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# P-DEV 66 – Development Contribution Area Local Planning Policy

| | |
|---|---|
| **Local Planning Policy and Management Procedure** | **Relevant Delegation**<br><br>Strategic Planning / Asset Delivery / Financial Services |

| | | | |
|---|---|---|---|
| Adopted | DD/MM/YYYY | Next Review Date | DD/MM/YYYY |

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# 1. Purpose

## 1.1 Background and Introduction

The City of Kalamunda (the City) administers development contribution arrangements for various areas where it has been determined that the City will facilitate the shared provision of certain infrastructure among land owners.

Development Contribution Areas (DCA)s typically involve five phases:

1. Establishment of the arrangement
2. Assessment of planning proposals for land in the arrangement area
3. Collection of contributions
4. Expenditure of arrangement funds
5. Monitoring/Review of the operation of the arrangement

The principles of this Policy, in addition to relevant State legislation and policies, will guide the City in administering DCAs through these phases.

## 1.2 Application of Policy

To guide the establishment and operation of City administered DCAs. This Policy applies to all development on land zoned and reserved under the City of Kalamunda Local Planning Scheme No. 3 (the Scheme). The policy will establish a concise and well documented procedure for the establishment and review of DCAs which provides consistent management of DCAs from employees and a defined and transparent process for Council and the community.

## 1.3 Statutory Requirements

This Policy has been prepared under and in accordance with Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015* (the Regulations).

### a) Relationship to Local Planning Scheme No. 3

This Policy is a local planning policy prepared and adopted pursuant to Part 2 of the Scheme. The Policy augments and is to be read in conjunction with the provisions of the Scheme relating to DCAs.

If there is a conflict between this Policy and the Scheme, then the Scheme shall prevail.

### b) Relationship to other state planning / development control policies

This policy has due regard to and should be read in conjunction with State Planning Policies, of particular relevance to this Policy is State Planning Policy 3.6 'Development Contributions for Infrastructure' (SPP 3.6).

## 1.4 Objectives

The primary objectives of this Policy are to:

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- Establish a DCA process that is transparent and understandable for the Council, the City, landowners, developers and the community.
- Establish a DCA process that can be easily implemented and consistently managed by the City.
- Ensure that roles and responsibilities are well defined for the involved disciplines within the City.
- Establish a set of criteria for determining when infrastructure items should be pre-funded.

# 2. Policy Statement

## 2.1 Establishment

The establishment and preparation of a DCA is to be in accordance with Clause 6.5 of the Scheme and SPP 3.6.

To enable the City to establish a DCA, sufficient information is required to be available within the relevant planning framework. This information may be provided through an appropriate level of detail contained within an approved Scheme Amendment, approved subdivision plan or an approved Structure Plan. The City will not seek to establish a DCA where there is not sufficient information to do so. Sufficient information must be provided to enable the appropriate identification of infrastructure and apportionment of costs amongst a defined precinct.

## 2.2 Assessment

The assessment of applications for development, and making recommendations on subdivision, shall be undertaken in accordance with Clause 6.5 of the Scheme.

## 2.3 Collection

The collection of contribution funds shall be undertaken in accordance with Clause 6.5 of the Scheme and the relevant provisions of SPP 3.6. Collection will also be guided by the relevant provisions of the Scheme associated with a particular DCA.

## 2.4 Expenditure

### a) Cell 9 Wattle Grove DCA

Expenditure of contributions in the Cell 9 Wattle Grove DCA to be undertaken in accordance Schedule 11 of the Scheme and the prevailing Development Contribution Plan Report.

### b) Forrestfield / High Wycombe Industrial Area Stage 1 DCA

Expenditure of contributions in the Forrestfield / High Wycombe Stage 1 Industrial Area to be undertaken in accordance Schedule 12 of the Scheme and the prevailing Development Contribution Plan Report.

### c) Future DCAs

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Expenditure of contributions for any future DCAs established to be undertaken in accordance with the relevant Schedule adopted into the Scheme and the prevailing Development Contribution Plan Report.

## 2.5 Monitoring / Review

Within the context of the statutory framework, the following procedure is to be followed when monitoring and reviewing a DCA:

### a) Roles and Responsibilities

#### Infrastructure Analysis

The analysis of infrastructure to be delivered within a DCA is the responsibility of the City's Asset Delivery Department (Engineering).

The following actions must be undertaken as part of the infrastructure analysis:

1. Establish and document infrastructure items completed to date.
2. Establish and document the designs that have been progressed.
3. Identify what infrastructure items are outstanding.
4. Identify whether infrastructure items are still relevant and required.
5. Prepare a scope of works for costs estimates to be independently reviewed (to be undertaken in conjunction with the City's Strategic Planning Team).
6. Engage and manage contract for appropriately qualified consultant to undertake costs estimate review in accordance with the City's purchasing terms and conditions.
7. Verify and update utility and infrastructure cost estimates.
8. Provide required documentation within agreed timeframes.

#### Land Use and Planning Framework

Reviewing the land use and planning framework within a DCA is the responsibility of the City's Strategic Planning Department.

The following actions must be undertaken as part of the land use and planning framework review:

1. Identify and document the properties that have developed / paid contributions.
2. Identify and document the properties that are outstanding for development / contributions.
3. Incorporate any relevant Structure Plan amendments into the land use and planning framework.
4. Review the priority of work to be delivered based on available funds.
5. Provide required documentation within the agreed timeframes.

#### Financial Inputs

Reviewing and maintaining the financial inputs for the DCA is the responsibility of the City's Financial Department.

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The following actions must be undertaken as part of the financial review:

1. Upon requests from City's Asset Delivery and Strategic Planning Department, extract data from the City's Financial Information Management System and provide necessary inputs for the annual review including all income and expenditure statements and records.
2. Allocate various expenditure including projects management fees according to the agreed classification (i.e. legal, land and construction).
3. Process supplier invoices to various projects based on the invoice coding issued by the Asset Delivery and Strategic Planning Department.
4. Maintain and reconcile on a monthly basis the relevant bank accounts and provide details about the funds available and expenditure made.
5. Provide required documentation within the agreed timeframes.
6. Responsible for issuing Development Contribution invoices to landowners and following them up through the City's Standard Debt Collection process.

**Land Administration**

The land administration process is the responsibility of the City's Strategic Planning Department. The following actions must be undertaken as part of the land administration process:

1. Establish and document the current land acquisition rate through an independent valuer.
2. Identify the land acquisitions that have occurred and require updating as result of designs progressing or amendments to the planning framework.
3. Verify land information and data.
4. Make land area adjustments in accordance with planning framework developments and verification of land information and data.
5. Prepare scope of works for an independent land valuation.
    a. Engage and manage the contract for an appropriately qualified consultant to undertake a land valuation in accordance with the City's purchasing terms and conditions.
6. Provide the documentation within the agreed timeframes.

**Development Contribution Plan**

The preparation of the Development Contribution Plan (DCP) and associated documentation and reports for each DCA is the responsibility of the City's Strategic Planning Department.

The following actions must be undertaken as part of the preparation of the DCP:

1. Incorporate disciplinary inputs into the master spreadsheet for the relevant financial year.
2. Incorporate outcomes from the master sheet and relevant disciplinary inputs into the DCP.
3. Prepare scope of works for independent peer-review of the City's DCP (where appropriate).

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   a. Engage and manage the contract of an appropriately qualified consultant to undertake peer-review of the DCP in accordance with the City's purchasing terms and conditions.
4. Present the DCP to Council for adoption for the purposes of public advertising.
5. Finalise the DCP incorporating inputs from the peer review and advertising process.
6. Present the outcomes of public advertising and the final DCP documentation to Council for adoption.
7. Prepare the documentation within the agreed timeframes.

**b) Monitoring**

The monitoring process is to adhere to the following principles:

1. The City will regularly review DCPs utilising independent advice where appropriate. The review of DCPs will be undertaken in accordance with the Roles and Responsibilities as outlined above.
2. The commencement of a DCP review should occur every 12 months. The point at which the DCP review should be commenced will be in accordance with one of the following:
   a. At the end of the financial year;
   b. Twelve (12) months from date the most recent DCP was adopted by the Council;
   c. Where there is a significant change in the planning framework (e.g. scheme amendment, structure plan amendment);
   d. Where there has been a reasonable request for a review by a landowner/s within the DCA; or
   e. At the stage the final liability to the DCA is paid.
3. During the review of a DCP, the City will make the necessary adjustments to the contribution rates to ensure sufficient funds for their completion. Affected land owners will be informed of any adjusted contribution rates and their rights of review.
4. In reviewing contribution rates, the City will tally the cost of completed and outstanding shared cost items.

**c) Reporting**

The reporting process is to adhere to the following considerations and principles:

1. For the DCP Report to be compiled, all disciplinary inputs (infrastructure analysis, land use and planning framework, financial and land administration) are required. The DCP Report cannot be presented to Council without these inputs being accurate, relevant and final based on the best available information at the time.
2. Once the DCP Report has incorporated the disciplinary inputs and the draft has been finalised, the DCP Report is to be presented to Council for the purpose of public advertising.
3. Should Council adopt the DCP Report for the purpose of public advertising, the DCP Report is to be advertised for a period of not less than 28 days in the following manner, including but not limited to:
   a. Notice in a local newspaper available to the location of the DCA;
   b. Notice on the City's website and social media platforms; and

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   c. Direct mailout to the properties within the DCA that have not yet been developed.
4. The Final DCP Report is to incorporate modifications in response to submissions and any peer review where appropriate.
5. The Final DCP Report can only be presented to Council for final adoption when the above steps have been completed.

## 2.6 Pre-Funding Infrastructure / Land

### City Pre-Funding Infrastructure / Land

The Council may resolve to pre-fund infrastructure identified within a DCA in accordance with the following criteria:

1. The infrastructure / land must be identified within an approved Structure Plan, approved Scheme Amendment or approved subdivision plan.
2. The infrastructure / land must be identified within an approved DCA adopted under the Scheme.
3. The infrastructure / land must be identified within an adopted DCP Report.
4. The infrastructure / land should address the following key principles:
   a. The infrastructure / land is essential for facilitating development within the DCA.
   b. The non-delivery of the infrastructure / land may hinder development within the DCA and /or restrict the ability for the area to be appropriately accessed.
   c. The infrastructure / land is essential to facilitate the delivery of other infrastructure identified within the DCA.
5. A request from a landowner within the DCA for the City to pre-fund infrastructure must be provided through a written submission to the City outlining the merits of the delivery of the pre-funded infrastructure.
6. The proposal to pre-fund the infrastructure item should be advertised to landowners within the DCA either as part of the advertising of the annual review of the DCP Report or as a separate item.
7. The City has adequate budget funds set aside for pre-funding.

### Developer Pre-Funding Infrastructure / Land

Developer pre-funded infrastructure or land occurs where a developer enters into an agreement with the City to pre-fund infrastructure or land with the DCP refunding the developer the costs of infrastructure or land at an agreed point in time.

The applicant requesting the pre-funding of infrastructure must submit the following information for the City's consideration:

1. Written submission to the City requesting the infrastructure item be pre-funded.
2. Written submissions to the City on the merits of the delivery of pre-funded infrastructure.

Criteria:

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1. Interest is not payable on pre-funded items unless it is specifically outlined in the DCP within the Scheme.
2. The works should be necessary for the progression of an approved subdivision or development.
3. The City does not hold sufficient DCA funds to undertake the works and/or has not yet prioritised such works.

Pre-Funding Agreement:

By way of an exchange of letters, the City and the Developer will agree the extent, composition and timing of the infrastructure works to be pre-funded. Once agreed, the works become 'Approved Works'. The Approved Works must be identified sufficiently to ensure the cost and quantities of works in that item can be identified. This is particularly relevant where rates and quantities are involved.

Once the details of the Approved Works are agreed, in principle, between the City and Developer, a Pre-Funding Legal Agreement is to be prepared by the City's solicitor and entered into between the parties.

Acceptance of Works:

The Developer shall ensure the works are:

1. Undertaken in a proper and workmanlike manner;
2. In accordance with plans and specifications constituting the Approved Works; and
3. Completed within the agreed period.

Following written notification from the Developer that the Approved Works are complete, the City will confirm the delivery of the Approved Works to its satisfaction. The City can modify, accept or reject the claim where justified, following review of the standard of works and cost.

Accounting for Recoup:

On acceptance of the Approved Works by the City, the cost of the works shall be credited to the DCP account of the Developer. The balance in this account may be used to offset any cost contribution liabilities owed by the Developer in subsequent / future stages. Any balance owed to the Developer on completion of all subdivision and development owned by the Developer shall be paid to the Developer subject to:

1. There being sufficient funds available in the DCA account; and
2. Having regard to the Priority of Works by the City for the delivery of outstanding DCA works. If the pre-funded works are not prioritised within the DCP, this credit will be held without interest until such time as the works are prioritised.

# 3. Matters to be considered

## 3.1 This policy to be given due consideration

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The following matters will be given consideration in the application of this policy:

- The provisions relating to DCAs set out in Clause 6.5 of the Scheme;
- The provisions relating to DCAs set out in Schedule 11 and 12 of the Scheme;
- Any adopted Schedule into the Scheme as a result of a new DCA being established;
- The provisions relating to development set out in the Scheme;
- The provisions set out in SPP 3.6; and
- The provisions of any adopted Structure Plan which relates to a DCA and any amendments made to a relevant Structure Plan.

## 4. Definitions

**'Development Contribution Area'** means an area shown on the City's Local Planning Scheme No.3 map as DCA with a number and included in Schedule 11 or 12 of the Scheme.

**'Development Contribution Plan'** means a development contribution plan prepared in accordance with the provisions of SPP 3.6 and the provisions of Clause 6.5 of the Scheme (as incorporated in Schedule 11 and 12 to the Scheme).

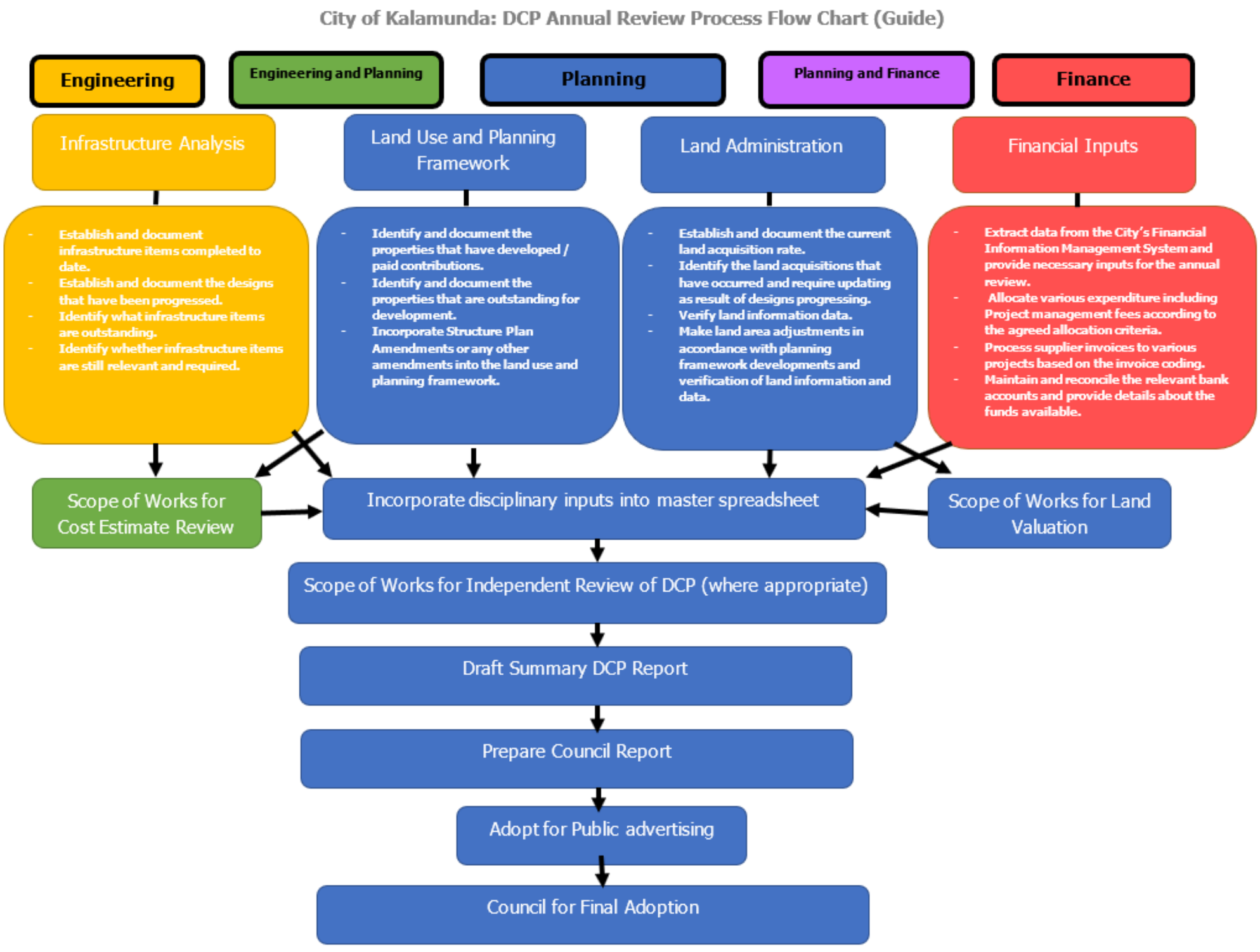
**'Development Contribution Plan Report'** means a report prepared and distributed in accordance with clause 6.5.10 of the Scheme.

**'Infrastructure'** means the standard infrastructure items (services and facilities set out in appendix 1 of SPP 3.6) and community infrastructure, including recreational facilities; community centres; child care and after school centres; libraries and cultural facilities and such other infrastructure, services and facilities for which development contributions may reasonably be required having regard to the objectives, scope and provisions of SPP 3.6.

**'Infrastructure Costs'** means such costs as are reasonably incurred for the acquisition and construction of infrastructure

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## 5. Process Flow Chart



**Map Created:** 10/08/2018





**Disclaimer:** The City of Kalamunda accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image. Based on information provided by and with the permission of the Western Australian Land Information Authority. © Landgate (2017)
**Scale:** 1:2000

City of Kalamunda
Municipal Inventory

| Place No: 185 | Place Name: Avenue of Lemon Scented Gums |
|---|---|
| Place Type: Trees | Other Names: |
| Date of Original Assessment: April 2018 | Date of Review: N/A |



| | | | |
|---|---|---|---|
| **Address:** | Welshpool Road East | **Lot No:**<br>**Plan Diagram:**<br>**Vol Folio:** | Road Reserve<br>Road Reserve<br>Road Reserve |
| **Locality:** | Wattle Grove | **GPS: -** | 32° 004268 S<br>116° 011376 E |
| **Current Use:** | Trees | **Original Use:** | Trees |
| **Ownership:** | State Government | **Public Access:** | Yes |
| **HERITAGE LISTINGS** | | | |
| **SHO Listing:** | | 25917 | |
| **Other Listings:** | | | |
| **CONSTRUCTION** | | | |
| **Date of Construction:** | | Planting c1960 | |
| **Architect:** | | N/A | |
| **Builder:** | | N/A | |
| **Architectural Style:** | | N/A | |
| **Physical Description:** | | The Avenue of Lemon Scented Gums, Wattle Grove consists of two lines of Lemon Scented Gums (*Corymbia citriodora*) lining the southern (westbound) carriageway of Welshpool Road East for a distance of approximately 450m, with one line of approximately 18 trees along the median strip and another line of trees of 18 trees along the southern road reserve.<br><br>The assessment was confined to the area between the junction of Lewis Road and Welshpool Road East, and | |

| | |
|---|---|
| | east to the break in the median strip. This area is consistent with the original strip of planting.<br><br>The trees are 15m apart and were roughly planted in pairs on either side of the original alignment of Welshpool Road East.<br><br>The trees are in good health, and considered to mostly be the same age although self-seeded plants are likely to have occurred. Visually, the trees are all approximately the same size with spreading canopies over the southern portion of Welshpool Road East.<br><br>Together the trees form a substantial avenue for cars travelling west along Welshpool Road East, lining the road for a distance of approximately 330 m. |
| **Method of Construction:** | N/A |
| **Condition:** | Generally good |

**HISTORICAL**

The settlement of the City of Kalamunda was small and scattered until the 1890s when a railway line was established and the area became a popular holiday and market garden area with small communities dotted along the railway line.

In the new century the Kalamunda area continued to develop into a popular tourism destination, and residential area for weekend living. The flat lands at the base of the Darling Range were still largely used for agriculture and the small farming community at Wattle Grove formed a Progress Association in 1912. This group was active in representations to the Darling Roads Board, the preceding organisation of the current City of Kalamunda. The goals of the organisation as stated in *The West Australian,* 2 August 1912, p.3, were:

a) The speedy completion of Welshpool Road
b) The construction of feeder roads
c) The establishment of a school
d) The commencement of a bi-weekly postal service
e) The construction of a meeting hall
f) Promotion of the district.

Throughout the 1920s and 1930s infrastructure such as electricity and transport networks were further developed to throughout the Kalamunda district.

In the post war period, Wattle Grove remained largely rural but underwent modest subdivision and development. At this time Welshpool Road extended in a straight alignment from Welshpool to the small cluster of orchards at the base of the foothills near Lesmurdie.

In 1954, land was resumed adjacent to Welshpool Road at the Canning end of Welshpool Road to service a new railway depot and direct heavy vehicles away from local traffic. Land was also resumed to improve the roads leading to tourist destinations such as the nearby Lesmurdie Falls.

A deviation along the Wattle Grove section of Welshpool Road was planned in 1956. In August 1958, land was resumed by Main Roads for this purpose, with the new road route published in January 1959 and formally declared in October the same year. The new deviation was named Welshpool Road East, with the remaining original section of Welshpool Road renamed Crystal Brook Road. At this time a line of Lemon Scented Gums (*Corymbia citriodora*) was planted by Main Roads along either side of the road reserve. Aerial imagery in 1965 shows the trees were planted about 15m apart and in pairs on either side of the road. Although not conclusive this imagery indicates the original planting consisted of 22 trees on the northern side of the road (now the median strip) and 15 on the southern side of the road.

Street trees in urban areas had been planted from early on in the colony's development with a preference for exotic trees in the 19th century. Over time, there was a general shift towards the propagation and planting of

more native species. After WWI, the demand for Australian and native species increased, and the State Nursery at Hamel provided these and other species for rural and ornamental uses, with continued distribution to government bodies, including the Railways, Municipalities and Roads Boards, and the Zoological Gardens. This trend continued after WWII, and the by this time eucalypts constituted the majority of trees distributed by the Hamel Nursery.

Main Roads Western Australia had been in the practise of conserving trees within road reserves since 1949, and in 1953 road reserves were expanded to better allow the government body to engage in such conservation and revegetation. By the mid-1950s this had become a policy of actively planting trees in road reserves to better promote road verges. Don Aitken, Commissioner of Main Roads at this time, was a noted member of the Tree Society, which in 1961 had written to Main Roads to suggest that a 'Tree Expert' be appointed to the department to assist in the planting of trees in median strips. Conversations between the Tree Society and Main Roads at this time focussed on tree planting on median strips along Canning Highway and within Guildford. By 1968, Main Roads had formally appointed a horticultural officer to manage strip plantings.

The planting of the avenue of Lemon Scented Gums, Wattle Grove is reputed to have been instigated by Patrick Moran, the Secretary of the Darling Range Road Board and later the Shire of Kalamunda, to provide an entry statement into the hills region and provide refuge for local wildlife. No further specific information has been found on the Darling Range Road Board's role in this specific group of trees, however it is known that the Board was in the practice of planting exotic tree specifies along town streets during the inter-war period, switching to Australian native species in the 1970s.

It has also been suggested that the planting of the lemon scented gums was linked to notable town planner and architect Margaret Feilman, who is associated with a number of culturally significant urban landscapes in the state, however research by the State Heritage Office has not been able to substantiate this connection.

Sometime between 1985 and 1995, Welshpool Road East was duplicated when an eastbound carriageway was constructed to the north of the original road, which then became the westbound carriageway. The lemon scented gums that had formed the northern half of the original avenue were retained in the median strip between the two carriageways.

In November 2016, the City of Kalamunda approved the construction of a Place of Worship at Lot 36 (831) Welshpool Road East, Wattle Grove. As part of the development, access to the site required the construction of road modifications which required the felling of up to 13 trees, including several mature Lemon Scented Gums. Significant community opposition was expressed to the City of Kalamunda over the proposed felling of the trees and alternate methods of accessing the site were considered in April 2018, which resulted in Council approving an amendment to the development approval and a requirement for the removal of one (1) tree, which was not a mature Lemon Scented Gum

Expressions of the community concern over the issue included a community meeting, petition of approximately 10,000 signatures, a Facebook page which has 1500 followers, several items in the local press and a fundraising campaign. A feature of the commentary by the community has been the role of the trees as an entry statement to the City of Kalamunda.

The Avenue of Lemon Scented Gums, Wattle Grove was referred to the State Heritage Office for assessment in November 2017 and was considered below threshold for inclusion on the State Register of Heritage Places.

| | |
|---|---|
| **Theme:** | Transport and communications: Road transport<br>Social and Civic Activities: Environmental Awareness |
| **Associations:** | Don Aitken, Main Roads Commissioner<br>Patrick Moran, Darling Range Road Board Secretary |
| **Main Sources:** | Documentation prepared by the State Heritage Office for assessment of Place 25917 in December 2017.<br>*The West Australian,* 7 August 1912, p.6. |
| **SIGNIFICANCE** | |
| **Level of Integrity:** | High |
| **Level of Authenticity:** | High |
| **Level of Significance:** | Some/moderate |

**Statement of Significance:**

*The following statement is based on the State Heritage Office Assessment documentation prepared in 2017.*

Avenue of Lemon Scented Gums, Wattle Grove, consisting of two linear plantings of Lemon Scented Gums (*Corymbia citriodora*) lining the southern carriageway of Welshpool Road East for a distance of approximately 450m, east from the junction with Lewis Road, with one line of approximately 18 trees along the median strip and another line of trees of 18 trees along the southern road reserve, has cultural heritage significance for the following reasons:

- the place is a visually pleasing vista of Eucalypts along Welshpool Road East, which contributes to the community's sense of place.
- the place is associated with the post-WWII practice of Main Roads of planting trees in roadside verges and median strips, which was influenced by the Tree Society of Western Australia.

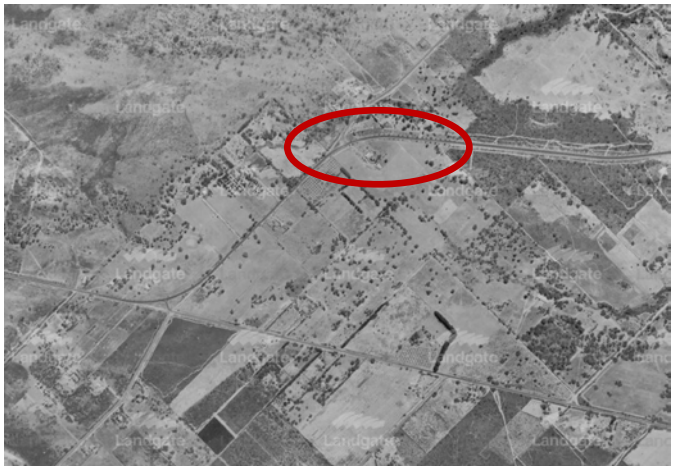
**Management Category:**

| | |
|---|---|
| **3**<br>Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. | Conservation of the place is desirable.<br>Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible |

**ADDITIONAL PHOTOGRAPHS**




1953, courtesy Landgate, showing original alignment of Welshpool Road




1965, courtesy Landgate, showing alignment of the new Welshpool Road East and location of plantings.



Trees on the median strip, 2018



Trees on the median strip looking west, 2018



Trees on south side of Welshpool Road East, 2018



Median strip tree, 2018



Avenue of gums, south side of Welshpool Road East, 2018



View eastwards through both sides of Welshpool Road East, with the avenue of trees on the right side, 2018

| [Policy Number]: Heritage Area - Welshpool Road East - Avenue of Lemon Scented Gums | |
|---|---|
| Management Procedure | Relevant Delegation |

# Purpose

## 1. Background and Introduction

The City of Kalamunda Local Planning Strategy 2010 (LPS) (adopted by the Western Australian Planning Commission in February 2013) recognises the importance of heritage and the need to ensure that heritage features and characteristics are protected and preserved. Strategies of the LPS include the preparation of policy to specify guidelines and incentives for development of places of heritage significance.

The Welshpool Road East Avenue of Lemon Scented Gums Heritage Area is significant as an avenue of trees planted by Main Roads following the realignment of Welshpool Road East from the current location of Crystal Brook Road to its new location in circa 1959. The trees consist of two lines lining the southern carriageway Welshpool Road East in Wattle Grove for a distance of approximately 450 metres, with one line of approximately 18 trees along the median strip and another line of 18 trees along the southern road verge (Refer to Appendix 1). The place has cultural heritage significance for the following reasons:

- the place is a visually pleasing vista of Eucalypts along Welshpool Road East, which contributes to the community's sense of place.
- the place is associated with the post-WWII practice of Main Roads of planting trees in roadside verges and median strips, which was influenced by the Tree Society of Western Australia.

The Welshpool Road East Avenue of Lemon Scented Gums Heritage Area is designated under the Heritage Protection provisions of the City of Kalamunda Local Planning Scheme No. 3. A statement of heritage significance is recorded in the City's Municipal Heritage Inventory (see copy in Appendix 2).

This policy:

- provides development and design guidance for development within the area; and
- details the procedures for making applications for development approval within the area.

## 2. Application of Policy

This policy applies to all land within the Welshpool Road East Avenue of Lemon Scented Gums Heritage Area. The extent of the area is shown in the map at Appendix 1.

## 3. Statutory Authority / Legal Status

This Policy has been prepared under and in accordance with Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015*.

### 4. Objectives

The objectives of the policy are to outline special planning control to:

- conserve and protect the cultural heritage significance of the Welshpool Road East Avenue of Lemon Scented Gums Heritage Area;
- ensure that any proposed subdivision or development will not adversely affect the area's heritage significance; and
- provide improved certainty to landowners and community about the planning processes for development within and adjacent to the area.

## Policy Statement

### 5. Matters to be considered

In considering any development or subdivision applications in relation to a place located within a Heritage Area, in addition to the matters listed in Schedule 2, Part 9, Clause 67 of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the City will apply and have regard to:

- the matters set out in section 6.5 of the State Planning Policy 3.5 Historic Heritage Conservation;
- the development control principles set out in sections 6.5 and 6.6 of the State Planning Policy 3.5 Historic Heritage Conservation;
- the design guidelines set out below; and
- the structural condition of a contributory place, and whether a place is reasonably capable of conservation.

### 6. Requirement for Development Approval

Development approval is required for any development within, or involves vehicle access arrangements through, the heritage area identified in Appendix 1.

### 7. Retention of Lemon Scented Gums

Any development or subdivision proposal should be designed wherever feasible to ensure the retention and protection of Lemon Scented Gum trees within the heritage area identified in Appendix 1.

### 8. Information Requirements for Applications for Development and Subdivision Approval

The City may require an applicant to provide one of more of the following to assist in the determination of its application. This is additional to the requirement for accompanying material set out in Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015* and clause 20 (b)(ii) of the *Planning and Development Regulations 2009*.

#### 8.1 Site Survey

The City will require a site feature survey identifying all trees adjacent to the boundary of the proposed development or subdivision site. The survey should contain the location, height, species, trunk diameter at breast height, canopy diameter and existing ground level adjacent to all trees identified.

#### 8.2 Heritage Impact Statement

The City may require a heritage impact statement addressing the following:



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a) How will the proposed works affect the significance of the place and area?
b) What alternatives have been considered to ameliorate any adverse impacts?
c) Will the proposal result in any heritage conservation benefits that might offset any adverse impacts?

### 8.3 Arborist Assessment

The City may require a suitably qualified Arborist to identify and assess the impact of a proposed development or subdivision on a tree identified within the heritage area and make recommendations before works commence, during works and after works have been completed.

### 8.4 Archival Record

If a proposal results in the removal of any trees deemed to have cultural heritage significance within the heritage area, the City may require the applicant as a condition of approval to submit an archival record of the place, prior to the commencement of development. The archival record is to be in accordance with the State Heritage Office's standard for archival recording.

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| Related Local Law | | | |
| Related Policies | | | |
| Related Budget Schedule | | | |
| Legislation | | | |
| Conditions | | | |
| Authority | | | |
| Adopted | | Next Review Date | |

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**Appendix 1 – Map Showing the Boundaries of the Proposed Heritage Area - Welshpool Road East - Avenue of Lemon Scented Gums**



**Appendix 2 – Draft Municpal Heritage Inventory Entry - Welshpool Road East - Avenue of Lemon Scented Gums**

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| [Policy Number]:P DEV-65 | Heritage Area - Welshpool Road East - Avenue of Lemon Scented Gums |
|---|---|
| Management Procedure | Relevant Delegation |

# Purpose

## 1. Background and Introduction

The City of Kalamunda Local Planning Strategy 2010 (LPS) (adopted by the Western Australian Planning Commission in February 2013) recognises the importance of heritage and the need to ensure that heritage features and characteristics are protected and preserved. Strategies of the LPS include the preparation of policy to specify guidelines and incentives for development of places of heritage significance.

The Welshpool Road East Avenue of Lemon Scented Gums Heritage Area is significant as an avenue of trees planted by Main Roads following the realignment of Welshpool Road East from the its previouscurrent location of at Crystal Brook Road to its new current location in circa 1959. The trees consist of two lines lining the southern carriageway Welshpool Road East in Wattle Grove for a distance of approximately 450 metres, with one line of approximately 18 trees along the median strip and another line of 18 trees along the southern road verge (Refer to Appendix 1). The place has cultural heritage significance for the following reasons:

- the place is a visually pleasing vista of Eucalypts along Welshpool Road East, which contributes to the community's sense of place.
- the place is associated with the post-WWII practice of Main Roads of planting trees in roadside verges and median strips, which was influenced by the Tree Society of Western Australia.

The Welshpool Road East Avenue of Lemon Scented Gums Heritage Area is designated under the Heritage Protection provisions of the City of Kalamunda Local Planning Scheme No. 3. A statement of heritage significance is recorded in the City's Municipal Heritage Inventory (see copy in Appendix 2).

This policy:

- provides development and design guidance for development within the area; and
- details the procedures for making applications for development approval within the area.

## 2. Application of Policy

This policy applies to all land within and abutting the boundary of the Welshpool Road East Avenue of Lemon Scented Gums Heritage Area. The extent of the area is shown in the map at Appendix 1.

## 3. Statutory Authority / Legal Status

This Policy has been prepared under and in accordance with Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015*.

### 4. Objectives

The objectives of the policy are to outline special planning control to:

- Ensure sufficient information is provided to allow for the City to consider the effect of a development or subdivision proposal on the cultural heritage significance of the Heritage Area;
- conserve and protect the cultural heritage significance of the Welshpool Road East Avenue of Lemon Scented Gums Heritage Area;
- ~~ensure~~ ensure that any proposed subdivision or development will not adversely affect the area's heritage significance; and
- provide improved certainty to landowners and community about the planning processes for development within and adjacent to the area.

## Policy Statement

### 5. Matters to be considered

In considering any development or subdivision applications in relation to a place located within a Heritage Area, in addition to the matters listed in Schedule 2, Part 9, Clause 67 of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the City will apply and have regard to:

- the matters set out in section 6.5 of the State Planning Policy 3.5 Historic Heritage Conservation;
- the development control principles set out in sections 6.5 and 6.6 of the State Planning Policy 3.5 Historic Heritage Conservation;
- the policy provisions ~~design guidelines~~ set out below; and
- the structural condition of a contributory place, and whether a place is reasonably capable of conservation.

### 6. Requirement for Development Approval

Development approval is required for any development within, or development which involves vehicle access arrangements through, the heritage area identified in Appendix 1.

### 7. Retention of Lemon Scented Gums

Any development or subdivision proposal should be designed to retain and protect Lemon Scented Gums within the Heritage Area identified in Appendix 1 in accordance with Australian Standard 4970 2009, unless the applicant can provide information to the satisfaction of the City prior to development or subdivision approval that the development has an acceptable impact on the cultural heritage significance of the area or the removal of Lemon Scented Gums is unavoidable. ~~wherever feasible to ensure the retention and protection of Lemon Scented Gum trees within the heritage area identified in Appendix 1.~~

### 8. Information Requirements for Applications for Development and Subdivision Approval

The City may require an applicant to provide one or~~f~~ more of the following to assist with~~in~~ the determination of an~~its~~ application. This is additional to the requirement for accompanying material set out in Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015* and clause 20 (b)(ii) of the *Planning and Development Regulations 2009*.

#### 8.1 Site Survey

The City will require a site feature survey identifying all trees adjacent to the boundary of the proposed development or subdivision site. The survey should contain the location, height, species, trunk diameter at breast height, canopy diameter, and existing ground level adjacent to all trees identified.

### 8.2 Heritage Impact Statement

The City ~~may~~ will require a heritage impact statement addressing the following:

a) How will the proposed works affect the significance of the place and area?
b) What alternatives have been considered to ameliorate any adverse impacts?
c) Will the proposal result in any heritage conservation benefits that might offset any adverse impacts?

### 8.3 Arborist Assessment

Where a development or subdivision proposal is, in the opinion of the City, likely to impact on a Lemon Scented Gum tree, ~~T~~the City ~~may~~ will require an arboricultural impact assessment (AIA) prepared by a suitably qualified Arborist to identify and assess the impact of a proposed development or subdivision on a tree identified within the heritage area and make recommendations before works commence, during works and after works have been completed.

### 8.4 Archival Record

If a proposal results in the removal of any trees deemed to have cultural heritage significance within the heritage area, the City may require the applicant as a condition of approval to submit an archival record of the place, prior to the commencement of development. The archival record is to be in accordance with the State Heritage Office's standard for archival recording.

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| Related Local Law | | | |
| Related Policies | | | |
| Related Budget Schedule | | | |
| Legislation | | | |
| Conditions | | | |
| Authority | | | |
| Adopted | | Next Review Date | |

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**Appendix 1 – Map Showing the Boundaries of the Proposed Heritage Area - Welshpool Road East - Avenue of Lemon Scented Gums**




Page 5

**Appendix 2 – Draft Municpal Heritage Inventory Entry - Welshpool Road East - Avenue of Lemon Scented Gums**

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**Heritage Area and Local Planning Policy - Avenue of Lemon Scented Gums on Welshpool Road East, Wattle Grove**
**Submission Table**

| Submission No. | Assess No. | Submission | Officer Comments |
|---|---|---|---|
| 1. | A101062 | **Non-Objection**:<br>1. Thank you for listing. Fully support the initiative.<br>2. Thank you for ongoing support.<br>3. Vital for importance of "Our Home in the Forest" Combat 'develop at all costs' mentality. | 1. Noted.<br>2. Noted.<br>3. Noted. |
| 2. | A101062 | **Non-Objection:**<br>Fully support inclusion as heritage area in P-Dev 65. | Noted |
| 3. | A20202 | **Non-Objection and Comment:**<br>1. Support lemon scented gums.<br>2. They are iconic entry/exit statement to hills area and City of Kalamunda. Supports City of Kalamunda 'Home in the Forest' identity. | 1. Noted<br>2. Noted |
| 4. | N/A | **Non-Objection and Comment:**<br>1. Childhood and adolescence spent in foothills. 80 year old mother still lives there.<br>2. Living heritage carries as much, if not more, importance as built environment.<br>3. Family came for unique bush experience. Stayed for 60 years. Continues to be primary criteria for residents.<br>4. Trees do no harm, only good. | 1. Noted<br>2. Noted<br>3. Noted<br>4. Noted |
| 5. | A35443 | **Non-Objection and Comment:**<br>1. Importance of preserving lemon scented gums<br>2. Grown up in hills and returned to live here.<br>3. Beautiful trees which provide entrance to the hills for residents and visitors.<br>4. Saddened by removal of vegetation and wetlands for new Welshpool industrial area. Would hate for this disgusting look to creep further into hills.<br>5. Gums are irreplaceable. Should be preserved for generations to come. Greatly appreciated and shouldn't be removed to accommodate the minority. | 1. Noted<br>2. Noted<br>3. Noted<br>4. Noted<br>5. Noted |
| 6. | A168121 | **Non-Objection and Comment:**<br>Commend City of Kalamunda for recommending the heritage listing. Whole hearted expression of support for the proposal | Noted |
| 7. | A22585 | **Non-Objection and Comment:**<br>1. Advocate for placement on State Heritage List.<br>2. Planted over 55 years ago with future in their mind. Since then, they signify arriving or leaving the Hills. They represent the Hills and give a sense of place.<br>3. They do not require replacement or restorative work. | 1. Noted<br>2. Noted<br>3. Noted. |
| 8. | A126381 | **Non-Objection and Comment:**<br>1. Support the policy.<br>2. Avenue of trees fundamental to City's character and community identity and wellbeing. | 1. Noted<br>2. Noted |
| 9. | A82866 | **Non-Objection and Comment:**<br>1. In support of designation of heritage area. | 1. Noted<br>2. Noted |

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| | | 2. Gives sense of relief and calming as you leave hustle and bustle city life. Saving it will maintain beautiful drive, but also stability towards global warming. | |
| 10. | N/A | **Non-objection:**<br>In support of retaining the Lemon Scented Gums and granting heritage protection | Noted |
| 11. | N/A | **Non-Objection and Comment:**<br>1. Concern with removal or interference with the Lemon Scented Gum Trees.<br>2. Majestic and ecologically vital, they are irreplaceable. Should never have commercial value placed upon them. They should be protected, conserved and celebrated for future generations.<br>3. Family grown up in small farm in Wattle Grove. It is a pleasure for all to be able to grow up in and near the trees. They planted trees in the area for shade, sustainability and enjoyment of future generations.<br>4. Kalamunda has a strong knit community. Applaud the 'Save the Gum Trees' committee.<br>5. Shire of Kalamunda would benefit from creating a Centre of Excellence for Horticulturalists, Arborists, Organic Farming, Environmental Scientists, Agriculture training schools and Commercial Nurseries. This would create job opportunities and a tourist attraction. | 1. Noted<br>2. Noted<br>3. Noted<br>4. Noted<br>5. Noted |
| 12. | A75112 | **Non-Objection and Comment:**<br>1. Support the heritage listing for Welshpool Road East Avenue of Lemon Scented Gums.<br>2. Kalamunda is known for its abundance of large, established trees. People move here for a 'treechange', they should be promoted and protected. | 1. Noted<br>2. Noted |
| 13. | No assessment number – Wattle Grove | **Non-Objection:**<br>1. Support the designation of heritage area for the lemon scented gums. Ensure that any subdivision or development will not adversely affect the area's heritage significance. | 1. Noted |
| 14. | A26317 | **Non-Objection and Comment:**<br>1. In support of the heritage listing of the lemon scented gums. They are significant landmarks to the Wattle Grove area.<br>2. Local red-tailed Black Cockatoo has recognised them as a source of food, as well as many other birds.<br>3. Trees create a visual and sound buffer. There are currently gaps between trees which a planting programme can be used to fill these and maintain the appearance. | 1. Noted<br>2. Noted<br>3. This recommendation will be further considered in the context of the City's Street Tree Planting and maintenance program. Any new planting would have to be undertaken in liaison with Main Roads WA. |
| 15. | A121719 | **Non-Objection and Comment:**<br>1. Resident within Kalamunda Shire for 38 years. Seen many trees disappearing which need to be conserved. Soon may not be 'Home in the Forest' if nothing is done.<br>2. Support heritage area listing for them. They are visually pleasing and have historical significance. | 1. Noted<br>2. Noted |
| 16. | A38485 | **Non-Objection and Comment:**<br>1. Lived in Kalamunda for 25 years. Feel at home when driving through this section of Welshpool road every day.<br>2. Support the initiative to designate this area for heritage. | 1. Noted<br>2. Noted |
| 17. | A189852 | **Non-Objection and Comment:**<br>1. Support the heritage listing of these trees.<br>2. Would like to have a tree registry in the town of all significant trees. | 1. Noted<br>2. The Draft Environmental Land Use Planning Strategy (ELUPS) recommends that the City *"Investigates the implementation of a* |

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| | | | *Natural Heritage Register as part of a Scheme amendment or local planning policy to register trees or local natural areas deemed to have a significant environmental, cultural or heritage value to the local community."* Subject to Council's final adoption of ELUPS, the City plans to progress this body of work over the next 2 years. |
| 18. | A75699 | **Non-objection:**<br>In support of the listing of heritage area. This will conserve and protect cultural significance against future subdivision and development. | Noted. |
| 19. | A24165 | **Non-Objection and Comment:**<br>The gum trees must stay and be protected for future generations. History behind their planting and act as a gateway into the hills. | Noted. |
| 20. | A128763 | **Non-Objection and Comment:**<br>Driving up the hill and through the trees is what makes the location so great. Want them there for their children. Emphasise importance on saving them. | Noted |
| 21. | Orange Grove | **Non-Objection and Comment:**<br>1. Lemon Scented Gums act as a statement entry into the hills. They are valued by residents and visitors.<br>2. Support heritage listing of trees to be protected and maintained.<br>3. City of Kalamunda needs to enforce its 'values' of protecting the environment. Currently hell-bent on destroying the environment and hills values of the area east of Tonkin Highway. | 1. Noted<br>2. Noted<br>3. There are a number of strategies and actions recommended under the Environmental Land Use Planning Strategy which will address environmental values within the City. |
| 22. | A19005 | **Non-objection:**<br>Support the purpose of the policy for the Lemon Scented Gums. | Noted |
| 23. | A202240 | **Non-Objection and Comment:**<br>1. Fully endorse the preserving of the Lemon Scented Gums.<br>2. Kalamunda has reputation on natural heritage, without it it would not differ to other outer suburbs of Perth. They are iconic and majestic, lining the gateway to Perth's hill region. | 1. Noted<br>2. Noted |
| 24. | A202240 | **Non-Objection and Comment:**<br>1. Support for the draft LPP that protected the Lemon Scented Gums.<br>2. They have cultural heritage significance and are a gateway to the hills. They are a significant community asset and they enhance the hills area from a tourist perspective. | 1. Noted<br>2. Noted |
| 25. | A202240 | **Non-Objection:**<br>Fully support the heritage listing of the Lemon Scented Gums. | Noted |
| 26. | A27107 | **Non-Objection and Comment:**<br>1. Support of the LPP which creates the Lemon Scented Gums as a heritage area.<br>2. Protect the foothills from further development. So much land has already been cleared for developers, there doesn't need to be any more industrial inroads. | 1. Noted<br>2. Noted |
| 27. | Orange Grove | **Non-objection:**<br>In support of heritage listing the Lemon Scented Gums. | Noted |
| 28. | A168135 | **Non-objection and Comment:**<br>1. Please preserve the Lemon Scented Gums. They are a gateway to the City of Kalamunda Hills. | 1. Noted |

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| | | 2. Preserve more of our natural resources, once lost they can't be truly replaced. | 2. Noted |
| 29. | A168135 | **Non-Objection and Comment:**<br>1. In support of the heritage listing of the Gums.<br>2. Urges to uphold a strong environmental stance and listen to ratepayers who are fighting to preserve the beautiful gateway to the hills. | 1. Noted<br>2. Noted |
| 30. | A82866 | **Non-Objection and Comment:**<br>1. In favour of the heritage area listing of the Lemon Scented Gums.<br>2. Places around world are replanting trees to get streams to flow again and revitalising soil to sustain food crop. Trees also help create rainfall.<br>3. Those that live in the area love the environment and care for the native flora and fauna. The gums provided a sense of belonging and help create a place that feels like home. | 1. Noted<br>2. Noted<br>3. Noted |
| 31. | Address not provided. | **Non-Objection and Comment:**<br>1. The Local Planning Policy P-Dev 65 would be a marvellous outcome. It would honour the Avenue, community and efforts of those within the City of Kalamunda and across the state.<br>2. The efforts have included, but were not limited to:<br>a. Online and IRL petition submitted to the City<br>b. On-site public gatherings/protests<br>c. Open public community meeting (attended by the City, State and Federal Politicians)<br>d. Closed public meetings<br>e. Television and radio coverage<br>f. 2000 plus support page on Facebook<br>g. Legal representation of over 80 ratepayers by John Hammond (against the City) (letters to the City on the record).<br>h. Multiple deputations (on the City record) presented to council by myself and others.<br>i. Private commissioning (and submission to the city) of a Traffic report showing "no slip lane required"<br>j. Support from the National Trust (letters to the City on the record)<br>k. Letter (on the City record) from Christina Nicholson Unit Coordinator/lecturer/academic at AILA UWA and landscape architect who wrote, in part<br>"The avenue makes a strong natural statement as a gateway to the Darling Escarpment and beyond. Such mature, beautiful, scented and ephemeral gateways are rare in Perth now. This avenue has a historical value enriching a strong sense of place for Wattle Grove. AS well as being a cultural asset, the mature avenue provides relief from the Urban Heat Island Effect, provides valuable habitat for local and passing fauna and supports biodiversity. Mature trees are invaluable in our urban areas and all efforts should be made for their retention."<br>l. Bipartisan Public alliance between Ken Wyatt AM MP (Liberal), Matthew Hughes MLA (Labour) and Tim Clifford MLC (Greens) – to defend the Avenue.<br>m. Referral to State Heritage (submitted to the City, referenced below).<br>n. Meeting of Special Electors.<br>3. This measure will go some of the way to afford the Avenue protection, respect community wishes and honour local history and the opinions of State Heritage.<br>4. State heritage found the avenue:<br>a. "… has cultural significance for the following reasons:<br>i. The place is a visually pleasing vista of Eucalyptus along Welshpool Road East which contributes to the community's sense of place | 1. Noted<br>2. Noted<br>3. Noted<br>4. Noted |

