sustainable provision of sporting facilities within the region.
25. Investment in Maida Vale Reserve with updated sport and recreation facilities increases the value of the City's assets, provides benefits to the local community, and enhances the clubs and players experiences who use the Reserve for their competitions.

Economic Implications

26. Nil.

Environmental Implications

- 27. A portion of Maida Vale Reserve is a “Bush Forever” site and there are significant environmental, both flora and fauna, issues that must be considered in the preparation of a Master Plan and any further developments.
- 28. Any new car parking upgrades/expansion will need to ensure that any significant trees are retained and protected.
- 29. The current septic system supporting the infrastructure at Norm Sadler Pavilion is not coping with the current usage, and it will definitely not be suitable with the construction of additional change rooms. The Plan recommends that the pavilion be connected to the sewerage system.

RISK MANAGEMENT CONSIDERATIONS

30.	Risk: Without the Plan, the City’s approach to upgrade would be adhoc and nor would it be able to advocate effectively for external funding.		
	Likelihood	Consequence	Rating
	Possible	Moderate	Medium
	Action/Strategy		
	To progress the Plan to ensure upgrades are planned effectively and advocacy opportunities are maximised.		
	Risk: The Plan may raise community expectations for improvements that may not be affordable in the near future		
	Likelihood	Consequence	Rating
	Possible	Moderate	Medium
	Action/Strategy		
	Ensure community is informed as part of the communications process that improvements are subject to external funding and budget availability.		

OFFICER COMMENT

- 31. The Plan is a strategic planning tool that can now be integrated with Council’s other related plans and documents, providing clear direction for future developments.
- 32. The Plan has been developed in manner that endeavours to prioritise and stage components of any future developments.
- 33. The main outcomes for the community will be increased opportunities to participate in physical activities and improved provision of community facilities and services.
- 34. In particular the key recommendations outlined in the Plan include:
 - a) Power supply and flood lighting upgrades,
 - b) Connection to sewerage system and upgrades to main pavilion,

- c) Relocate Maida Vale Tennis Club and upgrades to netball pavilion,
- d) Relocation of skate park and playground,
- e) Carpark expansion and access road,
- f) Additional playing surface.

Power Supply and Flood lighting Upgrades.

35. The current electrical supply to the reserve is via three separate supplies, which does not meet Western Power regulations. The capacity of the transformers are at or nearing capacity and with the introduction of additional lighting, a single point of supply and additional power capacity will be required.
36. The current lighting only covers less than 50% of the sports space, thereby limiting the areas of the active open space available for training, particularly during winter months. Additional lighting will enable increased utilisation of additional areas of the playing fields and reduce usage of high wear and tear areas.

Connection to Sewerage System and Upgrades to Pavilion

37. All clubs have identified that the current change rooms are inadequate. In order to refurbish the existing and add additional change rooms, the most effective solution is to connect the building to the sewerage system. A site analysis has also identified:
- a) The existing change rooms are not compliant with current standards,
 - b) The number of change rooms is inadequate for the sports that play at the reserve,
 - c) The existing change rooms do not provide well for increasing female participation,
 - d) There is no first aid or dedicated umpires change room that meets contemporary standards for design.

Relocate Tennis Club and Upgrade Netball Pavilion

38. There is an oversupply of courts at this location for the number of members currently in the club. Current membership is four juniors and 48 seniors, no pennant teams and projected growth is minimal. Twelve of the useable courts are in poor/average condition and will soon require an upgrade.
39. The 12 netball courts previously occupied by the Foothills Netball Association are underutilised and require maintenance. This presents an opportunity to convert this underutilised space and refurbish the building to accommodate the tennis club in a more prominent position than it currently is, and retain some existing courts for netball/multipurpose courts for community and school use.
40. The relocation of the tennis club to a more prominent location on the reserve provides an opportunity to allocate this space for additional playing surfaces. Increased capacity at this reserve can then be created with extra fields to cater for growth needs into the future.

Relocate Skate Park

41. The existing skate park is in a poor location with limited passive surveillance. Infrastructure is ageing, the design is dated and it will require either increased maintenance or a major upgrade. The proposed new location is more prominent and easily accessible for all users of the reserve. The addition of a 3 on 3 basketball court will also provide further opportunities for youth to utilise the area.

Relocate Playground

42. The existing playground is below the standard for a Neighbourhood Level Park and could be in a more prominent location with complimentary features. A new nature space playground is proposed in a more prominent and accessible location.

Carpark Expansion and Access Road

43. User group consultation has identified issues with car parking and traffic flows. The existing car parking bays are not adequate to cope with load at peak times, with informal car parking being used on road/street verges during these busy times.
44. The Plan proposes more efficient use of the existing formal carpark and additional parking bays as well as improvements to traffic flows and improvements to overflow area to accommodate more efficient parking.

Additional Playing Surface

45. To provide greatest opportunity, the area identified would be suitable for an additional senior sized soccer field with a junior sized field alongside. An analysis should be undertaken to confirm water supply and storage availability, this would determine if additional playing surfaces may be provided as a synthetic surface, additional grassed area or a combination of both.
46. In order that the Plan meets the needs of the community, it is recommended that the plan be provided for a 40-day period of public consultation. Furthermore, the results of the public comment period will be presented to Council prior to the final adoption of the Plan.
47. It is also proposed to hold a separate meeting with the Maida Vale Tennis Club and with Tennis West, to explain the issues/rationale and opportunities for the future relocation for the tennis club.
48. If Council is supportive of the above process, it is proposed that the Plan will be promoted through:
- a) the City's website and other social media channels,
 - b) Facebook page,
 - c) Publish on *Engage Kalamunda*,
 - d) Contact with people who participated in the consultation process and all users of Maida Vale Reserve,

- e) A copy of the plan will be located at key City of Kalamunda locations,
- f) A media release and advertisement will be placed in the local newspaper,
- g) A further community workshop will be conducted by the consultants.

49. In summary, it is recommended that Council receives the Draft Maida Vale Reserve Master Plan and advertises it for a period of 40 days, with results then presented to Council for final consideration.

Voting Requirements: Simple Majority

RECOMMENDATION

That Council:

1. RECEIVES the Draft Maida Vale Reserve Master Plan.
2. ADVERTISES the Draft Maida Vale Reserve Master Plan for a period of 40 days, with results then presented to Council for final consideration.
3. NOTES the community engagement process and strategy.
4. REQUESTS that all affected user groups and stakeholders receive a copy of the Draft Maida Vale Reserve Master Plan.

10.4.3. Ray Owen Sports Centre - Proposed Court Redevelopment Review

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

Previous Items	OCM 09/2015
Directorate	Office of the CEO
Business Unit	Recreation Facilities & Services
File Reference	
Applicant	N/A
Owner	N/A
Attachments	1. Appendix 1 Ray Owen Sports Centre Cost Estimates 2018 Update [10.4.3.1] 2. Ray Owen Stadium Court Redevelopment Review Draft Report June 18 [10.4.3.2]

EXECUTIVE SUMMARY

1. The purpose of this report is to consider the findings of the assessment of the number of basketball courts required at the Ray Owen Reserve.
2. In January 2018, consultants were engaged by the City of Kalamunda to undertake a review of these options for the indoor basketball court development at the Ray Owen Sports Centre.
3. It is recommended that Council endorse the findings of the Court Redevelopment Review Report (the Report) and endorse the option to provide an additional four indoor courts at part of the Ray Owen Reserve Master Plan (RORMP).

BACKGROUND

4. The RORMP adopted by Council in February 2015 noted that the Ray Owen Sports Centre has reached capacity due to the lack of indoor courts, resulting in people missing out on their opportunity to participate in their desired sport. The RORMP provided options of either a two or four indoor court extension to the Centre for Council consideration.
5. The RORMP noted that there was a cost advantage in constructing four courts as opposed to two, due to the need to rebuild the remaining two courts to the same level as the new indoor courts.
6. It was also noted that Council could reconsider both options following the completion of the detailed investigations into water, power and environmental impacts. This approach was deemed to then allow a greater level of understanding of the potential constraints of the site, whilst also allowing further time to assess population growth, membership growth and other issues.