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| | | ii. The place is associated with the post-WW1 practice of Main Roads of planting trees in roadside verges and median strips, which was influenced by the tree society of Western Australia."<br>b. Aesthetic value<br>i. Aesthetic impact to Welshpool Road east through visual impact of two lines of trees, forming part of the vista of the local area<br>c. Historical value<br>i. Associated with development of road networks within Darling Range area, expanding post-war period as it became a more desirable residential area<br>ii. Associated with post-WW2 practices by Main Roads, planting trees on verges and median strips, influenced by the work of the Tree society<br>iii. Associated with Darling Range Roads Board Secretary Patrick Moran, who wanted the area to become an entry statement into the hills area.<br>d. Social value<br>i. Valued by the community for its aesthetic and contributing to the communities sense of place<br>e. Representativeness<br>i. Representative of post-WW2 practice of Main Roads planting on verges and median strips.<br>f. Condition<br>i. The avenue is in "good condition"<br>g. Integrity<br>i. The avenue has "high integrity, as the intent of the trees as a visually pleasing vista readily apparent"<br>h. Authenticity<br>i. The avenue has "high authenticity, with no replacements to the trees planted in 1961"<br>5. The avenue was deliberate and considered landscaping – reflects aesthetics of the Tree Society and acts as a gateway to the hills. They are the original trees and are in good health.<br>6. Thank planning within the City for recommending Heritage area designation. Shows good initiative and good will. If ratified by Council it will be warmly received and appreciated. | 5. Noted.<br>6. Noted. |
| 32. | A50154 | **Non-Objection and Comment:**<br>1. Designating this area as heritage is a wise long term move.<br>2. Councils across Australia need to see importance of environmental protection. Melbourne City Council is working with its community to improve tree canopy through its Urban Forest Strategy. Research shows that trees bring better air, soil and water quality; significantly reduce heat' improve mental health and wellbeing; reduce aggression; improve property value; and create habitat for urban wildlife.<br>3. Councils need to work with their community to protect the environment. It unites the community and creates happy living environments. | 1. Noted<br>2. Noted<br>3. Noted |
| 33. | A1868 | **Non-Objection and Comment:**<br>1. In support of the heritage listing of the Lemon Scented Gums.<br>2. Driving through the avenue of trees is one of the joys of living in the City of Kalamunda. Provide shade in the summer and uphold City's vision of Valuing Nature whilst Connecting Communities in the hills and foothills.<br>3. Suggest to add another row on the northern side of the road to make it a double avenue.<br>4. Wire barrier along section heading west ruined view and disallows road users a space to pull over in case of a breakdown. Also puts cyclists in danger as vehicles need to pass closely. | 1. Noted<br>2. Noted<br>3. This recommendation will be further considered in the City's Street Tree Planting and Maintenance Program. Any new planting would need to be undertaken in liaison with Main Roads WA.<br>4. The wire barrier was installed in the interests of vehicle safety as part of a black spot project, in response to accidents occurring along this section of Welshpool Road East. |

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| 34. | A18869 | **Non-Objection and Comment:**<br>1. In support of the heritage listing of the Lemon Scented Gums.<br>2. Family lived in Lesmurdie area for 46 years and have enjoyed the trees on a daily basis. Often wondered why they weren't planted even further down the road. Noticeable reduction of heat on hot days under the trees. | 1. Noted<br>2. Noted |
| 35. | Como | **Non-Objection and Comment:**<br>1. Lemon Scented Gums should be protected and preserved.<br>2. Not a resident of the Kalamunda area, but Father lived in Lesmurdie area for more than 10 years and the trees are a beautiful welcoming sight when travelling up to the hills. Also marker of leaving the hills and heading back into the City. | 1. Noted<br>2. Noted |
| 36. | Address not provided | **Non-Objection and Comment:**<br>1. In support of placing Lemon Scented Gums on heritage listing.<br>2. If they are removed you will not be able to get them back. | 1. Noted<br>2. Noted |
| 37. | A24818 | **Non-Objection and Comment:**<br>A resident of Lesmurdie in support of the heritage protection of the Lemon Scented Gums. Against any subdivision, development or DA's that risk further damage to the unique area of the foothills. | Noted |
| 38. | A7711 | **Non-objection and Comment:**<br>1. In support of the Heritage Listing of the Lemon Scented Gums. They are a tourist attraction upon entering the hills.<br>2. Those who wish to go against it are destructive and backwards. The people of the area will "man the barricades" should anyone try to damage or remove them. | 1. Noted<br>2. Noted |
| 39. | A56007 | **Non-Objection and Comment:**<br>1. A great idea to heritage list is as the trees provide a perfect entrance to "a home in the forest".<br>2. Those that move to Kalamunda want to be closer to the bush, protecting the avenue is something most would like to see. | 1. Noted<br>2. Noted |
| 40. | Yokine | **Non-Objection and Comment:**<br>1. Born in Kalamunda, emphasise the importance of Kalamunda's conservation of their natural and historical heritage – in this case the Lemon Scented Gums. They provide a dramatic entry and exit to the hills.<br>2. They are fundamental to the hills identity and are irreplaceable. | 1. Noted<br>2. Noted |
| 41. | A242626 | **Non-Objection and Comment:**<br>1. Avenue of trees should be preserved. They are an amazing entry feature to the hills, often commented on by first time visitors.<br>2. Don't let this become an issue the community has to fight for the protection of again. | 1. Noted<br>2. Noted |
| 42. | A235229 | **Non-Objection and Comment:**<br>1. Trees should be heritage listed.<br>2. Iconic feature out of town that cannot be replaced.<br>3. Against making it another barren road and industrialising the environment in the hills and foothills. | 1. Noted<br>2. Noted<br>3. Noted |
| 43. | A28749 | **Non-Objection and Comment:**<br>1. The Lemon Scented Gums should be protected. Any future development will not adversely affect them.<br>2. They area a gift for future generations and a Gateway into the Hills. | 1. Noted<br>2. Noted |

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| | | 3. Ratepayers will continually work towards their [trees] safety. | 3. Noted |
| 44. | Address not provided. | **Non-Objection and Comment:**<br>1. Protect the Lemon Scented Gums and heritage list them due to the amount of time they have been there.<br>2. They area an inviting gateway into the hills. | 1. Noted<br>2. Noted |
| 45. | A26317 | **Non-Objection and Comment:**<br>1. The trees should be protected and heritage listed due to their age and reasons below.<br>2. They have provided a screen and sound barrier for neighbours. They are an everlasting home for black cockatoos and other animals. They provide shade for the bus stop. They are also a warm welcome for anyone entering the Hills. | 1. Noted<br>2. Noted |
| 46. | A31580 | **Non-Objection and Comment:**<br>1. In support of the application for heritage listing.<br>2. Live in Lesmurdie and travel up and down the hill regularly. Important to both entry and exit to the Hills. The trees represent life, strength, growth, stability and beauty.<br>3. "Save the Gum Trees Wattle Grove" group fought for the wishes of and represent the community. To destroy them would destroy faith in the system. To heritage list them would give the community peace that the trees will be preserved and that the majority's voices were heard. | 1. Noted.<br>2. Noted.<br>3. Noted. |
| 47. | A230120 | **Non-Objection and Comment:**<br>1. The Lemon Scented Gum Trees should be heritage protected.<br>2. Individuals in the community just want financial gain and do not care what stands in between. The City of Kalamunda should be saving all the trees they can if they are committed to its environmental credentials it espouses. This does not seem to be the case as they are content to have Wattle Grove South denuded and replaced with industrial buildings. | 1. Noted.<br>2. Noted. Regarding Wattle Grove, the City is considering seeking the services of a suitably qualified consultant to conduct a comprehensive community consultation program to determine the level of community support for a variety of land use concept plans for the area. |
| 48. | Address not provided. | **Non-Objection and Comment:**<br>1. We must keep as many mature trees as possible to combat global warming.<br>2. Trust that the council won't entertain such vandalism. | 1. Noted<br>2. Noted |
| 49. | Address not provided. | **Non-Objection and Comment:**<br>1. Pleased to see the Lemon Scented Gums have been saved.<br>2. They provide a beautiful and restful drive every day. | 1. Noted<br>2. Noted |
| 50. | A38930 | **Non-Objection and Comment:**<br>1. Avenue of Lemon Scented Gums should be preserved and designated a heritage area.<br>2. State heritage found that the place was "visually pleasing" and contributed to the area's "sense of place". It had high social and historical value as well as high authenticity and integrity. | 1. Noted<br>2. Noted |
| 51. | Main Roads WA | **Objection and Comment:**<br>1. Appreciates intent of Council gives greater significance to the trees and does not wish to convey a desire to remove the trees should the road be classified a State Road.<br>2. The City has requested Main Roads take responsibility for this corridor by declaring the route a State Road.<br>3. Main Roads is concerned with the introduction of heritage listing because it will create further levels of constraint which may also impact on the ability to maintain and manage safety issues along this corridor. | 1. Noted.<br>2. Noted.<br>3. The intent of the proposal is to provide design guidance and procedure for making subdivision and development applications. The provisions of P DEV-65 do not intend to directly address or |

| | | | |
|---|---|---|---|
| | | 4. Under what legislation will the heritage listing be created?<br><br>5. Does this legislation prevail over the Main Roads Act?<br><br>6. What process will be involved, assuming the road becomes a State Road, to enable Main Roads to conduct works which may impact on the trees, partially or completely?<br><br>7. Main Roads urges caution as the decision may add further complexity and bureaucracy to issues that already have protections through existing environmental mechanisms. | constrain Main Roads WA functions in the event that the road is declared a Main Road.<br>4. The *Planning and Development (Local Planning Schemes) Regulations 2015*.<br>5. The Heritage Area is not considered to prevail over the Main Roads Act. It will be designated under the deemed provisions of *Planning and Development (Local Planning Schemes) Regulations 2015*. As such the heritage area will be designated under the Local Planning Scheme No. 3. In considering matters affecting the heritage area, due regarding is required to be given to the provisions under Local Planning Policy P DEV-65.<br>6. The *Main Roads Act 1930* includes provisions which requires Main Roads to notify the City of the details of any proposed permanent improvements to any main road before commencing. If there is a future requirement to prune or remove the trees to carry out Main Roads requirements, it is not expected that the Heritage area will prevent this from occurring, however the heritage significance of the heritage area should be given due regard in the context of the proposed improvements within the Heritage Area, and whether the trees can be reasonably retained and protected.<br>7. Noted. The Avenue of Lemon Scented Gums has been identified as having cultural heritage significance. The additional layer to designate a heritage area is considered an appropriate response to provide development and subdivision controls with a view of retaining and protecting the Lemon Scented Gums. |
| 52. | Department of Biodiversity, Conservation and Attractions | **No comments on the proposal:**<br>Department of Biodiversity, Conservation and Attractions has reviewed the draft LPP and has no comment. | Noted |
| 53. | Department of Health | **Non-Objection:**<br>Department of Health has no objection to the draft policy | Noted |
| 54. | Department of Water and Environmental Regulation. | **No comments on the proposal:**<br>The Swan Avon region of Department of Water and Environmental Regulation has no interest or comment to provide. | Noted |




EXISTING MAIDA VALE CELL 6 STRUCTURE PLAN

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OCM 19/9/94
OCM 16/10/95

0 150m

SCALE 1:4000




PROPOSED MAIDA VALE CELL 6 STRUCTURE PLAN

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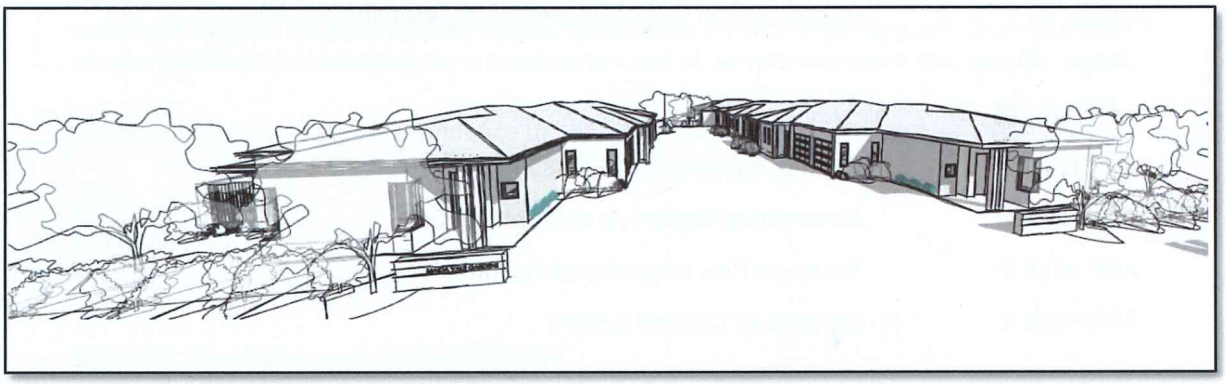
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DYNAMIC PLANNING
AND DEVELOPMENTS

# AMENDMENT TO MAIDA VALE CELL 6 LOCAL STRUCTURE PLAN

## LOT 256 (NO. 53) MAIDA VALE ROAD, MAIDA VALE



**Project No. 905** **January 2019**

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## 1.0 INTRODUCTION

Dynamic Planning and Developments act on behalf the proponent of Lot 256 (No. 53) Maida Vale Road, Maida Vale (herein referred to as the 'subject site'). The following report has been prepared in support of an Amendment to the Maida Vale Cell 6 Local Structure Plan (LSP 6). The proposed Amendment seeks to increase the residential density coding of the subject site from R40 to R60.

As further described in succeeding sections of the report, the Structure Plan Amendment is proposed to facilitate the successful long-term occupation of the existing dwellings which have been constructed on-site. The Amendment is considered to be consistent with the aims and objectives of LSP 6 and the City of Kalamunda's broader planning framework and will have a positive impact on the subject site itself and the surrounding locality.

As such, it is respectfully requested that Council resolve to initiate an Amendment to LSP 6.

## 2.0 SITE DETAILS

### 2.1 Regional Context

The subject site is located in the suburb of Maida Vale, within the municipality of the City of Kalamunda. The subject site is located approximately 13 kilometres east of the Perth Central Business District, and approximately 4 kilometres east of the Perth Airport.

As well as being provided direct frontage to Maida Vale Road and Pinker Crescent, the subject site is located within 600 metres of both Roe Highway and Kalamunda Road which afford an ease of access to the regional road network of the wider metropolitan area. Figure 1 depicts the subject site's regional context.

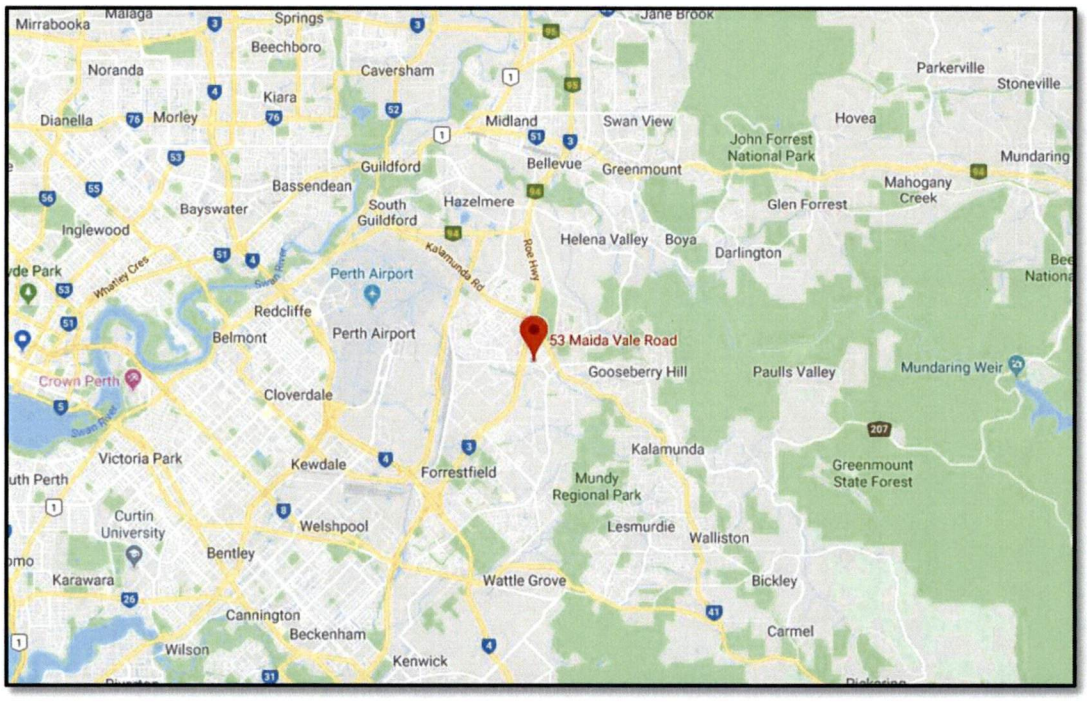



**Figure 1: Regional context of subject site**

## 2.2 Local Context

As outlined in the preceding sections, the subject site is located within the Maida Vale Cell 6 Local Structure Plan (LSP 6) area. The site is located on the northern border of the LSP 6 area and fronts Maida Vale Road to the north and Pinker Crescent to the south. The land immediately surrounding the subject site is predominantly coded R20, with specific pockets of land coded R30 and R40. The residential areas to the north of the subject site are coded R12.5/30 and these areas fall outside of the LSP 6 area.

Davies Park, Poison Gully Pink Crescent and Maida Vale Recreation Reserve are all located within 500 metres of the subject site. The site is also located within a 2 kilometre radius of three Primary Schools (Maida Vale Primary, Edney Primary and High Wycombe Primary). Due to its location, the subject site is afforded access to existing public transport routes along Maida Vale Road, Kalamunda Road and Hawtin/Gooseberry Hill Road.

The site is 135 metres west of the future Neighbourhood Activity Centre identified under LSP 6. It is noted that the development of this centre has not yet commenced and that additional population growth within the local catchment is likely to be required to strengthen the viability of such a centre.

The subject site itself is designated 'Residential' under LSP 6 with a density coding of R40 and is currently occupied by 13 Aged/Dependent Persons Dwellings which were approved in March 2016 with construction being completed in early 2017. Further detail on the existing development is provided in the succeeding sections of this report.

Figure 2 depicts the subject sites local context and Figure 3 illustrates a current street view of the site from Maida Vale Road.




**Figure 2: Local Context of Subject Site**

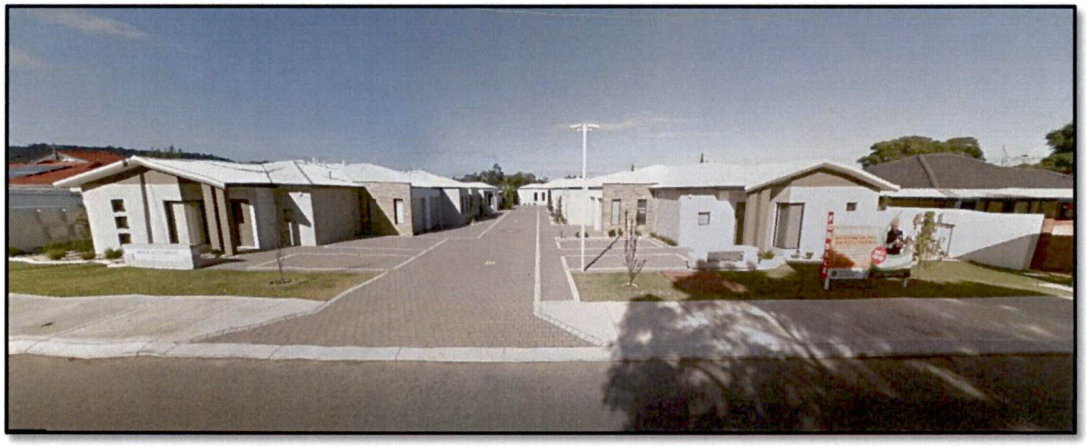


**Figure 3: View of the Subject Site from Maida Vale Road**

## 2.3 Background

In September 2015, MAC Projects and Construction lodged a development application for 13 Aged/Dependent Persons Dwellings at the subject site (DA15/0485). This application was approved by the City of Kalamunda on 2 March 2016 and construction of the development completed in early 2017. A copy of the DA15/0485 approval is provided in **Appendix 1**. A summary of lot sizes approved under DA15/0485 is provided in Table 1 below.

| Minimum Lot Size | Maximum Lot Size | Total Common Property Area | Average Lot Size |
|---|---|---|---|
| 148sqm | 157sqm | 601sqm | 154sqm |

**Table 1 – DA15/0485 Lot Size Summary**

Following construction, despite significant marketing endeavours, costs and decreases in sales prices, the sale of the development has not been successful with only 4 dwellings being sold and occupied to date. Due to the increasing marketing and holding costs and lack of market interest, it is no longer financially viable to continue to market the subject site as an Aged/Dependent Persons development only. A summary of marketing and holding costs is provided in **Appendix 2**.

As such, in order to facilitate the successful long-term occupancy of the existing development, it is necessary to consider options for removing the 'Aged/Dependent Persons' restriction on the approved development. In this regard, it is noted that the lot sizes for the 13 dwellings were supported by the City in accordance with Clause 5.1.1 C1.4 (i) of the Residential Design Codes (R-Codes) which allows minimum and average site area requirements to be reduced by up to one third for Aged/Dependent Persons Dwellings. In accordance with the restrictions of Clause 5.1.1, the same site area concessions cannot be granted to standard grouped dwellings with no restrictions on the age or dependency status of occupants.

Therefore, in order to remove the 'Aged/Dependent Persons' restriction from the development, the subject site must be increased to a density coding which allows the existing lot sizes under the standard restrictions of Table 1 of the R-Codes. The lowest density coding which achieves this is R60. An assessment of the existing lot sizes of the subject site against the R60 requirements of the R-Codes is provided in Table 2 below.

| | Minimum Lot Size | Average Lot Size |
|---|---|---|
| **R60 Requirements** | 120sqm | 150sqm |
| **Existing Lots Sizes** | 148sqm | 153sqm |

**Table 2 – Assessment of DA0485 Against R60 Standards**

In September and December 2018, Dynamic Planning and Developments discussed the concept of upcoding the subject site to R60 with the City of Kalamunda's planning team who appreciated the merits of the proposal. In response, Dynamic Planning and Developments has prepared this application for an Amendment to LSP 6

## 3.0 PROPOSAL

This application has been prepared in support of a request for an Amendment to the City of Kalamunda's Maida Vale Cell 6 Local Structure Plan (LSP 6) to increase the residential density coding from R40 to R60. As noted in the preceding sections of this report, this application has been made in order to enable the removal of the 'Aged or Dependent Persons' occupancy restriction from the subject site's development approval which will assist in the successful sale and occupancy of the site.

The proposed Amendment seeks to reflect the new density coding on the LSP 6. A copy of the formal Structure Plan Amendment document is provided in **Appendix 3**.

The LSP Amendment has been driven by Mac Projects and Construction who and the majority landowner of the subject site. Additionally, the remaining four landowners have also provided letters of support for the proposed Amendment which are included in **Appendix 4**.

## 4.0 PLANNING CONSIDERATIONS

In addition to the matters raised in the preceding sections of this report, the proposed Structure Plan Amendment is considered to be appropriate for the reasons outlined below.

### Relationship with Existing Development

It is reiterated that 13 Aged/Dependent Persons Dwellings have already been developed on the subject site. Unfortunately, despite significant marketing endeavours over the past two years, there has been limited interest in the development from the aged/dependent persons market and 9 of the dwellings have not been sold or occupied. If the development is left with the existing demographic restrictions, it appears that the majority of the existing dwellings will remain unoccupied for the foreseeable future.

The proposed LSP Amendment does not seek to enable additional development or redevelopment on the site. It simply seeks to ensure that the existing development is successfully occupied by broadening the demographic who may reside within the dwellings. This will ensure that the existing development is utilised and enjoyed which will positively impact the surrounding community by bringing additional investment and population growth to the area.

### Location Opportunities

Across the state, the general principles guiding increases in density are to ensure that the subject areas are within close proximity to:

- Key transport corridors;
- Public Transport Routes;
- Active Public Open Spaces;
- Activity centres; and
- Community facilities and services including educational establishments.

Having regard to the locational criteria above, the subject site is ideally located to support the proposed increase in density coding. As noted in the preceding sections of this report, the subject site is:

- Situated within 600 meters of the major transport routes of the Maida Vale area (Maida Vale Road, Roe Highway and Kalamunda Road) which afford an ease of access to the regional road network of the wider metropolitan area;
- Within 600 metres of the region's major public transport routes along Maida Vale Road, Kalamunda Road and Hawtin/Gooseberry Hill Road;
- Within 500 metre of numerous active open spaces including Davies Park, Poison Gully Pink Crescent and Maida Vale Recreation Reserve;
- A short walking distance (135 metres) from the future Maida Vale Neighbourhood Activity Centre; and
- Within a 2 kilometre radius of three Primary Schools (Maida Vale Primary, Edney Primary and High Wycombe Primary).

The subject site is therefore within close proximity of all necessary facilities, infrastructure and amenities to appropriately accommodate the increase in density coding from R40 to R60.

**Scheme/Zoning Objectives**

The subject site is zoned 'Urban Development' under LPS 3 and designated 'Residential' under LSP 6. The objectives of the 'Residential' zone, as stated in LPS 3, are outlined below (inter alia):

- To provide primarily for single residential development whilst allowing for a range of residential densities in order to encourage a wide choice of housing types within the City;
- To give consideration to grouped dwelling developments if the site is near amenities and can be integrated into the single residential environment; and
- To facilitate a range of accommodation styles and densities to cater for all community groups inclusive of the elderly, young people in transition and the handicapped. Such accommodation is supported where it is appropriately situated in proximity to other services and facilities.

The proposed LSP Amendment is consistent with the objectives above as it will further increase the range of residential densities and housing choices for a diverse range of demographics in a location which is suitably situated near essential amenities, services and facilities. Although the occupancy restriction is intended to be removed from the development approval, it is important to note that the dwellings may still be occupied by aged or dependent persons should the market interest improve from these demographics.

**Local Planning Strategy**

The City of Kalamunda's Local Planning Strategy provides clear direction and understanding of the identified planning aspirations within Kalamunda and sets out key strategies and actions required to achieve these aspirations. The strategy specifically notes that the City of Kalamunda could accommodate population growth in excess of 80,000 by 2031.

Key objectives of the planning strategy which are seek to suitably accommodate the City's growing population forecasts are outlined below:

- The provision of a range of housing types to suit the demographic profile;
- The expansion of new urban areas in a sustainable manner, providing increased housing and lifestyle opportunities; local employment opportunities and protection of biodiversity and the natural environment;

- The promotion of excellent public transportation and the efficient development of physical Infrastructure;
- Support activity centres with appropriate housing;
- Encourage compact housing within walking distance of Town Centre and commercial hubs; and
- Identify medium density infill development opportunities around activity centres, public transport and public open spaces, subject to urban design and streetscape guidelines.

As noted in the preceding sections of this report, the proposal will promote population growth and an increased range of housing types for the locality in an appropriate location within walking distance of essential services, infrastructure and amenities. In turn, this population growth will support the utilisation and viability of these surrounding services and infrastructure. In particularly, it is considered that supporting population growth within the immediate area surrounding the future Maida Vale Neighbourhood Activity Centre is essential in supporting the demand for, and commercial viability of, the development of this centre.

The proposal is therefore considered to be consistent with the broad objectives and strategies of the City's Local Planning Strategy.

Local Housing Strategy

The City of Kalamunda prepared a Local Housing Strategy to provide the City with a firm rationale for determining future housing needs, and to recommend appropriate policy measures for the provision of a range of housing types and densities. A key focus of the strategy is on accessibility to transport, activity centres and local services, thus reducing private transport costs while at the same time increasing opportunities associated with living, working and shopping locally. The strategy specifically identifies the following benefits for increasing the density and range of housing in walking distance of neighbourhood centres:

- To allow more residents to live close to the shops and facilities they tend to patronise on a regular basis;
- To reduce the need for some people to use their vehicles to access these facilities; and
- To increase the level of patronage at the shops and other facilities in the centres, thereby increasing their viability, and perhaps leading to an increase in the range of shops and services on offer.

The Local Housing Strategy specifically identifies the following criteria as catalysts for implementing changes in density:

- Within areas of Forrestfield, High Wycombe and Maida Vale containing older housing on larger lots;
- Within areas of Forrestfield, High Wycombe and Maida Vale within walking distance of local and neighbourhood shopping centres and open spaces;
- Within 200 metres of (relatively) high frequency bus routes; and
- Within 200 metres of District Open Spaces.

Although the subject site is not specifically identified within the Local Housing Strategy as an area for change, it meets the majority of the locational requirements above and is therefore considered to be suitably located to support an increase in residential density. It is noted that the site is not within 200 metres of a District Open Space. However, the site is within 200

metres of Davies Park and within 600m of several other POS areas including Maida Vale Recreation Reserve. The subject site is therefore provided with numerous recreational open spaces within walking distance which is considered to meet the overarching intent of the strategy.

Aged Accommodation Strategy

In 2008 the City of Kalamunda commissioned leisure/recreation consultants Community Perspectives to prepare an Aged Accommodation Strategy. Following are some of the key findings of the strategy report:

- The City of Kalamunda has higher percentages of aged residents than the WA average;
- There is a strong desire among older people to "age in place", which means finding suitable accommodation locally without the need to move away from family and friends; and
- The City needs to encourage the development of smaller dwelling units that are better suited to the population profile.

The existing development approval at the subject site for 13 Aged/Dependent Persons dwellings is clearly in keeping with the objectives of the City's Aged Accommodation Strategy. However, as noted in the preceding sections of this report, it is clear that the existing demand for such a development is insufficient and has failed to successfully accommodate the existing dwellings, despite the direction provided in the strategy.

As previously noted in this report, the proposed LSP Amendment seeks to ensure that the existing development is successfully occupied by broadening the demographic who may reside within the dwellings. Importantly, it must be recognised that the Amendment will not preclude aged or dependent persons from occupying the dwellings should the demand improve in the future. The existing development remains a suitable option for any aged person(s) who may be interested in downsizing to a smaller dwelling within the locality and it is reiterated that this remains the primary intent of development. Furthermore, it should be noted that each of the constructed dwellings meets the minimum Australian Standards requirements for Aged or Dependent Persons Dwellings.

The proposed Amendment is therefore not considered to compromise the objectives of the Aged Accommodation Strategy as the existing development of the subject site will remain a suitable accommodation option for aged persons.

Directions 2031

Directions 2031 and Beyond is a Strategic Planning framework to guide future urban development within the metropolitan area. The overall objectives for the metropolitan Perth and Peel region, as identified in Directions 2031 and Beyond, are outlined below (inter alia):

- Planning for adequate supply of housing and land in response to population growth and changing community needs; and
- Facilitating increased housing diversity, adaptability, affordability and choice.

The framework identifies population forecasts for specific regions within the metropolitan area and sets broad objectives for accommodating these population increases. Specifically, the suburbs of Forrestfield, High Wycombe, Maida Vale and Wattle Grove are identified as

having significant potential for increased residential development within the City of Kalamunda.

With the above in mind, the proposal is reflective of the State's overall ethos for future urban development and consolidation, as outlined in the objectives of Directions 2031 and Beyond.

Perth and Peel @3.5 Million

On the 23 March 2018, the Perth and Peel @ 3.5 Million land use planning and infrastructure frameworks were released by the State Government. The framework brings together the vision encapsulated in Directions 2031 and the State Planning Strategy 2050 into a series of planning frameworks, responding to those deepening and emerging challenges, with a unified, long-term growth strategy for land use and infrastructure for the Perth and Peel regions.

The document provides information about the levels of expected population growth by local government area and highlights development opportunities and increased densities. As per Directions 2031, the framework anticipates significant population growth with the City of Kalamunda sets broad objectives for accommodating these population increases.

For the reasons outlined in the preceding sections of this report, the proposal is considered to be consistent with the State's direction for increased residential population, densities, housing choice and urban consolidation in suitable locations.

## 5.0 CONCLUSION

In light of the above, the proposed Amendment to the Maida Vale Cell 6 Local Structure Plan is considered appropriate and justified as it:

1. Is consistent with the objectives of the 'Residential' zone under the City of Kalamunda's LPS No. 3;

2. Is justified against the criteria set by the City of Kalamunda's Local Planning Strategy, Local Housing Strategy and Aged Accommodation Strategy;

3. Is justified against the criteria set by the Western Australian Planning Commission's strategic planning documents Directions 2031 and Beyond as well as Perth and Peel @ 3.5 Million;

4. Is suitably located within walking distance of: key transport corridors; public transport routes; a future Neighbourhood Activity Centre, Public Open Spaces and community facilities including schools;

5. Will assist in creating further population growth and economic development to improve self-sufficiency for the locality and the viability of the future Maida Vale Activity Centre;

6. Will assist in facilitating the successful long-term occupation of the existing dwellings which have been constructed on-site; and

7. Will not compromise the overarching objective of the existing development which is to accommodate aged or dependent persons.

As the proposal is consistent with planning principles derived from state and local levels, the proposed Amendment to the ASP 6 warrants the support of the City of Kalamunda and the Western Australian Planning Commission.

**Attachment 3**
Proposed Amendment to Structure Plan – Maida Vale Cell 6 Structure Plan – Lot 256 (53) Maida Vale Road, Maida Vale
**Submission Table**

| Submitter Number | Submission Content | Applicant/ Owner Response | City of Kalamunda Response |
|---|---|---|---|
| 1 | Objection – Total number of submissions: 1<br><br>*I moved here from Mandurah because of the respectfulness of living in a decent environment.*<br><br>*The neighbours are great & I work from home.*<br><br>*If we end up getting normal people with their friends & dogs Etc, I will be moving out.* | Whilst the objection is noted, there are no valid planning matters raised by the submitter.<br><br>Dismiss objection. | Noted. |
| 2 | Objection – Total number of submissions: 1<br><br>*I am the owner of 1 Amethyst Place, Maida Vale, my daughter resides in the property. We are against the proposal, main reason because of the residents who have already purchased as "Aged/Dependent Persons". It is unfair to them to change the residential density code from R40- to R60.* | The change from R40 to R60 will not change the existing built form outcome. In addition, rather than being unfair, the change in density will allow for the removal of a notification / restriction on Title which currently limits the use of the dwellings for aged and dependent persons'.<br><br>With the removal of this restriction, current owners will have the added benefit of being able to use the dwellings for aged/dependent persons' as well as non-aged/dependent persons'. | Noted. |

**Attachment 3**
Proposed Amendment to Structure Plan – Maida Vale Cell 6 Structure Plan – Lot 256 (53) Maida Vale Road, Maida Vale
**Submission Table**

| | | | |
|---|---|---|---|
| | | It is also noted that all current owners have provided written consent / support to the proposal.<br><br>Dismiss objection. | |
| 3 | *<u>Objection – Total number of submissions: 1</u>*<br><br>*Not being able to selltje units built as special purposes dwellings is not a valid planning concern to be used to justify an upcoding of this site. Sure the new coding won't change any of the built form outcomes and will allow for the removal of the section 70a notification on title, however, Kalamunda has a distinct shortage of accommodation for over 55's so therefore there is Planning merit strategically to maintain that land use and dwelling type and not allow these units to be converted to grouped dwellings. When the developer originally undertook their DA they tried to mask these as single bedroom dwellings and were swiftly told they wouldn't be approved as such. Instead of reducing the number of dwellings they pushed on with a maximum yield approach now, 2/3 yrs later cannot sell them as over 55's. I do not believe that there is any planning merit in allowing an upcoding. This is not a high frequency bus route, it is not* | It is acknowledged that the inability to sell units is not a relevant planning consideration.<br><br>The change in coding does not change the fact that the dwellings have been built to a higher standard that accords with the provisions of AS4299-1995 – Adaptable Housing. These dwelling features are not proposed to be removed as part of this application. To this end, this will continue to be a key selling point for the units which will appeal to the aged and dependent owner / occupants but now, also allows non-aged and dependent owner / occupiers.<br><br>It is noted that increasing dwelling mix as well as accommodating for universal design is a key consideration in the latest Residential Design Codes of WA (R-Codes), specifically Volume 2 – Apartments. That is, rather than segregating dwellings by type, the R-Codes now looks to providing greater choice in the size, layout and design of dwellings within each development. Furthermore, incorporating design | Noted. |

**Attachment 3**
Proposed Amendment to Structure Plan – Maida Vale Cell 6 Structure Plan – Lot 256 (53) Maida Vale Road, Maida Vale
**Submission Table**

| | | | |
|---|---|---|---|
| | *identified as higher coding in the draft local housing strategy and is not within close enough proximity to an activity centre. I believe that this request should be refused as kalamunda and maida vale need more diversity in housing stock and by converting these to grouped dwellings this strategic objective is no longer satisfied.* | features to accommodate the needs of people with limited mobility.<br><br>*"One-in-five Australians live with disability and by 2020 almost 10 per cent of the WA population will be aged 70 years or older"* (R-Codes, Volume 2 – Apartments, pg. 898).<br><br>The Disability Services Commission describes universal design as being the:<br>*"Creation of building, products and environments that are usable and effective for everyone, to the greatest extent possible without the need for adaptation or specialised design"*.<br><br>Whilst these R-Codes are not applicable to this proposal, the proposed amendment by virtue of allowing the removal of the Title notification / restriction would be consistent with the underlying principles of the R-Codes in providing a dwelling product that suits a greater population base that is able to respond to the changing need of its owners / occupants.<br><br>With regard to planning merit, the subject site is located in close proximity to key transport corridors, public transport routes, active public open space, activity | |

**Attachment 3**
Proposed Amendment to Structure Plan – Maida Vale Cell 6 Structure Plan – Lot 256 (53) Maida Vale Road, Maida Vale
**Submission Table**

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| | | centres and community facilities and services including educational establishments. Details of these facilities, infrastructure and amenities have been outlined in the planning report submitted.<br><br>Dismiss objection. | |
| 4 | *Objection – Total number of submissions: 1*<br><br>*This units should stay as over 55, Thats the only reason they got to build 13 units on that block in the first place. This is only being driven by greed, The city of kalamunda should not have given the go ahead for 13 units, none of the rate payers wanted that many on a small block. But no one listen to us. The developer new what Zoning it was before building. The area is to small for family units. IT WILL TURN INTO A GETTO. WAKE UP COUNCIL THINK OF YOUR RATE PAYERS, NOT THE GREEDY DEVELOPERS WHO DONT LIVE HERE.* | The proposal to develop 13 aged and dependent persons' dwellings was driven by what was thought to be a demand for such products in the locality. However, after 18-months and significant capital outlay towards marketing, only 4 dwellings have sold. Whilst it is acknowledged that the inability to sell dwellings is not a valid planning consideration, for reasons outlined above (refer submission (3) response), the proposed amendment is considered to warrant approval.<br><br>Dismiss objection. | Noted. |
| 5 | *Objection – Total number of submissions: 1*<br><br>*To whom it may concern* | Dwellings have been designed in accordance with AS4299-1995 – Adaptable Housing. This does not mean that the dwellings are unsuitable for non-aged and dependent persons'. Design features associated with AS4299-1995 | Noted. |

**Attachment 3**
Proposed Amendment to Structure Plan – Maida Vale Cell 6 Structure Plan – Lot 256 (53) Maida Vale Road, Maida Vale
**Submission Table**

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| | *I was very much opposed to this development being built in the first place and like other concerned residents nearby felt our concerns were not listened to by Kalamunda council*<br>*A smaller development would have been better on that site instead of the 13 dwellings that have become a bit of a white elephant with only a few selling*<br>*In my opinion it is not just the aged dependent persons restriction that is causing lack of sales but as related to me by people viewing these units who said they were too small*<br>*Now correct me if i am wrong but increasing the density from r40 to r60 could mean investors could buy them and sell on or rent to people with young children and/or teenagers in units supposedly built for aged/dependent people*<br>*This development looks like it has been built for over 55s not families*<br>*I would like to propose to Kalamunda councilors that before voting on this amendment they must view these units and ask themselves if they would be happy living in such small places with there family and vote accordingly.* | include wider entries, greater room sizes to account for circulation requirements, accessible fittings and switches, grab rails, slip resistant floors in kitchen and bathrooms etc. Such features would be of benefit to occupants, particular those who are families with young children. Furthermore, having dwellings with such features allows for aging-in-place without the need to retro-fit dwellings later on at the owners expense.<br><br>The response provided under submission (3) is also repeated. That is, the R-Codes now looks to providing greater choice in the size, layout and design of dwellings within each development. Furthermore, incorporating design features to accommodate the needs of people with limited mobility.<br><br>Dismiss objection. | |

**Attachment 3**
Proposed Amendment to Structure Plan – Maida Vale Cell 6 Structure Plan – Lot 256 (53) Maida Vale Road, Maida Vale
**Submission Table**

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| 6 | Comment on proposal – Total number of submissions: 1<br><br>*These properties are not built for party goers. I have no issues as long as tenants are properly vetted.* | Noted. | Noted. |
| 7 | *Objection – Total number of submissions: 1*<br><br>*OBJECT to the proposed amendment that seeks to increase the residential density code of the land from R40 to R60.* | No planning reasons provided in the objection.<br><br>Dismiss objection. | Noted. |
| 8 | *Non- Objection – Total number of submissions: 1*<br><br>*We are the registered proprietors of the property known as ------.*<br><br>*We are aware that the Strata Company has made a formal application with the Shire to rezone all the land within Strata Plan 73746 from Residential R:40 to Residential R:60.*<br><br>*We confirm that we are in support of this application.* | | Noted. |

**Attachment 3**
Proposed Amendment to Structure Plan – Maida Vale Cell 6 Structure Plan – Lot 256 (53) Maida Vale Road, Maida Vale
**Submission Table**

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| 9 | *Non- Objection – Total number of submissions: 1*<br><br>*We are the registered proprietors of the property known as ------.*<br><br>*We are aware that the Strata Company has made a formal application with the Shire to rezone all the land within Strata Plan 73746 from Residential R:40 to Residential R:60.*<br><br>*We confirm that we are in support of this application.* | | Noted. |
| 10 | *Non- Objection – Total number of submissions: 1*<br><br>*We are the registered proprietors of the property known as ------.*<br><br>*We are aware that the Strata Company has made a formal application with the Shire to rezone all the land within Strata Plan 73746 from Residential R:40 to Residential R:60.*<br><br>*We confirm that we are in support of this application.* | | Noted. |
| 11 | *Comment on proposal – Total number of submissions: 1* | | Noted. |

**Attachment 3**
Proposed Amendment to Structure Plan – Maida Vale Cell 6 Structure Plan – Lot 256 (53) Maida Vale Road, Maida Vale
**Submission Table**

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| | *I do have reservations regarding the proposal, as my interest in purchasing a unit in the development was the fact that it was an 'over 55 development'. I would like my concerns to be considered.*<br><br>*The units are in very close proximity to one another, and my rear courtyard doe share a common wall with another unit courtyard. I guess I would have reservations, about it being available to anyone who wanted to rent, and whilst I appreciate that even the over 55's could potentially generate loud noise, opening the rentals up to tenants of all ages, may invite unwanted excessive noise. (which would be my main concern).*<br><br>*I was made aware the City of Kalamunda gave the develops the go ahead to increase the number of units built on this land, if the Maida Vale Greens Development was an over 55's complex. Would question why now, would the City be considering, a change to that, when I assume the only reason the 13-unit complex was allowed to go ahead was due to the 'over 55' status.*<br><br>*I will not stand in the way of this change, if all other owners are in aggreeance,* | | |

**Attachment 3**
Proposed Amendment to Structure Plan – Maida Vale Cell 6 Structure Plan – Lot 256 (53) Maida Vale Road, Maida Vale
**Submission Table**

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| | *however I am grateful for the opportunity to voice my concerns.* | | |

ROWE GROUP

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Job Ref: 8654
8 March 2019

Chief Executive Officer
City of Kalamunda
PO Box 42
KALAMUNDA WA 6926

**Attention: Mr Chris Lodge – Senior Planning Officer**

Dear Sir

**Scheme Amendment No. 94**
**Lot 112 (No. 280) Holmes Road and Lot 14 (No. 323) Hawtin Road, Forrestfield**

Rowe Group acts on behalf the landowners of Lot 112 (No. 280) Holmes Road and Lot 14 (No. 323) Hawtin Road, Forrestfield ('the subject site') in relation to Scheme Amendment No. 94 to the City of Kalamunda Local Planning Scheme No. 3 ('LPS 3').

Scheme Amendment No. 94 was to be considered by Council at its Development and Asset Services Committee Meeting of 4 September 2017 and Ordinary Council Meeting of 26 September 2017. However, at our request, the matter was withdrawn to allow a subdivision application to be lodged with the Western Australian Planning Commission ('WAPC') seeking approval for the amalgamation of Lot 112 and Lot 14. The WAPC issued the subdivision approval in December 2018.

As the WAPC has now issued the subdivision approval, we request that the City of Kalamunda ('the City') recommence Scheme Amendment No. 94 and put forward a recommendation to Council.

In order to progress this matter, we attach the following:

- Five (5) copies of this request;
- Various figures, including regional and local locations and site plan; and
- Advice from a Bushfire Consultant.

## Description of Subject Site

The subject site is located in the City of Kalamunda, approximately 16km east of the Perth Central Business District. Refer Figure 1 – Regional Location.

The subject site is situated in Forrestfield and is bound by Holmes Road to the east and rural properties to the north, south and west. Holmes Road is a sealed, gazetted road. Refer Figure 2 – Local Location.

**Cadastral Information**

The subject site comprises two (2) land parcels, being:

- Lot 112 on Diagram 44806 Certificate of Title Volume 1378 Folio 385; and
- Lot 14 on Diagram 25434 Certificate of Title Volume 1526 Folio 935.

Refer Attachment One – Certificates of Title.

The subject site has a land area of approximately 6.56ha with a frontage to Holmes Road of approximately 210.84m and Hawtin Road of approximately 11.00m. Refer Figure 3 – Site Plan.

There are two (2) water/drainage/sewer easements registered on Title over Lot 112; one (1) registered to the City of Kalamunda (Document Ref: A644839) and one (1) registered to the Water Authority of Western Australia (Document Ref: E754093). These easements relate to a sewerage pipe which runs parallel with the north-western lot boundary and a drainage easement over the southern portion of the site.

**Existing Improvements**

Lot 112 is occupied by seven (7) structures associated with the existing Greek Orthodox Church. The five (5) buildings located to the north-east portion of the site are associated with the Greek Orthodox Church services. A caretakers and monks dwelling are located at the south-west portion of the site. The structures at the western portion of the site are the monks dwelling and storage sheds.

Access to Lot 112 is available via an existing crossover the northern portion of the site. Internal vehicle movements are facilitated by a central access spine. Parking is available adjoining the existing buildings. The south-eastern portion of the site is vegetated.

Lot 14 is occupied by a single dwelling towards the northern portion. The southern portion is vegetated. Access to Lot 14 is available via an existing crossover from Hawtin Road.

**Servicing**

The subject site is serviced by sewer, water and power. Water is connected via an access point in the south-eastern portion of the subject site. Sewer is available via a sewer access chamber in the north-western portion of the subject site. Overhead powerlines run along Holmes Road.

**Approved Amalgamation**

The WAPC issued a subdivision approval for the amalgamation of the subject site into a single land parcel in December 2018. Refer Attachment Two – Subdivision Approval. Therefore, this Scheme Amendment request is made in relation to both properties that form the subject site.

## Environmental Characteristics

**Topography**

The subject site slopes up from 57m AHD to the south-west to 65m AHD the north-east. The highest portion is located in the centre of the site. This ridge slopes down from 60m AHD at the centre to 55m AHD at the north-west and 55m AHD at the south-east of the site. A small stream (associated with Whistlepipe Gully) flows through the site from west to east.

There is a small ridge on the central section of Lot 14 at a height of approximately 64m AHD. This slopes down slightly to the north west and south east of the subject site.

**Acid Sulphate Soils and Contaminated Sites**

Based on the Department of Water and Environment Regulation ('DWER') mapping, the subject site is classified as having no known risk of Acid Sulphate Soils ('ASS') occurring within 3m of natural soil surface. The nearest land classified as having low to moderate risk of ASS occurring within 3m of the natural soil surface is located approximately 800m to the west of the site.

A search of the DWER Contaminated Sites Database has indicated that there are no known contaminated sites at the site.

**Vegetation, Flora and Fauna**

The south-western portion of the subject site is vegetated. A desktop analysis of the Landgate's Locate V5 Mapping System has concluded that no existing vegetation is known to be worthy of retention or as being significant.

**Heritage**

A search of the Department of Aboriginal Heritage Inquiry System, the State Heritage Office database (inHerit) and the Australian Heritage Database confirms that the subject site is not a State Registered Place (Heritage Place No. 10445).

The subject site is identified on the City's Municipal Heritage Inventory (Place No. 85 – Greek Orthodox Church). The City's Municipal Heritage Inventory states the following statement of significance:

> *The place has social value for the members of the community who attend the church.*

This proposal to insert an 'Additional Use' over the subject site will not impact the heritage place and will ensure the existing Greek Orthodox Church (and the heritage place) is retained.

## Description of Proposal

This request proposes to rezone the site to the 'Special Use' zone under LPS 3 and insert additional site specific development conditions into Schedule 4. Refer Figure 4 – Proposed Scheme Amendment.

The proposal seeks to include the following development conditions within Schedule 4 of LPS 3:

(a) Land use permissibility shall be in accordance with the provisions of the "Special Rural" zone.

(b) Within this zone the following uses are not permitted unless approval is granted by the Council ('A'):
- 'Ancillary Dwelling';
- 'Caretakers Dwelling';
- 'Community Purpose';
- 'Residential Building'; and
- 'Place of Worship'.

Refer Attachment Three – Proposed Scheme Amendment.

The proposal will essentially retain a base zoning consistent with the existing 'Special Rural' zoning of the subject site by way of Condition (a) of Schedule 4 of the 'Special Use (SU 20)' zone. It should be noted that there are substantial olive grove and fruit orchards at the subject site which will help retain the rural character of the area.