7. The City has since:
 - a) completed the environmental study,
 - b) completed the power capacity upgrade at the supply point,
 - c) continued investigations into water supply.
8. Key user groups of the facility are requesting a four court development and in order to acquire the necessary external funding there is a need to substantiate this option.
9. In order for Council to make an informed decision on the options for the court redevelopment, the City engaged a consultant to undertake a review of previous recommendations for the indoor court development at the Ray Owen Sports Centre.

DETAILS

10. The consultant's report identified the following key findings to support the addition of four indoor courts at the centre;
 - a) Increased demand for junior sports facilities likely to continue to grow. This is supported through the projected population growth figures for the City, showing the highest increase likely to be in the 10-19 year old age brackets.
 - b) Lack of court capacity is an issue that has spread to almost all basketball association venues in the Perth Metropolitan area.
 - c) The demand for usage of the indoor courts by both netball and basketball continues to grow with players/teams still being turned away. Netball, although traditionally an outdoor sport, continues to trend towards indoor usage with KDNA continuing to attract more teams because they offer indoor facilities.
 - d) Some teams that play their matches at the centre are having to use satellite courts for training due to demand. Both Associations report paying out amounts of approximately \$14,000 (KDBA) and \$2,580 (KDNA) for satellite court hire.
 - e) Both the Basketball WA Strategic Facilities Plan and the Netball WA Strategic Facilities Plan highlight the potential for expanded court facilities at the Ray Owen Sports Centre.
11. To accommodate the findings and satisfy the demand the report noted that:
 - a) A decision to build a two or four indoor court extension to the Ray Owen Sports Centre to accommodate that need and allow for increased community indoor sports capacity requires a four court solution.
 - b) Levels of demand are demonstrated through figures provided as below:
 - i. KDNA estimate 600 people being turned away each week in peak season, 150 in off season,
 - ii. KDBA report having eight teams each week on byes and being unable to accommodate new teams.

12. The final recommendation from the Report is as follows;

“It is recommended that the City of Kalamunda undertake a feasibility study, concept design and cost estimates for a four court extension to the Ray Owen Reserve Sports Centre.”

STATUTORY AND LEGAL CONSIDERATIONS

13. Nil.

POLICY CONSIDERATIONS

14. Nil.

COMMUNITY ENGAGEMENT REQUIREMENTS

Internal Referrals

15. The City has provided additional information to the consultant as required.

External Referrals

16. The consultant engaged with both Kalamunda Districts Netball Association (KDNA) and Kalamunda District Basketball Association (KDBA) and also the relevant State Sporting Associations for both sports.

FINANCIAL CONSIDERATIONS

17. The probable order of costs provided by the Quantity Surveyor for the four court option is \$6.6 million (ex. GST).
18. Implementation of the proposed extension will continue to be subject to annual budget and LTFP deliberation processes.
19. It is intended that the proposed schedule of works be staged in such a manner that will ensure maximum opportunity for Council to leverage external funding through such sources as:
- a) Department of Local Government, Sport and Cultural Industries (DLGSCI) – Community Sport and Recreation Facilities Fund (CSRFF), limited to \$2,000,000 through the forward planning program;
 - b) Other – State/Federal Government Advocacy.
20. Currently within the City of Kalamunda Long Term Financial Plan there are amounts as below for staged implementation of the Indoor Court Extension at Ray Owen Sports Centre;

2018/19	2019/20	2020/21	2021/22
\$120,000 – concept designs and internal power distribution network	\$440,000 – detailed designs and construction drawings	\$2,400,000 (Stage One) Construction	\$4,500,000 (Stage Two) Construction

21. Contributions from both KDNA and KDBA could also be potentially considered, as per previous large scale projects undertaken at the centre.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

22. *Kalamunda Advancing Strategic Community Plan to 2027*

Priority 1: Kalamunda Cares and Interacts

Objective 1.2 - To provide a safe and healthy environment for community to enjoy.

Strategy - 1.2.3 Provide high quality and accessible recreational and social spaces and facilities.

Strategy 1.2.2 - Advocate and promote healthy lifestyle choices by encouraging the community to become more physically active.

Priority 1: Kalamunda Cares and Interacts

Objective 1.3 - To support the active participation of local communities.

Strategy 1.3.1 - Support local communities to connect, grow and shape the future of Kalamunda.

Priority 3: Kalamunda Develops

Objective 3.2 - To connect community to quality amenities.