The existing Greek Orthodox Church was approved at the subject site prior to LPS 3 being gazetted. As a result, the existing Greek Orthodox Church is a 'non-conforming use' under Clause 4.8 of LPS 3. This proposal will make the existing Greek Orthodox Church lawful (a use that is capable of approval) under the provisions of LPS 3 and will mean that any further development will not require assessment as a 'non-conforming use' under Clause 4.8 of LPS 3.

Whilst inserting 'Place of Worship' as a discretionary use within the 'Special Use' zone will address the 'non-conforming use' issue detailed above, a number of other land uses are also proposed to be included within the 'Special Use' zone. These land uses are associated with the activities regularly undertaken by the Church and form part of the long term vision for the future use of the site.

The existing Greek Orthodox Church may, in the future, be expanded to include additional accommodation for monks, a new chapel and a library. There may also be the potential for functions relating to religious ceremonies to be held at the new facilities. Separate development applications will need to be submitted and considered by the City for any expansion of existing activities or for the establishment of new activities. To facilitate these land uses under the provisions of LPS 3, it is proposed that 'Ancillary Dwelling', 'Caretakers

Dwelling', 'Community Purpose' and 'Residential Building' be included as discretionary ('A') uses within the 'Special Use' zone.

LPS 3 defines 'Community Purpose' as follows:

> *community purpose means the use of premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organisations involved in activities for community benefit.*

The proposed library would provide educational and social facilities and services to the community. Therefore, the proposed library would be best described as 'Community Purpose' under the provisions of LPS 3.

LPS 3 refers to the R-Codes for a definition of 'Ancillary Dwelling'. It is noted that the definition of 'Ancillary Dwelling', as contained under the R-Codes, reads:

> *Self-contained dwelling on the same lot as a single house which may be attached to, integrated with or detached from the single house.*

Based on the above definition, an 'Ancillary Dwelling' cannot be constructed at the site as long as a 'Single House' does not also exist at the site. To allow accommodation for monks at the site without the need to develop a 'Single House', it is proposed to insert 'Caretakers Dwelling' and 'Residential Building' as discretionary land uses within the 'Special Use' zone.

The Applicant and the landowner are willing to further discuss the proposed land uses and the correct designation of the land uses under LPS 3 further with the City of Kalamunda, if required.

## Town Planning Considerations

**Directions 2031 and Beyond**

Directions 2031 and Beyond ('Directions 2031'), adopted by the Western Australian Planning Commission ('WAPC') in 2010, provides a high level spatial framework and strategic plan to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate the anticipated population growth of the Metropolitan and Peel regions.

To support the implementation of Directions 2031 two sub-regional strategies were prepared; the Outer Metropolitan Perth and Peel Sub-Regional Strategy ('OMPPSRS'), and the Central Metropolitan Perth Sub-Regional Strategy. The subject site is situated within the OMPPSRS which refines the framework set under Directions 2031.

The OMPPSRS identifies the subject site in the north-east sub-region and as being 'Rural'. This Scheme Amendment proposal will not change the existing 'Rural' zoning under the Metropolitan Region Scheme ('MRS')

and will generally retain the existing 'Special Rural' zoning under LPS 3, with the inclusion of a number of additional discretionary land uses.

**Perth and Peel @ 3.5 Million**

The Perth and Peel @ 3.5 Million seeks to provide a framework for the development of the Perth and Peel regions as the population reaches an estimated 3.5 million by 2050. The document seeks to meet the targets identified under Directions 2031 and the State Planning Strategy 2050. The suite of documents include the over-arching Perth and Peel @ 3.5 million report and four draft planning frameworks for the Central, North-West, North-East and South Metropolitan sub-regions.

The Perth and Peel @ 3.5 Million document identifies the subject site as 'Rural'. The Scheme Amendment proposal will not change the existing 'Rural' zoning under the Metropolitan Region Scheme ('MRS') and will retain generally retain the existing 'Special Rural' zoning under LPS 3, with the inclusion of a number of additional discretionary land uses.

**North-East Metropolitan Sub-Regional Framework**

Consistent with the Perth and Peel @ 3.5 Million, the North-East Metropolitan Sub-Regional Framework identifies the subject site as 'Rural'. Refer Figure 5 – Draft North-East Metropolitan Sub-Regional Framework.

The North-East Sub-Regional population is predicted to more than double by 2050, growing from 209,156 people on 2011 to over 450,500 by 2050. Therefore, it will be important to ensure services, such as those currently available at the subject site, be retained.

**Draft Perth and Peel Green Growth Plan for 3.5 Million**

In July 2011, the Western Australian Ministers for Planning and Environment and the Commonwealth Minister for the Environment agreed to undertake a Strategic Assessment of the Perth and Peel regions under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999.

This resulted in the preparation of the Draft Perth and Peel @ 3.5 Million which was released for public comment in May 2015. The Draft Perth and Peel Green Growth Plan for 3.5 Million ('Draft Green Growth Plan') has been prepared to assist in meeting the projected population growth of Perth and Peel as documented in the Draft Perth and Peel @ 3.5 Million.

The Draft Green Growth Plan seeks to secure approval under Part 10 of the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 and deliver streamlined approvals processes under the Western Australian Environmental Protection Act 1986 for the following development actions or 'classes of action', including the following:

- Urban and Industrial Development;
- Rural Residential Development;

- Infrastructure Development;
- Basic Raw Materials Extraction; and
- Harvesting of Pine Plantations.

The Draft Green Growth Plan identifies the subject site as 'Rural Residential Development'. Therefore, this Amendment is consistent with the Draft Green Growth Plan as the base 'Rural' zone is generally retained.

Refer Figure 6 – Draft Green Growth Plan – Draft Classes of Action.

The Draft Green Growth Plan also identifies the western and southern portion of the subject site as having potential for important populations of threatened species and ecological communities. However, as previously discussed, the subject site does not contain any known significant or threatened flora, fauna or ecological communities.

Refer Figure 7 – Draft Green Growth Plan – Draft Commitments and Values.

**Metropolitan Region Scheme**

Under the provisions of the Metropolitan Region Scheme ('MRS') the subject site is zoned 'Rural'. Refer Figure 8 – MRS Zoning.

**City of Kalamunda Local Planning Scheme No. 3**

Under the provisions of LPS 3, the subject site is zoned 'Special Rural'. Refer Figure 9 – LPS 3 Zoning.

Subdivision and development at the subject site is required to be in accordance with the objectives of the 'Special Rural' zone contained under Clause 5.10 of LPS 3, the site requirements contained in Table 2 and any relevant Local Planning Policy.

The subject site is currently approved for use as 'Place of Worship', 'Caretakers Dwelling' and 'Ancillary Dwelling'. Table 1 of LPS 3 identifies 'Place of Worship' and 'Community Purpose' as 'X' (Prohibited) uses and 'Caretakers Dwelling' and 'Ancillary Dwelling' as 'D' uses (i.e. uses not permitted unless Council has granted planning approval) within the 'Special Rural' Zone.

Whilst the existing 'Place of Worship' land use is consistent with the provisions relating to 'non-conforming uses' under Clause 4.8 of LPS 3, a Scheme Amendment is required to provide greater certainty and longevity for the existing Greek Orthodox Church.

This proposal seeks to rezone the site to the 'Special Use' zone under LPS 3 and insert additional site specific development conditions into Schedule 4, as opposed to retaining the current 'Special Rural' zoning and adding 'Additional Uses' to the subject site under Schedule 2 of LPS 3, as was initially proposed in January of 2017.

This alternative was recommended by the City in March of 2017, as it was considered that the proposal meets Clause 5.16.1 of LPS 3, which outlines the provisions of the 'Special Use' zone. We also understand that the City is currently of the view that a re-zoning to 'Special Use' would be more consistent with the current operations of the subject site.

Given the proposed re-zoning to 'Special Use', the proposal is required to comply with Clause 5.16 of LPS 3.

Clause 5.16.1 of LPS 3 outlines the following provisions:

> *The intent of the Special Use zone is to allow the local government to make special provisions for a specific use or combination of uses on particular land where the provisions of the zoning table are not sufficiently sensitive or comprehensive to achieve the same objective.*
>
> *The local government shall only make such special provision by the creation of a special use zone when it considers that the special provisions:*
>
> *(i) will satisfy a specific need(s) in the locality where the subject land is situated;*
>
> *(ii) would enhance the amenity and the interest of the orderly and proper planning of the locality; and*
>
> *(iii) would be specifically appropriate or desirable.*

The proposal is consistent with the above provisions for the following reasons:

- The proposal will not introduce new land uses to the subject site, but simply formalise those which are currently occupying the site;
- The non-conforming uses currently operating at the subject site provide a community need within the locality, through the provision of religious, educational and social services and facilities;
- The proposal will ensure the longevity of the uses currently occupying the subject site, including the associated olive grove, fruit orchards and landscaping, which contribute to the rural amenity of the area;
- The proposal is in the interest of the orderly and proper planning of the locality, as it aims to formalise non-conforming uses which have been operating at the site for up to 37 years;
- The current land uses have non-conforming use rights and are therefore considered appropriate on the subject site and within the locality; and
- Given no additional land uses are being proposed, the proposal is therefore specifically appropriate to the subject site and locality.

Clause 5.16.2 of LPS 3 outlines the following objectives:

> *The objectives of the zone are:*
>
> *(i) to make provision for a specific use or combination of uses on particular land where provisions of the Zoning Table would otherwise restrict this, or to prevent the establishment of a use or a combination of uses where the provisions of the Zoning Table would otherwise allow this;*

*(ii) to ensure that any use or development of land which is considered to have significant impact, takes place only after the amendment process has been undergone; and*

*(iii) to allow for the inclusion of specific uses or combinations of uses on particular land with or without a base zoning (from the Zoning Table) of that land.*

The proposal is consistent with the above objectives for the following reasons:

- The proposal aims to formalise a combination of non-conforming land uses in operation on the subject site, which are currently restricted by the provisions of the Zoning Table; and
- No additional uses or development are currently proposed on the subject site, as the proposal seeks only to formalise the existing uses.

Given the above, we are of the view that the proposed Scheme Amendment is consistent with the provisions and objectives of the 'Special Use' zone.

**City of Kalamunda Local Planning Strategy**

The City's Local Planning Strategy ('LPS') was adopted at a Special Council Meeting on 3 October 2011 and endorsed by the WAPC in February 2013.

The LPS states the following in relation to the 'Special Rural' Zone:

*This zone provides for small rural lots to accommodate land use activities compatible with rural residential living. There are a number of special rural zoned lots located within the Hills orchard areas; however, the majority of the special rural zoned land is located in the Foothills providing a buffer between the urban areas of Wattle Grove, Forrestfield and Maida Vale and reserved land along the Darling Scarp. The Scheme recommends a minimum lot size of 1 ha where a reticulated water supply is available. Subdivision may be possible where the lots are larger than 2 ha but will require the Shire to prepare a subdivision guide plan and the sub divider to prepare a land capability analysis to ensure cohesive subdivision of larger undeveloped lots. Special rural areas are coming under increasing pressure from competing land use activities in the Foothills as the demand for additional urban land increases. Typically these areas are located in the Foothills localities of Maida Vale, Forrestfield and Wattle Grove with access to infrastructure and services in close proximity to Perth.*

The proposed Scheme Amendment seeks to retain a base zoning of 'Special Rural' within the 'Special Use' zone. Therefore, future subdivision and development of the site would still be able to achieve the intent of the LPS.

**State Planning Policies**

*State Planning Policy No. 1 – State Planning Framework Policy*

The WAPC's State Planning Policy No. 1 – State Planning Framework Policy ('SPP 1') sets out the key principles relating to environment, community, economy, infrastructure and regional development. The main purpose of

SPP 1 is to provide a range of strategies and actions which support these principles and bring together all State and Regional policies and plans which apply to land use and development in Western Australia. Clause 5 of SPP 1 outlines the following relevant principles:

*Community*

*II. promoting a range of accessible community resources, including affordable housing, places of employment, open space, urban tree canopy, education, health, cultural and community services.*

*Environment*

*III. protecting areas and sites with significant historic, architectural, aesthetic, scientific and cultural values from inappropriate land use and development.*

The proposal will allow for the provision of important cultural and community services and facilities in an area that is expected to experience a significant amount of population growth. Therefore, the proposal is consistent with the above Community principle under Clause 5 of SPP 1.

Currently the existing use maintains 'non-conforming use' rights under Clause 4.8 of LPS 3. If the existing Greek Orthodox Church ceases operation for more than six (6) months (in accordance with Clause 4.10 of LPS 3), these 'non-conforming use' rights are lost. This could have implications on the heritage place listed on the City's Municipal Heritage Inventory. The proposal will ensure the longevity of the existing Greek Orthodox Church. Therefore, the proposal is consistent with the above Environment principle under Clause 5 of SPP 1.

*State Planning Policy No. 2 – Environment and Natural Resources Policy*

The WAPC's State Planning Policy No. 2 – Environment and Natural Resources Policy ('SPP 2') sets out the general measures that apply to all planning applications. SPP 2 sets out the following general measures that are relevant to the proposal:

*iv. Protect significant natural, indigenous and cultural features, including sites and features significant as habitats and for their floral, cultural, built, archaeological, ethnographic, geological, geomorphological, visual or wilderness values.*

*v. Take into account the potential for economic, environmental and social (including cultural) effects on natural resources.*

*xii. Take into account the potential for impacts from changes in climate and weather on human activities and cultural heritage including coastal and urban communities, natural systems and water resources.*

As previously discussed, the proposal will facilitate the continuation of a use that has operated from the subject site for 37 years. In addition, it will mean that a heritage place listed on the City's Municipal Heritage Inventory will not be subject to the 'non-conforming use' provisions contained under Clause 4.8 of LPS 3 (in the event that

a development application is proposed), which could have implications on the longevity of the existing Greek Orthodox Church.

It should be noted that the subject site does not contain any known significant flora, fauna or other natural assets. Therefore, the proposal is consistent with the relevant general measures of SPP 2.

*State Planning Policy No. 2.4 – Basic Raw Materials*

State Planning Policy No. 2.4 – Basic Raw Materials ('SPP 2.4') sets out the matters to be considered when assessing rezoning applications in the vicinity of identified basic raw materials resource areas.

The subject site is located within the 'Policy Area' for SPP 2.4. The nearest identified basic raw materials resource area is located approximately 6km to the south of the subject site. Therefore, the proposal will not have any impact on the nearest identified basic raw materials resource area.

*State Planning Policy No. 2.5 – Rural Planning*

The purpose of State Planning Policy No. 2.5 – Rural Planning ('SPP 2.5') is to protect and preserve WA's rural zoned land due to the importance of their economic, natural resource, food production, environmental and landscape values. SPP 2.5 applies to all land zoned 'Rural' in the MRS and a Local Planning Scheme (i.e. LPS 3).

The provisions of SPP 2.5 are required to be applied to Scheme Amendments that affect or relate to 'Rural' zoned land. Therefore, the provisions of SPP 2.5 apply to this proposal.

The following policy measures are relevant to this proposal:

*5.1 Protection of Rural Land and Land Uses*

*The WAPC will seek to protect rural land as a State resource by:*

*b) retaining land identified as priority agricultural land in a planning strategy or scheme for that purpose;*

*d) protecting land, resources and/or primary production activities through the State's land use planning framework;*

*5.2 Rural land in the Perth and Peel planning regions*

*WAPC policy for rural land in the Perth and Peel planning regions is:*

*d) priority agricultural land is to be preserved for that purpose due to its proximity to major population centres;*

*e) conversion of land from priority agriculture to other uses must be appropriately planned in strategies or schemes, where such conversion is required as a matter of State significance.*

*6.3 Rural land in local planning schemes*

*When local planning schemes are prepared or reviewed, planning decision-makers shall:*

*b) in rural zones, limit the introduction of land uses that may constrain existing or potential future rural land uses;*

*c) only categorise land uses as permissible in rural zones if they are consistent with the objectives of this policy and a local planning strategy;*

*6.4 Zoning proposals affecting rural land*

*In contemplating zoning proposals or amendments to region or local planning schemes, planning decision-makers shall consider:*

*a) the suitability of the site to be developed for the proposed use;*

*b) the siting of the zone/land use in the context of surrounding zones/land uses (existing and proposed);*

*c) the capacity of the site to accommodate the proposed zone/land use and associated impacts and:*

*i. only support proposals which are consistent with endorsed planning strategies, or in exceptional circumstances, where the proposal meets the objectives and intent of WAPC policy;*

*iii. that the continuation of existing rural land uses are taken into account;*

The proposal is consistent with the above policy measures for the following reasons:

- The subject site is not identified as 'Agricultural Priority Management Area' by SPP 2.5. The nearest 'Agricultural Priority Management Area' is located approximately 3km to the east of the subject site;
- The proposal will not change the 'Rural' zoning of the subject site under the MRS or the underlying 'Special Rural' zoning under LPS 3, which is enforced through Condition (a) of the 'Special Use (SU20)' provisions. The subject Amendment seeks to include the existing "non-confirming" land uses as 'A' (discretionary) land uses at the subject site, therefore removing the 'non-conforming use' rights that currently apply to the subject site.
- The proposal does not prevent the subject site from being used for land uses that are permissible within the 'Special Rural' Zone under LPS 3;
- The proposal will allow for the provision of important cultural and community services and facilities in an area that is expected to experience a significant amount of population growth;
- The proposal will have minimal impact on the surrounding 'Special Rural' zoned land; and
- The proposal is consistent with the objectives of SPP 2.5 for the reasons listed above.

*State Planning Policy No. 2.8 – Bushland Policy for the Perth Metropolitan Region*

The WAPC's State Planning Policy No. 2.8 – Bushland Policy for the Perth Metropolitan Region ('SPP 2.8') seeks to protect significant bushland and Bush Forever sites within the Perth Metropolitan Region.

The subject site is not identified within a Bush Forever site under SPP 2.8 and therefore does not contain any known regionally significant vegetation.

*State Planning Policy No. 3.5 – Historic Heritage Conservation*

The WAPC's State Planning Policy No. 3.5 – Historic Heritage Conservation ('SPP 3.5) sets out principles of for the conservation and protection of Western Australia's historic heritage.

Clause 4 of SPP 3.5 states the following objectives:

- To conserve places and areas of historic heritage significance.
- To ensure that development does not adversely affect the significance of heritage places and areas.
- To ensure that heritage significance at both the State and local levels is given due weight in planning decision-making.
- To provide improved certainty to landowners and the community about the planning processes for heritage identification, conservation and protection.

As previously discussed, the existing use maintains 'non-conforming use' rights under Clause 4.8 of LPS 3. If the existing Greek Orthodox Church ceases operation for more than six (6) months, these 'non-conforming use' rights are lost. This could have implications on the heritage place listed on the City's Municipal Heritage Inventory. The proposal will ensure the longevity of the existing Greek Orthodox Church. Therefore, this proposal is consistent with the above objectives of SPP 3.5.

*State Planning Policy No. 3.7 – Planning in Bushfire Prone Areas*

The WAPC's State Planning Policy No. 3.7 – Planning in Bushfire Prone Areas ('SPP 3.7') provides the foundation for land use planning to address bushfire risk management in Western Australia.

To address the requirements of SPP 3.7 Green Start Consulting has been engaged to prepare a Bushfire Management Plan ('BMP'). Therefore, the proposal is consistent with the requirements of SPP 3.7.

Refer Attachment Four – Bushfire Management Plan (Scheme Amendment).

The BMP meets the intent of SPP 3.7, the Guidelines for Planning in Bushfire Prone Areas and any relevant provisions contained in the City's Local Planning Strategy and LPS 3 relating to bushfire risk management and the standard fire break orders for the locality.

As demonstrated in the BMP, the proposal is consistent with the bushfire protection criteria contained in the Guidelines for Planning in Bushfire Prone Areas.

The BMP recommends the following:

1. A notice is to be placed on title by the local government alerting future landowners to this BMP.
2. An asset protection zone is to be created and maintained in accordance with siting requirements of element 2 of the Guidelines for Planning in Bushfire Prone Areas.
3. Existing road network to be maintained in accordance with element 3 of the Guidelines for Planning in Bushfire Prone Areas.

4. Landowner to thoroughly read this BMP. If there are any items which require clarification it is recommended that they contact the author of this report.
5. Implementation and enforcement schedule to be actively adhered to.

Furthermore, a BMP was prepared in support of the subdivision application to amalgamate the subject site. The BMP demonstrates compliance with the requirements of SPP 3.7. Refer Attachment Five – Bushfire Management Plan (Subdivision Application).

On the basis of the above, the proposal is consistent with the policy measures and requirements of SPP 3.7.

**Local Planning Policies**

*Flood and Stream Management Policy*

The City's Flood and Stream Management Policy applies to land identified as 'Flood Stream Management Area' and attempts to prevent uncoordinated and unplanned land development which may affect creeks and drainage ways within the City. The subject site is not identified as 'Flood Stream Management Area'. However, there is a drainage easement over the southern portion of the subject site.

Any future development at the subject site may need to be assessed against the provisions of the City's Flood and Stream Management Policy.

*Signage on Private Property Policy*

The City's Signage on Private Property Policy applies to all proposed signage on private property.

Any future proposed signage at the subject site will need to be assessed against the relevant provisions of the City's Signage on Private Property Policy.

*Places of Worship Policy*

The City's Places of Worship Policy applies to all proposals seeking approval for a 'Place of Worship' land use. This includes development applications and scheme amendments.

Clause 5.9(c) of the City's Places of Worship Policy states the following in relation to scheme amendments:

> *The Scheme provides the ability for landowners to apply for additional uses. In many cases, in particular in Rural Zones, "Place of Worship" is an "X" land use which means that it is prohibited within that zone. LPS 3 provides an ability for an applicant to apply for a Local Planning Scheme Amendment for an Additional or Special Use which provides the City with the ability to assess the merits of that particular use.*
>
> *An additional use is a land use that is permitted on a specific portion of land in addition to the uses already permissible in that zone that applies to the land.*

Therefore, the proposal is contemplated by the City's Places of Worship Policy and should be considered.

In addition, the City's Places of Worship Policy contains site requirements that apply to development applications and scheme amendment requests that propose to create an additional use or special use. In this regard, it should be noted that in this instance, the proposal seeks to create an additional use for an existing place of worship operation at the subject site. The existing place of worship use was approved under a previous local planning scheme and this proposal will formalise its continued operation at the subject site, without the need to consider future applications as a non-conforming use under the relevant provisions of LPS 3. Therefore, we are of the view that the proposal should be supported by the City.

## Conclusion

This Amendment request seeks to rezone the site to the 'Special Use' zone under LPS 3 and include the following development conditions within Schedule 4 of LPS 3:

(a) Land use permissibility shall be in accordance with the provisions of the "Special Rural" zone.

(b) Within this zone the following uses are not permitted unless approval is granted by the Council ('A'):
- 'Ancillary Dwelling';
- 'Caretakers Dwelling';
- 'Community Purpose';
- 'Residential Building'; and
- 'Place of Worship'.

The Scheme Amendment is appropriate and justified for the following reasons:

- The subject site is identified as 'Rural' by the OMPPSRS, Perth and Peel @ 3.5 Million and North-East Metropolitan Sub-Regional Framework. This proposal will retain the existing 'Rural' base-zoning under the MRS and generally retain the underlying 'Special Rural' zoning of LPS 3;
- Future development and subdivision would still be able to achieve the intent of the LPS;
- The proposal is consistent with the relevant policy measures of SPP 1, SPP 2, SPP 2.5. SPP 3.5 and SPP 3.7;
- The proposal will not have any impact on the nearest identified basic raw materials resource area and therefore satisfies the requirements of SPP 2.4;
- The proposal will not impact on the surrounding area;
- The subject site is not identified within a Bush Forever site under SPP 2.8 and therefore does not contain any known regionally significant vegetation; and
- If the existing Greek Orthodox Church ceases operation for more than six (6) months, the 'non-conforming use' rights are lost. This could have implications on the heritage place listed on the City's Municipal Heritage Inventory. The proposal will ensure the longevity of the existing Greek Orthodox Church.

Should you require any further information or clarification in relation to this matter, please contact the undersigned on 9221 1991.

Yours faithfully,



**Nathan Stewart**
Rowe Group

# Figures

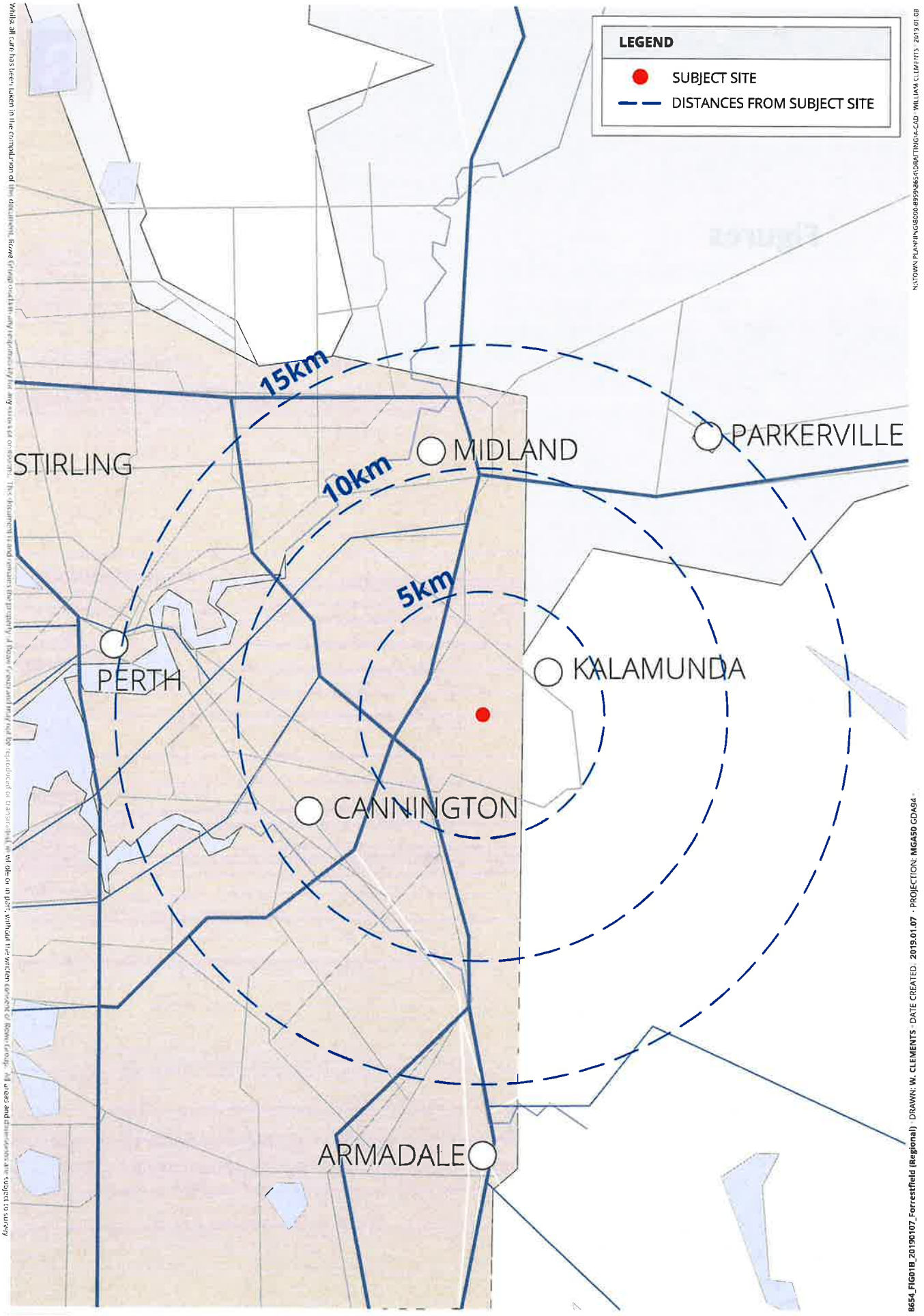



FIGURE 1
REGIONAL LOCATION

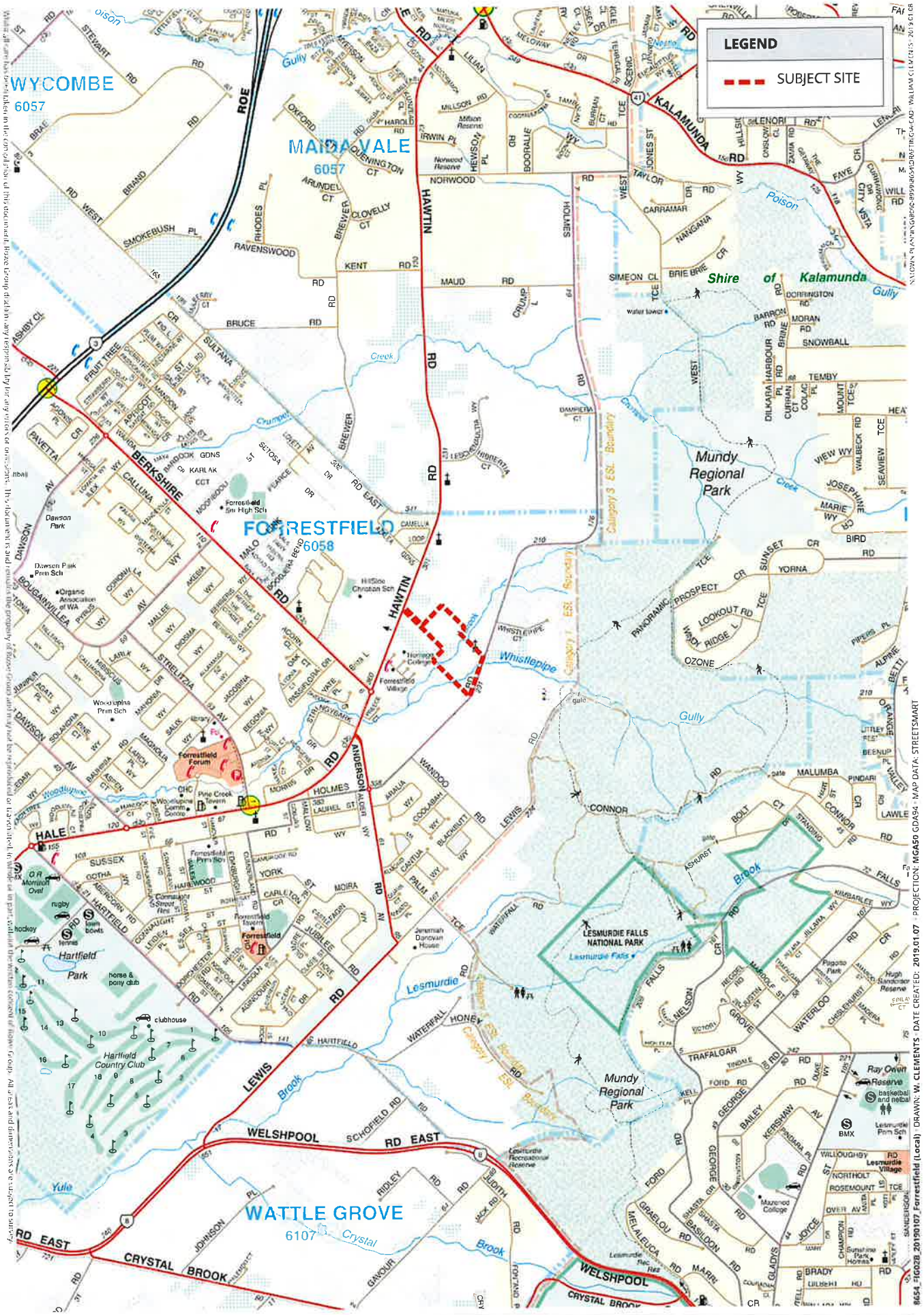
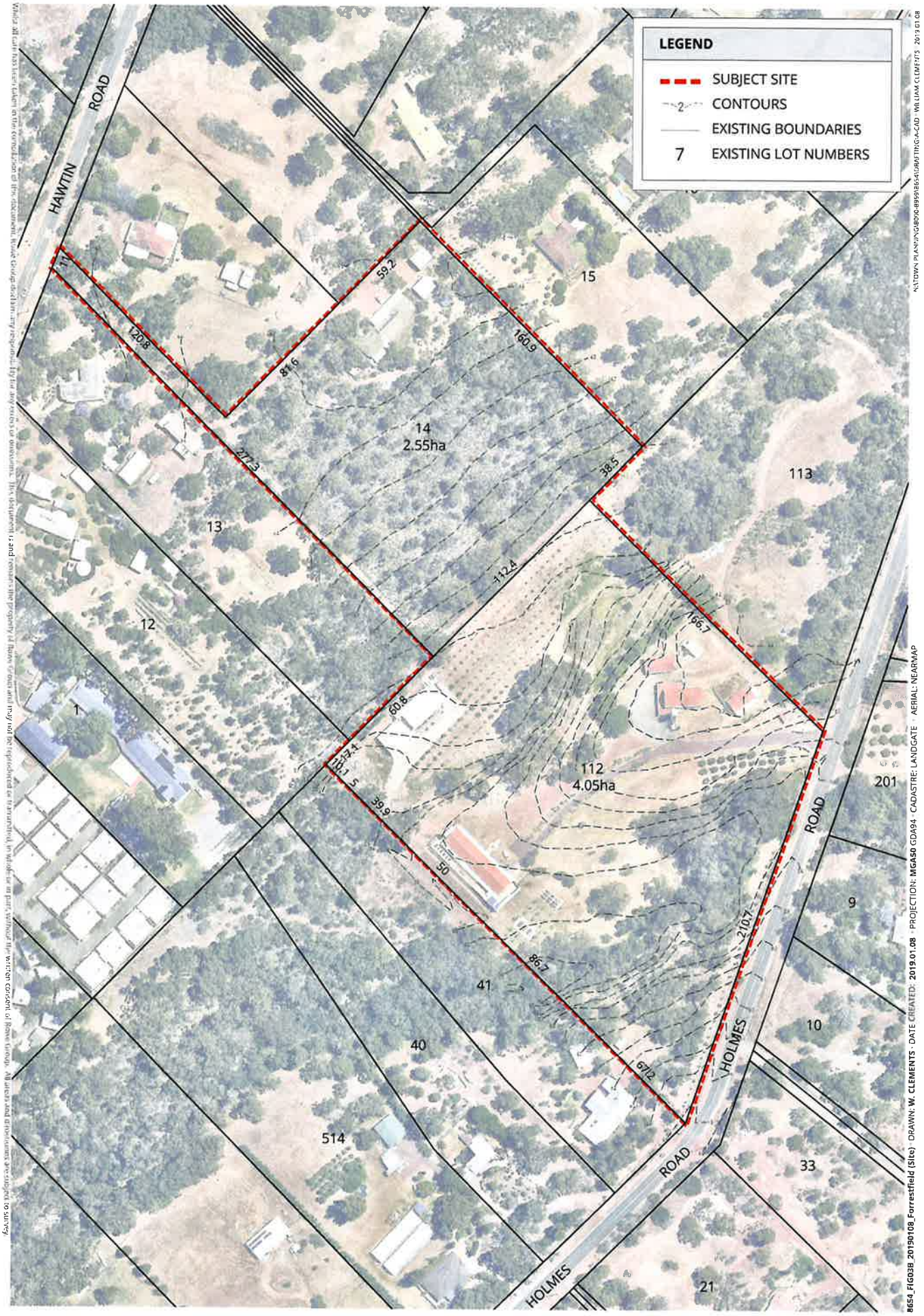



FIGURE 2
LOCAL LOCATION




0 62.5 m
SCALE @ A4: 1:2500

FIGURE 3
SITE PLAN

# SHIRE OF KALAMUNDA
# TOWN PLANNING SCHEME No.3
# AMENDMENT No. __




LEGEND
- SUBJECT SITE
- EXISTING BOUNDARIES
- 7 LOT NUMBERS

ZONES
- SPECIAL RURAL
- DEVELOPMENT

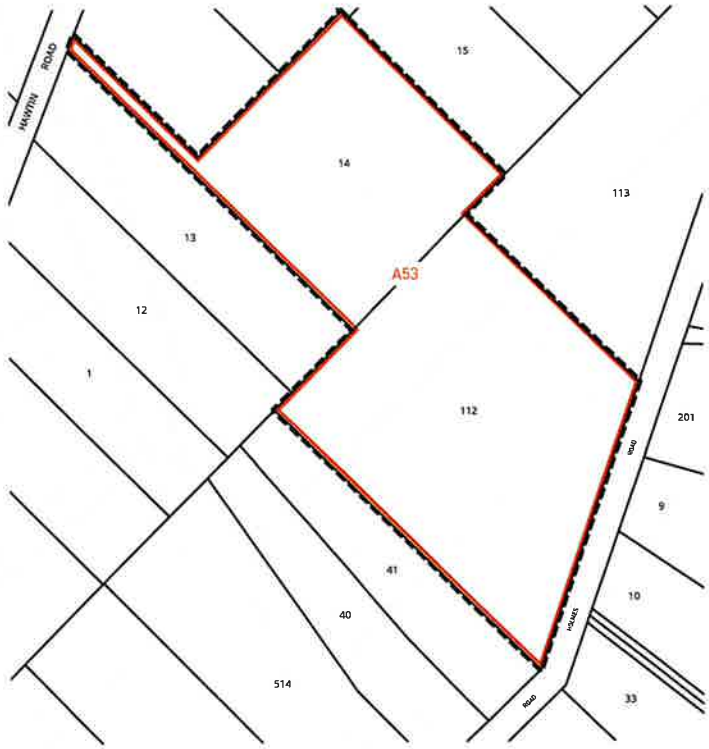
ADOPTION/REFUSAL

ADOPTED by resolution of the Council of the Shire of Kalamunda at the Ordinary Meeting of the Council held on the ___th day of _____, 201__.

MAYOR

CHIEF EXECUTIVE OFFICER

EXISTING ZONING




LEGEND
- SUBJECT SITE
- EXISTING BOUNDARIES
- 7 LOT NUMBERS

OTHER
- A53 ADDITIONAL USES

FINAL APPROVAL
1. FINAL ADOPTION BY COUNCIL

Adopted for Final Approval by Resolution of the Shire of Kalamunda at the _____Meeting of Council held on the day of _____, _____. _____ The Common Seal of the Shire of Kalamunda was hereunto affixed by authority of a resolution of the Council in the presence of:

MAYOR

CHIEF EXECUTIVE OFFICER

2. RECOMMENDED / SUBMITTED FOR FINAL APPROVAL:

DELEGATED UNDER S.16 OF PD ACT 2005

DATE:_____

3. FINAL APPROVAL GRANTED

MINISTER FOR PLANNING

DATE:_____

PROPOSED ZONING

0 125 m

SCALE @ A4: 1:5000

N

FIGURE 4

PROPOSED SCHEME AMENDMENT

8654_FIG04C_20190108_Forrestfield (Scheme Amdt) | DRAWN: W. CLEMENTS | DATE CREATED: 2019.01.08 | PROJECTION: MGA50 GDA94

N:\TOWN PLANNING\8000-8999\8654\DRAFTING\CAD\WILLIAM CLEMENTS 2019 01 08

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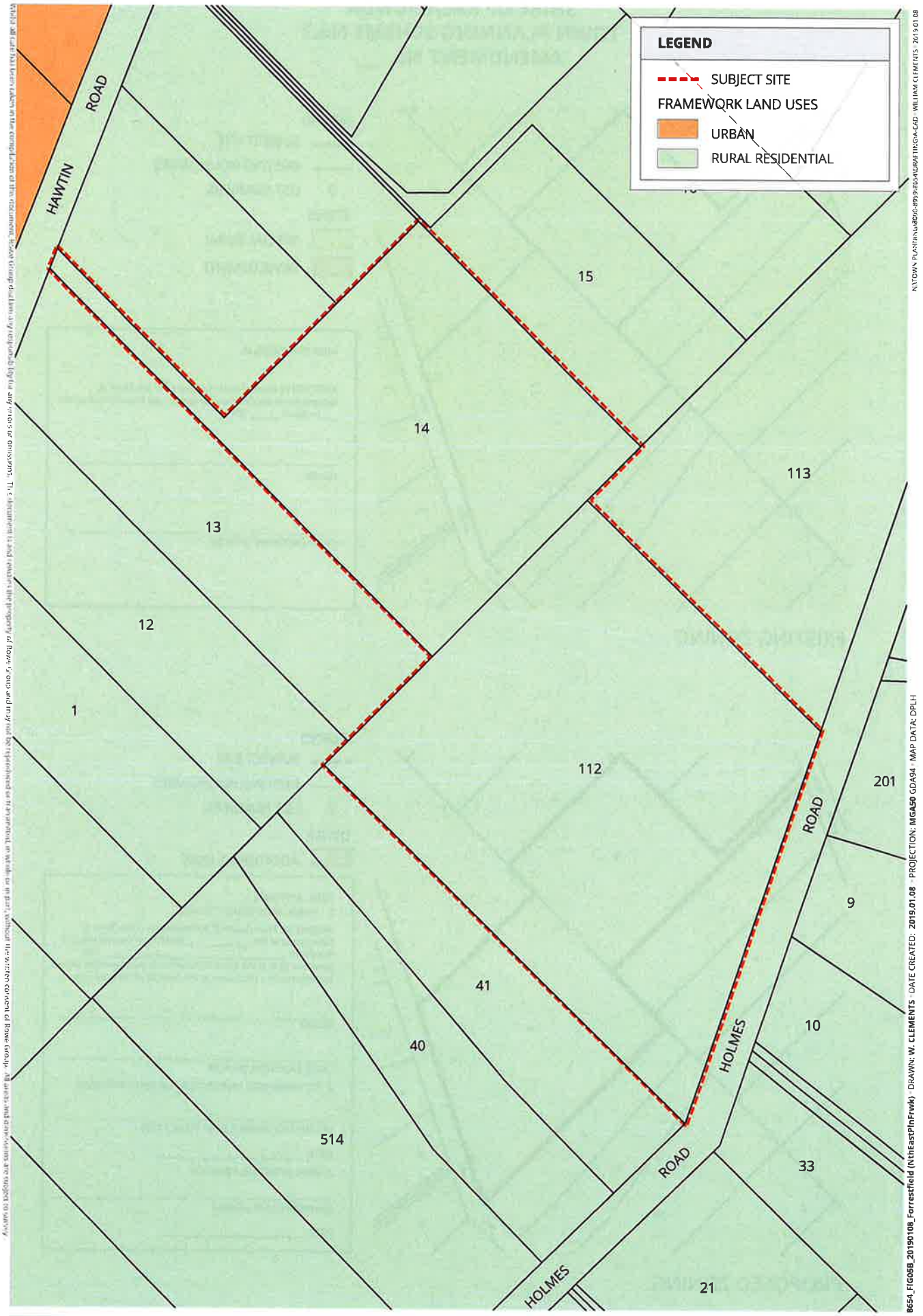



FIGURE 5
NORTH-EAST METROPOLITAN SUB-REGIONAL FRAMEWORK

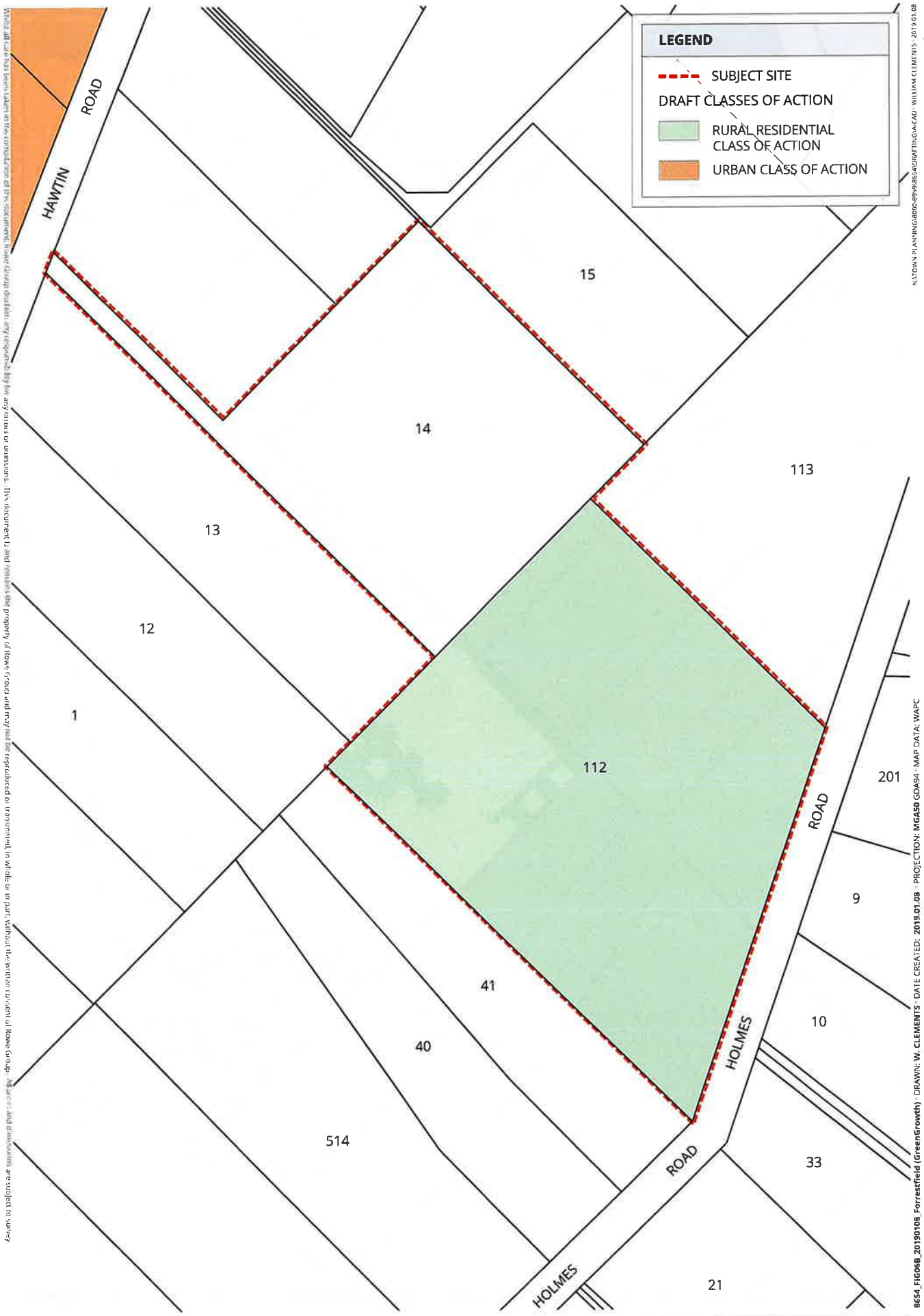



FIGURE 6
DRAFT GREEN GROWTH PLAN - DRAFT CLASSES OF ACTION




FIGURE 7
DRAFT GREEN GROWTH PLAN - DRAFT COMMITMENTS AND VALUES

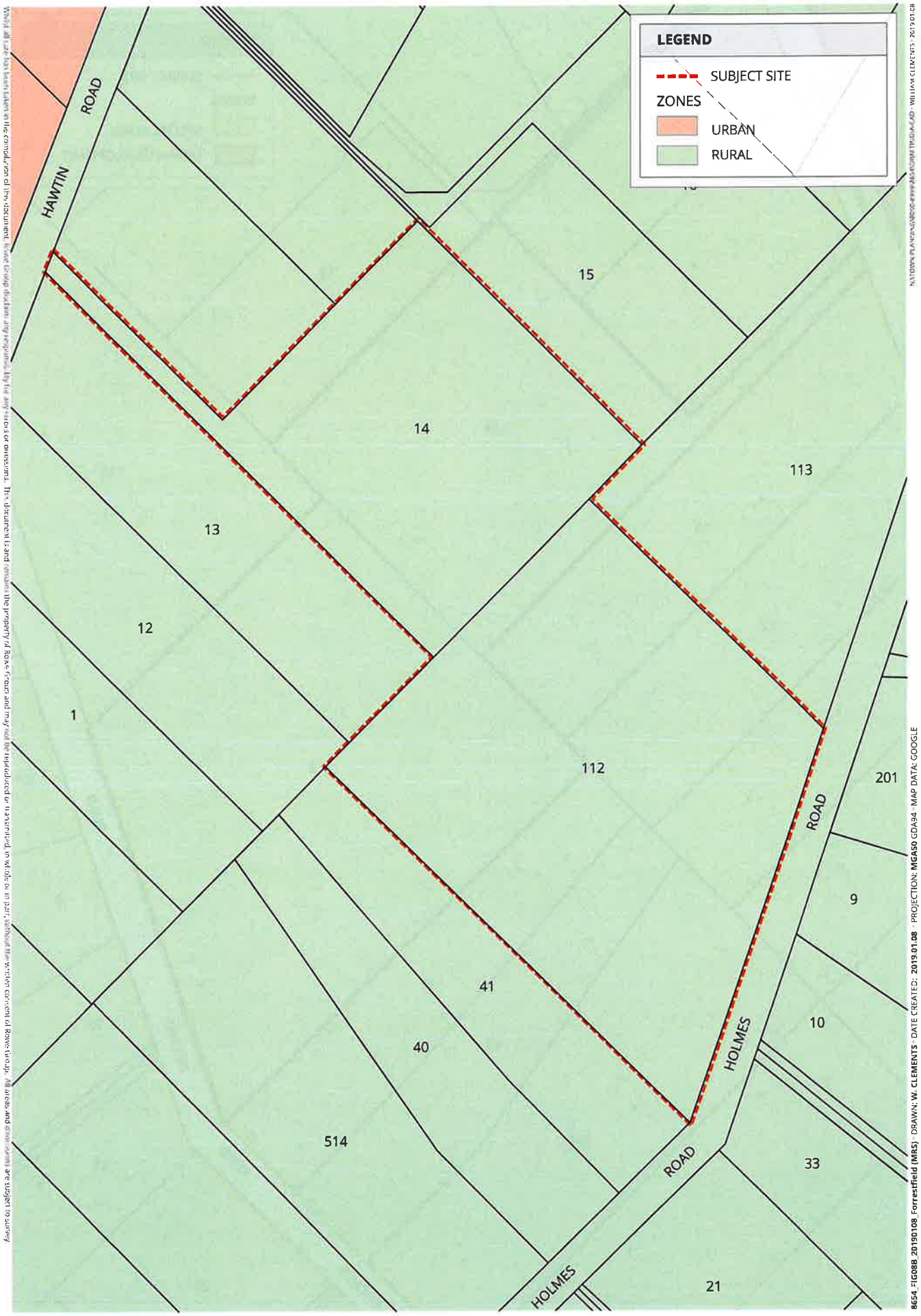



FIGURE 8
METROPOLITAN REGION SCHEME ZONING

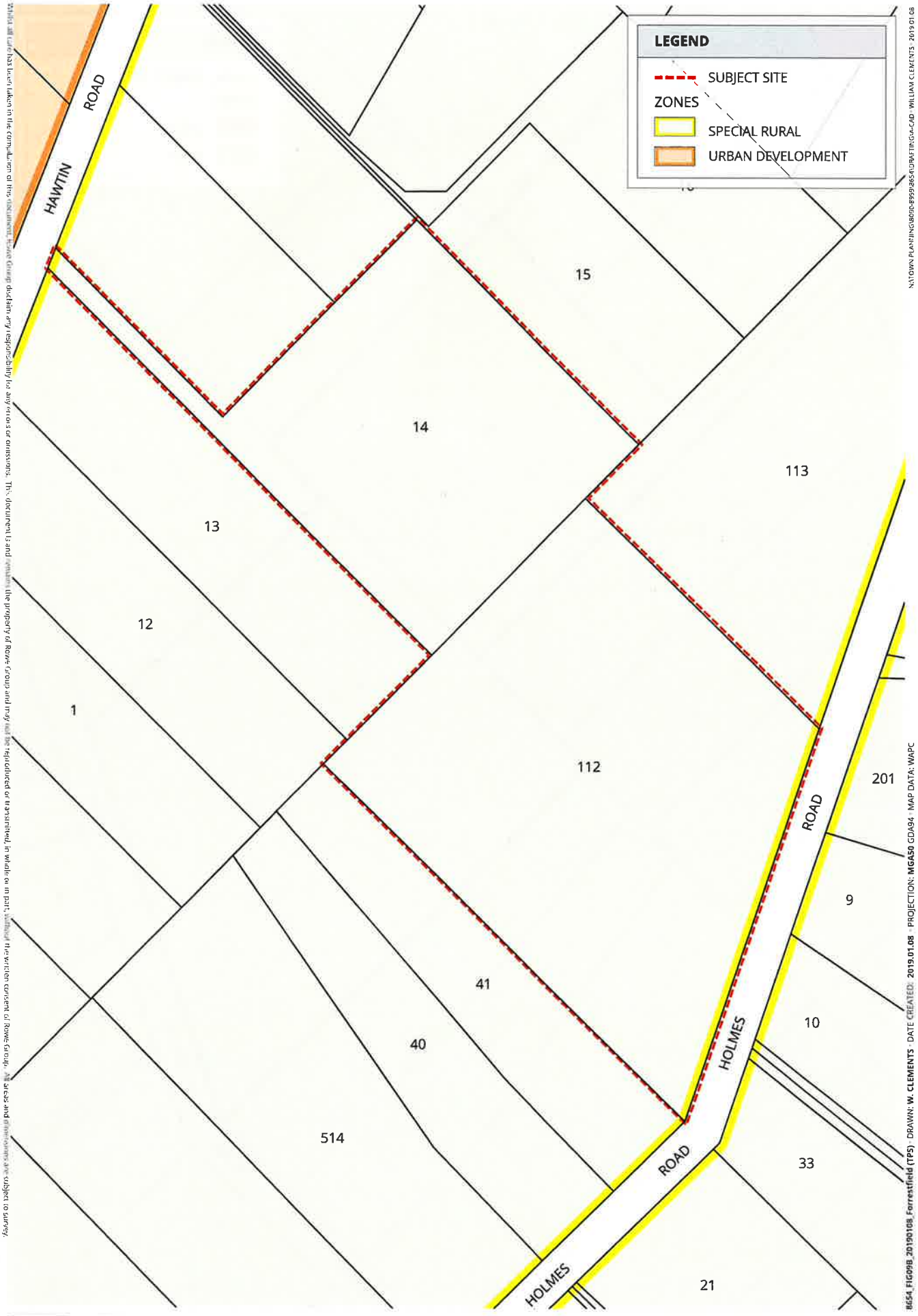



FIGURE 9
LOCAL PLANNING SCHEME No. 3 ZONING

# Attachment One

Certificates of Title

WESTERN AUSTRALIA

| REGISTER NUMBER | |
|---|---|
| 112/D44806 | |
| DUPLICATE EDITION | DATE DUPLICATE ISSUED |
| N/A | N/A |

VOLUME 1378 FOLIO 385

# RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 112 ON DIAGRAM 44806

**REGISTERED PROPRIETOR:**
(FIRST SCHEDULE)

GREEK ORTHODOX ARCHDIOCESE OF AUSTRALIA CONSOLIDATED TRUST OF 185 WILLIAM STREET, PERTH
(T G941625 ) REGISTERED 2/11/1998

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**
(SECOND SCHEDULE)

1. A644839 EASEMENT (FOR/INCLUDES WATER/DRAINAGE/SEWERAGE PURPOSE) TO SHIRE OF KALAMUNDA. REGISTERED 27/3/1973.
2. E754093 EASEMENT (FOR/INCLUDES WATER/DRAINAGE/SEWERAGE PURPOSE) TO THE WATER AUTHORITY OF WESTERN AUSTRALIA. REGISTERED 27/11/1991.
3. *G970968 CAVEAT BY THE REGISTRAR OF TITLES LODGED 7/12/1998.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

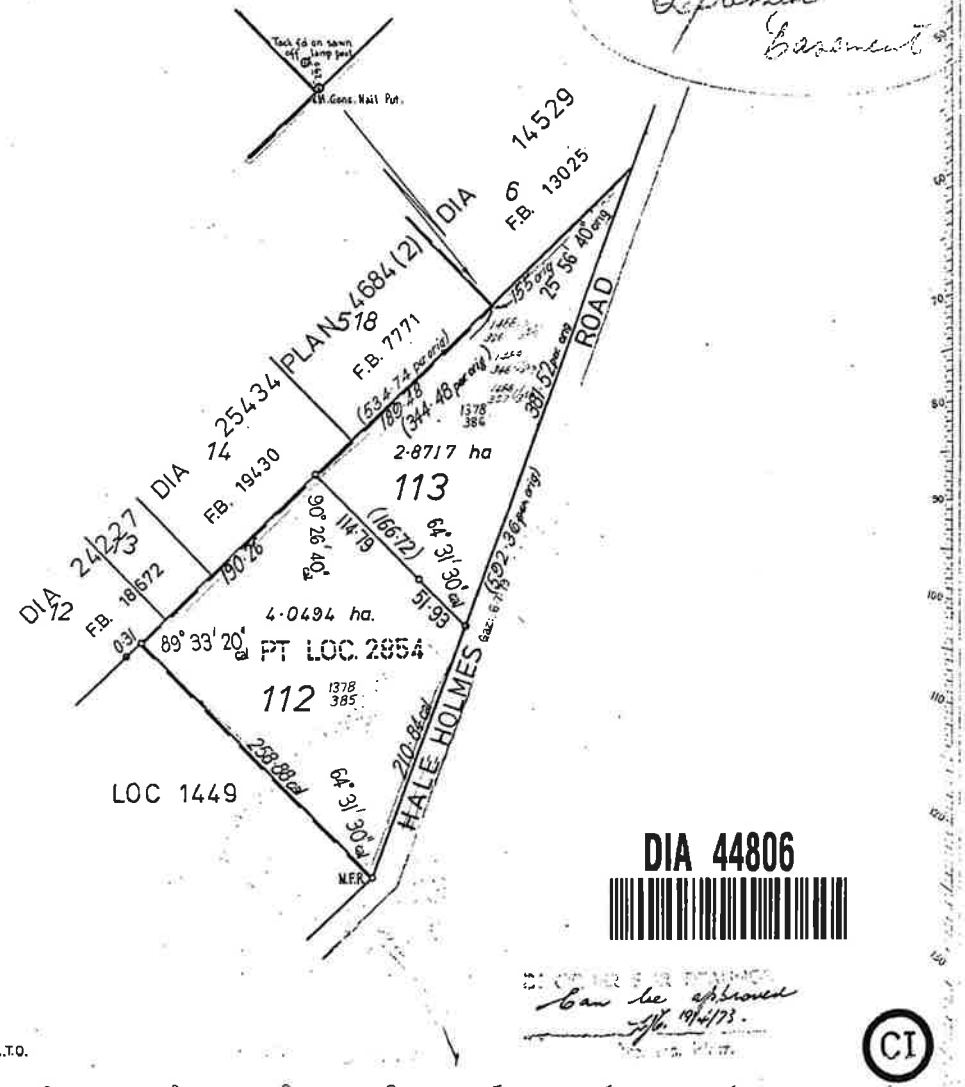
| | |
|---|---|
| SKETCH OF LAND: | 1378-385 (112/D44806) |
| PREVIOUS TITLE: | 1002-38 |
| PROPERTY STREET ADDRESS: | 280 HOLMES RD, FORRESTFIELD. |
| LOCAL GOVERNMENT AUTHORITY: | CITY OF KALAMUNDA |

LANDGATE COPY OF ORIGINAL NOT TO SCALE Wed Mar 14 10:10:42 2018 JOB 56219572

Landgate
www.landgate.wa.gov.au

| Town or District. | Number of Lot or Location. | Field Book. | Scale | Certificate in which Land is Vested. | Area |
|---|---|---|---|---|---|
| SWAN | PT LOC. 2854 | 33310 | 1:4000 | Vol. 1002 Fol. 38... | 6·9211 ha Total. |

L.T.O. 1672
Easement
Easement




DIA 44806

Can be approved
19-4-73.

DRAWN IN L.T.O.
S.R.F
5-2-73

CI

CERTIFICATE

hereby certify that this survey was performed by me per-
y (or under my own personal supervision, inspection
eld check) in strict accordance with the Licensed Sur-
s (Guidance of Surveyors) Regulations, 1961.

S. R. Bateman
Licensed Surveyor.

8th Feb 73

Approved by Town Planning Board

57853

Chairman

Date 15/5/74

| ved | On | Registered | Diagram No. |
|---|---|---|---|
| APPROVED Inspector of Plans and Surveys<br>ed 18/4/73 Date 15-5-74 | Plan<br>Diagram<br>Index Plan 5478<br>PERTH 2000 23.22<br>" " 23.21 | $12.00<br>21342<br>16·3·73 | 44806 |

Dkt Dia. 23682

LANDGATE COPY OF ORIGINAL NOT TO SCALE Wed Mar 14 10:10:42 2018 JOB 56219572

Landgate
www.landgate.wa.gov.au

# D44806

| Lot Number | Part | Register Number | Section |
|---|---|---|---|
| 112 | | 1378/385 | |
| 113 | | 1488/348 | |

| Lot Number | Part | Register Number | Section |
|---|---|---|---|
| 113 | | 1488/326 | |
| 113 | | 1488/357 | |

LANDGATE COPY OF ORIGINAL NOT TO SCALE Wed Mar 14 10:10:42 2018 JOB 56219572

Landgate
www.landgate.wa.gov.au

WESTERN AUSTRALIA

| REGISTER NUMBER | |
|---|---|
| 14/D25434 | |
| DUPLICATE EDITION | DATE DUPLICATE ISSUED |
| 2 | 26/9/2017 |

VOLUME 1526 FOLIO 935

# RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 14 ON DIAGRAM 25434

**REGISTERED PROPRIETOR:**
(FIRST SCHEDULE)

PETER NICHOLAS KAKULAS OF 9 TARONGO WAY CITY BEACH WA 6015

(T N725817 ) REGISTERED 22/9/2017

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

**STATEMENTS:**

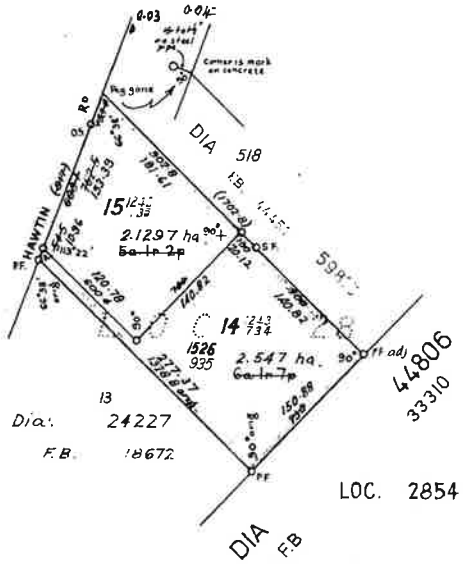
The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

| | |
|---|---|
| SKETCH OF LAND: | 1526-935 (14/D25434) |
| PREVIOUS TITLE: | 1243-734 |
| PROPERTY STREET ADDRESS: | 323 HAWTIN RD, FORRESTFIELD. |
| LOCAL GOVERNMENT AUTHORITY: | SHIRE OF KALAMUNDA |

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Nov 14 16:30:29 2017 JOB 55336805

Landgate
www.landgate.wa.gov.au

| Town or District. | Number of Lot or Location. | Field Book. | Scale | Certificate in which Land is Vested. | Area |
|---|---|---|---|---|---|
| SWAN | Lot 519 of Loc. 28 | 19430 | 1:4752 ~~6 Chains to one inch~~ | Vol. 1079 Fol. 555 | ~~A. R. P.~~ ~~II 2 9~~ |




DIA 25434

DRAWN BY LTO D BROWN

**CERTIFICATE**

I hereby certify that this survey was performed by me personally (or under my personal supervision, inspection, and field check), in strict accordance with the Regulations for the guidance of Surveyors, and that this plan is in all respects accurate.

Licensed Surveyor.

Date 10 Feb 60

Approved by Town Planning Board

TOWN PLANNING BOARD RECEIVED - 8 FEB 1960 W. A.

Chairman

Date 8/2/60

Approved

Inspector of Plans and Surveys

Examined PDing

Date 26. 9. 1960

On Plan 4684 Diagram Index Plan 5478

PERTH 2000. 23.22

Registered 31025 11/2/60

Diagram No. 25434

Docket Dia 23682

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Nov 14 16:30:29 2017 JOB 55336805

Landgate www.landgate.wa.gov.au

# D25434

| Lot Number | Part | Register Number | Section |
|---|---|---|---|
| 14 | | 1526/935 | |

| Lot Number | Part | Register Number | Section |
|---|---|---|---|

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Nov 14 16:30:29 2017 JOB 55336805

Landgate
www.landgate.wa.gov.au

# Attachment Two

Subdivision Approval

Western Australian Planning Commission

Your Ref : 8753

Rowe Group
Level 3/369 Newcastle Street
NORTHBRIDGE WA 6003

**Approval Subject To Condition(s)**
**Freehold (Green Title) Subdivision (Amended Plan)**

**Application No** : 156393

***Planning and Development Act 2005***

| | | |
|---|---|---|
| Applicant | : | Rowe Group Level 3/369 Newcastle Street NORTHBRIDGE WA 6003 |
| Owner | : | Greek Orthodox Archdiocese Of Australia 185 William Street NORTHBRIDGE WA 6003; Peter Nicholas Kakulas 9 Taronga Way CITY BEACH WA 6015 |
| Application Receipt | : | 14 March 2018 |

| | | |
|---|---|---|
| Lot Number | : | 112 |
| Diagram / Plan | : | Diagram 44806, 25434 |
| Location | : | - |
| C/T Volume/Folio | : | 1378/385, 1526/935 |
| Street Address | : | Lot 112 Holmes Road & Lot 14 Hawtin Road, Forrestfield |
| Local Government | : | City of Kalamunda |

The Western Australian Planning Commission has considered the application referred to and is prepared to endorse a deposited plan in accordance with the amended plan date-stamped **15 October 2018** once the condition(s) set out have been fulfilled.

This decision is valid for **three years** from the date of this advice, which includes the lodgement of the deposited plan within this period.

The deposited plan for this approval and all required written advice confirming that the requirement(s) outlined in the condition(s) have been fulfilled must be submitted by **19**

140 William Street, Perth, Western Australia 6000, Locked Bag 2506 Perth, 6001
Tel: (08) 6551 8002; Fax: (08) 6551 9001; Infoline: 1800 626 477
e-mail: info@dplh.wa.gov.au; web address http://www. dplh.wa.gov.au
ABN 35 482 341 493

Western Australian Planning Commission

**December 2021** or this approval no longer will remain valid.

**Reconsideration - 28 days**

Under section 151(1) of the *Planning and Development Act 2005*, the applicant/owner may, within 28 days from the date of this decision, make a written request to the WAPC to reconsider any condition(s) imposed in its decision. One of the matters to which the WAPC will have regard in reconsideration of its decision is whether there is compelling evidence by way of additional information or justification from the applicant/owner to warrant a reconsideration of the decision. A request for reconsideration is to be submitted to the WAPC on a Form 3A with appropriate fees. An application for reconsideration may be submitted to the WAPC prior to submission of an application for review. Form 3A and a schedule of fees are available on the WAPC website: http://www.planning.wa.gov.au

**Right to apply for a review - 28 days**

Should the applicant/owner be aggrieved by this decision, there is a right to apply for a review under Part 14 section 251 of the *Planning and Development Act 2005*. The application for review must be submitted in accordance with part 2 of the *State Administrative Tribunal Rules 2004* and should be lodged within 28 days of the date of this decision to: the State Administrative Tribunal, Level 6, State Administrative Tribunal Building, 565 Hay Street, PERTH, WA 6000. It is recommended that you contact the tribunal for further details: telephone 9219 3111 or go to its website: http://www.sat.justice.wa.gov.au

**Deposited plan**

The deposited plan is to be submitted to the Western Australian Land Information Authority (Landgate) for certification. Once certified, Landgate will forward it to the WAPC. In addition, the applicant/owner is responsible for submission of a Form 1C with appropriate fees to the WAPC requesting endorsement of the deposited plan. A copy of the deposited plan with confirmation of submission to Landgate is to be submitted with all required written advice confirming compliance with any condition(s) from the nominated agency/authority or local government. Form 1C and a schedule of fees are available on the WAPC website: http://www.planning.wa.gov.au

**Condition(s)**

The WAPC is prepared to endorse a deposited plan in accordance with the plan submitted once the condition(s) set out have been fulfilled.

The condition(s) of this approval are to be fulfilled to the satisfaction of the WAPC.

The condition(s) must be fulfilled before submission of a copy of the deposited plan for endorsement.

The agency/authority or local government noted in brackets at the end of the condition(s) identify the body responsible for providing written advice confirming that the WAPC's requirement(s) outlined in the condition(s) have been fulfilled. The written advice of the agency/authority or local government is to be obtained by the applicant/owner. When the

140 William Street, Perth, Western Australia 6000, Locked Bag 2506 Perth, 6001
Tel: (08) 6551 8002; Fax: (08) 6551 9001; Infoline: 1800 626 477
e-mail: info@dplh.wa.gov.au; web address http://www. dplh.wa.gov.au
ABN 35 482 341 493

Western Australian Planning Commission

written advice of each identified agency/authority or local government has been obtained, it should be submitted to the WAPC with a Form 1C and appropriate fees and a copy of the deposited plan.

If there is no agency/authority or local government noted in brackets at the end of the condition(s), a written request for confirmation that the requirement(s) outlined in the condition(s) have been fulfilled should be submitted to the WAPC, prior to lodgement of the deposited plan for endorsement.

Prior to the commencement of any subdivision works or the implementation of any condition(s) in any other way, the applicant/owner is to liaise with the nominated agency/authority or local government on the requirement(s) it considers necessary to fulfil the condition(s).

The applicant/owner is to make reasonable enquiry to the nominated agency/authority or local government to obtain confirmation that the requirement(s) of the condition(s) have been fulfilled. This may include the provision of supplementary information. In the event that the nominated agency/authority or local government will not provide its written confirmation following reasonable enquiry, the applicant/owner then may approach the WAPC for confirmation that the condition(s) have been fulfilled.

In approaching the WAPC, the applicant/owner is to provide all necessary information, including proof of reasonable enquiry to the nominated agency/authority or local government.

The condition(s) of this approval, with the accompanying advice, are:

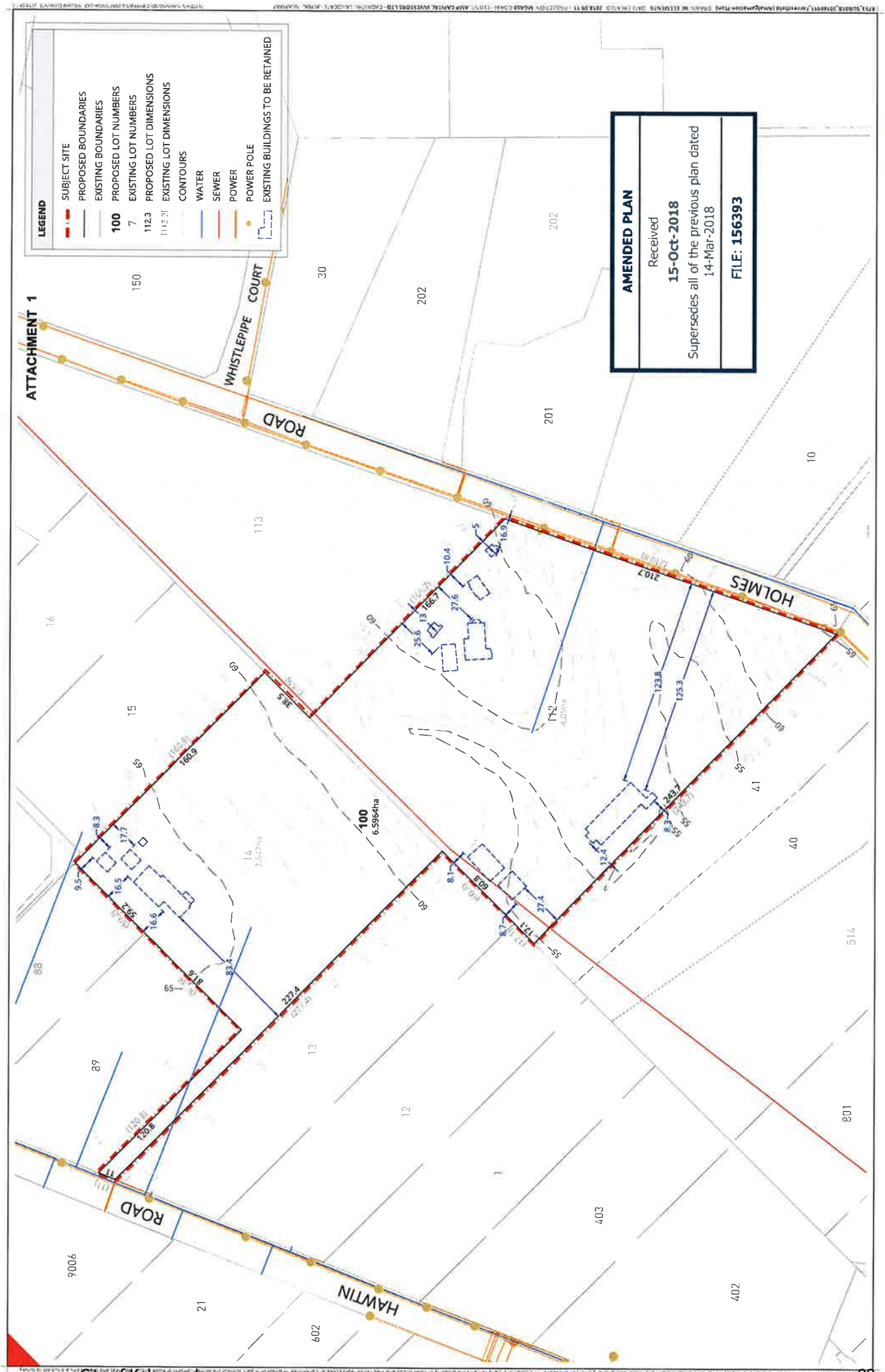
**CONDITION(S):**

1. Drainage easements and reserves as may be required by the local government for drainage infrastructure being shown on the diagram or plan of survey (deposited plan) as such, granted free of cost, and vested in that local government under Sections 152 and 167 of the *Planning and Development Act 2005*. (Local Government)

Ms Sam Fagan
Secretary
Western Australian Planning Commission
19 December 2018

Enquiries : Jemma Douglas (Ph 6551 9036)

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e-mail: info@dplh.wa.gov.au; web address http://www.dplh.wa.gov.au
ABN 35 482 341 493


ATTACHMENT 1
LEGEND
SUBJECT SITE
PROPOSED BOUNDARIES
EXISTING BOUNDARIES
PROPOSED LOT NUMBERS
EXISTING LOT NUMBERS
PROPOSED LOT DIMENSIONS
EXISTING LOT DIMENSIONS
CONTOURS
WATER
SEWER
POWER
POWER POLE
EXISTING BUILDINGS TO BE RETAINED
AMENDED PLAN
Received
15-Oct-2018
Supersedes all of the previous plan dated
14-Mar-2018
FILE: 156393
WHISTLEPIPE COURT ROAD
HOLMES ROAD
HAWTIN ROAD
100
6.5964ha
112
4.05ha
14
2.5479ha
ROWE GROUP
0 50 M
SCALE @ A3 1:2000
8753-SUB-01-B
AMALGAMATION PLAN
LOT 14 HAWTIN ROAD AND LOT 112 HOLMES ROAD
FORRESTFIELD

# Attachment Three

Proposed Scheme Amendment

**Form 1C**

**PLANNING AND DEVELOPMENT ACT, 2005 (AS AMENDED)**

**RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME**

**CITY OF KALAMUNDA**

**LOCAL PLANNING SCHEME NO. 3**

**AMENDMENT NO. XX**

Resolved that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005* (as amended), amend the above Local Planning Scheme by:

1. Rezoning Lot 112 (No. 280) Holmes Road and Lot 14 (No. 323) Hawtin Road, Forrestfield from 'Special Rural' to 'Special Use';
2. Amending Schedule 4 of the Scheme to include the following additional conditions relating to the 'Special Use (SU 20)' zone:

| No. | Description of Land | Special Use | Conditions |
|---|---|---|---|
| *SU 20* | Lot 112 (No. 280) Holmes Road and Lot 14 (No. 323) Hawtin Road, Forrestfield | Place of Worship | a) Land use permissibility shall be in accordance with the provisions of the 'Special Rural' zone.<br>b) Within this zone the following uses are not permitted unless approval is granted by the Council ('A')<br>› Ancillary Dwelling;<br>› Caretaker's Dwelling;<br>› Community Purpose;<br>› Residential Building; and<br>› Place of Worship.<br>c) The term 'Residential Building' shall have meaning |

| | | | |
|---|---|---|---|
| | | | given to it in the Residential Design Codes, as amended. |

3. Amending the Scheme Maps accordingly.

This Amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reasons:

1. The Amendment will not change the underlying 'Special Rural' zoning that is currently in place under the provisions of LPS 3 and therefore future development and subdivision will still be able to achieve the intent of the LPS;
2. The Amendment will not impact on the surrounding area; and
3. The subject site does not contain any known significant or threatened flora, fauna or ecological communities.

Dated this _____ day of _____ 20___

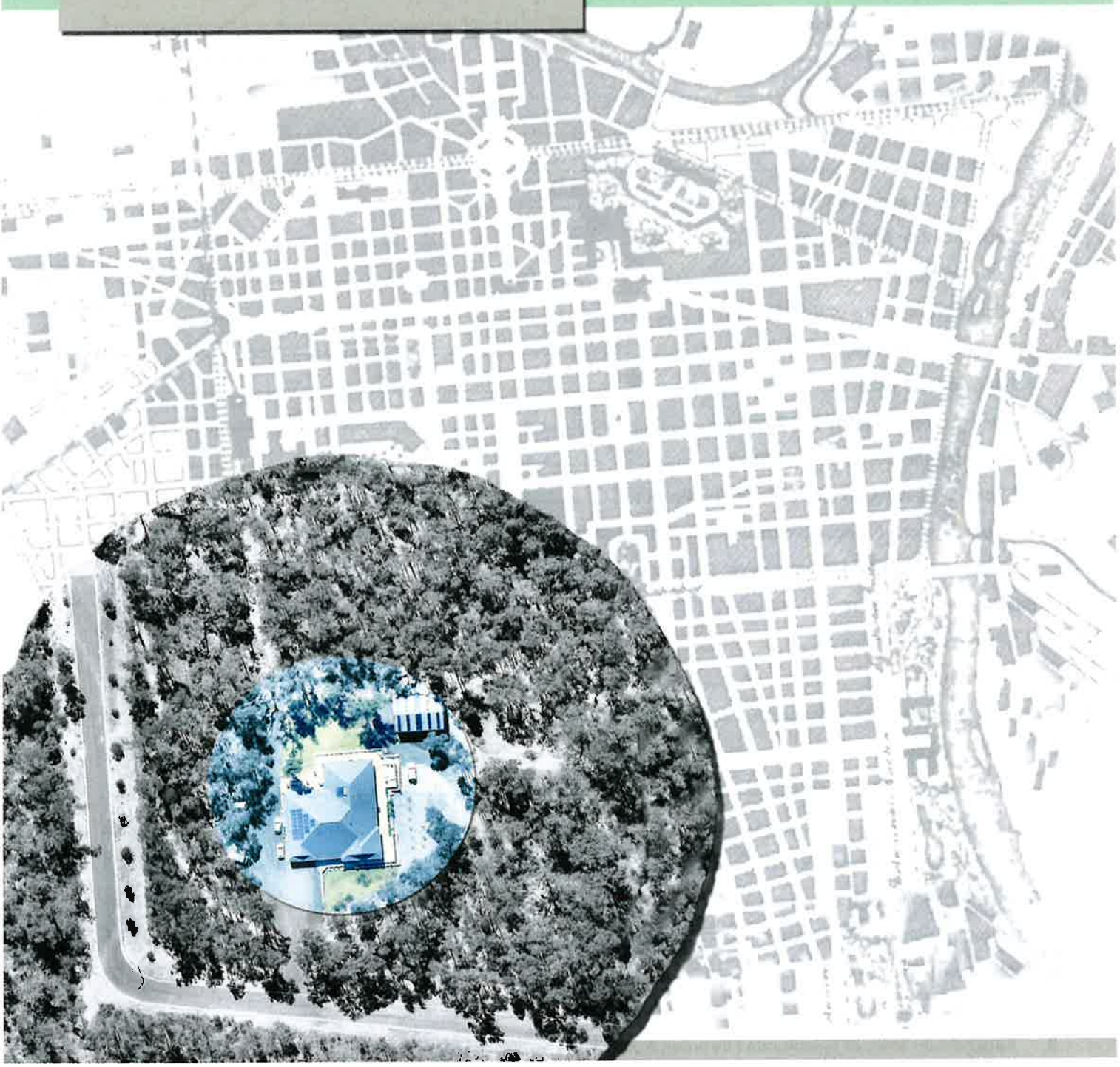
_____

CHIEF EXECUTIVE OFFICER

# Attachment Four

Bushfire Management Plan (Scheme Amendment)

# Bushfire Managment Plan



| Report Details | | |
|---|---|---|
| **Project:** | Proposed Scheme Amendment | |
| **Project Address:** | 280 Holmes Road, Forrestfield WA, 6058 | |
| **Prepared by:** | James Terenciuk, BPAD Accredited Level 2 Assessor, BPAD36529, MAIBS, AIMM. | |
| **Report / Job Number** 6309 | **Report Version** 1 | **Assessment Date:** 24 February 2017 |

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## Executive Summary

The aim of this report is to support a scheme amendment proposal that inserts additional uses which require conformity with a strategic ability to assess bushfire risk. This document takes a detailed look into the implications of bushfire risk to existing structures and bushfire management strategies to reduce the risk to future development on the subject site. Therefore, development of the land is consistent with the principles of orderly and proper planning and is not considered to impact the safety of future residents.

# 1. Background Information

This Bushfire Management Plan was prepared to provide guidance for the planning and management of potential bushfire threat for any future developments on site. The standards and recommendations within this plan are based on the performance criteria as set out in Guidelines for Planning in Bushfire Prone Areas (2015).

This Bushfire Management Plan meets the requirements of SPP 3.7 and the Guidelines for Planning in Bushfire Prone Areas



James Terenciuk
Level 2 BPAD Practitioner

## 1.1 Purpose of Plan

The purpose of this Plan is to highlight the bushfire threat to the existing development as well as minimise the occurrence and impact of bushfires and their devastating effects to life, property and the environment, and to document fire prevention requirements at the Site. By showing compliance with the Bushfire Protection Criteria, the impact on the bushfire can be controlled and any future developments on site are to exhibit an acceptable BAL level.

## 1.2 Proposal at Site

The proposal at 280 Holmes Road, Forrestfield seeks approval for an existing Greek Orthodox Church that is currently deemed a 'non-conforming use' under Clause 4.8 of LPS3. A scheme amendment is proposed for the site which inserts the following 'Additional use' over the subject site under the Shire's Local Planning Scheme No.3:

- Ancillary dwelling
- Monks/Pilgrims accommodation
- Caretakers dwelling
- Place of worship
- Community purpose
- Reception centre

As the site has been identified as being located within a bushfire prone area according to the most recent map published by the Department of Fire and Emergency Services, it requires a successful application of the relevant policies of SPP 3.7, identification of the bushfire risk and consideration of the bushfire protection criteria.

## 1.3 Objectives

The objectives of this Plan are to:

- Define existing areas where values are located
- Define and rank hazard areas
- Identify individuals and organizations responsible for fire management and associated works within the area of the plan
- Develop fire management strategies for future developments with regard to life, property and the environment
- Nominate an assessment procedure that evaluates the effectiveness and impact of proposed and existing fire prevention work and strategies
- Identify performance criteria and acceptable solutions for all fire management works, including acceptable solutions for fire breaks and low fuel areas.

This Plan will achieve the objectives by:

- Assessing the bushfire hazard areas
- Assessing the bushfire attack level
- Determining bushfire management requirements
- Determining ongoing management responsibilities

## 1.4 Site Details and Overview

The Site address is 280 Holmes Road, Forrestfield, located approximately 16 km East of the Perth CBD. The Site lot area is approximately 40494 $m^2$ with a frontage to Holmes road. The subject site is occupied by seven structures associated with the existing Greek Orthodox Church. The five buildings located to the north-east portion of the site are associated with the Greek Orthodox Church services. A caretakers and monks dwelling is located at the south-west portion of the site. The structures at the western portion of the site are the monks dwelling and storage sheds. There is no Local Natural Area and no existing vegetation is known to be worthy of retention or as being significant. The site is identified as being located in a bushfire prone region.

## 1.5 Bushfire Risk Assessment

| Risk | Impact | Pre BMP Risk Level | Strategy | Post Development Risk Level |
|---|---|---|---|---|
| The potential of bushfire to cause injury or death. | People | Moderate | Egress available in 2 directions. Road network in place | Low |
| The potential of bushfire to cause damage to the proposed buildings. | Buildings | Moderate | Site to be maintained in a low fuel state and APZ to be created wherever applicable. | Low |
| The potential of bushfire to cause damage to the environment | Environment | Low | No significant clearing proposed. | Low |

## 1.6 Solutions applied

The Guidelines for Planning in Bushfire Prone Areas require a statement of which Acceptable Solutions are proposed, and where applicable, a summary of any alternative solutions proposed and in what sections of the Bushfire Management Plan they are documented.

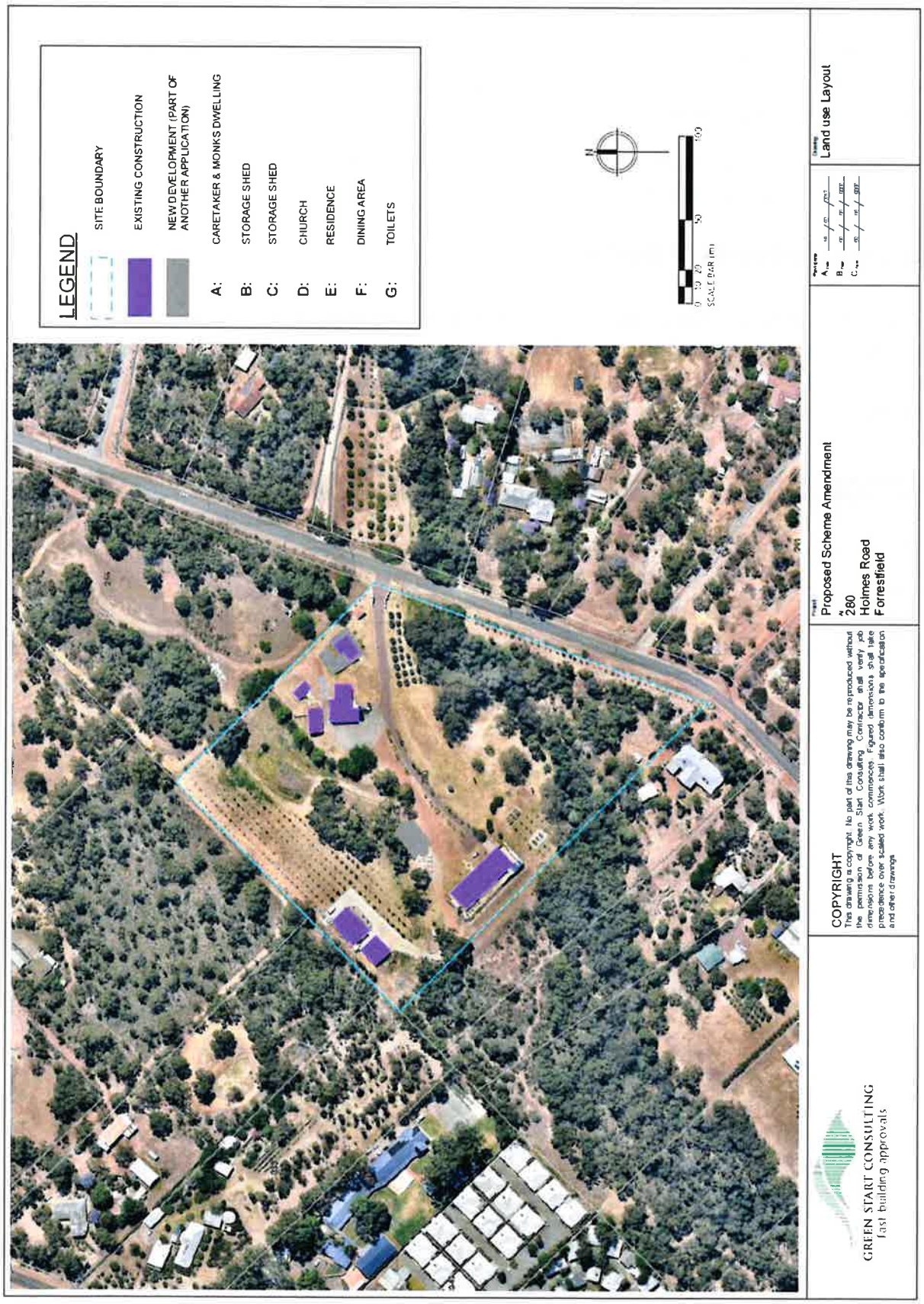
Applicable Acceptable Solutions addressed in Part 4 of this Bushfire Management Plan: A1.1, 2.1, A3.1, A3.5, A4.3.
Alternative Solutions forming part of this report: Nil.

# 2. Spatial Considerations of Bushfire Threat

The location and extent of the classifiable vegetation in relation to the proposed scheme amendment have been assessed and recorded in the attached BAL Contour Map extract. The indicative BAL is given in the table below. Exemptions in Clause 2.3.2 of AS3959 have been utilized, all hazards have been mapped in Contour Map to follow and where appropriate, compliance with the Guidelines to Planning in Bushfire Prone Areas is achieved.

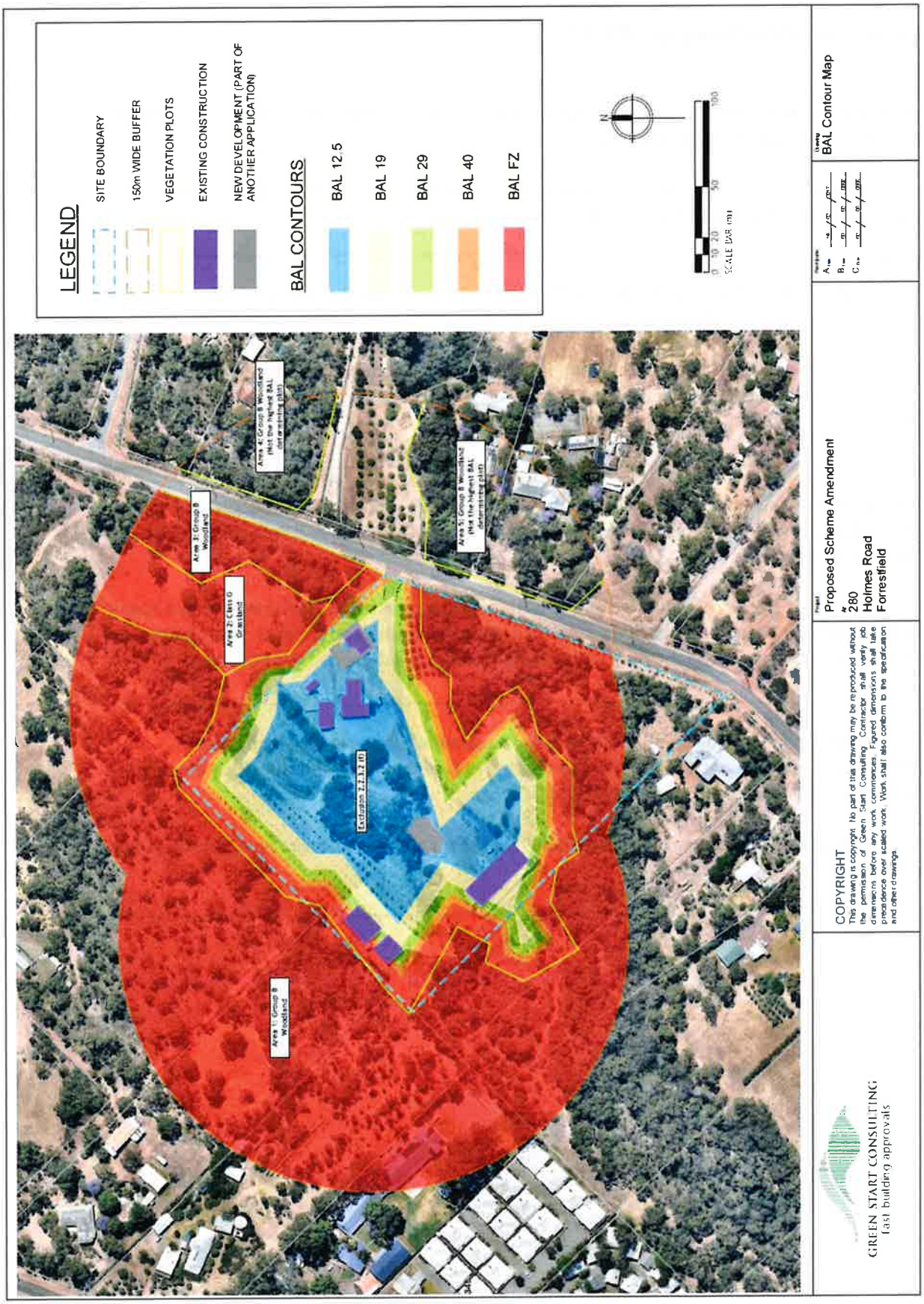
| Existing Building | Vegetation Classification | Effective Slope | Separation Distance | Determined BAL Rating |
|---|---|---|---|---|
| Caretakers & Monks Dwelling | Group B Woodland | Upslope | 16.1 m | BAL-29 |
| Storage Shed | Group B Woodland | Upslope | 8.0 m | BAL-FZ |
| Storage Shed | Group B Woodland | Upslope | 5.5 m | BAL-FZ |
| Dining Area | Class G Grassland | Upslope | 33.4 m | BAL-12.5 |
| Toilet Area | Class G Grassland | Upslope | 19.2 m | BAL-12.5 |
| Single unit residence | Class G Grassland | Upslope | 8.7 m | BAL-29 |
| Church | Class G Grassland | Upslope | 31.4 m | BAL-12.5 |

## 2.1 Proposed Additional Use Layout:



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## 2.2 BAL Contour Map



# 3. Proposal Compliance and Justification

## 3.1 Meeting the Objectives of SPP3.7

| |
|---|
| Objective 5.1<br>Avoid any increase in the threat of bushfire to people, property and infrastructure. The preservation of life and the management of bushfire impact are paramount.<br><br>Objective 5.1 is satisfied by the fact that the rezoning will not increase the bushfire risk of the area and that no alterations are proposed to the existing structures. |
| Objective 5.2<br>Reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process.<br><br>Objective 5.2 is satisfied by identifying the bushfire risks present to this particular site and considering them in the attached BAL Contour Map and ensuring no future development is proposed in an extreme BAL region. |
| Objective 5.3<br>Ensure that higher order strategic planning documents, strategic planning proposals, subdivision and development applications take into account bushfire protection requirements and include specified bushfire protection measures<br><br>Objective 5.3 is satisfied by the compliance with the bushfire protection criteria listed in section 4 of this report. Since the SPP 3.7 is not retrospectively applied, it offers compliance to the best of its abilities and urges that all future developments to remain within the guidelines mentioned in this document. |
| Objective 5.4<br>Achieve an appropriate balance between bushfire risk management measures and, biodiversity conservation values, environmental protection and biodiversity management and landscape amenity, with consideration of the potential impacts of climate change.<br><br>Objective 5.4 is satisfied by no clearing proposed in this document and hence, maintaining the amenity valued in the area. |

## 3.2 Policy Measures Which Apply To This Proposal

| |
|---|
| 6.1 Higher order strategic planning documents in bushfire prone areas<br><br>Not Applicable. |
| 6.2 Strategic planning proposals, subdivision and development applications<br><br>Site has been identified as being rated above BAL-LOW therefore Policy Measures 6.3, 6.4 and 6.5 are triggered. |
| 6.3 Information to accompany strategic planning proposals<br><br>This Bushfire Management Plan contains all of the required elements to support the proposed scheme amendment at the subject site. The BAL Contour map identifies all the hazards that are within the context of the site and compliance with the bushfire protection criteria is satisfied in section 4 of this document. |
| 6.4 Information to accompany subdivision applications<br><br>Not applicable. |
| 6.5 Information to accompany development applications<br><br>Not Applicable. |
| 6.6 Vulnerable or high-risk land uses<br><br>Not Applicable. |
| 6.7 Strategic planning proposals, subdivision or development applications in areas where an extreme BHL and/or BAL-40 or BAL-FZ applies<br><br>Not applicable. |
| 6.8 Advice of State/relevant authority/s for emergency services to be sought<br><br>Not Applicable. |
| 6.9 Advice of State/relevant agencies/authorities for environmental protection to be sought<br><br>Not applicable. |
| 6.10 Bushfire conditions may be imposed<br><br>Notice on title to be enforced by Local Government notifying future owners of Bushfire Management Plan and requirement to areas of property in low fuel conditions. |
| 6.11 Precautionary principle<br><br>The precautionary principle is a fundamental part of bushfire planning and has been incorporated in all aspects of this Bushfire Management Plan. |

## 3.3 How Does the Proposal Address the Bushfire Protection Criteria

The local planning scheme for this site has already been endorsed in the past by the Western Australian Planning Commission prior to the publication of SPP 3.7 and did not aim to contain bushfire risk management measures at the time it was proposed. Since the SPP 3.7 and the guidelines are not to be applied retrospectively, the bushfire risk is mitigated by applying both the precautionary principle as well as the bushfire protection criteria to the best of the abilities of the site allowances. The Bushfire Protection Criteria are addressed in Part 4 of this Bushfire Management Plan.

## 3.4 Statement Against Other Relevant Documents

This Bushfire Management Plan meets the intent of:

1. State Planning Policy 3.7,
2. Guidelines for Planning in Bushfire Prone Areas,
3. Local planning strategy references to bushfire risk management,
4. Local planning scheme provisions relating to bushfire risk management,
5. Applicable structure plans, special control area provisions, previous planning approvals or similar referencing bushfire risk management applicable to the subject site,
6. Standard fire break orders of the area; and

A Bushfire Management Plan has been prepared for the subject site and supplied to local government authority for assessment for the proposed buildings. However, no noncomplying areas have been identified.

# 4. Bushfire Risk Management Measures

The 4 elements of bushfire protection criteria to follow have been provided to assist in the design and development of strategic planning proposals, subdivision applications and development applications in bushfire prone areas.

## 4.1 Element 1: Location

**Intent:** To ensure that strategic planning proposals, subdivision and development applications are located in areas with the least possible risk of bushfire to facilitate the protection of people, property and infrastructure.

**Performance Principle P1:** The strategic planning proposal, subdivision and development application is located in an area where the bushfire hazard assessment is or will, on completion, be moderate or low, or a BAL–29 or below, and the risk can be managed.

**Acceptable Solution A1.1 Development location:** The strategic planning proposal, subdivision and development application is located in an area that is or will, on completion, be subject to either a moderate or low bushfire hazard level, or BAL–29 or below.

**Response:** Since SPP 3.7 and the guidelines are not be applied retrospectively, this existing development need not be subject to further bushfire planning requirements, especially since rezoning does not intensify the bushfire threat. Despite compliance not required for existing buildings, it is still important to note that the two buildings with the FZ rating i.e. the storage sheds are exempt under Clause 3.2.3 (a) of the AS3959 as they are greater than 6 m away from any building hence not posing a threat to the rest of the establishment.
On the other hand, the proposed buildings (which are part of another application) have a rating of BAL-29 and any future developments are to have an acceptable BAL rating of BAL-29 or below.