Strategy 3.2.1 - Optimal management of all assets.

SUSTAINABILITY

Social Implications

23. Department of Local Government, Sport and Cultural Industries (DLGSCI) advocates and supports projects to strengthen communities through sport and recreation. The proposed provision of four additional indoor courts at the Ray Owen Sports Centre will provide greater opportunity for more people to take part in physical activity, promoting a healthier community and enhancing cognitive function in children.

Economic Implications

24. Nil

Environmental Implications

25. Further adoption of modern technology, sustainable building materials and efficient power and water supplies, will have a long term positive impact on the environment.

RISK MANAGEMENT CONSIDERATIONS

26.	Risk: Insufficient funding available to develop an additional four courts resulting in people being unable to play their desired sport.		
	Likelihood	Consequence	Rating
	Possible	Significant	High
	Action/Strategy		
	Project to remain a high priority in all future advocacy programs to help secure significant external funding.		
	Risk: Without the Report, the City's approach to upgrade would be adhoc and nor would it be able to advocate effectively for external funding.		
	Likelihood	Consequence	Rating
	Possible	Moderate	Medium
	Action/Strategy		
	To progress the Report to ensure upgrades are planned effectively and advocacy opportunities are maximised.		
	Risk: The Report may raise community expectations for improvements that may not be affordable in the near future		
	Likelihood	Consequence	Rating
	Possible	Moderate	Medium
	Action/Strategy		
	Ensure community is informed as part of the communications process that improvements are subject to external funding and budget availability.		
	Risk: Four courts are developed and then underutilised.		
	Likelihood	Consequence	Rating
	Unlikely	Moderate	Low
	Action/Strategy		
	The Concept Design and Feasibility Study stages will enable objective decisions to be made regarding size, usage, functionality and affordability.		

OFFICER COMMENT

27. The review of the proposed court redevelopment identifies that the demand for extra indoor court facilities at Ray Owen Sports Centre is still strong.
28. KDNA has advised that an estimated 600 people per week are being turned away during peak season and with a further 1,000 people missing out each season through lost opportunities to host large carnivals due to current usage at weekends.

29. With no capacity to expand competitions or the number of teams playing, KDBA are finding that they often have an uneven number of teams within leagues. This uneven number of teams leads to byes each week, which could be alleviated by additional court space.
30. KDBA are also having to utilise satellite courts to provide training options for some teams due to demand and lack of availability at the centre. This is an additional cost that then goes to external providers rather than stay within Ray Owen Sports Centre.
31. The population of the City of Kalamunda is projected to grow by an estimated 16,838 by 2036. In the RORMP, the participation rates of residents for both basketball and netball within the City were identified as:
- a) 1.9% of the City's population play basketball,
 - b) 2.7% of the City's population play netball.
32. Using the above participation rates for both sports in the City Of Kalamunda that equates to:
- a) A potential extra 319 players or 45 teams for basketball by 2036,
 - b) A potential extra 454 players or 56 new teams for netball by 2036.
- These figures reflect the continuing growth in both sports and the rising demand for facilities to accommodate the growth.
33. In regard to the State Sporting Associations strategic direction, the report notes that Netball WA identifies the City of Kalamunda as one of their priority development areas within the "Urban Growth Corridor".
34. Basketball WA also report that within the Metropolitan area, demand is high for access to courts for training and that the likely future growth for basketball will focus on enhancing and extending indoor provision.
35. It is recommended within the report that the City undertake a feasibility study, concept design and cost estimates for a four court option. These are key elements to have in place when seeking external funding through DLGSCI's Community Sport and Recreation Facility Fund Forward Planning grants. The feasibility study will help refine the concept and then test that concept to determine if it will perform both practically and financially.
36. This documentation will also be required when seeking other external grant funding and will enhance the City's advocacy program opportunities.

Voting Requirements: Simple Majority

RECOMMENDATION

That Council:

1. RECEIVES the Ray Owen Sports Centre Court Redevelopment Review report.
2. SUPPORTS the preferred option to develop four additional indoor courts at the Ray Owen Sports Centre.
3. REQUESTS the Chief Executive Officer to prepare concept designs, cost estimates and a feasibility study.

11. Closure