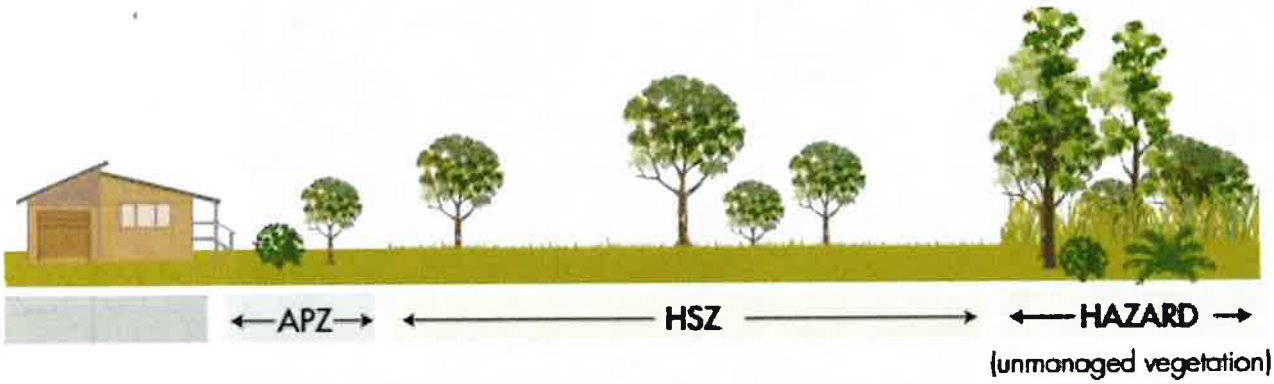
## 4.2 Element 2: Siting

**Intent:** To ensure that the siting and design of development minimises the level of bushfire impact.

**Performance Principle P2**: The siting and design of the strategic planning proposal, subdivision or development application, including roads, paths and landscaping, is appropriate to the level of bushfire threat that applies to the site. That it minimises the bushfire risk to people, property and infrastructure, including compliance with AS 3959.

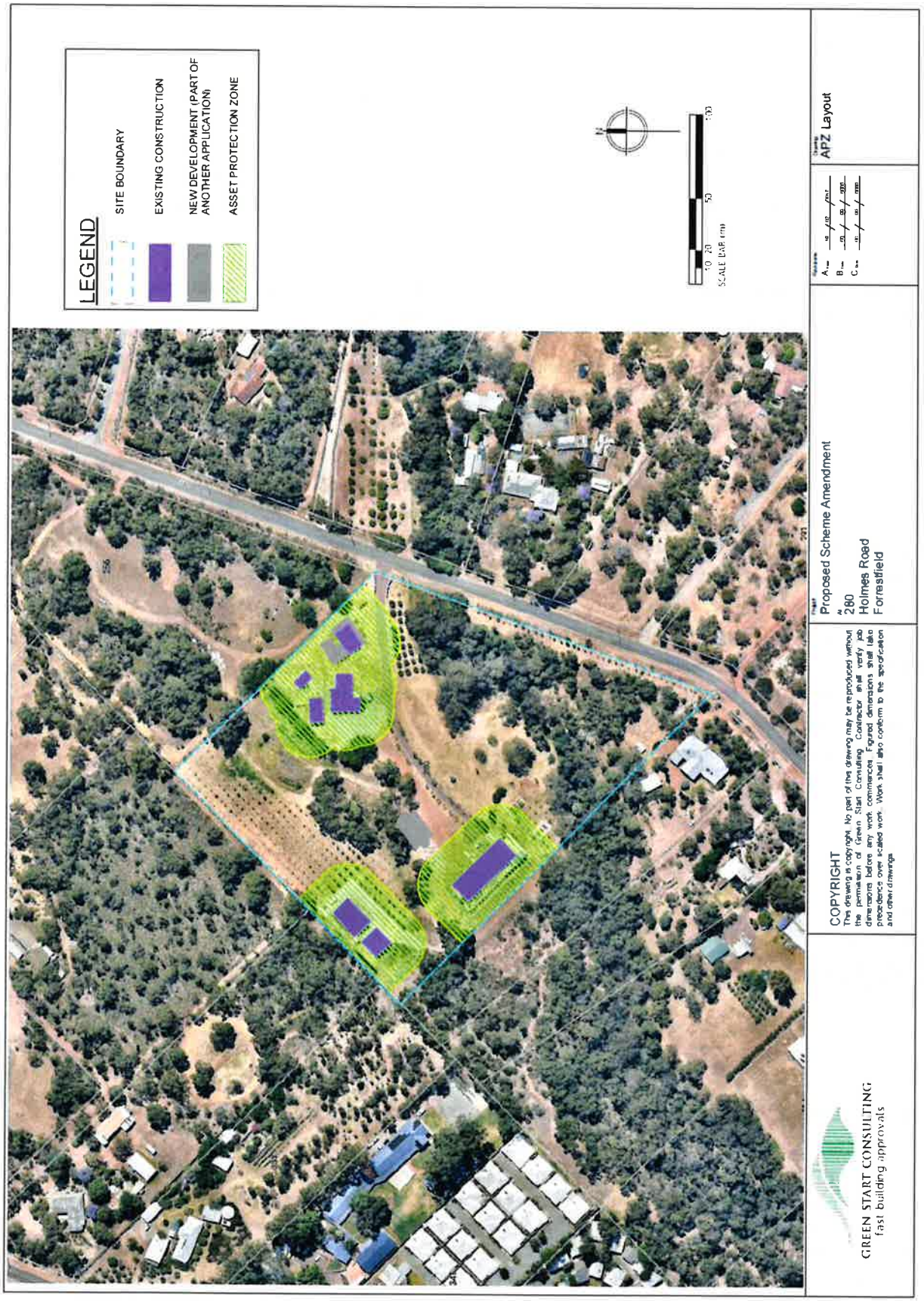
**Acceptable Solution A2.1 Asset Protection Zone (APZ):** Every building is surrounded by an Asset Protection Zone (APZ), depicted on submitted plans, which meets the following requirements:

a. Width: 20 metres measured from any external wall of the building or building envelope. Where the slope increases above 10 degrees, the APZ should be increased to ensure the potential radiant heat impact of a fire does not exceed 29kW/m$^2$. Where a full 20 metre APZ is not possible, the APZ should be sufficient enough to ensure the potential radiant heat impact of a fire does not exceed 29kW/m$^2$;
b. Location: within the boundaries of the lot on which the building is situated;
c. Fine Fuel load: reduced to and maintained at two tonnes per hectare;
d. Trees (crowns) are a minimum distance of ten metres apart. A small group of trees within close proximity to one another may be treated as one crown provided the combined crowns do not exceed the area of a large or mature crown size for that species;
e. No tall shrubs or trees located within two metres of a building;
f. No tree crowns overhang the building;
g. Fences within the APZ are constructed using non-combustible materials (e.g. iron, brick, limestone, metal post and wire); and
h. Sheds within the APZ should not contain flammable materials.




### 4.2.1 Diagram of Asset Protection Zone and Hazard Separation Zone

**Response:** APZs are to be incorporated into the regular vegetation management scheme of the site to ensure reduction of bushfire threat for existing and future developments. Although the vegetation of the site is currently in a low fuel state, these APZs around each building are to be maintained throughout the life of the buildings. It is the responsibility of the landowner to maintain the APZs in all directions around the building to a distance of 14 m or as the boundary allows. The APZ layout below highlights this further. This will be combined with the legally required management of vegetation for the rest of the site as per the Fire Break and Fuel Load Notice 2016/17 from the Shire of Kalamunda (attached as an appendix to this document).




## 4.2.2 APZ Layout

## 4.3 Element 3: Vehicular Access

**Intent:** To ensure that the vehicular access serving a subdivision/development is available and safe during a bushfire event.

**Performance Principle P3**: The internal layout, design and construction of public and private vehicular access and egress in the subdivision/ development allow emergency and other vehicles to move through it easily and safely at all times.

**Acceptable Solution A3.1 Two access routes:** Two different vehicular access routes are provided, both of which connect to the public road network, provide safe access and egress to two different destinations and are available to all residents/the public at all times and under all weather conditions

**E3.2 Public road**

**Trafficable surface**

Widths quoted for access routes refer to the width of the trafficable surface. A six metre trafficable surface does not necessarily mean paving width. It could, for example, include four metre wide paving one metre wide constructed road shoulders.

In special circumstances, where eight lots or less are being serviced, a public road with a minimum trafficable surface of four metres for a maximum distance of 90 metres may be provided subject to the approval of both the local government and Department of Fire and Emergency Services.

**Public road design**

All roads should allow for two-way traffic to allow conventional two-wheel drive vehicles and fire appliances to travel safely on them.




**Figure 17**: Minimum design requirements for a public road

**Response:** Access to will primarily be provided to Holmes Road giving a choice of two safe egress destinations to the north-east and south-west, which are available to all people at all times.

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## 4.3.1 Egress Plan

**Acceptable Solution A3.5 Private Driveway longer than 50 metres:** A private driveway is to meet all of the following requirements:

a) Requirements in Table 4, Column 3;
b) Required where a house site is more than 50 metres from a public road;
c) Passing bays: every 200 metres with a minimum length of 20 metres and a minimum width of two metres (i.e. the combined width of the passing bay and constructed private driveway to be a minimum six metres);
d) Turn-around areas designed to accommodate type 3.4 fire appliances and to enable them to turn around safely every 500 metres (i.e. kerb to kerb 17.5 metres) and within 50 metres of a house; and
e) Any bridges or culverts are able to support a minimum weight capacity of 15 tonnes.
f) All-weather surface (i.e. compacted gravel, limestone or sealed).

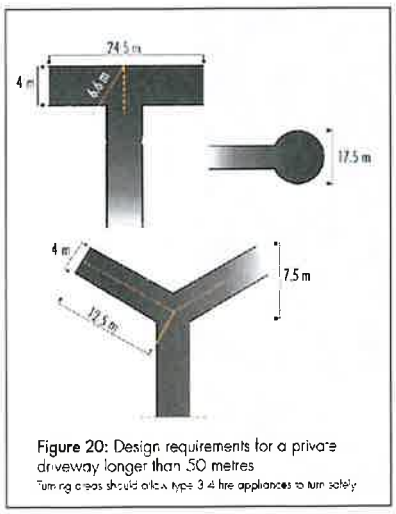


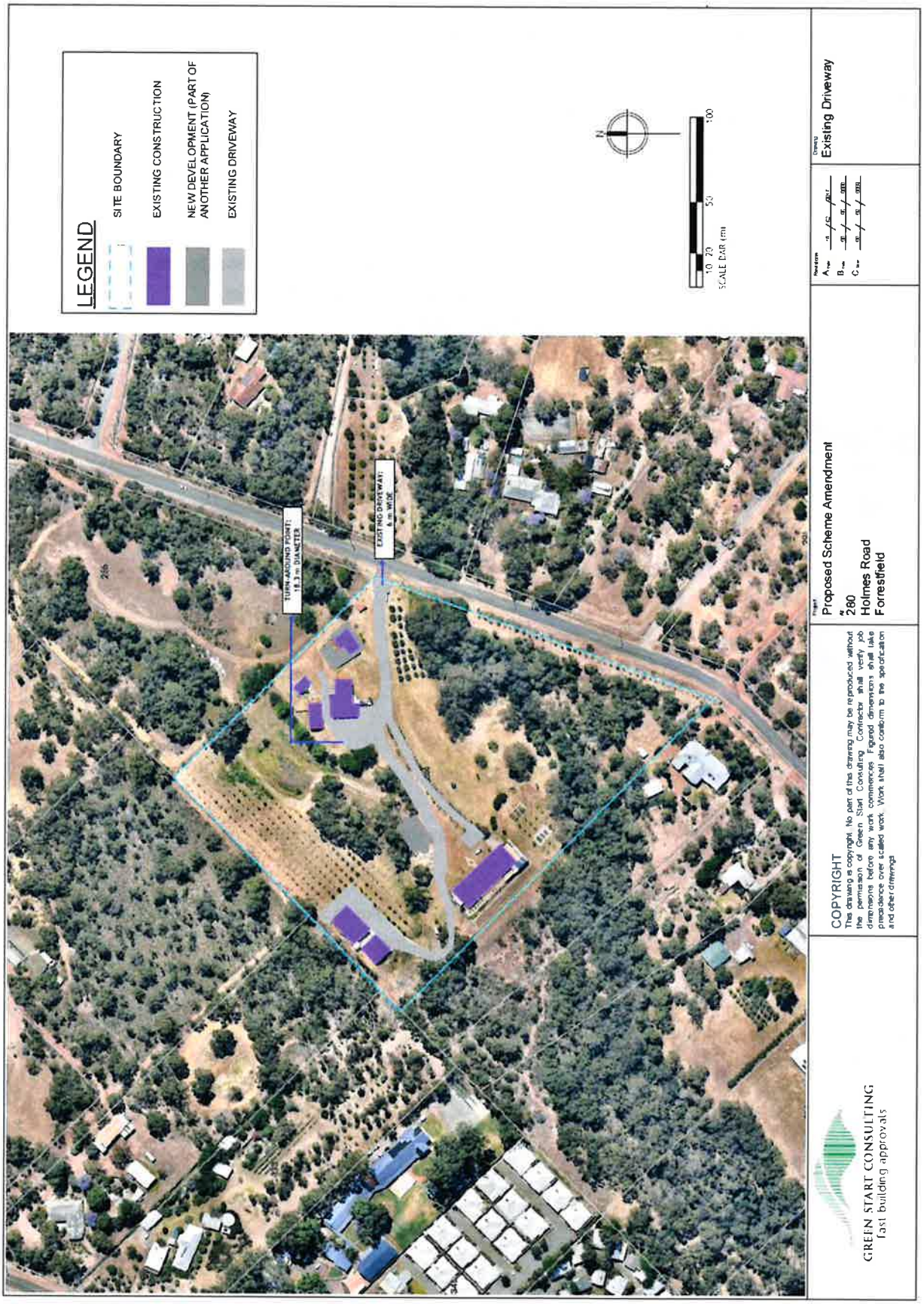

Figure 20: Design requirements for a private driveway longer than 50 metres
Turning areas should allow type 3.4 fire appliances to turn safely

Table 4: Vehicular access technical requirements

| TECHNICAL REQUIREMENTS | 1 Public road | 2 Cul-de-sac | 3 Private driveway | 4 Emergency access way | 5 Fire service access routes |
|---|---|---|---|---|---|
| Minimum trafficable surface (m) | 6* | 6 | 4 | 6* | 6* |
| Horizontal clearance (m) | 6 | 6 | 6 | 6 | 6 |
| Vertical clearance (m) | 4.5 | N/A | 4.5 | 4.5 | 4.5 |
| Maximum grade <50 metres | 1 in 10 | 1 in 10 | 1 in 10 | 1 in 10 | 1 in 10 |
| Minimum weight capacity (t) | 15 | 15 | 15 | 15 | 15 |
| Maximum crossfall | 1 in 33 | 1 in 33 | 1 in 33 | 1 in 33 | 1 in 33 |
| Curves minimum inner radius (m) | 8.5 | 8.5 | 8.5 | 8.5 | 8.5 |
| *Refer to E3.2 Public roads: Trafficable surface | | | | | |

**Response:** Access to Lot 250 will be provided by a private driveway through the existing crossover (as shown on plan)

a) Existing private driveway meets the requirements of Table 4, Column 3.
b) Existing private driveway provides access to all existing buildings.
c) The width of the road is 6 m so allows two-way traffic eradicating the need for a passing bay.
d) Turnaround point already on site as per existing driveway plan.
e) No bridges or culverts on site.
f) All weather surface is provided and to be maintained.




**4.3.2 Existing Driveway Plan**

## 4.4 Element 4: Water

**Intent:** To ensure that water is available to the subdivision, development or land use to enable people, property and infrastructure to be defended from bushfire.

**Performance Principle P4:** The subdivision, development or land use is provided with a permanent and secure water supply that is sufficient for firefighting purposes.

**Acceptable Solution A4.3 Individual lots within non-reticulated areas:** Single lots above 500 square metres need a dedicated static water supply on the lot that has the effective capacity of 10,000 litres.

**Response:**
A water tank is to be supplied as per the recommendations of the Bushfire Management Plan already submitted for the proposed extension and chapel application. The existing buildings do not require any additional water access, the same tank recommended for the proposed may be used to supply the existing as well, as long as the requirements of Acceptable Solution A4.3 are met.

# 5. Implementation and Enforcement

| Task | Upfront tasks needing to be completed | | Individuals and/or Organisations * | |
|---|---|---|---|---|
| | Responsible Party | Time Frame | Responsible Party | Time Frame |
| Asset Protection Zone | Landowner | Upon scheme amendment approval. | Land owner | Ongoing |
| Fuel reduction and Fire Break Notice | Landowner | Ongoing | Local Government | Annually |
| Private driveway | Landowner | Upon scheme amendment approval. | Land owner | Ongoing |
| Firefighting Response | DFES and Local Volunteer Brigade | Ongoing | DFES and Local Volunteer Brigade | Ongoing |
| Inspection and Enforcement | | | Local Government | Ongoing |

* Responsible for ongoing fire management and works proposed in the Bushfire Management Plan (e.g. local government for land vested in it and private property owners for freehold land)

To ensure that the above individuals/organisations are able to comply with the Bushfire Management Plan they are to be notified of their responsibilities by the landowner and be given a copy of the endorsed Bushfire Management Plan.

This Bushfire Management Plan relates to a specific planning approval and should be referred to periodically as part of the owner's fire mitigation strategy. As time passes any items found to require review due to changing circumstances are to be brought to the attention of the local government and the Bushfire Management Plan author.

# 6. Recommendations

1. A notice is to be placed on title by the local government alerting future landowners to this BMP.
2. An asset protection zone is to be created and maintained in accordance with siting requirements of element 2 of the Guidelines for Planning in Bushfire Prone Areas.
3. Existing road network to be maintained in accordance with element 3 of the Guidelines for Planning in Bushfire Prone Areas.
4. Landowner to thoroughly read this BMP. If there are any items which require clarification it is recommended that they contact the author of this report.
5. Implementation and enforcement schedule to be actively adhered to.

# 7. References

Standards Australia. (2009). AS 3959:2009 Construction of buildings in bushfire prone areas: SAI Global.
WAPC. (2006). State Planning Policy 3.4 Natural Hazards and Disasters. State Law Publisher.
WAPC. (2015). State Planning Policy 3.7 Planning in Bushfire Prone Areas. Western Australian Planning Commission & Department of Planning.
WAPC. (2015). Guidelines for Planning in Bushfire Prone Areas. Western Australian Planning Commission, Department of Planning & Department of Fire and Emergency Services.
WAPC. (2015). Guidelines for Planning in Bushfire Prone Areas Appendices. Western Australian Planning Commission, Department of Planning & Department of Fire and Emergency Services.
WAPC. (2015). Planning Bulletin 111/2015 Planning in Bushfire Prone Areas. Western Australian Planning Commission.

# 8. Appendix 3– Shire of Kalamunda Firebreak & Fuel Load Notice 2016/17

IMPORTANT NOTICE
(Please keep in a safe place)

## Shire of Kalamunda 2016/2017
## FIREBREAK AND FUEL LOAD NOTICE
### *Bush Fires Act 1954*

***Notice to Owners and/or Occupiers of land situated within the Shire of Kalamunda.***

shire of kalamunda

As a measure to assist in the control of bushfires and pursuant to the powers contained in section 33 of the *Bushfires Act 1954* (as amended), as the property owner or occupier of land within the Shire of Kalamunda, you are hereby required on or before 1 November 2016, or within 14 days of becoming an owner or occupier of land if after that date, to comply with the requirements set out in this notice.

The applicable works outlined below, other than the requirements set out in Part 10 of this notice, must be completed before 1 November 2016 and maintained up to and including 31 March 2017. The requirements set out in Part 10 of this notice will apply from 1 October 2016 until 30 September 2017.

**PERSONS WHO FAIL TO COMPLY WITH THE REQUIREMENTS OF THE ORDER MAY BE ISSUED WITH AN INFRINGEMENT NOTICE PENALTY ($250.00) OR PROSECUTED WITH AN INCREASED PENALTY (MAXIMUM PENALTY $5,000).**

**ADDITIONALLY THE SHIRE OF KALAMUNDA MAY CARRY OUT THE REQUIRED WORK AT COST TO THE OWNER/OCCUPIER.**

### 1. Land with a building on it with an area greater than 5,000m²

You are required to:

- Have all inflammable matter except living trees, shrubs, plants under cultivation and lawns, slashed, mowed or trimmed down by other means to a height no greater than 50mm across the entire property.
- The requirement set out above will not apply until 1 January if the land is stocked and an authorised officer has, before 17 October, given written permission to allow the grass to be grazed down to a height no greater than 50mm across the entire property by 31 December.
- Install bare earth firebreaks three (3) metres wide immediately inside and along all boundaries of land in a continuous form, including on boundaries adjacent to roads, rail and drain reserves and all public open space reserves, with all overhanging branches, trees, limbs etc. to be trimmed back from over the firebreak area to a minimum height of four (4) metres. Driveways must also be maintained to these conditions.
- Ensure the roofs, gutters and walls of all buildings on the land are free of inflammable matter.
- Install and maintain a building protection zone in accordance with the requirements set out in Part 11 of this notice.

### 2. Land with a building on it with area less than 5,000 m²

You are required to:

- Have all inflammable matter except living trees, shrubs, plants under cultivation and lawns, slashed, mowed or trimmed down by other means to a height no greater than 50mm across the entire property.
- Install a firebreak immediately inside all external boundaries of the property unless the property is maintained clear of inflammable matter by slashing and mowing or maintaining living garden beds or lawn.
- Ensure the roofs, gutters and walls of all buildings on the land are free of inflammable matter.
- Install and maintain a building protection zone in accordance with the requirements set out in Part 11 of this notice.



## 3. All Vacant land

You are required to:

- Have all inflammable matter except living trees, shrubs, plants under cultivation and lawns, slashed, mowed or trimmed down by other means to a height no greater than 50mm across the entire property.
- Install bare earth firebreaks three (3) metres wide immediately inside and along all boundaries of land in a continuous form, including on boundaries adjacent to roads, rail and drain reserves and all public open space reserves, with all overhanging branches, trees, limbs etc. to be trimmed back from over the firebreak area to a minimum height of four (4) metres. Driveways must also be maintained to these conditions.

## 4. Firebreak variations

If it is considered for any reason impractical to clear firebreaks as required by this Notice, or if natural features render firebreaks unnecessary, you may apply in writing to the Shire of Kalamunda or its duly authorised officers, not later than 1 October 2016, for alternative positions, or other methods of fire prevention on your land. If permission is not granted, you must comply with the requirements of the Notice.

This application must be approved by the Senior Bushfire Safety Officer to signify agreement to the variation. Until and unless the Shire or its duly authorised officer grants a variation in accordance with this Part 4, you must continue to comply with the requirements of this notice. The Chief Bush Fire Control Officer reserves the right to review and revoke any variation granted.

## 5. Fuel Dumps and Depots

You are required to remove all inflammable matter within 10 metres of where fuel drums, fuel ramps or fuel dumps are located, and where fuel drums, wether containing fuel or not, are stored.

## 6. Garden Refuse

Pursuant to the powers contained in section 24G (2) of the Bush Fires Act 1954, the Shire of Kalamunda prohibits the burning of all garden refuse within its district during the Prohibited Burning Times set out below. This prohibition applies to all persons within the Shire's district. Failure to comply with this prohibition is an offence with a maximum penalty of $3,000.

## 7. Restricted and Prohibited Burning times

| | |
|---|---|
| **Restricted burning Times (PERMITS REQUIRED) may be varied due to seasonal condition.** | Between 1 October and 30 November in each year inclusive, and between 1 April and 31 May in each year, both dates inclusive. |
| **Prohibited Burning Times. Dates may be varied due to seasonal conditions.** | Between 1 December in each year and 31 March in the following year, both dates inclusive. |

## 8. Permits to burn

- Applications for Permits are available from the Shire of Kalamunda at no cost.
- You must comply with all conditions imposed by the Shire or an Authorised Officer in respect of any Permit issued by the Shire.
- Permits will not be valid on days of "very high", "severe", "extreme" or "catastrophic" fire danger.
- Permits may also be revoked if in the opinion of an authorised officer the conditions are not deemed suitable for prescribed burns.

## 9. Additional Requirements

In addition to the requirements noted above, regardless of land size and location, the Shire of Kalamunda or its duly authorised officer may require you to undertake additional works on your property to improve access and or undertake further hazard removal and/or reduction works, where in the opinion of that authorised officer, it is to be necessary to prevent the outbreak and/or the spread of a bush fire.

## 10. Bushfire or Emergency Management Plans

**(compliance is required throughout the year, each and every year)**

- All properties with a Fire Management Plan shall comply with the plan in its entirety.
- Any requirements identified in a Fire Management Plan are in addition to the requirements of this notice.

## 11. Building Protection Zones

The Building Protection Zone for habitable buildings and related structures, as defined within this Notice, must meet the following requirements, unless varied under an approved 'Alternative Fire Management Arrangement' as defined within this Notice, and applies only within the boundaries of the lot on which the habitable building is situated:

- Building Protection Zones for habitable buildings must extend a minimum of 20 metres out from any external walls of the building, attached structures, or adjacent structures within 6 metres of the habitable building.
- On sloping ground the Building Protection Zone distance shall increase at least 1 metre for every degree in slope on the sides of the habitable building that are exposed to down slope natural vegetation.
- Building Protection Zones must consist of non-flammable managed vegetation, reticulated lawns and gardens and other non-flammable features.
- All grass in Building Protection Zones must be maintained to or under 5cm in height.
- Fuel loads within Building Protection Zones must be maintained at 2 tonnes per hectare or lower.
- The crowns of trees must be separated to create a clear separation distance between adjoining or nearby tree crowns. The separation distance between tree crowns is not required to exceed 10 metres.
- A small group of trees within close proximity to one another may be treated as one crown provided the combined crowns do not exceed the area of a large or mature crown size for that species.
- Trees are to be low pruned (or under pruned) to at least a height of 2 metres from ground.
- No tree, or shrub over 2 metres high are to be within 2 metres of a habitable building.
- Trees and shrubs over 2 metres high must not be planted in groups close to the habitable building and there must be a gap of at least 3 times the height (at maturity) of the shrub away from the habitable building.
- There must be no tree crowns or branches hanging over habitable buildings.
- Paths and non-flammable features must be present immediately adjacent to the habitable building.
- Wood piles and flammable materials must be stored a safe distance from habitable buildings.

## 12. Hazard Reduction Burning

- During the prohibited fire season, you cannot undertake any bush or garden refuse burning activities at any time within the Shire of Kalamunda.
- During the restricted fire season, residents of the Shire may burn the bush for fire mitigation purposes by following the conditions of a valid permit to burn issued by an Authorised Officer.
- During the restricted fire season only, it is permissible for owners/occupiers to undertake the burning of garden refuse (dry leaves, small branches, off cuts, etc.) in separate piles on the ground no larger than 1.0 $m^3$ between the hours of 18:00 (6pm) and 23:00 (11pm) by complying with all the conditions of section 24F (3) in the Bush Fires Act 1954.
- Any other methods of burning of garden refuse such as incineration shall not be undertaken within the Shire of Kalamunda.



shire of kalamunda

## DEFINITIONS:

**Act**

Means Bush Fires Act 1954 (as amended).

Authorised Officer

Means an officer appointed as a Shire of Kalamunda Fire Control Officer.

Building Protection Zone

Means the area within a distance of 20 metres from a dwelling (As defined in the Residential Design Codes of WA and in AS 3959) that has a reduced bush fire fuel load, measured from the external walls within the boundaries of the lot on which the dwelling is situated.

**Firebreak**

Means a strip or area of trafficable ground, which is at least three (3) metres wide with a minimum height of four (4) metres, which is kept and maintained totally clear of all inflammable matter. Any living or dead trees, scrub or any other material encroaching within the minimum height of the firebreak must be pruned or removed.

**Fire Management Plan**

Means a bushfire management plan, emergency management plan or an approved Bushfire attack level (BAL) assessment that has been developed and approved by the Shire of Kalamunda to reduce and mitigate fire hazards as part of a Town Planning Scheme, subdivision approval, development approval or a building permit.

**Habitable Buildings**

Means a dwelling, workplace, place of gathering or assembly, a building used for the storage or display of goods or produce for sale by wholesale in accordance with classes 1-9 of the Building Code of Australia. The term habitable building includes attached and adjacent structures like garages, carports, verandahs or similar roofed structures that are attached to, or within 6 metres of, the dwelling or primary building.

**Inflammable Matter**

Means any dead or dry grass, vegetation, substance, object, thing or material that may catch fire and burn.

**Minimum Height**

Means a continuous vertical uninterrupted line at a right angle to the horizontal line of the firebreak to a minimum height of 4 metres from the ground.

**Permit**

Means a "Permit to Burn the Bush" as issued by an Authorised Officer under section 18 of the Bush Fires Act 1954.

**Prohibited Fire Times**

Means the time period of each year where it is unlawful to set fire to the bush at any time.

**Restricted Fire Times**

Means the time period of each year where it is unlawful to set fire to the bush without a valid Permit to Burn the bush issued by an Authorised Officer.

**Trafficable**

Means to be able to travel from one point to another in a 4x4 vehicle on a clear surface, without any obstruction that may endanger fire fighters and their resources. A Firebreak is not to terminate in a dead end.

By order of the Shire of Kalamunda

**Rhonda Hardy**

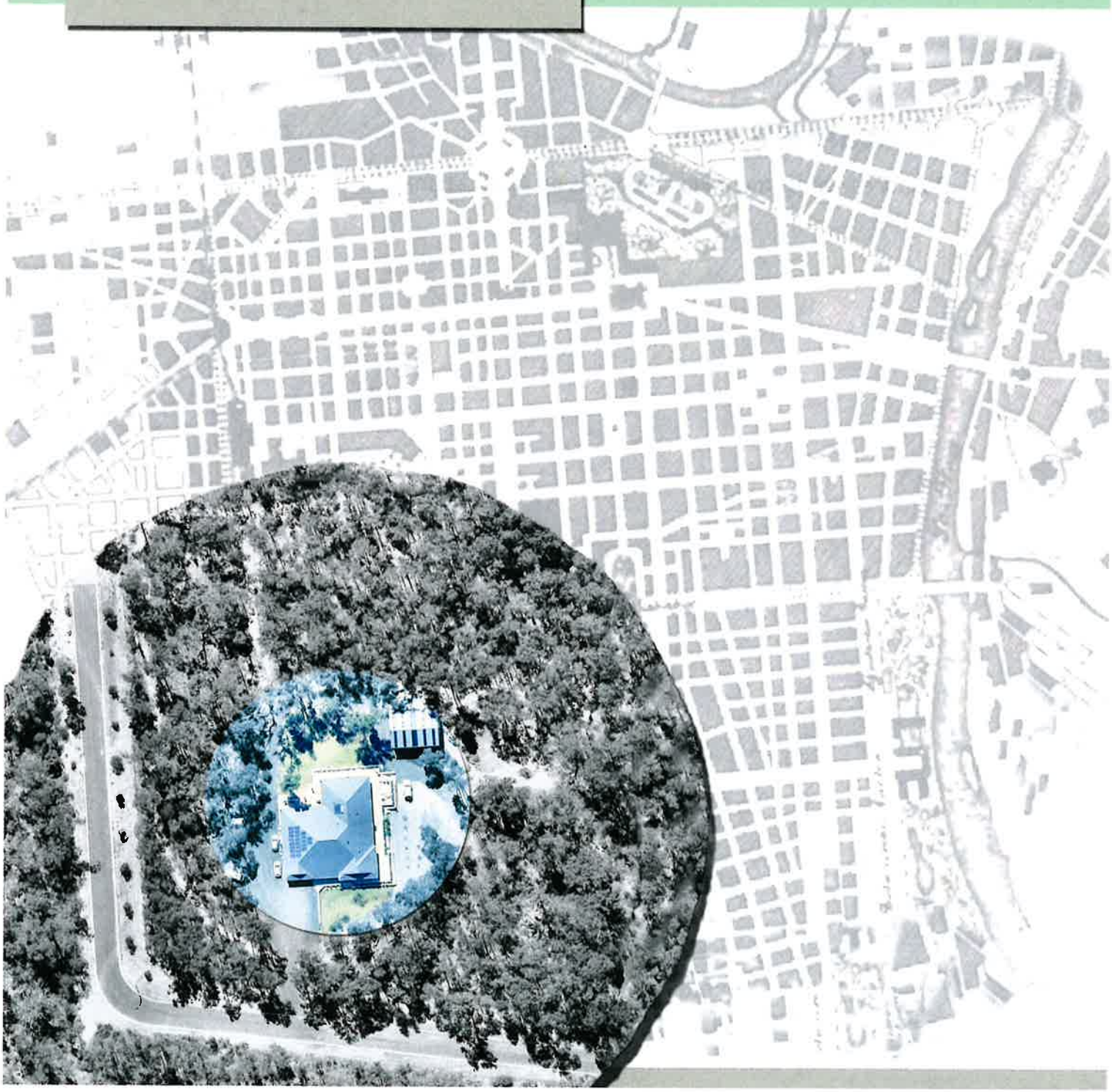
**CHIEF EXECUTIVE OFFICER**



# Attachment Five

Bushfire Management Plan (Subdivision Application)

# Bushfire Management Plan



| Report Details | | |
|---|---|---|
| **Project:** | Proposed amalgation of two lots | |
| **Project Address:** | Lot 14 Hawtin Road and Lot 112 Holmes Road, Forrestfield | |
| **Prepared by:** | James Terenciuk, BPAD Accredited Level 2 Assessor, BPAD36529, MAIBS, AIMM. | |
| **Report / Job Number** 8756 | **Report Version** 2 | **Assessment Date:** 14 September 2018 |

BUSHfire attack level reports wa

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**Address:** Suite 26, 443 Albany Highway, Victoria Park, WA 6100, **Phone:** (08) 6114 9356
**Email:** admin@greenstartconsulting.com.au, **Web:** www.greenstartconsulting.com.au

# 1. Background Information

This Bushfire Management Plan was prepared to provide guidance for the planning and management of potential bushfire threat. The standards and recommendations within this plan are based on the performance criteria as set out in Guidelines for Planning in Bushfire Prone Areas (Version 1.3, Dec-2017).

This Bushfire Management Plan meets the requirements of SPP 3.7 and the Guidelines for Planning in Bushfire Prone Areas.



James Terenciuk
Level 2 BPAD Practitioner

## 1.1 Purpose of Plan

The purpose of this Plan is minimise the occurrence and impact of bushfires and their devastating effects to life, property and the environment, and to document fire prevention requirements at the Site. By providing acceptable solutions the BAL level can be managed to an acceptable level.

## 1.3 Objectives

The objectives of this Plan are to:

- Define areas where values are located
- Define and rank hazard areas
- Identify individuals and organizations responsible for fire management and associated works within the area of the plan
- Develop fire management strategies for all land with regard to life, property and the environment
- Nominate an assessment procedure that evaluates the effectiveness and impact of proposed and existing fire prevention work and strategies
- Identify performance criteria and acceptable solutions for all fire management works, including acceptable solutions for fire breaks, low fuel areas and building construction standards.

This Plan will achieve the objectives by:

- Assessing the bushfire attack level
- Determining bushfire management requirements
- Determining ongoing management responsibilities

## 1.4 Statement against Other Relevant Documents

This Bushfire Management Plan meets the intent of:

1. State Planning Policy 3.7,
2. Guidelines for Planning in Bushfire Prone Areas,
3. Local planning strategy references to bushfire risk management,
4. Local planning scheme provisions relating to bushfire risk management,
5. Applicable structure plans, special control area provisions, previous planning approvals or similar referencing bushfire risk management applicable to the subject site,
6. Standard fire break orders of the area; and
7. AS3959 Construction of Buildings in Bushfire-Prone Areas.

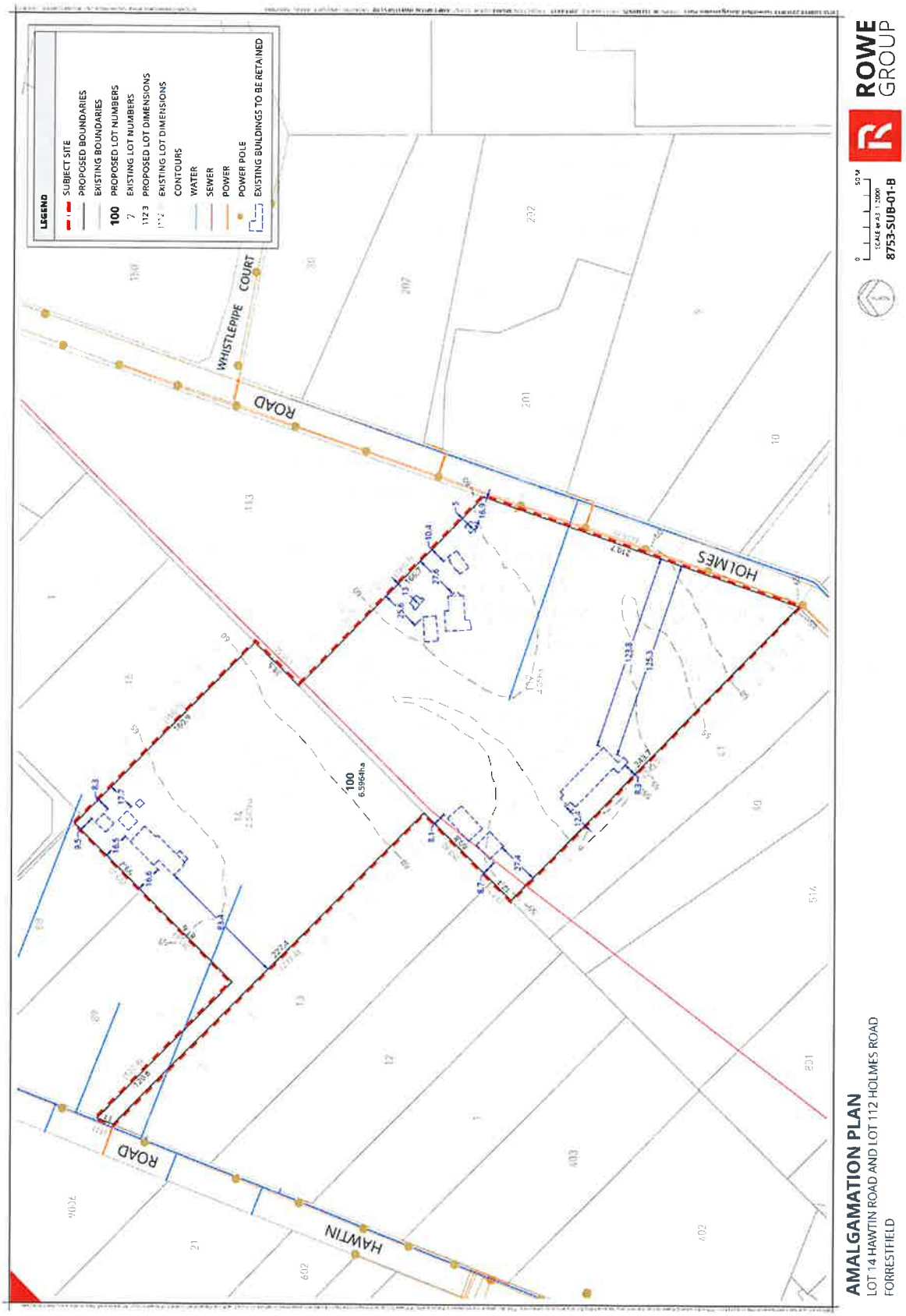
## 1.5 Proposal details

The Site is located approximately 23 km South-East of the Perth CBD. The Site lot area is about 6.59 ha, is located in a bushfire prone region. There is no known Local Natural Area on site. An amalgamation is proposed at the Site (refer to Figure 1: Subdivision plan). It has been identified as being located within a bushfire prone area according to the most recent map published by the Department of Fire and Emergency Services (refer to Figure 2).

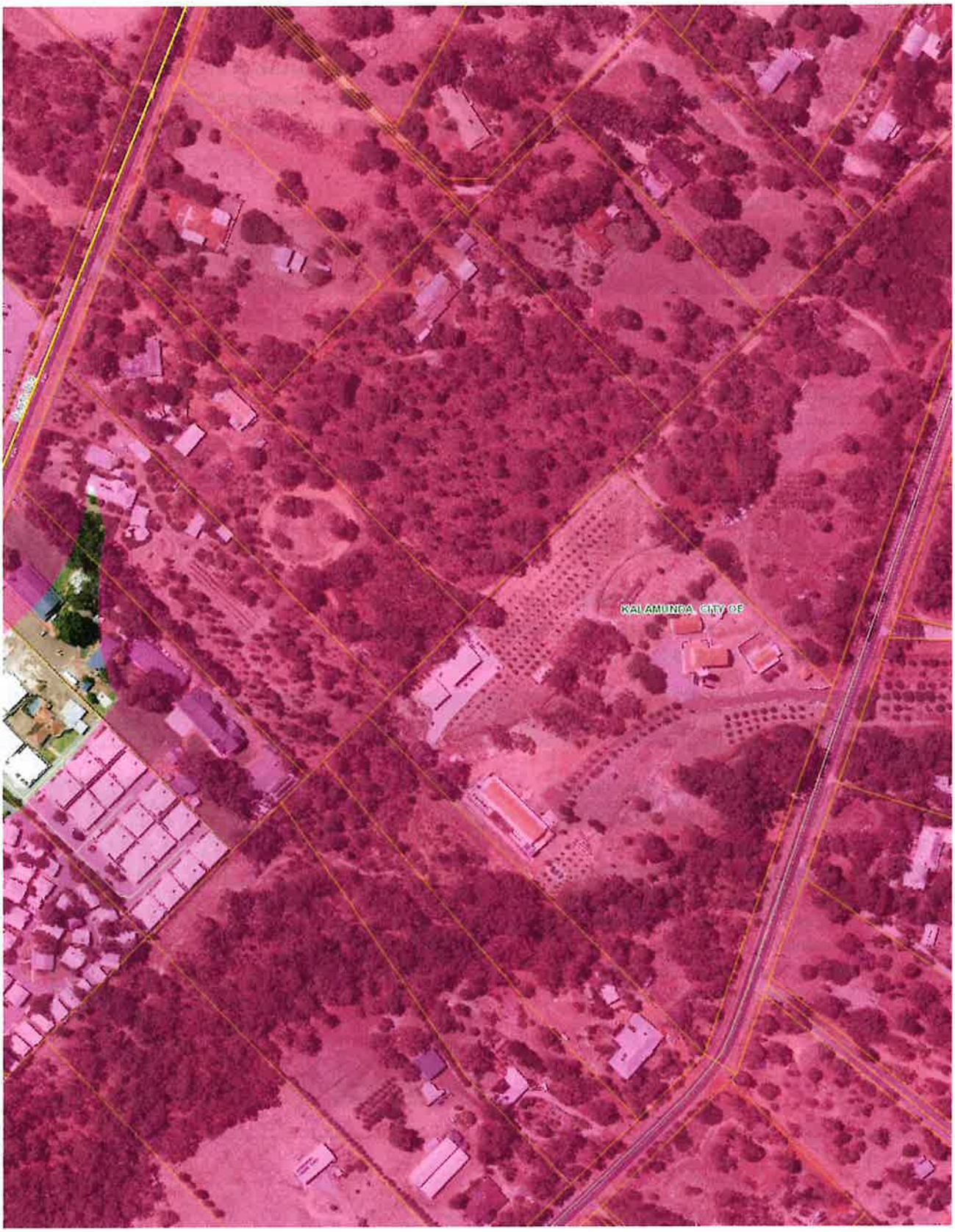
A BMP was prepared for a proposed Chapel, an extension and carpark on Lot 112 Holmes Road, Forrestfield. The BMP is dated on August 8, 2017 and demonstrates how to meet the requirements in order to comply with the four elements of Bushfire Protection Criteria (excerpt are attached as appendix).

No non complying areas have been identified.

## 1.5.1 Figure 1: Subdivision plan



### 1.5.2 Figure 2: Map of Bushfire Prone Areas for the subject site



# 2. Bushfire assessment Results

## 2.1 Assessment Inputs

The location and extent of the classifiable vegetation in relation to the proposed developments have been assessed and recorded in the attached BAL Assessment Report extract. The BAL Assessment Report is produced based on a methodology 1 assessment, with the vegetation being assessed "as is" in accordance with AS3959. The initial BAL rating is given in the table below.

**Table 2A:** Worst case BAL that applies to the site

| Method 1 | | | | |
|---|---|---|---|---|
| Plot | Vegetation Classification | Effective Slope | Separation (m) | BAL |
| 1 | Class B Woodland | Upslope | 22 | BAL – 19 |
| 2 | Class G Grassland | Upslope | 6.90 | BAL – 40 |
| 3 | Class B Woodland | Flat land/Upslope | 0 | BAL – FZ |
| 4 | Excludable – Clause 2.2.3.2(f) | - | - | BAL – LOW |
| 5 | Class B Woodland | Downslope 0 to 5° | 0 | BAL – FZ |
| 6 | Class B Woodland | Downslope 0 to 5° | 20 | BAL – 29 |
| 7 | Class G Grassland | Flat land | 0 | BAL – FZ |
| 8 | Excludable – Clause 2.2.3.2(e) | - | - | BAL – LOW |
| 9 | Excludable – Clause 2.2.3.2(f) | - | - | BAL – LOW |
| 10 | Excludable – Clause 2.2.3.2(f) | - | - | BAL – LOW |

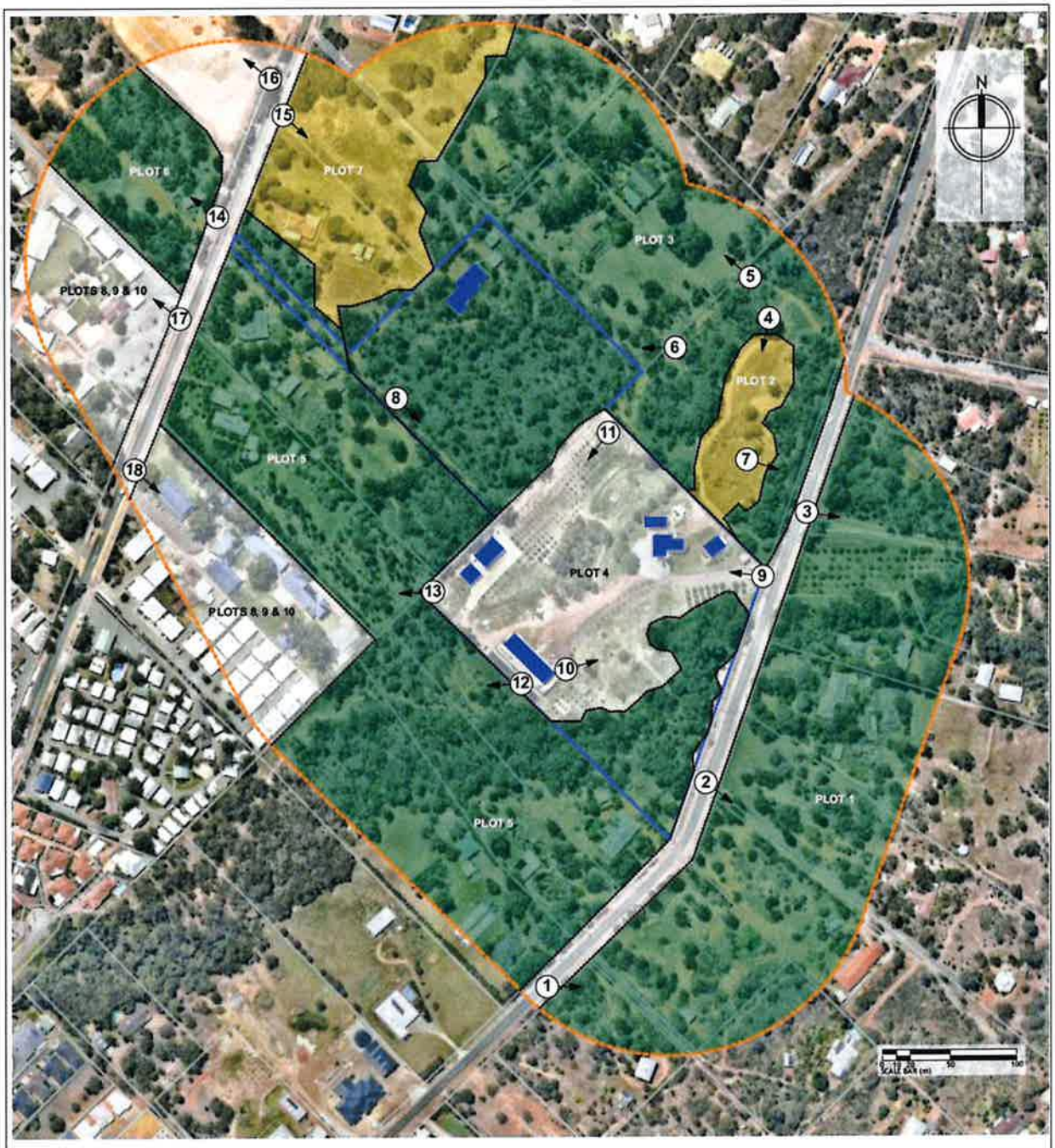
**Table 2B:** Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2009 using the above analysis.

| Determined Bushfire Attack Level | | | | BAL – FZ |
|---|---|---|---|---|
| Photo ID: | 8 | Plot: | 3 | |
| Vegetation Classification or Exclusion Clause | | | | |
| Class B Woodland - Low woodland B-07 | | | | |
| Description / Justification for Classification | | | | |
| Low trees and shrubs 2–10 m high; foliage cover less than 10%. Dominated by eucalypts and Acacias. Often have a grassy understorey or low shrubs. Acacias and Casuarina woodlands grade to Atriplex shrublands in the arid and semi-arid zones. | | | | |



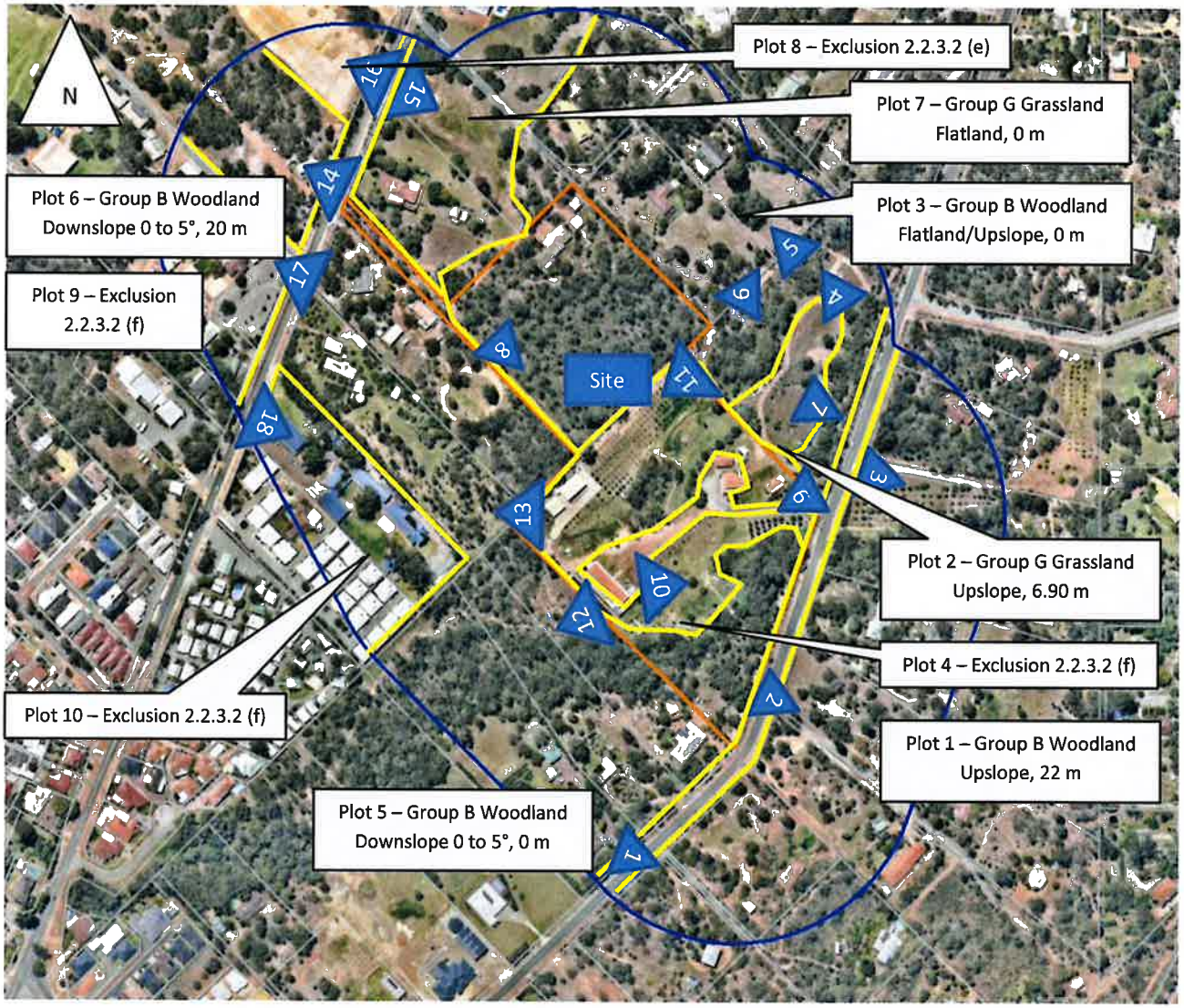
### 2.1.1 Figure 3: Vegetation Classification Map



## 2.2 Preliminary BAL Assessment

### 2.2.1 Site Assessment & Site Plans

The assessment of this site was undertaken by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959 - 2009 Simplified Procedure (Method 1).




Legend

= Photo location

= 150m wide buffer

= Vegetation plots

= Site boundary

### 2.2.2 Vegetation Classification

All vegetation within 100m of the site development was classified in accordance with Clause 2.2.3 of AS 3959-2009. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

| | | | |
|---|---|---|---|
| **Photo ID:** | 1 | **Plot:** | 1 |
| **Vegetation Classification or Exclusion Clause** | | | |
| Class B Woodland - Woodland B-05 | | | |
| **Description / Justification for Classification** | | | |
| Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina. | | | |




| | | | |
|---|---|---|---|
| **Photo ID:** | 2 | **Plot:** | 1 |
| **Vegetation Classification or Exclusion Clause** | | | |
| Class B Woodland - Woodland B-05 | | | |
| **Description / Justification for Classification** | | | |
| Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina. | | | |



| | | | |
|---|---|---|---|
| **Photo ID:** | 3 | **Plot:** | 1 |
| **Vegetation Classification or Exclusion Clause** | | | |
| Class B Woodland - Woodland B-05 | | | |
| **Description / Justification for Classification** | | | |
| Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina. | | | |



| | | | |
|---|---|---|---|
| **Photo ID:** | 4 | **Plot:** | 2 |
| **Vegetation Classification or Exclusion Clause** | | | |
| Class G Grassland – Tussock grassland G-22 | | | |
| **Description / Justification for Classification** | | | |
| All forms, including situations with shrubs and trees, if the overstorey foliage cover is less than 10%. | | | |




| | | | |
|---|---|---|---|
| **Photo ID:** | 5 | **Plot:** | 3 |
| **Vegetation Classification or Exclusion Clause** | | | |
| Class B Woodland - Open woodland B-06 | | | |
| **Description / Justification for Classification** | | | |
| Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina. | | | |




| | | | |
|---|---|---|---|
| **Photo ID:** | 6 | **Plot:** | 3 |
| **Vegetation Classification or Exclusion Clause** | | | |
| Class B Woodland - Low open woodland B-08 | | | |
| **Description / Justification for Classification** | | | |
| Low trees and shrubs 2–10 m high; foliage cover less than 10%. Dominated by eucalypts and Acacias. Often have a grassy understorey or low shrubs. Acacias and Casuarina woodlands grade to Atriplex shrublands in the arid and semi-arid zones. | | | |



| Photo ID: | 7 | Plot: | 3 |
|---|---|---|---|
| Vegetation Classification or Exclusion Clause | | | |
| Class B Woodland - Woodland B-05 | | | |
| Description / Justification for Classification | | | |
| Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina. | | | |




| Photo ID: | 8 | Plot: | 3 |
|---|---|---|---|
| Vegetation Classification or Exclusion Clause | | | |
| Class B Woodland - Low woodland B-07 | | | |
| Description / Justification for Classification | | | |
| Low trees and shrubs 2–10 m high; foliage cover less than 10%. Dominated by eucalypts and Acacias. Often have a grassy understorey or low shrubs. Acacias and Casuarina woodlands grade to Atriplex shrublands in the arid and semi-arid zones. | | | |




| Photo ID: | 9 | Plot: | 4 |
|---|---|---|---|
| Vegetation Classification or Exclusion Clause | | | |
| Excludable - 2.2.3.2(f) Low Threat Vegetation | | | |
| Description / Justification for Classification | | | |
| Low threat vegetation, including grassland managed in a minimal fuel condition, maintained lawns, golf courses, maintained public reserves and parklands, vineyards, orchards, cultivated gardens, commercial nurseries, nature strips and windbreaks. | | | |



| Photo ID: | 10 | Plot: | 4 |
|---|---|---|---|
| **Vegetation Classification or Exclusion Clause** | | | |
| Excludable - 2.2.3.2(f) Low Threat Vegetation | | | |
| **Description / Justification for Classification** | | | |
| Low threat vegetation, including grassland managed in a minimal fuel condition, maintained lawns, golf courses, maintained public reserves and parklands, vineyards, orchards, cultivated gardens, commercial nurseries, nature strips and windbreaks.<br><br>Plot 5 in the background. | | | |




| Photo ID: | 11 | Plot: | 4 |
|---|---|---|---|
| **Vegetation Classification or Exclusion Clause** | | | |
| Excludable - 2.2.3.2(f) Low Threat Vegetation | | | |
| **Description / Justification for Classification** | | | |
| Low threat vegetation, including grassland managed in a minimal fuel condition, maintained lawns, golf courses, maintained public reserves and parklands, vineyards, orchards, cultivated gardens, commercial nurseries, nature strips and windbreaks. | | | |



| Photo ID: | 12 | Plot: | 5 |
|---|---|---|---|
| **Vegetation Classification or Exclusion Clause** | | | |
| Class B Woodland - Woodland B-05 | | | |
| **Description / Justification for Classification** | | | |
| Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina. | | | |



| | | | |
|---|---|---|---|
| **Photo ID:** | 13 | **Plot:** | 5 |
| **Vegetation Classification or Exclusion Clause** | | | |
| Class B Woodland - Woodland B-05 | | | |
| **Description / Justification for Classification** | | | |
| Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina. | | | |



| | | | |
|---|---|---|---|
| **Photo ID:** | 14 | **Plot:** | 6 |
| **Vegetation Classification or Exclusion Clause** | | | |
| Class B Woodland - Open woodland B-06 | | | |
| **Description / Justification for Classification** | | | |
| Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina. | | | |




| | | | |
|---|---|---|---|
| **Photo ID:** | 15 | **Plot:** | 7 |
| **Vegetation Classification or Exclusion Clause** | | | |
| Class G Grassland – Open herbfield G-27 | | | |
| **Description / Justification for Classification** | | | |
| Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina. | | | |



| | | | |
|---|---|---|---|
| **Photo ID:** | 16 | **Plot:** | 8 |
| **Vegetation Classification or Exclusion Clause** | | | |
| Excludable - 2.2.3.2(e) Non Vegetated Areas | | | |
| **Description / Justification for Classification** | | | |
| Non-vegetated areas, including waterways, roads, footpaths, buildings and rocky outcrops. | | | |




| | | | |
|---|---|---|---|
| **Photo ID:** | 17 | **Plot:** | 9 |
| **Vegetation Classification or Exclusion Clause** | | | |
| Excludable - 2.2.3.2(f) Low Threat Vegetation | | | |
| **Description / Justification for Classification** | | | |
| Low threat vegetation, including grassland managed in a minimal fuel condition, maintained lawns, golf courses, maintained public reserves and parklands, vineyards, orchards, cultivated gardens, commercial nurseries, nature strips and windbreaks. | | | |



| | | | |
|---|---|---|---|
| **Photo ID:** | 18 | **Plot:** | 10 |
| **Vegetation Classification or Exclusion Clause** | | | |
| Excludable - 2.2.3.2(f) Low Threat Vegetation | | | |
| **Description / Justification for Classification** | | | |
| Low threat vegetation, including grassland managed in a minimal fuel condition, maintained lawns, golf courses, maintained public reserves and parklands, vineyards, orchards, cultivated gardens, commercial nurseries, nature strips and windbreaks. | | | |



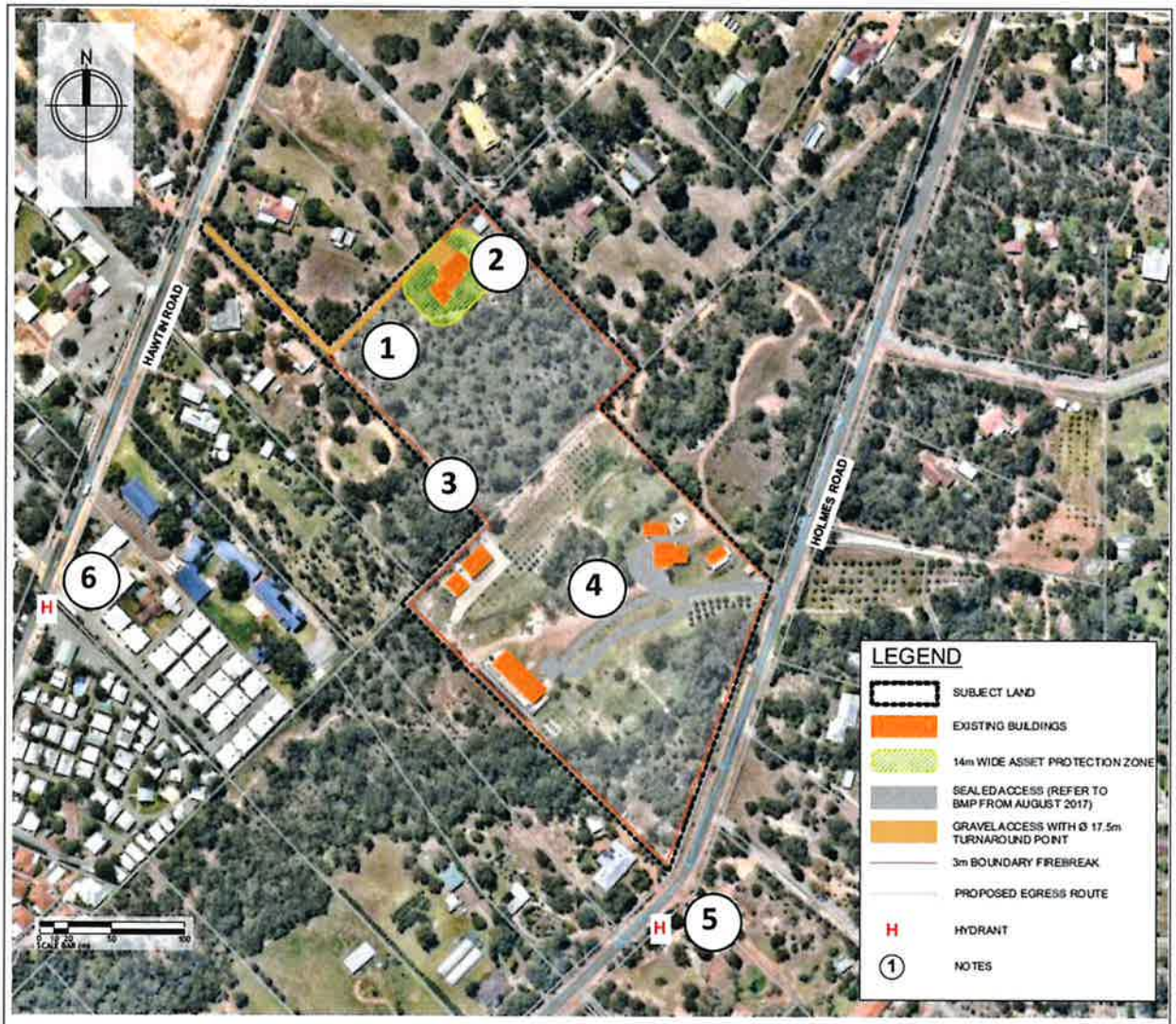
# 3. Assessment against the Bushfire Protection Criteria

## 3.1 Compliance

The four elements of Bushfire Protection Criteria to follow have been provided to assist in the design and development of strategic planning proposals, subdivision applications and development applications in bushfire prone areas.

| Bushfire protection criteria | Method of Compliance/Acceptable Solutions | Proposed bushfire management strategies |
|---|---|---|
| **Element 1: Location** | A1.1 Development location | It is demonstrated in this document that the risk around the existing property on Lot 14 Hawtin Road can be managed to achieve BAL-29.<br>A BMP from August 2017 has been carried out for Lot 112 Holmes Road in order to achieve BAL-29.<br>(BAL Contour Map attached as appendix) |
| **Element 2: Siting and design of development** | A2.1 Asset Protection Zone | All areas within a BAL-29 are required to be managed entirely as an APZ. As no construction is proposed, the APZ applies only for the existing residence in Lot 14 Hawtin Road.<br>Figure 4 illustrates the area that is to be managed as an APZ. |
| **Element 3: Vehicular access** | A3.1 Public access routes | Access will be provided to Hawtin Road and Holmes Road giving a choice of two safe egress destinations for both roads to the north and south-west, which are available to all people at all times.<br>Figure 4 illustrates access available to the site. |
| | A3.2 Public road | All public roads are to be designed and construction to meet the requirements of Table 6 column 1 (attached as appendix). |
| | A3.3 Cul-de-sac (including dead-end-road) | N/A |
| | A3.4 Battle-axe | N/A |
| | A3.5 Private driveway longer than 50m. A private driveway is to meet detailed requirements contained within the Guidelines. | Lot 14 Hawtin Road: the site's driveway is 118m long with a proposed turnaround point. It has to comply with the requirements of Table 6, Column 3 (attached as appendix) as demonstrated on Figure 4.<br>Lot 112 Holmes Rd: addressed in BMP from August 2017 (excerpt attached as appendix). |
| | A3.6 Emergency access way | N/A |
| | A3.7 Fire services access routes (perimeter roads) | N/A |
| | A3.8 Firebreak width | Install a legally required trafficable fire break of a minimum width of 3 m as per the City of Kalamunda's "Firebreak and fuel load notice" (attached as appendix).<br>Refer to Figure 4. |
| **Element 4: Water** | A4.1 Reticulated areas | Both sites have access to reticulated water. |
| | A4.2 Non-reticulated areas | N/A |
| | A4.3 Individual lots within non-reticulated areas (Only for use if creating 1 additional lot and cannot be applied cumulatively) | N/A |

### 3.1.1 Figure 4: Spatial representation of the bushfire management strategies




**NOTES:**

1. Woodland vegetation is the primary vegetation plot.
2. 14m Asset Protection zone to comply with Schedule 1 Element 2 of the Guidelines.
3. Firebreak is 3m wide with a minimum of 4m vertical clearance.
4. Refer to Bushfire Management Plan from August 2017.
5. Lot 112 Holmes Rd: distance to nearest hydrant approximately 338m.
6. Lot 14 Hawtin Road: distance to nearest hydrant is approximately 500m.

| Prepared by: | Project: | Assessment Date: | |
|---|---|---|---|
| James Terenciuk, BPAD Accredited Level 2 Assessor, BPAD36529, MAIBS, AIMM. | Proposed subdivision layout | 24/01/2018 | Spatial representation of the bushfire management strategies |
| | Location details: Lot 14 Hawtin Road and Lot 112 Holmes Road Forrestfield | Date aerial photo: December 2017 | |

# 4. Responsibilities for Implementation and Management of the Bushfire Measures

| LANDOWNER/OCCUPIER – ONGOING MANAGEMENT | |
|---|---|
| **No.** | **Management Action** |
| 1 | A notice is to be placed on title by the local government alerting future landowners to this BMP. |
| 2 | Maintain the Asset Protection Zone (APZ) to the dimensions and standard stated in the BMP. |
| 3 | Comply with the relevant local government annual firebreak notice issued under s33 of the Bush Fires Act 1954. |
| 4 | Maintain vehicular access routes within the lot to the required surface condition and clearances. |
| 5 | Install the firebreaks to the dimensions and standard stated in the BMP. |
| 6 | Landowners/occupiers to thoroughly read this BMP. If there are any items which require clarification it is recommended that they contact the author of this report. |

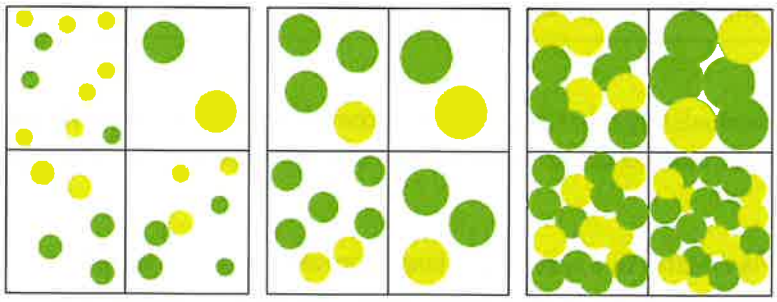
To ensure that the above individuals/organisations are able to comply with the Bushfire Management Plan they are to be notified of their responsibilities by the developer and be given a copy of the endorsed Bushfire Management Plan.

This Bushfire Management Plan relates to a specific planning approval and should be referred to periodically as part of the owner's fire mitigation strategy. As time passes, any items found to require review due to changing circumstances are to be brought to the attention of the local government and the Bushfire Management Plan author.

# 5. Appendix 1: Schedule 1: Standard for Asset Protection Zones (Appendix 4 of the Guidelines)

- **Fences:** within the APZ are constructed from non-combustible materials (e.g. iron, brick, limestone, metal post and wire).
  It is recommended that solid or slatted non-combustible perimeter fences are used.
- **Objects:** within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors.
- **Fine Fuel load:** combustible dead vegetation matter less than 6 millimetres in thickness reduced to and maintained at an average of two tonnes per hectare.
- **Trees (> 5 metres in height):** trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy.

Figure 18: Tree canopy cover – ranging from 15 to 70 per cent at maturity




- **Shrubs (0.5 metres to 5 metres in height):** should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m2 in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees.
- **Ground covers (<0.5 metres in height)**: can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 millimetres in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs.
- **Grass:** should be managed to maintain a height of 100 millimetres or less.

# 6. Appendix 2: Table 6 – Vehicular access technical requirements

| TECHNICAL REQUIREMENTS | 1 Public road | 2 Cul-de-sac | 3 Private driveway | 4 Emergency access way | 5 Fire service access routes |
|---|---|---|---|---|---|
| Minimum trafficable surface (m) | 6* | 6 | 4 | 6* | 6* |
| Horizontal clearance (m) | 6 | 6 | 6 | 6 | 6 |
| Vertical clearance (m) | 4.5 | N/A | 4.5 | 4.5 | 4.5 |
| Maximum grade <50 metres | 1 in 10 | 1 in 10 | 1 in 10 | 1 in 10 | 1 in 10 |
| Minimum weight capacity (t) | 15 | 15 | 15 | 15 | 15 |
| Maximum crossfall | 1 in 33 | 1 in 33 | 1 in 33 | 1 in 33 | 1 in 33 |
| Curves minimum inner radius (m) | 8.5 | 8.5 | 8.5 | 8.5 | 8.5 |
| *Refer to E3.2 Public roads: Trafficable surface | | | | | |

**E3.1 Two access route**

Two different vehicular access routes are provided, both of which connect to the public road network, provide safe access and egress to two different destinations and are available to all residents/the public at all times and under all weather conditions.

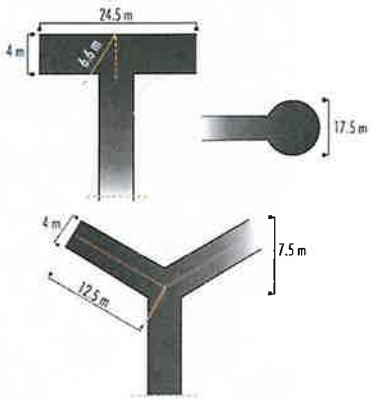
**E3.2 Public road**

*Trafficable surface:* Widths quoted for access routes refer to the width of the trafficable surface. A six metre trafficable surface does not necessarily mean paving width. It could, for example, include four metre wide having one metre wide constructed road shoulders. In special circumstances, where eight lots or less are being serviced, a public road with a minimum trafficable surface of four metres for a maximum distance of 90 metres may be provided subject to the approval of both the local government and Department of Fire and Emergency Services.

**E3.5 Private Driveway longer than 50 metres**

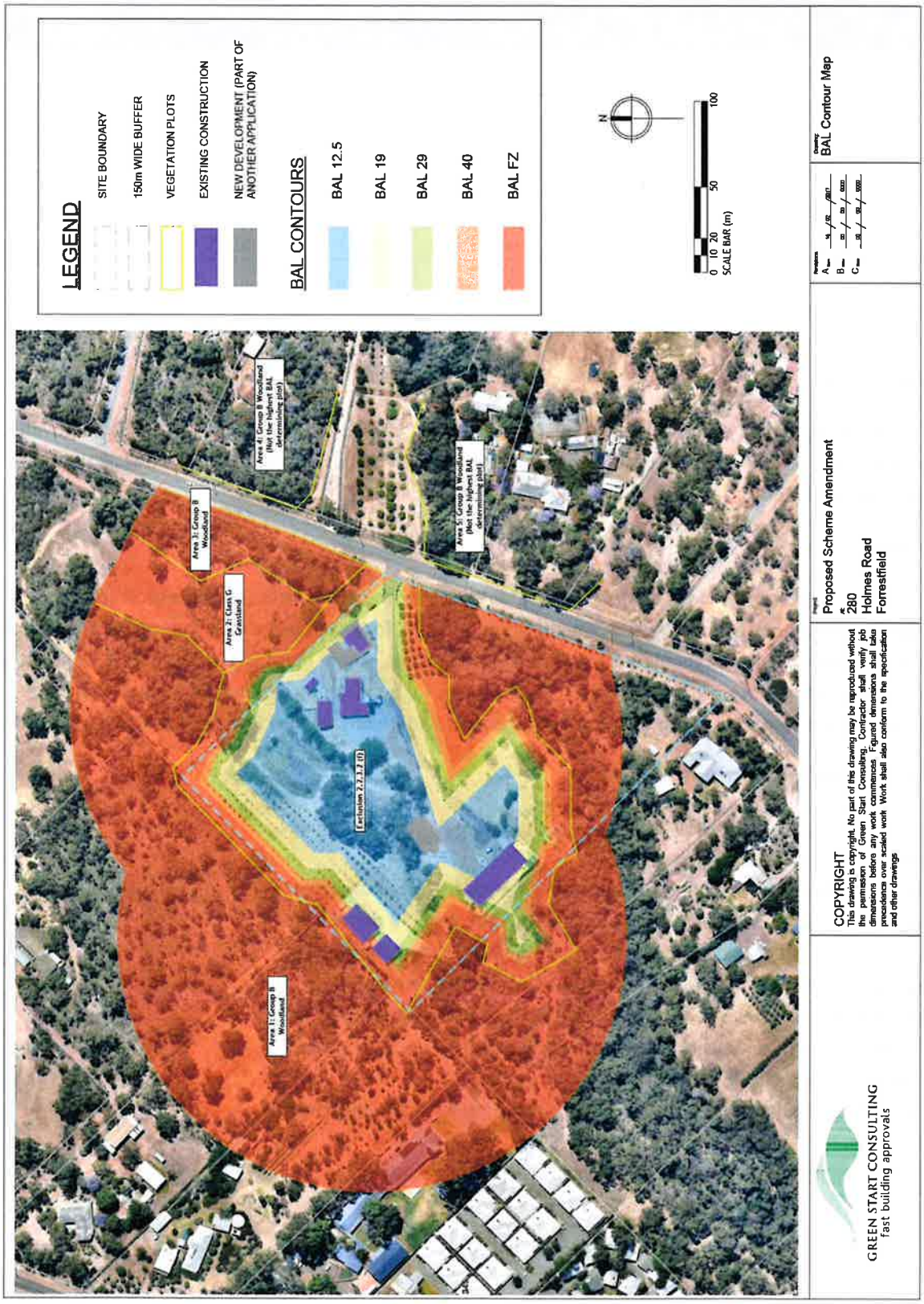
A private driveway is to meet all of the following requirements:

a) Requirements in Table 4, Column 3;
b) Required where a house site is more than 50 metres from a public road;
c) Passing bays: every 200 metres with a minimum length of 20 metres and a minimum width of two metres (i.e. the combined width of the passing bay and constructed private driveway to be a minimum six metres);
d) Turn-around areas designed to accommodate type 3.4 fire appliances and to enable them to turn around safely every 500 metres (i.e. kerb to kerb 17.5 metres) and within 50 metres of a house; and
e) Any bridges or culverts are able to support a minimum weight capacity of 15 tonnes.
f) All-weather surface (i.e. compacted gravel, limestone or sealed).



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# 7. Appendix 3: Excerpts of Bushfire Management report from August 2017 for Lot 112 (#280) Holmes Road (report Version 4) – BAL Contour MAP



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# 8. Appendix 4: Excerpts of Bushfire Management report from August 2017 for Lot 112 (#280) Holmes Road (report Version 4) – Driveways



# 9. Appendix 5: City of Kalamunda's "Firebreak and fuel load notice"

## City of Kalamunda 2017/2018

## FIREBREAK AND FUEL LOAD NOTICE

## *Bush Fires Act 1954*

**Notice to Owners and/or Occupiers* of Land situated within the City of Kalamunda.**

As a measure to assist in the control of bushfires and pursuant to the powers contained in section 33 of the *Bush Fires Act 1954* (as amended), as the property owner or occupier of land within the City of Kalamunda, you are hereby required before 1 November 2017, or within 14 days of becoming an owner or occupier of land if after this date, to comply with the requirements set out in this notice.

*The applicable works outlined below must be completed before 1 November 2017 and maintained up to and including 31 March 2018.*

**Persons who fail to comply with the requirements of this notice may be issued with an infringement notice penalty ($250) or prosecuted with an increased penalty (maximum penalty $5,000). Additionally, the City of Kalamunda may carry out the required work at cost to the owner/occupier.**

### 1. Land, with a building on it, with an area *greater than* 5,000m²

**You are required to:**

- ☐ Have all flammable matter slashed, mowed or trimmed down by other means to a height no greater than 50mm across the entire property (living trees, shrubs, plants and lawn under cultivation are excepted).
- ☐ Install bare earth firebreaks three (3) metres wide immediately inside and along all boundaries of land in a continuous form, including on boundaries adjacent to roads, rail and drain reserves and all public open space reserves, with all overhanging branches, trees, limbs etc. to be trimmed back from over the firebreak area from ground level to a minimum height of four (4) metres. Driveways must also be maintained to these conditions.
- ☐ Ensure the roofs, gutters and walls of all buildings on the land are free of flammable matter.
- ☐ Install and maintain an Asset Protection Zone in accordance with the requirements set out in Part 4 of this Notice.

### 2. Land, with a building on it, with an area *less than* 5,000 m²

**You are required to:**

- ☐ Have all flammable matter slashed, mowed or trimmed down by other means to a height no greater than 50mm across the entire property (living trees, shrubs, plants and lawn under cultivation are excepted).
- ☐ Install a firebreak immediately inside all external boundaries of the property unless the property is maintained clear of flammable matter by slashing and mowing or maintaining living garden beds or lawn.
- ☐ Ensure the roofs, gutters, walls of all buildings on the land are free of flammable matter. Driveways must also be maintained to these conditions.
- ☐ Install and maintain an Asset Protection Zone in accordance with the requirements set out in Part 4 of this Notice.

** Please note that the Bush Fires Act 1954 (WA) requires the owner or occupier of land to attend to all requirements in this Notice. The City may take action against either the owner or occupier of land for a failure to comply with this Notice at its absolute discretion.*

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## 3. All Vacant Land

**You are required to:**

- ☐ Have all flammable matter slashed, mowed or trimmed down by other means to a height no greater than 50mm across the entire property (living trees, shrubs, plants under and lawn under cultivation excepted).
- ☐ On vacant land larger than 1,000 m², install bare earth firebreaks three (3) metres wide immediately inside and along all boundaries of land in a continuous form, including on boundaries adjacent to roads, rail and drain reserves and all public open space reserves, with all overhanging branches, trees, limbs etc. to be trimmed back from over the firebreak area from ground level to a minimum height of four (4) metres. Driveways must also be maintained to these conditions. A Fire Control Officer may request firebreaks to be installed on vacant land under 1,000m² should they deem it necessary under Part 5 of this Notice to reduce risk of fire.

## 4. Asset Protection Zones

The area of land that extends out 20m from a habitable building or attached structure (for example verandas or gazebos) within the boundaries of a lot on which a habitable building is situated, is considered to be an Asset Protection Zone, also known as 'Building Protection Zone' (Asset Protection Zone).

In the Asset Protection Zone, unless an approved 'Alternative Bushfire Management Plan' is in place:

- ☐ Non-flammable managed vegetation, reticulated lawns and gardens and other non-flammable features are permitted only.
- ☐ All grass must be maintained to or under 50mm in height.
- ☐ Mature trees over five (5) metres in height must be under pruned to at least a height of two (2) metres from the ground (which means you must prune branches and leaves etc. from the ground up to the first 2 metres in height of the tree).
- ☐ Tree or shrubs over two (2) metres high must not be within 2 metres of a habitable building.

## 5. Additional Works

In addition to the requirements noted above, regardless of land size and location, the City of Kalamunda or its duly authorised officer(s) may require you to undertake additional works on your property to improve access and/ or undertake further hazard removal (Additional Works) where, in the opinion of an authorised officer, such Additional Works are necessary to prevent the outbreak and/or the spread of a bush fire.

## 6. Firebreak Variations

If you consider for any reason that it is impractical to clear firebreaks as required by this Notice, or if natural features render firebreaks unnecessary, you may apply in writing to the City of Kalamunda or its duly authorised officers, not later than 1 October 2017, for alternative positions, or other methods of fire prevention on your land.

If permission is not granted, you must comply with the requirements of this Notice. This applies to variations to the Asset Protection Zone as well. The Chief Bush Fire Control Officer reserves the right to review and revoke any variation granted.

## Fuel Dumps and Depots

You are required to remove all flammable matter within ten (10) metres of where fuel drums, fuel ramps or fuel dumps are located, and where fuel drums, whether containing fuel or not, are stored.

*By order of the City of Kalamunda.*

Rhonda Hardy

**CHIEF EXECUTIVE OFFICER**

city of kalamunda

**Address:** Suite 26, 443 Albany Highway, Victoria Park, WA 6100, **Phone:** (08) 6114 9356
**Email:** admin@greenstartconsulting.com.au, **Web:** www.greenstartconsulting.com.au

ROWE GROUP

# LAND USE SCOPING STATEMENT

## SCHEME AMENDMENT NO. 94
## FORRESTFIELD

OUR REF: 8654 26/02/2019

# DOCUMENT CONTROL

Printed 26 February 2019 8654_19feb01R_ns.docx

| VERSION | FILE NAME | PREPARED BY | APPROVED BY | DATE |
|---|---|---|---|---|
| 1 | 8654_19feb01R_ns.docx | Nathan Stewart | Nathan Stewart | 26 February 2019 |
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This report has been authorised by;



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Senior Planner



**Jamie Baxter**
Quality Control


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# ATTACHMENTS

1. CONCEPT MASTER PLAN

# 1. INTRODUCTION

Rowe Group acts on behalf the landowners of Lot 112 (No. 280) Holmes Road and Lot 14 (No. 323) Hawtin Road, Forrestfield ('the subject site') in relation to Scheme Amendment No. 94 to the City of Kalamunda Local Planning Scheme No. 3 ('LPS 3').

This Land Use Scoping Statement and Concept Master Plan has been prepared at the request of the City of Kalamunda. The purpose of this document is to provide a high level vision of the intended future use of the subject site.

# 2. SUBJECT SITE AND PROPOSAL

## 2.1 DESCRIPTION OF SUBJECT SITE

The subject site is located in the City of Kalamunda, approximately 16km east of the Perth Central Business District.

The subject site is situated in Forrestfield and is bound by Holmes Road to the east and rural properties to the north, south and west. Holmes Road is a sealed, gazetted road.

The subject site comprises two (2) land parcels, being:

- Lot 112 on Diagram 44806 Certificate of Title Volume 1378 Folio 385; and
- Lot 14 on Diagram 25434 Certificate of Title Volume 1526 Folio 935.

The subject site has a land area of approximately 6.56ha with a frontage to Holmes Road of approximately 210.84m and Hawtin Road of approximately 11.00m.

There are two (2) water/drainage/sewer easements registered on Title over Lot 112; one (1) registered to the City of Kalamunda (Document Ref: A644839) and one (1) registered to the Water Authority of Western Australia (Document Ref: E754093). These easements relate to a sewerage pipe which runs parallel with the north-western lot boundary and a drainage easement over the southern portion of the site.

## 2.2 AMENDMENT NO. 94

Scheme Amendment No. 94 was to be considered by Council at its Development and Asset Services Committee Meeting of 4 September 2017 and Ordinary Council Meeting of 26 September 2017. However, at our request, the matter was withdrawn to allow a subdivision application to be lodged with the Western Australian Planning Commission ('WAPC') seeking approval for the amalgamation of Lot 112 and Lot 14. The WAPC issued the subdivision approval in December 2018.

The Scheme Amendment proposes to rezone the site to the 'Special Use' zone under LPS 3 and insert additional site specific development conditions into Schedule 4.

The proposal seeks to include the following development conditions within Schedule 4 of LPS 3:

> *(a) Land use permissibility shall be in accordance with the provisions of the "Special Rural" zone.*

*(b) Within this zone the following uses are not permitted unless approval is granted by the Council ('A'):*

- *'Ancillary Dwelling';*
- *'Caretakers Dwelling';*
- *'Community Purpose';*
- *'Residential Building'; and*
- *'Place of Worship'.*

The proposal will essentially retain a base zoning consistent with the existing 'Special Rural' zoning of the subject site by way of Condition (a) of Schedule 4 of the 'Special Use (SU 20)' zone. It should be noted that there are substantial olive grove and fruit orchards at the subject site which will help retain the rural character of the area.

The existing Greek Orthodox Church was approved at the subject site prior to LPS 3 being gazetted. As a result, the existing Greek Orthodox Church is a 'non-conforming use' under Clause 4.8 of LPS 3. This proposal will make the existing Greek Orthodox Church lawful (a use that is capable of approval) under the provisions of LPS 3 and will mean that any further development will not require assessment as a 'non-conforming use' under Clause 4.8 of LPS 3.

Whilst inserting 'Place of Worship' as a discretionary use within the 'Special Use' zone will address the 'non-conforming use' issue detailed above, a number of other land uses are also proposed to be included within the 'Special Use' zone. These land uses are associated with the activities regularly undertaken by the Church and form part of the long term vision for the future use of the site.

The existing Greek Orthodox Church may, in the future, be expanded to include additional accommodation for monks, a new chapel and a monastery shop / bookshop or shop which will sell items such as bibles, religious books and scripture material, incense and other ancillary items relevant to the Greek Orthodox faith. This shop will only be open during weekly Divine Liturgies (Sundays) or by appointment only during the week (Monday to Saturday). We are of the view that the monastery shop / bookshop will be an incidental use to the predominant 'Place of Worship' use and therefore does not require a land use to be specified as part of Amendment 94.

Separate development applications will need to be submitted and considered by the City for any expansion of existing activities or for the establishment of new activities.

To facilitate these land uses under the provisions of LPS 3, it is proposed that 'Ancillary Dwelling', 'Caretakers Dwelling', 'Community Purpose' and 'Residential Building' be included as discretionary ('A') uses within the 'Special Use' zone.

LPS 3 defines 'Community Purpose' as follows:

> *community purpose means the use of premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organisations involved in activities for community benefit.*

There are classes undertaken from the existing church and these will also be undertaken from the approved chapel once constructed. These classes pertain to the education of religion, in

particular the Greek Orthodox faith. These functions will fall under the 'Community Purpose' land use.

It should be noted that the Greek Orthodox Church does not intend to conduct weddings or other similar ceremonies from the subject site now or in the future.

LPS 3 refers to the R-Codes for a definition of 'Ancillary Dwelling'. It is noted that the definition of 'Ancillary Dwelling', as contained under the R-Codes, reads:

> *Self-contained dwelling on the same lot as a single house which may be attached to, integrated with or detached from the single house.*

Based on the above definition, an 'Ancillary Dwelling' cannot be constructed at the site as long as a 'Single House' does not also exist at the site. To allow accommodation for monks at the site without the need to develop a 'Single House', it is proposed to insert 'Caretakers Dwelling' and 'Residential Building' as discretionary land uses within the 'Special Use' zone.

The Applicant and the landowner are willing to further discuss the proposed land uses and the correct designation of the land uses under LPS 3 further with the City, if required.

## 2.3 CONCEPT MASTER PLAN

A concept master plan has been prepared as per the City's request. Refer Attachment One – Concept Master Plan.

### 2.3.1 EXISTING DWELLING AND ASSOCIATED STRUCTURES

There is an existing dwelling and associated structures on the northern portion of Lot 14. These structures will be retained as existing.

As the City is aware, Lot 14 is proposed to be amalgamated with Lot 112. A subdivision approval for this amalgamation was issued by the Western Australian Planning Commission ('WAPC') in 2018.

Lot 14 is being donated by the current landowner to the landowner of Lot 112, being the Greek Orthodox Church.

The Greek Orthodox Church has no intentions at this time to expand or remove the existing dwelling and the associated structures or expand the existing church functions into Lot 14 now or in the future.

### 2.3.2 EXISTING SHEDS

There are existing storage sheds located at the north western portion of Lot 112. These sheds house vehicles, maintenance vehicles associated with the olive vineyards and other vegetation at the subject site, and other items associated with the existing church operations.

The Greek Orthodox Church has no intentions at this time to expand or remove the sheds now or in the future.

### 2.3.3 EXISTING CARETAKERS AND MONKS DWELLINGS

There are existing caretakers and monks dwellings located on the western and eastern portions of Lot 112. A development approval has been issued by the City to expand the existing caretakers dwelling on the eastern side of Lot 14 and this is reflected on the Concept Master Plan.

Currently, Greek Orthodox Church has no intentions at this time to expand or remove the caretakers and monks dwellings now or in the future, other than the approved expansion to the eastern caretakers dwelling.

### 2.3.4 EXISTING DINING HALL

An existing dining hall is located to the north of the existing church building. This dining hall is used as a kitchen and eating area for the monks residing at Lot 112. Currently, the dining hall is also used to set up a monastery shop / bookshop which sells items such as bibles, religious books and scripture material, incense and other ancillary items relevant to the Greek Orthodox faith. This shop is only be open during weekly Divine Liturgies (Sundays) or by appointment only during the week (Monday to Saturday). Currently, this is small table set up as required by the monks. We are of the view that the monastery shop / bookshop is incidental use to the predominant 'Place of Worship'.

The Greek Orthodox Church has no intentions at this time to expand or remove the dining hall now or in the future.

### 2.3.5 EXISTING CHURCH

An existing church building is located in the eastern portion of Lot 112. This church is currently used for weekly Divine Liturgies on Sundays and Feast Days (religious events) four (4) to five (5) times per year. Additionally, religious classes are held on infrequent occasions for patrons of the Greek Orthodox Church.

The Greek Orthodox Church has no intentions at this time to expand or remove the church now or in the future.

### 2.3.6 EXISTING TOILETS

An existing toilet block is located to the north of the existing church. This toilet block is used by visitors to the Greek Orthodox Church on Lot 112. Monks and caretakers which reside at the subject site have their own amenities within the caretakers and monks dwellings.

The Greek Orthodox Church has no intentions at this time to expand or remove the toilets now or in the future.

### 2.3.7 APPROVED CHAPEL

As the City is aware, a development approval was issued for a new chapel in the centre of Lot 112. In the long term this chapel will be used for similar functions that are currently undertaken in the existing church building. As previously advised, the approved chapel, once constructed, will be used by the monks residing at the subject site only. The approved chapel would be open to the general public once additional car parking bays are constructed in accordance with the development approval.

The number of religious ceremonies undertaken at the subject site will not increase as a result of this development.

### 2.3.8 FUTURE ANCILLARY MONASTERY SHOP / BOOKSHOP

Development approval for a small monastery shop / bookshop may be sought in the future. This is located to the north of the existing church building. The monastery shop / bookshop which would be approximately 8m by 12m. As previously advised, this shop would sell items such as bibles, religious books and scripture material, incense and other ancillary items relevant to the Greek Orthodox faith. We are of the view that the monastery shop / bookshop will be an incidental use to the predominant 'Place of Worship' use and therefore does not require a land use to be specified as part of Amendment 94.

### 2.3.9 CAR PARKING

There are existing car parking facilities located at the eastern portion of Lot 112. These facilities will be retained in the future.

The City has issued development approval for the construction of additional car parking facilities in the centre of Lot 112.

The Greek Orthodox Church has no intentions at this time to construct car parking (additional to what is currently approved) now or in the future.

### 2.3.10 ACCESS

Access to the Lot 112 is currently available via Holmes Road. This access point will be retained now and in the future. No additional access points to Lot 112 are contemplated at this time.

In relation to Lot 14, vehicle access is available via Hawtin Road. Given access to Lot 14 is available via a small access leg, access from Hawtin Road will not likely change now or in the future.

### 2.3.11 EXISTING EASEMENT

There is an existing easement over a creek along the southern portion of Lot 112. This easement is registered on the Certificate of Title for Lot 112 and will be retained in the future.

### 2.3.12 NEW EASEMENT

As a requirement of the subdivision approval for the amalgamation of the subject site, a Condition of the approval requires the creation of a new easement over a creek at the northern portion of Lot 112.

The subdivision approval is currently being acted upon and the landowner intends to create this easement in due course.

# 3. LOCAL PLANNING POLICY P-DEV 64 – REQUIREMENTS FOR LOCAL PLANNING SCHEME AMENDMENTS

This Land Use Scoping Statement and Concept Master Plan has been prepared at the request of the City to address the requirements of the City's Local Planning Policy P-DEV 64 – Requirements for Local Planning Scheme Amendments.

## 3.1 SCALE AND INTENSITY OF USE

The scale and intensity of the use of the subject site for the Greek Orthodox Church is unlikely to increase significantly. Currently, the Greek Orthodox Church offers the following functions and events from the existing chapel:

- Divine Liturgies on a weekly basis; and
- Feast Days (religious events) four (4) or five (5) days per year.

The weekly events are held between 8am to 10:30am on Sunday and generally attract approximately 50 people.

The Feast Day events are held throughout the year (i.e. Easter and Christmas, etc.) between 8am and 11am and generally attract approximately 80 people.

The Greek Orthodox Church does not intend to increase the number or size of these events now or in the future.

As the City is aware, there is approval for a new chapel located in the centre of Lot 112. This is currently under construction, however, for the time being, this structure will be used only by the monks currently residing from the subject site. As per agreement with the City, if the approved chapel is to be used by members of the public, then additional car parking will need to be constructed in accordance with that development approval.

In addition, there is an intention to construct a future monastery shop / bookshop which would be approximately 8m by 12m. As previously advised, this shop would sell items such as bibles, religious books and scripture material, incense and other ancillary items relevant to the Greek Orthodox faith. We are of the view that the monastery shop / bookshop will be an incidental use to the predominant 'Place of Worship' use and therefore does not require a land use to be specified as part of Amendment 94.

## 3.2 STREETSCAPE

Given the likely future development at the subject site is limited, the existing streetscape will not be adversely altered.

## 3.3 TREE PRESERVATION AND OPEN SPACE

There are currently no plans to clear any existing vegetation from the subject site. In addition, as shown on the Concept Master Plan, there will be very limited clearing (if not no clearing) of

vegetation to facilitate the development of the approved chapel and future monastery shop / bookshop buildings.

The landowner intends to retain the existing olive trees at the northern portion of Lot 112.

## 3.4 SITE LIMITATION OR CONSTRAINTS

As documented above, there is an existing easement at the southern portion of the subject site This limits development between the existing buildings and Holmes Road. As a result, we do not anticipate any development in this area.

In addition, there is a proposed easement through the northern portion of Lot 112. This easement will likely restrict development in this portion of Lot 112.

## 3.5 PREVAILING AMENITY

The prevailing amenity of the subject site is generally characterised as follows.

### 3.5.1 LOT 14

Lot 14 is characterised as a large rural property occupied by a dwelling and associated structures. The existing buildings on Lot 14 are not visible from Hawtin Road. Being a residential property, there is no anticipated noise, traffic and scale issues now or in the future.

As previously advised, the Greek Orthodox Church has no intentions at this time to expand or remove the existing dwelling and the associated structures or expand the existing church functions into Lot 14 now or in the future. Therefore, the existing and future likely amenity of Lot 14 is not likely to change now or in the future.

### 3.5.2 LOT 112

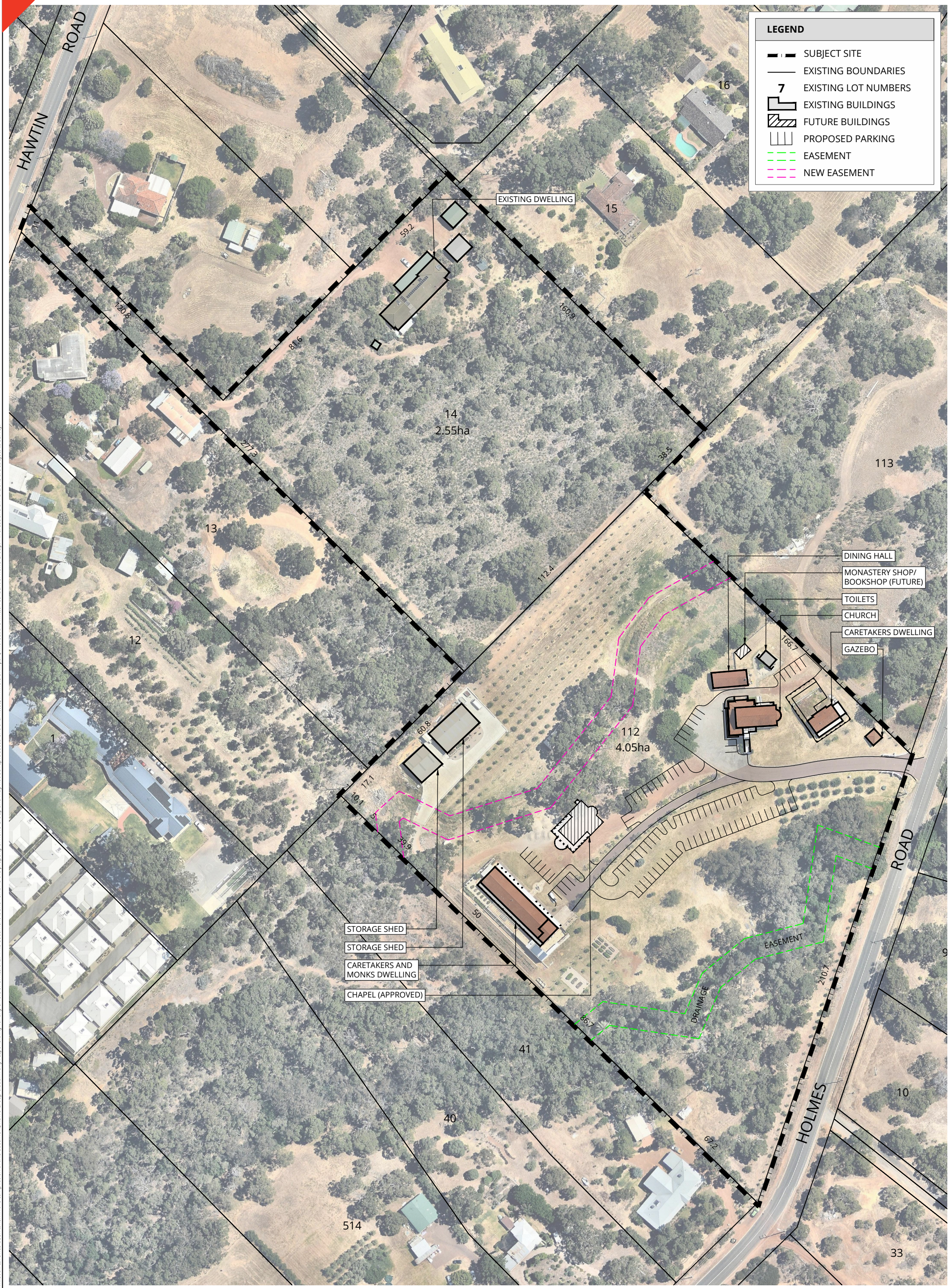
Lot 112 is characterised as a place of worship in a rural setting. Given the setback of buildings from the Holmes Road, Lot 112 displays a rural character similar in nature to the surrounding rural properties.

The existing operation of Lot 112 as a place of worship does generate some traffic associated with the weekly Divine Liturgies and Feast Days which are held four (4) to five (5) times per year. Currently, all car parking associated with these ceremonies are contained on-site.

The future development shown on the Concept Master Plan will not adversely alter the existing amenity of Lot 112 and the surrounding area.

# ATTACHMENT 1
## CONCEPT MASTER PLAN

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8654_CON01B_20190226_Forrestfield (Concept Master Plan) · DRAWN: A. GLASKIN · DATE CREATED: 2019.02.26 · PROJECTION: MGA50 GDA94 · CADASTE: LANDGATE · AERIAL: NEARMAP

# CONCEPT MASTER PLAN

LOT 112 HOLMES ROAD AND LOT 14 HAWTIN ROAD

FORRESTFIELD

City of Kalamunda

NORTH

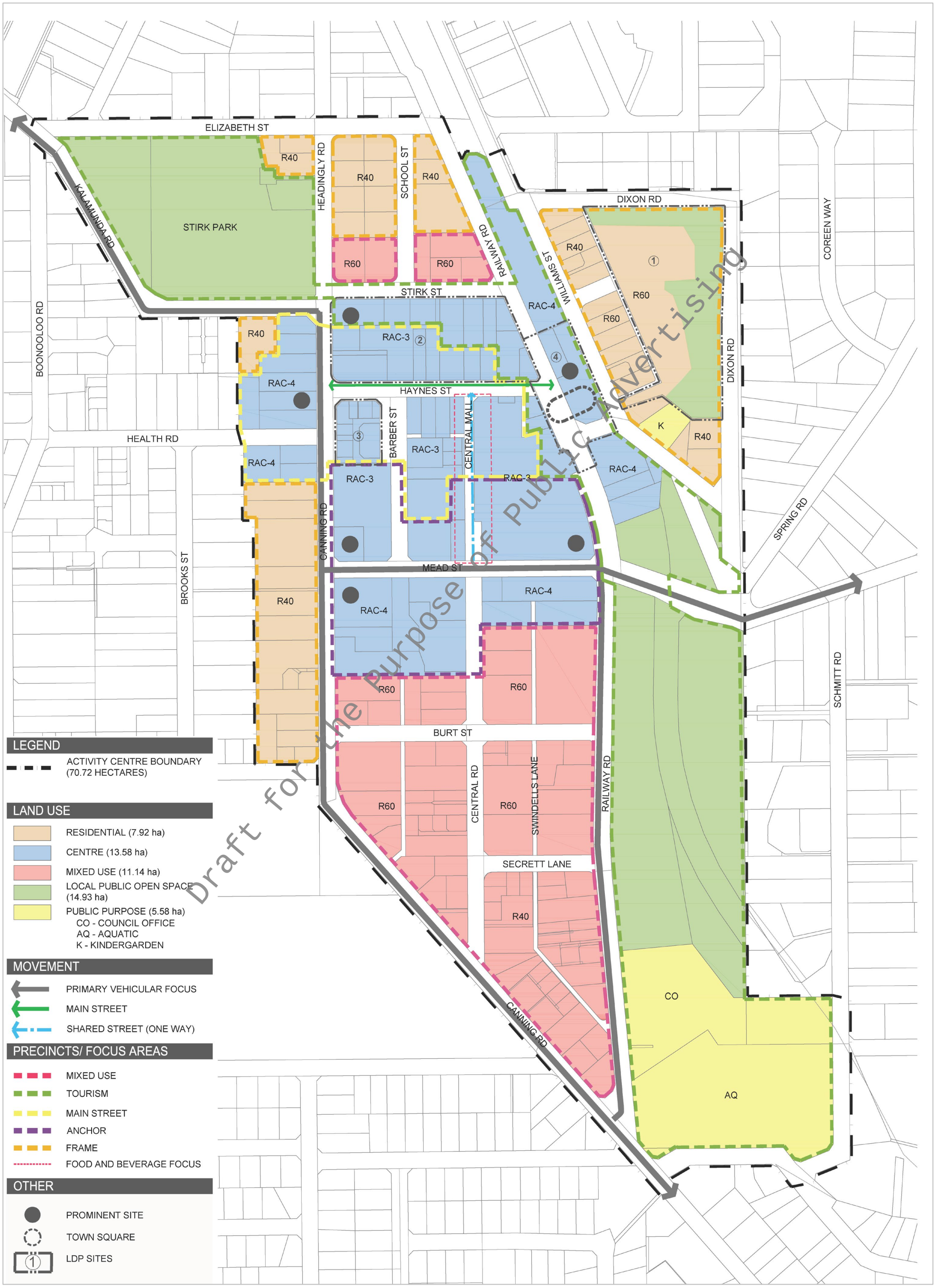
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## Figure 2 – Kalamunda Activity Centre Plan





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# Kalamunda Activity Centre Plan
# Draft for Advertising

March 2019

city of kalamunda

**DOCUMENT CONTROL:**

| | |
|---|---|
| Report Number | Draft Version 2.0 for Council Consideration for Consent to Advertise |

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## Prepared for City of Kalamunda by:

*Urbis*

*Edgefield Projects*

*SLR Consulting Australia*

*Strategen*

*JDSi Consulting Engineers*

*Spaced Out Placemakers*

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# ENDORSEMENT PAGE

This structure plan is prepared under the provisions of the City of Kalamunda Local Planning Scheme 3.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

_____

Date

Signed for and on behalf of the Western Australian Planning Commission:

An officer of the Commission duly authorised by the Commission pursuant to section 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:

_____

Witness

_____

Date

_____

Date of Expiry

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# TABLE OF AMENDMENTS

| Amendment No. | Summary of Amendment | Amendment Type | Date approved by WAPC |
|---|---|---|---|
| | | | |
| | | | |
| | | | |

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# EXECUTIVE SUMMARY

The Kalamunda Activity Centre Plan will facilitate the ongoing development and redevelopment of the Kalamunda town centre, shaping its future positioning as a contemporary, attractive and functional centre for residents and visitors.

The town centre is at a crossroad, whereby its future and function need an effective combination of vision and practical implementation to enable its ongoing relevance and commerciality whilst retaining key elements of its character and identity.

The current town centre is diverse in nature, land use and design. Heritage, topography and an active and engaged local community provide great opportunities to leverage from. Critically, the Kalamunda town centre contains some of the trade-marks of a well-performing district centre but not all and lacks any real cohesion.

This activity centre plan will provide the greatest opportunity to date to deliver a robust planning framework that can facilitate this coordination and much needed activation to key parts of the town centre.

The planning for this activity centre has been led by the City of Kalamunda in consultation with the local community, business owners and the Department of Planning, Lands and Heritage/WA Planning Commission (DPLH/WAPC).

The activity centre is planned to provide:

- Reinforcement of Haynes Street as the traditional 'main street' with highly active edges, a mix of uses, pleasant pedestrian environment and a built form outcome that reflects the character of Kalamunda.
- Central mall becoming a food and beverage focus supported by a one-way shared vehicle/pedestrian street.
- A consolidation of retail and commercial activity within the town centre core expanding from its current approximately 20,000sq.m shop/retail and other retail floor space to an additional 2,800 – 3,800sq.m.
- Creation of a new 'town square' on Railway Parade at the top end of Haynes Street as a multi-use public space creating a focal point for the town centre.
- Consolidation of employment generating land uses including larger format commercial, retail and civil uses around Mead Street leveraging off Kalamunda Central shopping centre.
- Celebration of cultural features by creating synergies between Stirk Park including Stirk Cottage, Zig Zag Cultural Centre and Bibbulmun Track.
- A 'frame' to the town centre core that supports predominantly residential and mixed use development that contributes to the walkable catchment of the town centre
- Consolidated parking areas in appropriate locations.
- Highly legible, safe and well-designed pedestrian linkages to connect all parts of the activity centre as well as important community focal points beyond.

Implementation of the activity centre plan requires both private and public investment. This activity centre plan is a framework to guide future change; re-energising a traditional town centre to attract new investment and people to the area. In the absence of significant growth projections in the residential or commercial sectors, the success of the activity centre plan will rely on the co-operation and collaboration of the City of Kalamunda, State government agencies, local business owners and the community more broadly.

This activity centre plan, as required by the relevant clauses of the deemed provisions, provides the primary land use, built form and strategic planning controls for the Kalamunda activity centre, and is to be given due regard in the consideration of development and subdivision applications by the relevant determining authority.

The Kalamunda activity centre plan will facilitate the provision of a district centre to service the future of Kalamunda in a manner and form consistent higher level planning documents, and the direction of the City and the DPLH/WAPC.

# ACTIVITY CENTRE PLAN CONTENT

This activity centre plan is made pursuant to LPS 3, including the deemed provisions for local planning schemes of the *Planning and Development* (Local Planning Schemes) *Regulations 2015* (the deemed provisions) and State Planning Policy 4.2 Activity Centres for Perth and Peel. The Activity centre Plan comprises three parts:

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**Part One: Implementation** – sets out the planning provisions to guide the assessment and approval of development and subdivision.

**Part Two: Explanatory Report** – provides a summary of the vision, objectives, context and technical analysis to support the activity centre plan.

**Technical Appendices** – containing technical studies and reports prepared by various qualified consultans to support the activity centre plan.

# SUMMARY TABLE

| Element | Data |
|---|---|
| **Total Area covered by the Activity Centre Plan** | 70.72ha |
| **Area of each land use proposed:** | Residential - 10.24ha<br>Centre - 13.17ha<br>Mixed Use - 11.17ha<br>Public Purpose - 5.38ha |
| **Local Open Space** | Existing - 12.86ha |
| **Estimated number of dwellings** | Existing ~530 dwellings<br>Potential ~400+ additional dwellings |
| **Estimated population (Kalamunda-Maida Vale – Gooseberry Hill SA2)** | Existing ~14,889 (at 2016)<br>Potential ~16,590 (by 2026) |
| **Number of high schools** | Nil. |
| **Number of primary schools** | Nil. |
| **Estimated commercial floor space** | Existing: ~20,000sq.m<br>Potential: ~ 23,800sq.m (medium-long term) |

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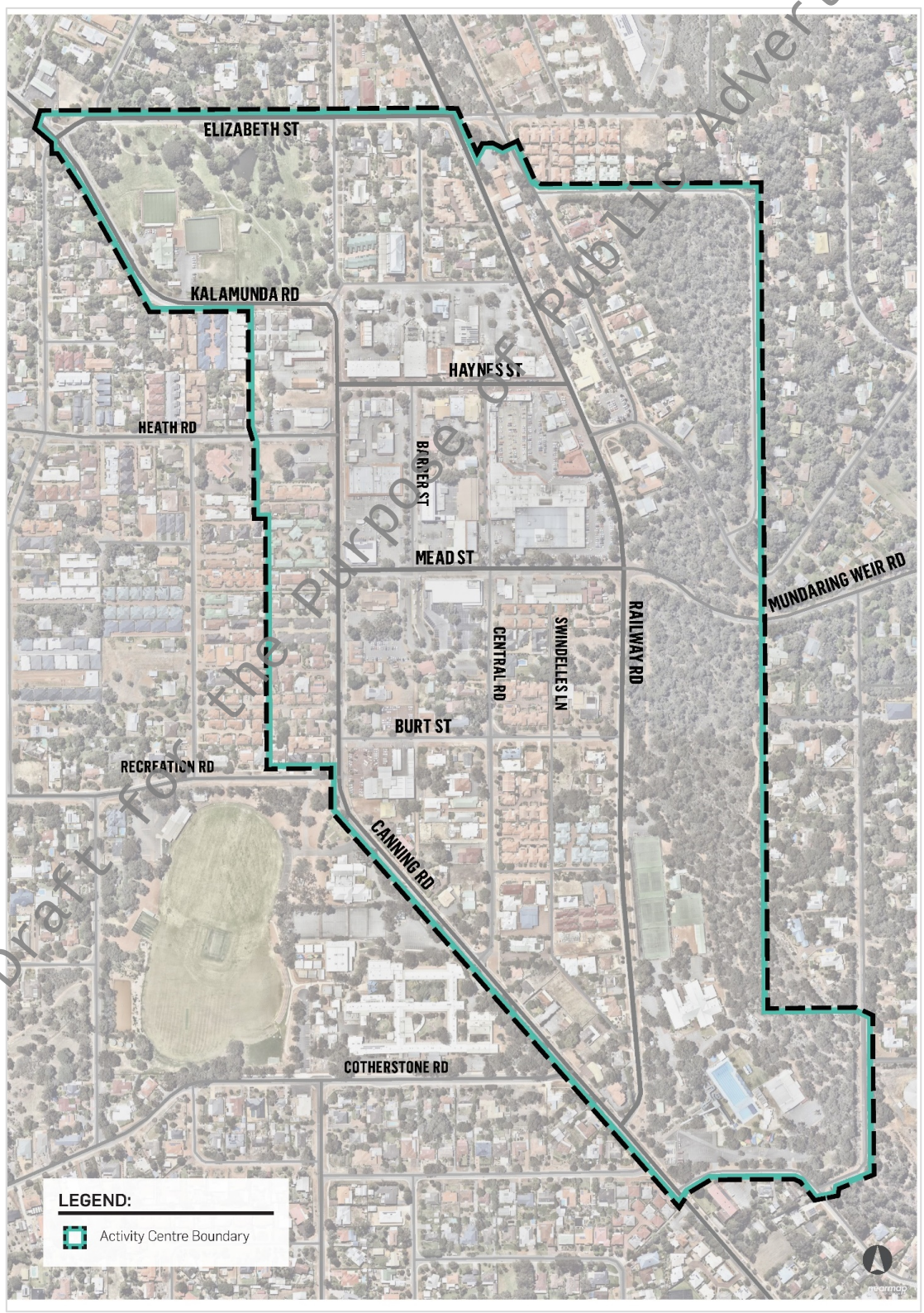
# Part 1 – Implementation

# PART 1 - IMPLEMENTATION

## 1.1. ACTIVITY CENTRE PLAN AREA

This activity centre plan applies to the Kalamunda activity centre as the land identified **Figure 1 – Kalalmunda Activity Centre Plan area** as defined by the black dotted boundary.

Figure 1 – Kalamunda Activity Centre Plan area




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# 1.2. OPERATION

This activity centre plan comes into effect on the day it is approved by the WA Planning Commission (WAPC), the date of which is outlined on the endorsement page. As per the deemed provisions from the date of endorsement this activity centre plan is to have effect for a period of 10 years, unless otherwise determined by the WAPC.

Unless otherwise specified, the words and expressions used in this activity centre plan shall have the respective meanings given to them in City of Kalamunda Local Planning Scheme No.3 (LPS 3).

Nothing in this activity centre plan is to be interpreted as limiting clause 5.5 of LPS 3 which allows for variations to site and development standards and requirements. Nothing in this activity centre plan is to be interpreted as limiting clause 43 of the deemed provisions that outlines that a decision-maker for an application for development approval or subdivision approval in an area that is covered by an activity centre plan is to have due regard to, but is not bound by, the activity centre plan when deciding the application.

# 1.3. STAGING

Further development in the activity centre plan area can be progressed in the near term, as services are already available, and the road network within and surrounding the activity centre are pre-existing.

The staging of future development will take place in line with market demand given the fragmented landownership within the activity centre.

Staging for public realm improvements is to be undertaken in accordance with the Kalamunda Landscape Master Plan.

# 1.4. ACTIVITY CENTRE PLAN OBJECTIVES

## 1.4.1. Activity Centre Objectives

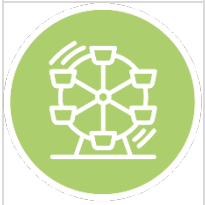
Development and subdivision in the activity centre plan area shall align with the objectives outlined in **Table 1** that relate to key elements around the themes of Character, Community, Live/Work/Play and Connected. These theme were formulated by the visioning process undertaken with the local community and business owners.

These objectives are to be read in conjunction with the objectives of the applicable Zones contained in LPS 3.

Table 1 – Activity Centre Objectives

| Theme | | Objectives |
|---|---|---|
|  | **Character** – Home in the forest | • Development a new 'main street' environment along Hayne Street supported by Central Mall, Mead Street, Barber Street Canning Road and Railway Road.<br>• Encourage built form outcomes that connect the heritage character of the town centre.<br>• Promote buildings that reflects the materiality and landscape of the area through use of local material and colour palettes.<br>• Connect the cultural elements of the town centre to create a meaningful and cohesive story. |

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| Theme | | Objectives |
|---|---|---|
|  | **Community** – A Place for everyone | • Create opportunities for events, festivals, markets and activities to support a vibrant and activated town centre.<br>• Encourage co-location of community facilities.<br>• Create places that cater for all members of the community from youth to the elderly. |
|  | **Live/Work/Play** – All your daily needs | • Encourage land uses that operate beyond traditional business hours.<br>• Enhance safety and vibrancy of the public realm by encouraging passive surveillance of it and facilitating social interaction within it.<br>• Enhance housing and social diversity.<br>• Enable a critical mass of residents, visitors and workers to support new and enhance existing retail and community offerings. |
|  | **Connected** – Walk the centre | • Improve connections and better integrate major land uses and activities in the town centre.<br>• Promote pedestrian and cyclist priority streets that are safe and accessible for all.<br>• Encourage walking, cycling and public transport use.<br>• Ensure destinations and places are well-connected and legible. |

## 1.4.2. Precinct Vision Statement

As outlined on **Figure 2** – Kalamunda Activity Centre Plan and **Figure 3** – Precinct Plan, the activity centre plan area is divided into precincts to guide land use and built form outcomes.

In addition to the Zone objectives contained in LPS 3 and the Activity Centre objectives, subdivision and development in each of the precincts should (where possible) respond to the precinct vision statement in **Table 2**.

Table 2 – Precincts

| Precinct | Vision Statement |
|---|---|
| Main Street Precinct | • This precinct will encompass the primary main street anchored by Haynes Street.<br>• The precinct should accommodate a mix of commercial, retail, mixed use and food and beverage offerings.<br>• The main street will be safe for pedestrian and vehicles alike.<br>• Built form will be sympathetic to the character of Kalamunda encouraging development that is an appropriate scale that interacts with the main street element. |
| Anchor Precinct | • This precinct supports larger scale uses that aren't appropriate to a main street but are critical in supporting the diversity and range of commercial offerings in the town centre.<br>• This precinct is the focus of large format commercial and retail premises centred around Kalamunda Central (including supermarket/s, mini majors etc).<br>• Small scale, active uses support the anchor tenants and generate additional employment. |

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| Precinct | Vision Statement |
|---|---|
| Tourism Precinct | • This precinct is the hub for tourism, culture and heritage for the Kalamunda town centre.<br>• Centred around Railway Road and Zig Zag Culture Centre, activity in this precinct leverages off the local and regional identity, building on the heritage and character of the town centre.<br>• Compatible land uses are consolidated where appropriate providing synergies between key cultural feature of the town centre including Stirk Park and Bibbulmun Track. |
| Mixed Use Precinct | • This precinct supports the Kalamunda town centre core as the centre of activity and employment generation.<br>• Land use is predominantly mixed use encouraging residential and small scale commercial uses in accordance with existing planning framework.<br>• Small scale professional uses such as home office are encouraged where appropriate. |
| Residential Precinct | • Consistent with the Residential zone, the precinct will provide primarily single and grouped dwelling development in close proximity to the town centre. |
| Food and Beverage Focus area (as identified on activity centre plan map) | • The land front Central Mall provides a focus for food and beverage outlets activating the town centre into the evening hours.<br>• Central Mall will function as a shared pedestrian/vehicle zone allowing one-way traffic movement to activate the street. |

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# 1.5. DEVELOPMENT REQUIREMENTS FOR THE ACTIVITY CENTRE

## 1.5.1. Land Use Permissibility

The activity centre plan land uses have land use permissibility as per Table 1 Zoning Table within LPS 3 for the corresponding zone as outlined in **Table 3**.

The activity centre and precinct objectives in section 1.4.1 and 1.4.2 should inform decision-making where discretion is sought to guide the land use outcomes envisaged for the activity centre plan area.

Table 3 – Land Use

| Activity Centre Plan Map Land Use category | Equivalent Zone/Reserve in accordance with LPS 3 |
|---|---|
| Centre (C1) | Centre (C1) Zone |
| Residential | Residential Zone |
| Mixed Use | Mixed Use Zone |
| Public Purpose | Public Purpose reserve |
| Local Open Space | Local Open Space Reserve |

## 1.5.2. General Requirements

The following provision apply to all development in the activity centre plan area including:

These provisions are to be read in conjunction with the Built Form Design Guidelines (BFDG) which provide a set of development standards that allow for increases in density over time while maintaining the fine-grained, village environment that local residents cherish (refer **Appendix A**).

The BFDG relies on the overall framework set out in the WA Planning Commission's State Planning Policy 7.3 Residential Design Codes (R-Codes) Volume 1 and 2. Where there is a conflict, the requirements of this Activity Centre Plan and the BFDGs prevail.

The below development standards in **Table 4** are applicable to all subdivision and development within the activity centre plan area to be read in conjunction with the BFDGs and the R-Codes (Volume 1 and 2).

For residential and mixed-use development, the following provisions of the R-Codes apply unless otherwise varied by LPS 3, this activity centre plan, the BFDG or any other local planning policy:

- For Single House and Grouped Dwellings – R-Codes Volume 1 (previously Part 5 of the R-Codes for single and grouped dwellings)
- For Multiple Dwellings and Mixed Use development – R-Codes Volume 2 (previously Part 6 of the R-Codes for apartment design and mixed use development)

In instances where a requirement refers to a provision of Volume 2 of the R-Codes, these are intended to apply to all development in the Activity Centre Plan area except for Single House and Grouped Dwellings unless otherwise specified.

Table 4 – General Requirements

| Control | Requirement |
|---|---|
| **Site Planning + Massing** | |
| 1. Development Requirements and Frontage Types | For the most critical street edges within the activity centre a series of more detailed development standards based on 'Frontage Types' are imposed to ensure an appropriate interface with the adjacent public realm that is consistent with the intended urban design outcome. This includes minimum and maximum front setback requirements as well as a range of other considerations relating to the design of the front building facade. |

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| Control | Requirement |
|---|---|
| | a) Development standards as per **Table 5 -** Built Form Development Requirements.<br>b) Frontage designation as per **Figure 4** - Built Form Controls.<br>c) On sloping sites, achieving at grade entrances is challenging. Floor levels may vary from 0.5m above to 0.5m below grade along footpath, but building entries must conform to BCA universal access requirements and AS1428.1.<br>d) Clear glazing requirement apply to street facing facades (measured up to 3m in height).<br>e) Frontage Build-Out requirements are intended to create a consistent built edge along a street, and relate to the identified building line across the front of the site, as set by the front setback.<br>f) Building Articulation of ground floor shopfronts is encouraged, including inset entries, creative signage, window displays, transom windows, and varying materials such as timber or brick expressed as piers, plinths, and beams to provide visual interest. Unarticulated glazed shopfronts are not encouraged. |
| 2. Plot Ratio | a) Maximum plot ratio allowed as per **Figure 2** - Kalamunda Activity Centre Plan and associated provisions of the R-Codes (Volume 1 or 2).<br>b) Additional plot ratio allowance may be applicable in some circumstances, see Development Incentives in Section 6.7 of the BFDG. |
| 3. Building Height | a) For properties with designated Frontages on **Figure 4** – Built Form Controls, heights as per **Table 5** – Built Form Development Requirements.<br>b) For properties without a designated Frontage, heights as per the designated R-Coding identified in **Figure 2** - Kalamunda Activity Centre Plan and associated provisions of the R-Codes (Volume 1 or 2).<br>c) Maximum heights are set in storeys.<br>d) Additional height allowance may be applicable in some circumstances (see Development Incentives in Section 6.7 of the BFDG). |
| 4. Ground Floor Residential | a) In Residential and Mixed Use areas, residential uses at ground floor may be appropriate.<br>b) Design principles and configuration for appropriate ground floor residential interfaces are outlined in sections 3.6 and 3.7 of the R-Codes, Volume 2. . These provisions do no apply to sites subject to a 'Frontage Type' as per **Figure 4** – Built Form Controls.<br>c) Where no 'Frontage Type' is designated, street setback requirements are set according to the designated R-Coding as per **Figure 4** – Built Form Controls, with associated front setbacks as per the R-Codes (Volume 1 or 2).<br>d) In general, finished floor level of ground floor residential facing the street should not exceed 1m above footpath level.<br>e) Finished floor levels of ground floor residential should not be below the footpath level, unless the building is setback 10m or more from the street. |

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| Control | Requirement |
|---|---|
| 5. Corner Buildings | a) Corner lots should locate a building at the corner of the site addressing both street frontages.<br>b) The corner should be emphasised and articulated in the architectural expression of the building (eg. corner entry, special awning treatment, signage, vertical element).<br>c) Minimum Frontage Build-Out requirements, if required by Frontage type, can be reduced by 20% on corner sites. |
| 6. Transition Provisions | a) Applies to all properties that share a lot boundary with properties outside the activity centre plan area.<br>b) Applies to all Attached Streetscape properties (R-AC4, R-AC3) that share a lot boundary with Detached Streetscape properties (R40-R60).<br>c) Transition must be addressed using either of these approaches:<br>i. Internal boundary setback (side or rear) of applicable property to be increased by 3m (in addition to otherwise required setback).<br>ii. Height limit along applicable boundary reduced to 2 storeys, with upper levels set back minimum of 6m from lower building face. |
| 7. Response to Topography | a) Section 3.1 of the R-Codes, Volume 2 provides guidance on undertaking a site analysis to inform new development ensuring that building site design interfaces appropriately with surrounding buildings and public realm.<br>b) Minimise the use of large retaining walls. If they are taller than 1.5m, they should be stepped and landscaped.<br>c) Incorporate retaining as part of the overall building or as part of the landscape proposal.<br>d) Design the building for 'up-slope' and 'down-slope' conditions relative to the street by:<br>i. balancing car parking access with the creation of a strong building façade along the street. Car parking access often works best at 'down-slope' side of the building.<br>ii. minimising the setback for up-slope conditions to achieve a close relationship between the building and street edge.<br>iii. aiming for level access to the entry door wherever possible. However, where buildings are close to the street and have a residential ground floor, setting finished floor levels slightly higher can assist with privacy (max. 1m in accordance with 'Ground Floor Residential' requirements). For commercial uses, entries should be designed to achieve universal access requirements.<br>e) Balance cuts into the land with fill, instead of only using cuts or fill alone. Use parts of the slope for the open spaces associated with the development, incorporating it as terracing, and create flat outdoor spaces around the buildings. |

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| Control | Requirement |
|---|---|
| | f) Utilise the slope for undercroft (undercut) or basement car parking wherever possible. |
| **Building Character** | |
| 8. Place Identity | a) New buildings within the Kalamunda Activity Centre should have an architectural character that is attractive and compatible with the surrounding buildings. This character should draw from prominent materials and colours of the area, and should express and strengthen the intended place identity of "Home in the Forrest."<br>b) All development (inclusive of Single House and Grouped Dwellings) must comply with section 2.2 Place Identity of the BFDGs as follows:<br>i. While replicating historical buildings is not the aim, new projects should creatively interpret these existing materials, forms, and patterns in a contemporary manner.<br>ii. Buildings should pick up on the fine grained rhythm of the street using building articulation or repeating vertical elements to add texture and create pedestrian scale.<br>iii. Appropriate feature materials and forms are those that link the project to the surrounding bush or the agricultural hinterlands. These include use of stained or painted timber, stone, wrought iron, heritage brick, earthy colours, and simple roof forms found in vernacular agricultural buildings.<br>c) Due regard will be given to the indiciative colour paletted contained in the BFDGs for all development proposals. |
| 9. Prominant Sites | a) Prominent Sites designation as per **Figure 4** – Built Form Controls.<br>b) New buildings on sites designated as Prominent must:<br>i. Achieve an exemplary standard of architectural design, as determined by the Shire of Kalamunda's Design Advisory Committee (www.kalamunda.wa.gov.au/Services/Planning/Advisory-Committee)<br>ii. On corner sites, respond architecturally to the corner condition in a way that emphasises the corner. Examples of this include increased height, vertical architectural element, corner entry, bay window, blade signage, special awning treatment, distinctive cladding material, etc.<br>iii. On sites that terminate vistas, place vertical elements, bays or entries (elements that are obvious at a distance) at the centre of the view line.<br>iv. Other solutions to both corner sites and sites that terminate vistas may be appropriate and can be agreed with the Design Advisory Committee. |
| 10. Town Square | a) Development within the 'Town Square' as identified on **Figure 2** - Activity Centre Plan and **Figure 4** - Built Form Controls is subject to the preparation of a Local Development Plan (refer to Section 1.6). |
| **Other Requirements** | |

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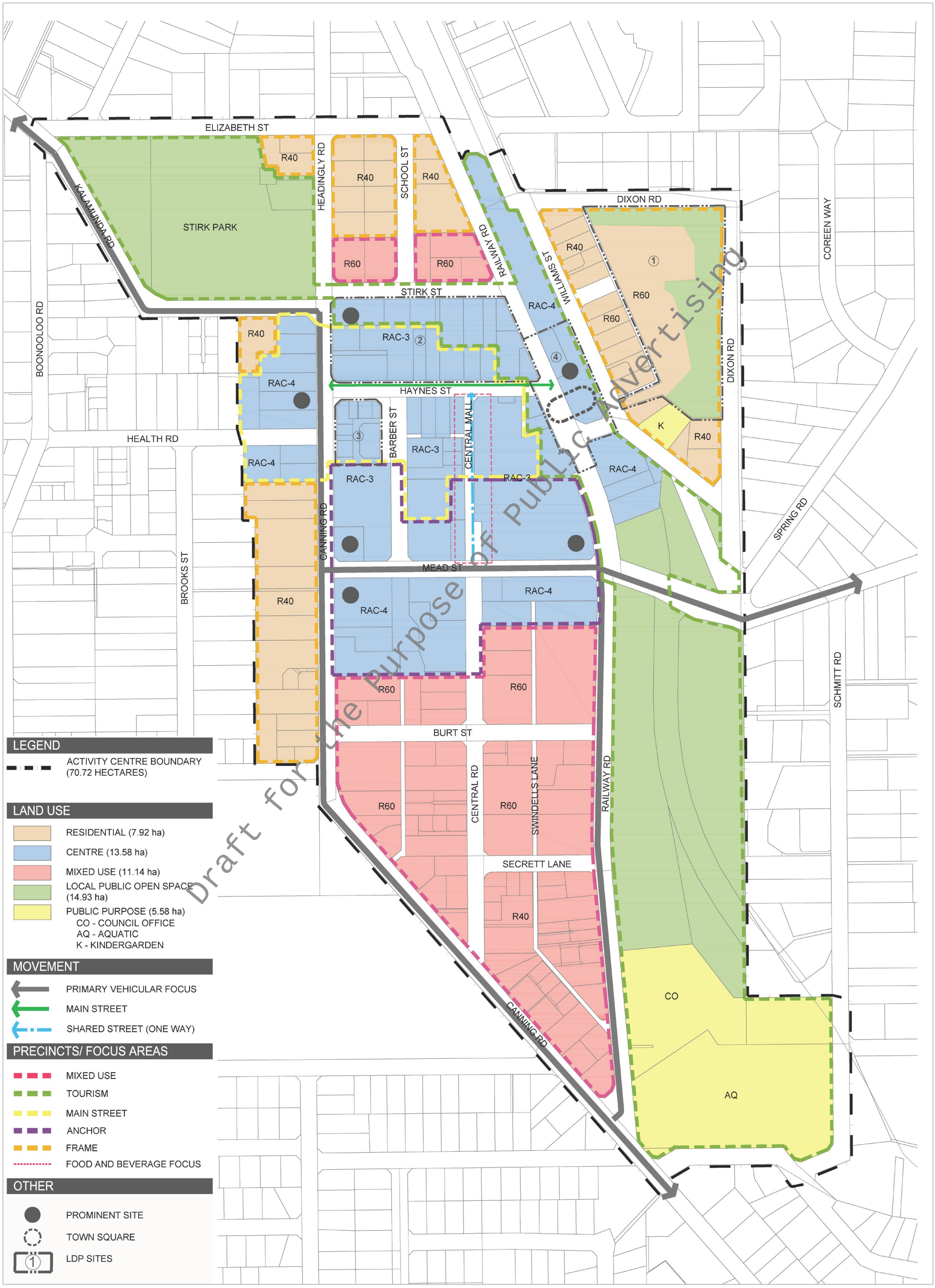
| Control | Requirement |
|---|---|
| 11. Car Parking Rates | a) Parking rate to be supplied at a rate of:<br>– Shop/Retail - 4.5 car bays per 100sq.m<br>– Office – 2 car bays per 100sq.m<br>– Residential – refer to car parking requirements in accordance with the R-Codes, Volume 1 or 2.<br>– All other uses – refer to Local Planning Scheme No. 3.<br>b) Car parking areas are to be designed to AS2890.1 and AS2890.6.<br>c) Non-residential car parking requirements are encouraged to be provided and/or shared across different sites within the activity centre boundary, subject to appropriate agreements being put in place.<br>d) For Frontage Types 1, 2, and 3 (refer **Figure 4**) car parking shall not sit between the building and the street.<br>e) For Frontage type 4, car parking between the building and the street is discretionary, depending on the proposed land use and building configuration. Where it is supported, it should be limited to an access aisle and single row of parking bays and screened at the street by a 1m landscape strip.<br>f) If the Minimum Frontage Build-Out requirements are met (**Table 5** – Built Form Development Requirements), car parking may be brought close to the street for the balance of the street edge screened by a 1m landscape strip.<br>g) Car parking for the activity centre is encouraged to be consolidated through reciprocal parking arrangements or through other appropriate means as agreed with the City of Kalamunda. |
| 12. Bicycle Parking | a) Bicycle parking for commercial land uses should be provided at the following rates:<br>– 1 space per 200sq.m of commercial floor space (tenancies less than 1000sq.m)<br>– 1 space per 250sq.m of commercial floor space (tenancies over 1000sq.m) |
| 13. Landscaping | a) A Landscape Plan is required for all development applications within the activity centre plan area.<br>b) For Multiple Dwellings and mixed use development, design principles relating to deep root zones, tree retention and planting on built structures are outlined in Sections 3.3 and 4.12 of the R-Codes, Volume 2<br>c) When proposing to remove a tree worthy of retention (according to design criteria of the R-Codes, Volume 2, Section A3.3.1), the applicant must either replace the tree with an equivalent tree in a deep soil zone onsite or take on the offset requirements listed A3.3.7 of the R-Codes, Volume 2.<br>d) For Non-Residential development, shade trees are to be provided on site at a rate of 1 tree for every 6 car bays (at ground level). |

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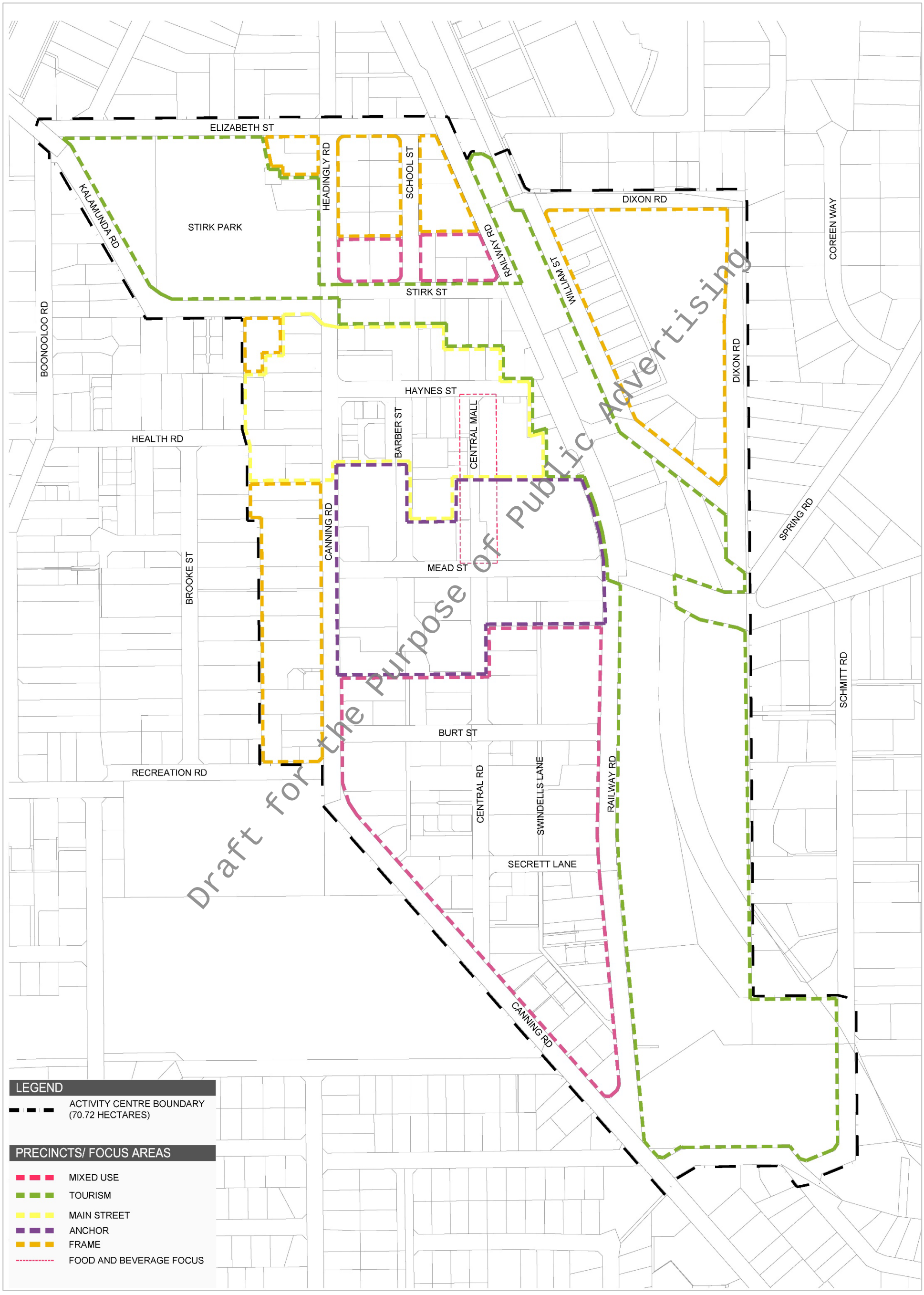
| Control | Requirement |
|---|---|
| | e) Landscaping is to have regard to the principles and objectives of the Kalamunda Landscape Master Plan, which has been endorsed by the City of Kalamunda (refer **Appendix H**). |
| 14. Heritage | a) The City of Kalamunda has prepared a Municipal Inventory of Heritage Places, in accordance with Section 45 of the Heritage of Western Australia Act 1990.<br>b) Properties on the Heritage List may be subject to a heritage agreement with the City in order to protect and preserve the elements identified as having heritage value.<br>c) Properties on the Heritage List may be exempt from certain Scheme requirements, per Kalamunda Local Planning Scheme 3, Section 7.5(c).<br>d) Owners of properties listed on the State Register or National Heritage List should contact the City of Kalamunda and the Heritage Council (WA) to understand their responsibilities and development constraints. |

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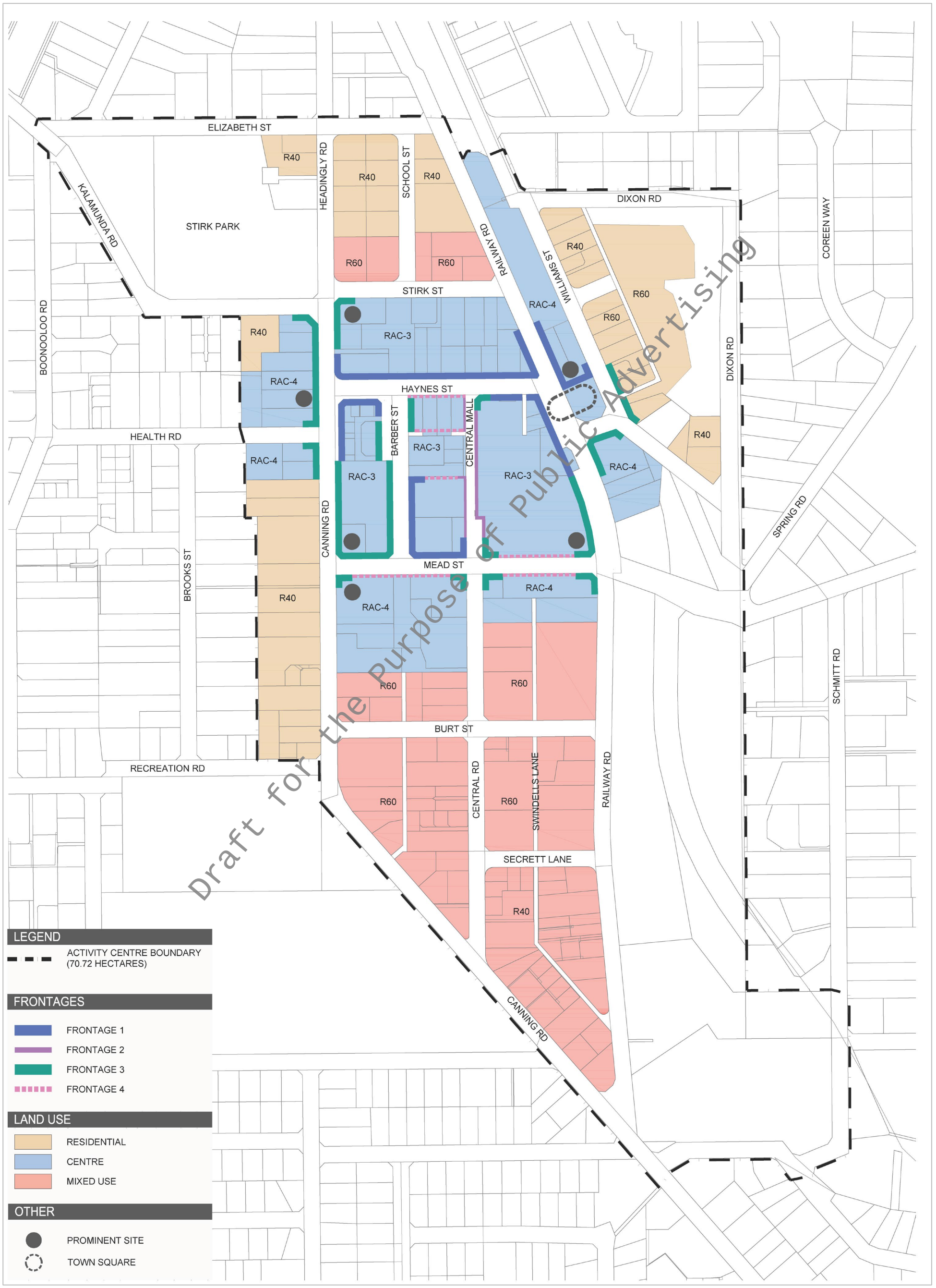
## Figure 2 – Kalamunda Activity Centre Plan



## Figure 3 – Precinct Plan



## Figure 4 – Built Form Controls Map




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Table 5 – Built Form Development Requirements

| ELEMENT | PROVISION | FRONTAGE 1 | FRONTAGE 2 | FRONTAGE 3 | FRONTAGE 4 | NO FRONTAGE |
|---|---|---|---|---|---|---|
| **Front Setback** | Min. Setback | Nil | Nil | Nil | Nil | Refer R-Codes (Volume 1 or 2)* |
| | Max. Setback | 0.5m | 0.5m | 0.5m | Discretionary | None |
| | Upper Level Setback | 2.5m (above 3rd storey) | 2.5m (above 2nd storey) | 2.5m (above 3rd storey) | 2.5m (above 3rd storey) | 2.5m (above 3rd storey) |
| **Ground Floor** | Floor Level | Footpath Level (+/- 0.5m) | Footpath Level (+/- 0.5m) | Footpath Level (+/- 0.5m) | Discretionary | Refer R-Codes (Volume 1 or 2) |
| | Min. Floor to Floor Height | 4.5m | 4.5m | 4.2m | 4.2m | Refer R-Codes (Volume 1 or 2) |
| | Min. Clear Glazing % | 70% | 70% | 50% | 50% | None |
| | Min. Frontage Build-Out | 80% | 80% | 60% | Discretionary | None |
| **Awnings** | Min. % of Frontage | 90% | 90% | 80% | Discretionary | None |
| | Min. Depth | 2.5m | 2.5m | 2m | Discretionary | N/A |
| | Min. Height | 3m | 3m | 3m | 3m | N/A |
| | Max. Height | 4.5m | 4.5m | 4.5m | 4.5m | N/A |
| **Onsite Parking** | Between Street + Building | No | No | No | Discretionary | Discretionary |
| **Building Entrance** | Primary Pedestrian Access | Public footpath | Public footpath | Public footpath | Refer R-Codes (Volume 1 or 2, Section 3.7) | Refer R-Codes (Volume 1 or 2) |
| **Building Height** | Max # Storeys | Refer R-Codes (Volume 1 or 2) | 3 (no height bonus) | Refer R-Codes (Volume 1 or 2) | | |
| **Boundary Wall Height** | Max. # Storeys | Refer R-Codes (Volume 1 or 2) | 3 | Refer R-Codes (Volume 1 or 2) | | |
| **Side/Rear Setback** | Min. Setback | Refer R-Codes (Volume 1 or 2) | | | | |
| **Building Bulk** | Max Plot Ratio | Refer R-Codes (Volume 1 or 2) | | | | |

***Primary Street Setback for Non-residential development within the Residential and Mixed Use zones:**

- **Minimum 2m**
- **Maximum 3m**

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## 1.5.3. Movement

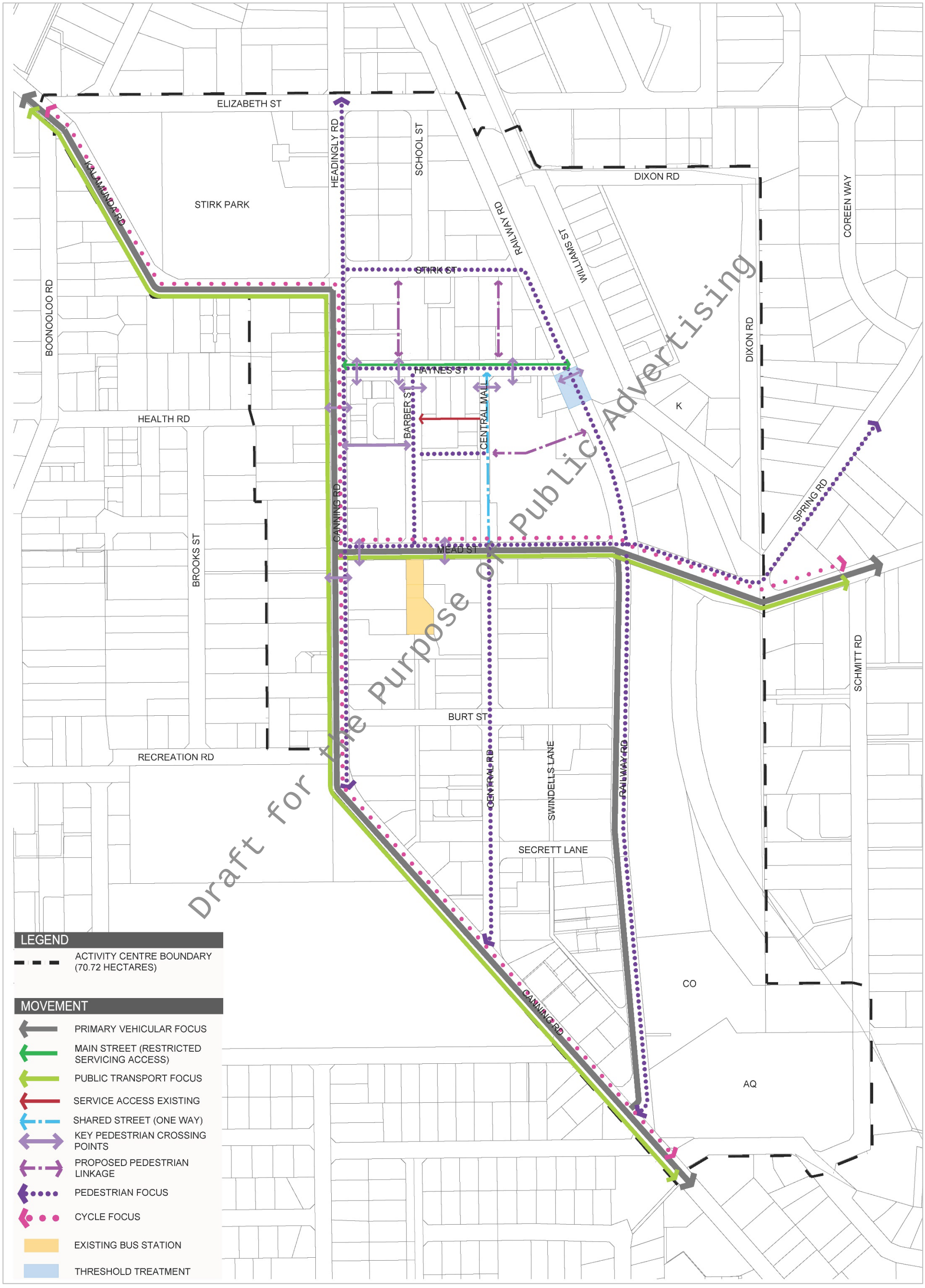
Key elements of the movement network are identified in **Figure 5** – Movement Network Plan and **Table 6** – Movement Network Development Requirements. The following provisions apply to development and/or subdivision and should be read in conjunction with Part 2.

Table 6 – Movement Network Development Requirements

| Control | Requirement |
|---|---|
| 1. Service Vehicle Access Points | a) Major service vehicle access points should be in the general location and function as outlined on the Movement Network Plan.<br>b) All major site access arrangements are subject to a Transport Impact Assessment at the development or subdivision application stage. |
| 2. Proposed Pedstrian Linkages | a) Pedestrian linkages through the activity centre plan area are to be provided generally where indicated on the Movement Network Plan (**Figure 5**).<br>b) Designated pedestrian linkages are to provide direct connections through the activity centre plan area, and should be designed generally in accordance with the following:<br>i. Shall provide suitable level of shelter and/or be tree-lined.<br>ii. Be of a typical minimum width of 3 metres.<br>iii. Be of a grade and treatment so that it is able to be utilised by all sectors of the community.<br>iv. Provide wayfinding signage at appropriate points to direct users of the activity centre.<br>v. Be well lit and provide seating at appropriate intervals.<br>c) Where the linkage passes through a building (for example a shopping centre), appropriate arrangements are to be put in place to allow for pedestrian passage at reasonable hours.<br>d) Where a pedestrian linkage is shown where there is existing development, the linkage is to be provided when/if that existing development is substantially redeveloped and at the discretion of the City of Kalamunda. |
| 3. Shared Street (Central Mall) | a) Central Road will be extended north to form a one-way shared street.<br>b) Development interfacing with Central Mall shall be in accordance with the applicable Frontage Type requirements as per **Table 5** – Built Form Development Requirements. |

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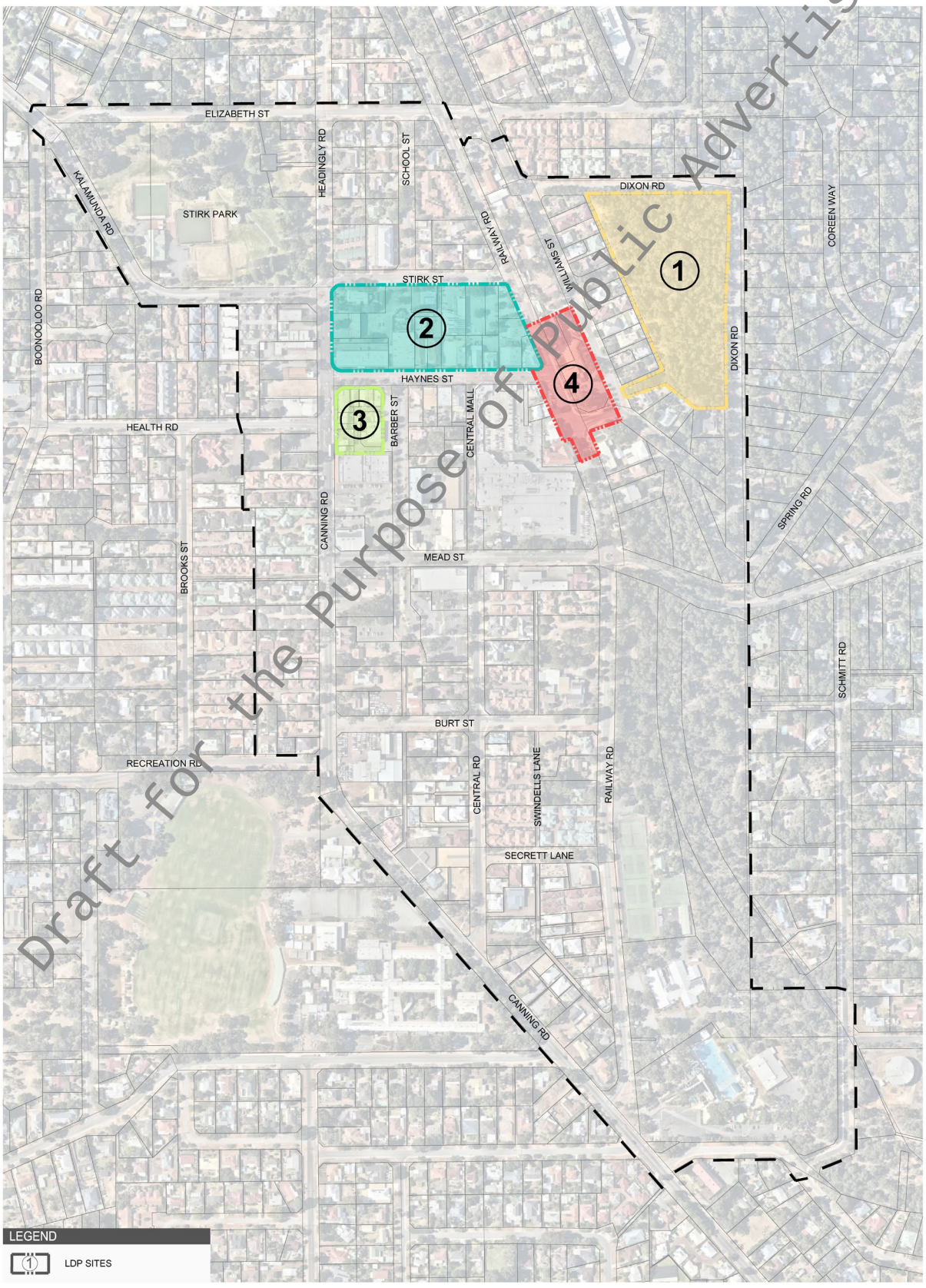
Figure 5 – Movement Network Plan



# 1.6. LOCAL DEVELOPMENT PLANS

A Local Development Plan(s) (LDP) is required prior to any development or subdivision for land identified as a LDP site on **Figure 6** – Local Development Plan Site Locations map. The key considerations for each LDP Site are identified in **Table 7**.

Figure 6 – Local Development Plan Site Locations




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Table 7 – Local Development Plan requirements

| LDP Site | General Description | Considerations |
|---|---|---|
| 1 | 6 (Lot 608) Dixon Road, Kalamunda | • Bushfire risk within local open space.<br>• Protection of remnant vegetation.<br>• Opportunity for aged care or retirement land uses.<br>• Responsive to the topography of the site.<br>• Consolidate access points.<br>• Aboriginal Heritage – investigate heritage place 17064 which is identified as a modified tree. Its status is an "Other Heritage Place" – Stored Data/ Not a Site. Obtain necessary approvals under the Aboriginal Heritage Act 1972 as required. |
| 2 | Lots bound by Canning Road, Stirk Street, Railway Road and Haynes Street. | • Consolidation of land parcels where possible to achieve more developable land parcels.<br>• Delivery of 'proposed pedestrian linkages' in accordance with the Movement Network Plan.<br>• Restricted servicing access off Haynes Street to reduce loading and service areas dominating the streetscape.<br>• Resolution of topographical changes across the site. |
| 3 | Lots bound by Canning Road, Haynes Street and Barber Street. | • Consolidation of land parcels where possible to achieve more developable land parcel(s).<br>• Investigate closure of internal access road to provide additional developable land.<br>• Maintain the consolidation of service access. |
| 4 | Town Square | • Investigate the opportunity to redevelopment the existing library and co-locating this with additional community uses such as performance space, function facilities etc.<br>• Provide appropriate visual and physical connections to Zig Zag Cultural Centre, library and Bibbulmun track.<br>• Incorporate seating, playgrounds (e.g. waterplay) and opportunities for social interaction and informal gathering.<br>• Incorporation of a public art piece to terminate the view on Haynes Street will act as an attractor and aid in wayfinding.<br>• Appropriate interface with the 'Shared Zone' on Railway Parade to improve the east-west connection.<br>• A Traffic Management Plan be prepared with supporting analysis to determine impacts and mitigation strategies associated with closing the segment of Railway Road during events. |

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The LDP(s) shall co-ordinate development in an integrated manner, taking into account built form siting and controls, vehicle access points and car parking areas, building entries and pedestrian access. Provisions of LDPs shall ensure land uses and activities that actively or passively contribute to the public realm are located at the ground level of buildings and other non-active land uses shall be located in the upper level(s) or the rear of buildings.

A Local Development Plan shall be prepared and approved in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015*.

# 1.7. ADDITIONAL INFORMATION

Additional information required to ensure the fulfillment of the requirements of the activity centre plan is outlined in **Table 8**. The below is in addition to the lodgement requirements of LPS 3.

Table 8 – Additional Information Requirements

| Additional Information | Description | Approval Stage | Consultation Required |
|---|---|---|---|
| Heritage Impact Statement | Where development involves a place on the State Register and the Kalamunda Municipal Inventory. | Subdivision and / or Development Application | City of Kalamunda |
| Transport Impact Assessment | Where development proposes to vary the parking requirements of the activity centre plan. | Development Application | City of Kalamunda |
| Acoustic Assessment | Environmental Noise Assessment demonstrating capacity for non-residential development to comply with noise regulations, including taking into account future residential development in the activity centre area. | Development Application | City of Kalamunda |
| Landscape Plan | Landscape Plan to be prepared in accordance with Built Form Design Guidelines and having regard to the principles and outcomes of the activity centre plan Public Realm Master Plan. | Development Application | City of Kalamunda |
| Bushfire Management Plan | SPP 3.7 policy measure 6.4 requires subdivision and development applications to be accompanied by the following information in accordance with the Guidelines:<br>1. A BAL Contour Map or BAL assessment to determine the indicative acceptable BAL ratings across the subject site.<br>2. The identification of any bushfire hazard issues arising from the BAL Contour Map.<br>3. An assessment against the bushfire protection criteria requirements demonstrating compliance within the boundary of the subdivision site. | Subdivision and / or Development Application | City of Kalamunda |

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# 1.8. VARIATIONS

If a development application or subdivision application does not comply with the provisions and controls of this activity centre plan, the responsible authority may vary any provision or control where it is satisfied that:

- Such a variation will not prejudice the achievement of the objectives of this activity centre plan; and
- The orderly and proper planning and amenity of the activity centre plan area will be maintained.



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# Part 2 – Explanatory Report

# 2. PLANNING BACKGROUND

## 2.1. INTRODUCTION & PURPOSE

The purpose of the Kalamunda Activity Centre Plan is to facilitate the development of a district activity centre in Kalamunda, Western Australia, as contemplated and planned for in a variety of state and local planning documents.

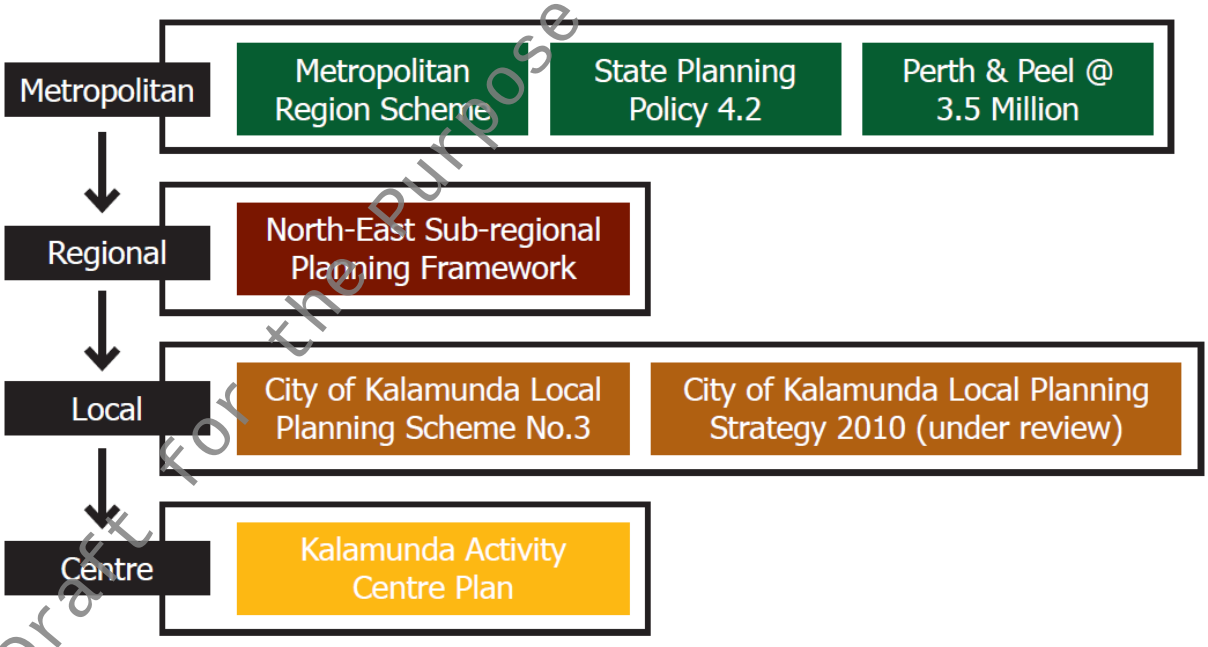
This activity centre plan will facilitate the ongoing development of the Kalamunda town centre, shaping its future positioning as a contemporary, attractive and functional centre for residents and visitors. The town centre is at a crossroad, whereby its future and function need an effective combination of vision and practical implementation to enable its ongoing relevance and commerciality whilst retaining key of its character and identity.

The current town centre is diverse in nature, land use and design. Heritage, topography and an active and engaged local community provide great opportunities to leverage from. Critically, the Kalamunda town centre contains some of the trade-marks of a well-performing district centre but not all and lacks any real cohesion.

This activity centre plan will provide the greatest opportunity to date to deliver a robust planning framework that can facilitate this coordination and much needed activation to key parts of the town centre.

The activity centre plan is made pursuant to the requirements of LPS 3, SPP4.2, and the deemed provisions. **Figure 7** outlines the key relevant planning documents to the activity centre.

Figure 7 – Key Planning Documents




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### 2.1.1. Location

Kalamunda is located approximately 25 kilometres from Perth CBD in the growing hills area and has an estimated population of 25,190 by 2050 (refer **Figure 8**).

### 2.1.2. Area and Land Use

Kalamunda could be said to be one of the 'first tree change' communities that has grown over time from a small village to an emerging town centre due to increased vehicular mobility, new urban settlement and the desire for a 'rural lifestyle' in close proximity to Perth CBD.

Kalamunda has a unique history evolving from the timber and orchard industries and a popular holiday destination for people from Perth and Fremantle. Kalamunda History Village and Stirk Cottage are an important element of the town's history.

Present day, wider Kalamunda has a diverse landscape of national and regional parks, State forests, wineries and local industries such as orchards, intensive horticulture and the like. It is also becoming an emerging urban area with expanding industrial and transport hubs in areas such as Forrestfield and High Wycombe, and also an attractive City for families to reside in areas such as Lesmurdie, Maida Vale and Gooseberry Hill.

Taking a closer look at the heart of Kalamunda, the town centre has a mixture of vibrant, energised spaces and streetscapes, while other areas lack a sense of identity and commercial investment resulting in a fragmented town centre. Built on a traditional grid pattern although irregular, the town centre has a mix of lot sizes, building scales and dispersed commercial and retail uses. Former development has been strongly car-orientated to cater for the convenience of motorists. This has resulted in a number of developments failing to contribute to the streetscape with dominant parking areas, large setbacks and minimal street activation or presence.

## 2.1.3. Regional & Local Context

The surrounding environment has been more generally described in **Table 9** and a location plans provided at **Figures 8-10**.

Table 9 – Surrounding Environment

| Surrounding Environment | Immediate Area | Wider Area |
|---|---|---|
| North | • Stirk Park is at the edge of the town centre in the north-west<br>• Areas of residential are located north of Stirk Street<br>• Core of the town centre from Stirk Street to the southern side of Mead Street | • Predominantly residential area<br>• Kalamunda Community Garden<br>• Service Station<br>• Zig Zag Scenic Drive (Gooseberry Hill) |
| East | • The Kalamunda History Village<br>• Zig Zag Cultural Centre<br>• Kalamunda Library<br>• Local public open space<br>• Tennis Courts and Kalamunda Water Park<br>• City of Kalamunda administration building | • Predominantly low density residential and rural-residential area<br>• Department of Housing development<br>• Parks and Recreation Reserve / Jorgensen Park, Lalamunda National Park, Greenmount State Forest<br>• Mundaring Weir |
| South | • Mixed use area comprising predominantly residential (R30 density) strata developments<br>• Scattered commercial, retail and community uses between Mead Street to the southern side of Burt Street | • Kalamunda Performing Arts Centre<br>• Kalamunda Senior High School<br>• Kalamunda Sporting Precinct<br>• Predominantly residential (R10 – R20 density) single dwelling and strata developments<br>• Carmel and Pickering Brook Rural areas<br>• Kalamunda Skate Park<br>• Bickley Valley Wine Region |
| West | • Commercial/retail uses forming part of the town centre core along Headingly Street.<br>• Predominantly residential (R20, R30 density) strata developments. | • Predominantly residential (R10 – R30 density) single dwelling and strata developments.<br>• Escarpment and Swan Coastal Plain |

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Figure 8 – Regional Context Plan

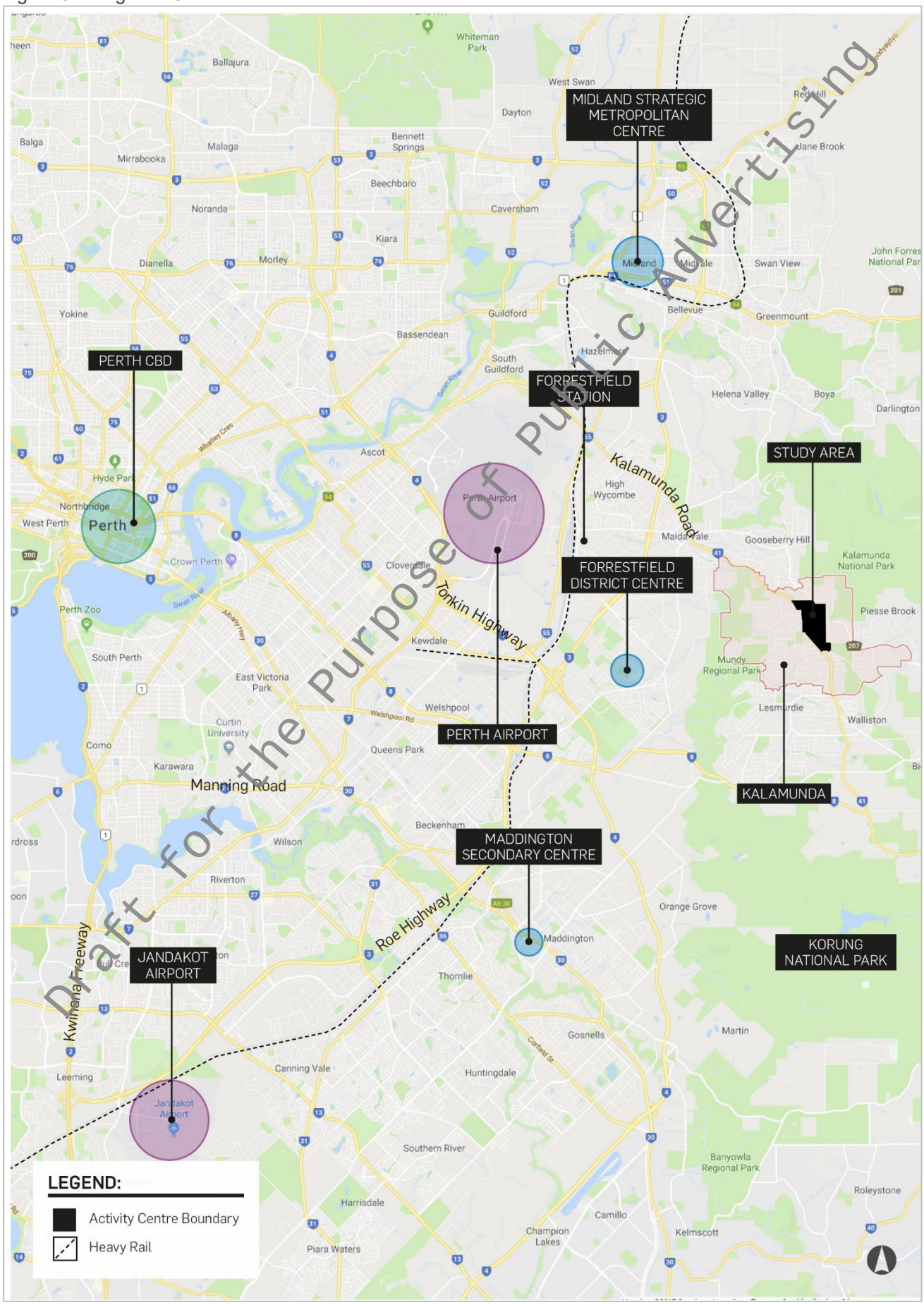


Figure 9 – Location Plan

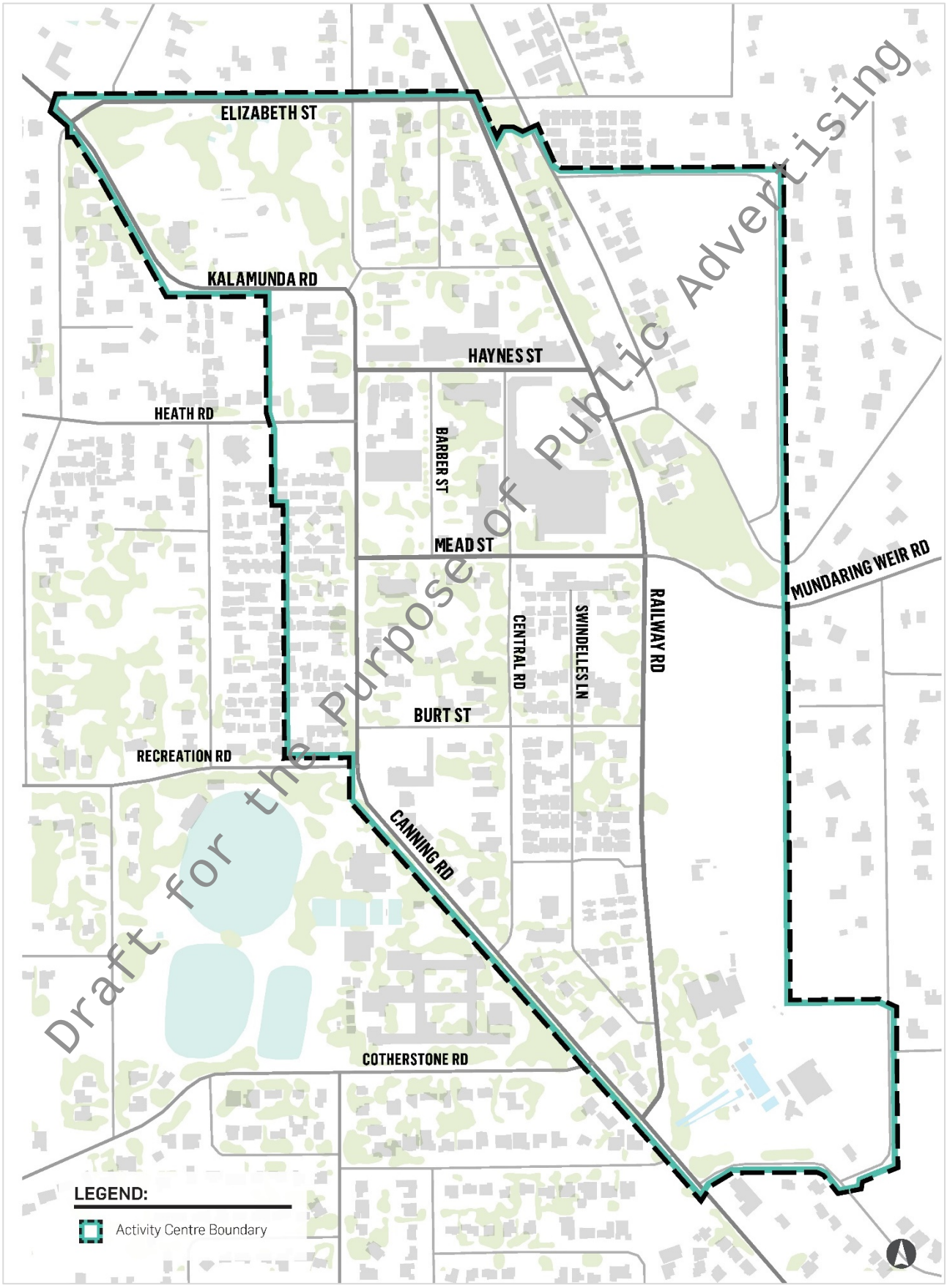
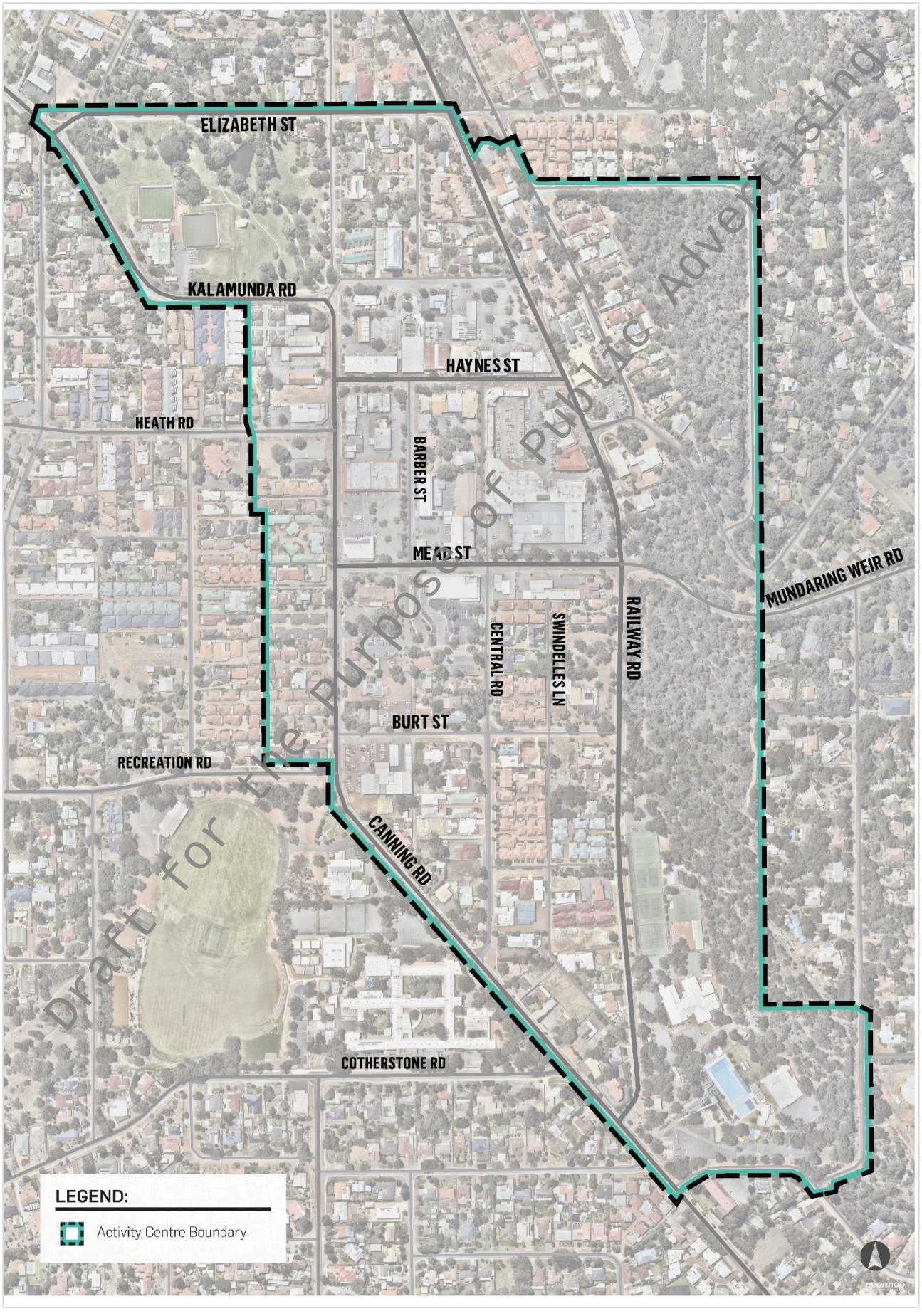


Figure 10 –Aerial Photograph



## 2.1.4. Legal Description & Ownership

The landownership for the activity centre plan area is broadly illustrated in **Figure 11**. The core of the town centre and surrounding area is predominantly within private ownership, with the City of Kalamunda having scattered landholdings in the central and northern areas.

Along the eastern boundary is a large 'Local Open Space' reserve running north-south along the old railway alignment. There are also a number of 'Public Purpose' reserves including the railway museum, St John's ambulance, aged facilities, bus station, community purposes and churches.

A summary of the study area landownership data is provided in **Table 10**.

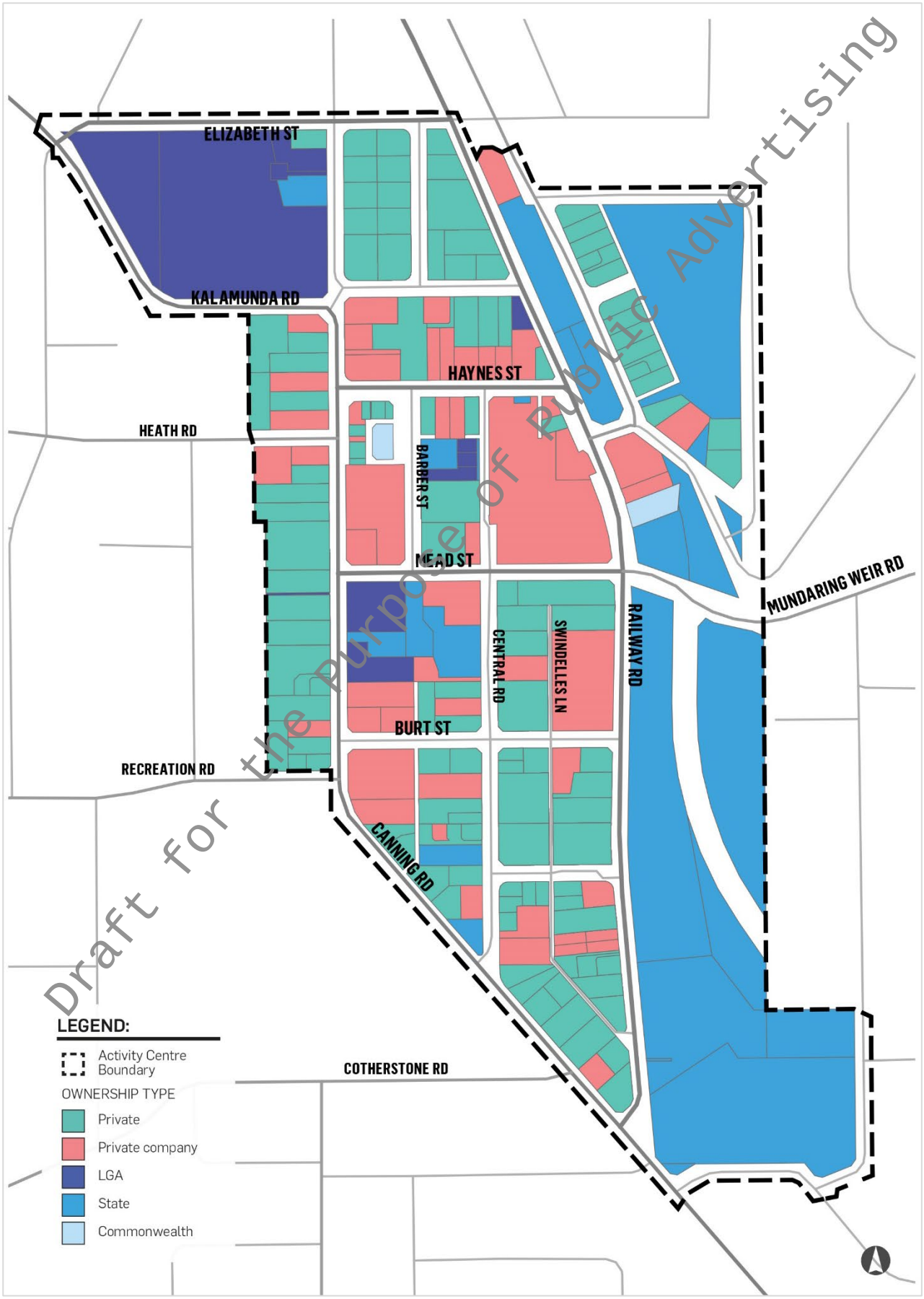
Table 10 – Land Ownership

| Type | Area (sqm)[1] | Percent (area) | # of proprietors | # of lots | Percent of lots |
|---|---|---|---|---|---|
| Commonwealth | 1,051.63 | 0% | 1 | 1 | 1% |
| Company (Private) | 88,499.99 | 29% | 65 | 42 | 23% |
| LGA | 9,081.50 | 3% | 8 | 8 | 4% |
| Private | 200,370.44 | 65% | 449 | 130 | 70% |
| State | 8,610.30 | 3% | 4 | 4 | 2% |
| **Grand Total** | **307,613.86** | **100%** | **527** | **185** | **100%** |

*[1]Area relates to lot parces only and excludes areas such as roads and other reserves.*

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Figure 11 – Landownership Map



# 2.2. COMMUNITY & STAKEHOLDER ENGAGEMENT

Urbis in collaboration with the City of Kalamunda undertook the first stage of stakeholder and community consultation to seeks insights on the local perception of the town centre and how it could better meet local needs and aspirations. This included engagement with local business owners, landowners and tenants, local Chamber of Commerce, local organisations and the broader community.

A consultation program was designed to target the key stakeholders of Kalamunda's town centre area. Multiple opportunities and events were held to ensure that all relevant voices within the City were captured over February and March 2018 including:

- Business owner 'coffee chats' attended by 14 business owner(s).
- 2x "Coffee Club" sessions with local business owners (17 meetings held in total over 13 and 15 February 2018). These sessions were one on one with business owners to hear their thoughts on improvements that could be made to the Town centre to improve and attract new business.
- 2x Pop-up container workshops including Jane Jacobs Walks and Idea/Emotional Mapping (24 and 25 February 2018). Led by David Snyder from Spaced Out Place-makers, this process involved local community members leading walking tours of the town centre, sharing their experiences and providing user insights.
- Community Visioning Exercise (15 March 2018). This 3 hour workshop involved ideas and emotional mapping around the key themes of connectivity, land use, built form and public realm.
- Online Survey conducted over 6 weeks with 44 people completing the survey.

The engagement exercises mentioned above were specifically structured to ensure a range of stakeholders and user groups' inputs were received. The key themes of land use, public realm, connectivity, placemaking/business opportunities and built form have continued to be highlighted across the many engagement opportunities and guided the urban design framework.

A summary of the engagement process is provided in the Place Making and Engagement Report at **Appendix B** prepared by Spaced Out Placemakers.

## 2.2.1. Pre-lodgement Consultation

A range of consultation activities took place to inform the development of this activity centre plan as detailed in **Table 11**.

Table 11 – Consultation summary

| Consultation Type | Parties | Summary of Outcomes |
|---|---|---|
| Opportunities and Constraints Workshop – 31 January 2018 | City of Kalamunda, Urbis | The City of Kalamunda and Urbis held an opportunities and constraints workshop as part of the first phase of preparing the Kalamunda Activity Centre Plan. This provided an appreciation and understanding of the existing planning framework, the local context and environment, physical site constraints and opportunities, and matters that require further investigation/analysis. A literature Review and Context Analysis Report was subsequently prepared describing the physical, social, economic and environmental context of the town centre and surrounding area. It also identifies preliminary high-level opportunities and constraints to be considered in the future planning of the site. |
| Business Owner meetings – 13 and 15 February 2018 | Business owners, City of Kalamunda, Urbis | These sessions were one on one with business owners to hear their thoughts on improvements that could be made to the Town centre to improve and attract new business. |

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| Consultation Type | Parties | Summary of Outcomes |
|---|---|---|
| Pop-up container Workshops – 24 and 25 February 2018 | Local community, Spaced Out, City of Kalamunda, Urbis | Led by David Snyder from Spaced Out Place-makers, this process involved local community members leading walking tours of the town centre, sharing their experiences and providing user insights. |
| Community Visioning Exercise - 15 March 2018 | Local community, Spaced Out, Edgefield Projects, City of Kalamunda, Urbis | This 3 hour workshop involved ideas and emotional mapping around the key themes of connectivity, land use, built form and public realm. |
| Meeting with the Department of Planning, Lands and Heritage – 25 June 2018 | Department of Planning, Lands and Heritage, City of Kalamunda, Urbis | This meeting was to discuss the approach to the Kalamunda activity centre zoning and land use permissibility to inform a scheme amendment and Part 1 Implementation provisions. |
| Design Workshop – 2 August 2018 | City of Kalamunda, Edgefield Projects, Urbis | This workshop was undertaken to test ideas and concepts to inform the preparation of the Kalamunda Activity Centre Plan and the public and private realm guidelines. The workshop covered movement, built form, public realm, economics, tourism and planning process. |
| Meeting with the Department of Planning, Lands and Heritage – 9 August 2018 | Department of Planning, Urbis on behalf of the City of Kalamunda | This meeting was to table additional options to approaching the Kalamunda activity centre zoning and land use permissibility to inform a scheme amendment and Part 1 Implementation provisions. |

As outlined above, the preparation of this activity centre plan has been undertaken with appropriate levels of consultation between the applicant and relevant stakeholders prior to lodgement.

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# 2.3. PLANNING FRAMEWORK

The following section provides an overview of the relevant planning framework as it relates to the Activity Centre Plan area.

## 2.3.1. Key Planning Documents

| Document | Zones, Controls and Relevant Provisions |
|---|---|
| **REGIONAL FRAMEWORK** | |
| **Metropolitan Region Scheme** | All of the site is zoned Urban under the MRS, with the exception of the portion of Kalamunda Road and Canning Road that is within the activity centre plan boundary. This portion of the road is reserved Other Regional Road.<br><br>This activity centre plan is consistent with the Urban MRS zone. |
| **Perth and Peel @ 3.5 million, including North-East Sub-Regional Planning Framework** | Providing a spatial and policy framework for Perth reaching a population of 3.5 million, this document seeks to provide for a more compact Perth, including better planned outer area.<br><br>Kalamunda is identified with an urban infill dwelling target of 11,452 dwellings and an estimated population of 25,190 people.<br><br>The activity centre plan is consistent with the strategies contemplated by Perth and Peel @ 3.5 million in the following ways:<br>• The centre will encourage local employment opportunities aligning with its District Centre designation.<br>• Consolidation of employment generating land uses including larger format commercial, retail and civil uses.<br>• Increasing density in appropriate locations to support a mix of uses in the centre.<br>• A 'frame' to the town centre core that supports predominantly residential and mixed use development that contributes to the walkable catchment of the town centre.<br>• Celebration of cultural features by create synergies between Stirk Park including Stirk Cottage, Zig Zag Cultural Centre and Bibbulmun Track.<br>• Reinforcement of Haynes Street as the traditional 'main street' with highly active edges, a mix of uses, pleasant pedestrian environment and a built form outcome that reflects the character of Kalamunda.<br>• Creation of a new 'town square' on Railway Parade at the top end of Haynes Street acreating a focal point for the community.<br>• Consolidated parking areas in appropriate locations. |
| **LPS 3** | The City of Kalamunda LPS 3 provides the planning framework for the study area. The study area is primarily zoned 'District Centre', 'Mixed Use', 'Residential' and 'Public Purpose', allowing for a variety of land uses. Further south is the Kalamunda Senior High School and a number of recreational facilities such as the Kalamunda Sporting Precinct within the Public Purpose reserves.<br><br>The residential areas are generally confined to both the north, south and west of the town centre core with densities ranging from R5 to R40 (including dual density codings). |

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| Document | Zones, Controls and Relevant Provisions |
|---|---|
| | The town centre core is also identified within the 'Special Control Area (SCA) – Kalamunda Town Centre Design Control Area' (Section 6.3 of the LPS 3). The SCA imposes specific design guidelines to any development within the town centre area, and primarily seeks to ensure that any new developments<br><br>This activity centre plan proposes to amend the existing zonings and density codings for the centre, along with some minor textual updates to LPS 3. A separate scheme amendment has been prepared to accompany this activity centre plan and will be a key implementation action. |
| **Kalamunda Town Centre Planning and Urban Design Guidelines** (in effect as of 20 June 2011) | The guidelines were adopted in June 2011 and seek to specifically address urban design issues for new developments and establish a series of design principles and objectives which seek to represent the desired outcomes for developments within the current Kalamunda 'District Centre' area.<br><br>The existing design guidelines have provided a level of guidance to date, however there is a need to comprehensively plan for the private and public realm to support the town centre based on a sound and implementable activity centre plan.<br><br>This activity centre plan and associated Built Form Design Guidelines (BFDG) will supersede the existing Kalamunda Town Centre Planning and Urban Design Guidelines (2011). |

## 2.3.2. Other Planning Documents

The following documents are also relevant to the development of the activity centre.

Table 12 – Other Planning Documents

| Document | Relevant Provisions and Strategies |
|---|---|
| **STATE PLANNING POLICIES** | |
| **SPP 2.7 Public Drinking Water Source** | The policy addresses land use and development in public drinking water supply areas. A portion of the town centre along the eastern edge is identified within a Priority 3 (P3) Public Drinking Water Source area.<br><br>P3 protection areas are defined to manage the risk of pollution of the water source. P3 areas are declared over land where water supply sources need to co-exist with other land uses such as residential, commercial and light industrial developments, although there is some restriction on potentially highly polluting land uses.<br><br>Land use compatibility in this area will be a due consideration in the preparation of the activity centre plan to ensure potential risk of on quantity and quality is minimised. No additional high risk land uses are proposed as part of the activity centre plan beyond that currently envisaged within |
| **SPP 3 Urban Growth and Settlement** | Key considerations for the activity centre plan include:<br>• Housing should have good access to employment, commercial, recreation and other facilities. |

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| Document | Relevant Provisions and Strategies |
|---|---|
| | • Housing options should be diverse to suit various household sizes, ages and incomes.<br>• Higher density development should be close to commercial facilities and near transport options.<br>• Clustering retail, employment, recreation and other activities in existing activity centres and transport nodes to create attractive, high amenity mixed use urban centres.<br>• Urban development should foster a sense of identity and community.<br>• Vacant and underutilised land should be utilised for urban growth.<br>The key principles and considerations for successful urban growth have been reflected in this activity centre plan. |
| **SPP 7.0 – Design for the Built Environment** | The WAPC has released Design WA Stage 1 to the public, including State Planning Policy No. 7.3 Residential Design Codes Volume 2 - Apartments.<br><br>As of 24 May 2019, SPP3.1 R-Codes has been renamed State Planning Policy 7.3 Residential Design Codes Volume 1, with all existing context except for Part 6 to remain.<br><br>The new State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments will replace the content of Part 6 of the R-Codes, focusing on improved design outcomes for apartments (multiple dwellings).<br><br>Work is also underway to include policies on Precinct Design, Neighbourhood Design and House Design. Design WA has been used as the performance based assessment tool for new development in the town centre. The BFDGs focus only on the site-specific elements and/or elements that would need to be modified in response to local considerations. |
| **SPP 3.5 Historic Heritage Conservation** | This policy sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage.<br><br>The study area contains a number of European and Indigenous heritage sites. A Heritage Impact Assessment will be required where development involves a place on the State Register and the Kalamunda Municipal Inventory. |
| **SPP 3.6 Development Contributions for Infrastructure** | This policy sets out the principles and considerations that apply to development contributions for the provision of infrastructure in new and established urban areas, and the form, content and process to be followed. The funding mechanisms for future infrastructure requirements will be a consideration for the City of Kalamunda and landowners. |
| **SPP 3.7 Planning in Bushfire Prone Areas** | SPP 3.7 directs how land use should address bushfire risk management in Western Australia. It applies to all land which has been designated as bushfire prone.<br><br>SPP 3.7 seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure. It applies to all higher order strategic planning documents, strategic planning proposals, subdivision and development applications located in designated bushfire prone areas (unless exemptions apply). |

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| Document | Relevant Provisions and Strategies |
|---|---|
| | The entire suburb of Kalamunda is identified as bushfire prone according to the Department of Fire and Emergency Services mapping (published 31 May 2017). Development and subdivision will need to comply with the requirements of SPP 3.7 and the Bushfire Management Plan at **Appendix C.** |
| **DRAFT STATE PLANNING POLICIES** | |
| **Draft SPP 5.4 Road and Rail Noise (September 2017)** | The purpose of the Policy is to minimise the adverse impact of road and rail noise on noise-sensitive land use and/or development within the specified trigger distance of major transport corridors.<br><br>The current version of SPP 5.4 does not impact on the study area. Kalamunda Road and Canning Road which run north-south in the east of the town centre are currently designated as 'Other Regional Road' (ORR) under the MRS.<br><br>In accordance with this Policy, a trigger distance of 200m applies along this road corridor. Future development application may require an acoustic assessment to be undertaken to mitigate potential noise impact from nearby roads. |
| **Local Planning documents** | |
| **City of Kalamunda Local Planning Strategy 2010** | City of Kalamunda Local Planning Strategy 2010 was officially endorsed by the WAPC in 2013 and incorporates the overall objectives and desirable outcomes of several key high level documents which have been adopted by the City of Kalamunda.<br><br>The overall intent of the Strategy seeks to facilitate sustainable and equitable growth within and around the Kalamunda town centre and provide high levels of connectivity whilst preserving the natural environment. A review of LPS 3 is currently underway by the City of Kalamunda. |
| **Stirk Park Master Plan** | The City of Kalamunda has prepared a Master Plan for Stirk Park which intends to guide its development into the future. In preparation of the Master Plan extensive consultation with over 650 residents was conducted to determine the communities desired outcomes for the area and a preferred master plan concept.<br><br>Stirk Park is located in the identified north-west corner of the identified study area bounded by Elizabeth Street to the north and Kalamunda Road to the west. Whilst on the periphery of the town centre core, Stirk Park has an important role as a place of gathering, events and community activities.<br><br>Stirk Park is located at a key entry point to the town centre and has a role to play in setting the character, feel and sense of place for the town centre and surrounding residential areas.<br><br>Whist Stirk Park is included within the activity centre plan area it does not substitute the Stirk Park Master Plan which will continue to provide an overarching framework for the development of Stirk Park. |

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## 2.3.3. SPP4.2

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2) is the primary document guides the hierarchy and distribution of activity centres in the Perth and Peel regions.

Some of the key requirements and provisions of SPP4.2 are outlined and addressed in **Table 13**.

Table 13 – SPP4.2 Provisions and Compliance

| Provision/s | Note |
|---|---|
| The Kalamunda Town Centre is identified as a 'District Centre'. | This activity centre plan facilitates the delivery of a district centre in Kalamunda, and fulfils the requirement for an activity centre plan for district centres prior to major development. |
| District centres have the following typical characteristics:<br>• Are to have a greater focus on servicing the daily and weekly needs of residents. They are to have a greater focus local community focus, and provide services, facilities and jobs that reflect the needs of their catchment.<br>• Contain discount department stores, supermarkets, comparison shopping, personal services, specialty shops.<br>• Should be a focal point for bus network.<br>• Should have district level office development and local professional services.<br>• Should cater for 20,000-50,000 persons.<br>• Should accommodate a minimum 20 dwellings per gross hectare residential density within a 400m walkable catchment and a desirable 30 dwellings per gross hectare.<br>• Should accommodate 30% mix of land uses where there is more than 20,000sq.m of shop retail floorspace. | The Kalamunda Activity Centre Plan has been prepared in accordance with the requirements of SPP 4.2 and Structure Plan Preparation Guidelines.<br>The activity centre will facilitate the delivery of a district centre in line with the typical characteristics of a district centre:<br>• The activity centre plan will accommodate a convenience based centre with retail, community and service offerings targeted as the local community.<br>• The centre concentrates activities within the retail core of Haynes Street, Central Mall, Mead Street, Barber Street, Railway Road and Stirk Street.<br>• The Centre is connected to the bus depot providing public transport access to residents and visitors.<br>• The activity centre plan allows for a range of land uses from retail, commercial, residential, mixed use, entertainment and the like.<br>• The accompanying Employment and Retail Analysis outlines that the trade area for the centre is already at approximately 18,850 persons, and is set to grow just over 1,090 persons over the life of the activity centre plan.<br>• The activity centre is allows for increased density in appropriate locations to support a mix of uses in the centre. This is outlined in further detail in other sections. |
| Retail sustainability/needs assessments are required prior to major development in activity centres. | This activity centre plan will facilitate an additional 1,500-2,500sq.m of shop retail floorspace based on business as usual with a potential increase to |

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| | |
|---|---|
| | 2,800-3,800sq.m based on an improvement share and productivity in the centre. A Retail Need and Sustainability Assessment is provided. At **Appendix D** and detailed in Section 4.9. |
| SPP4.2 outlines a range of matters that are to be addressed in activity centre plans, under the headings of centre context, movement, activity, urban form, resource conversation and implementation. | All of these matters are addressed throughout the activity centre plan. |

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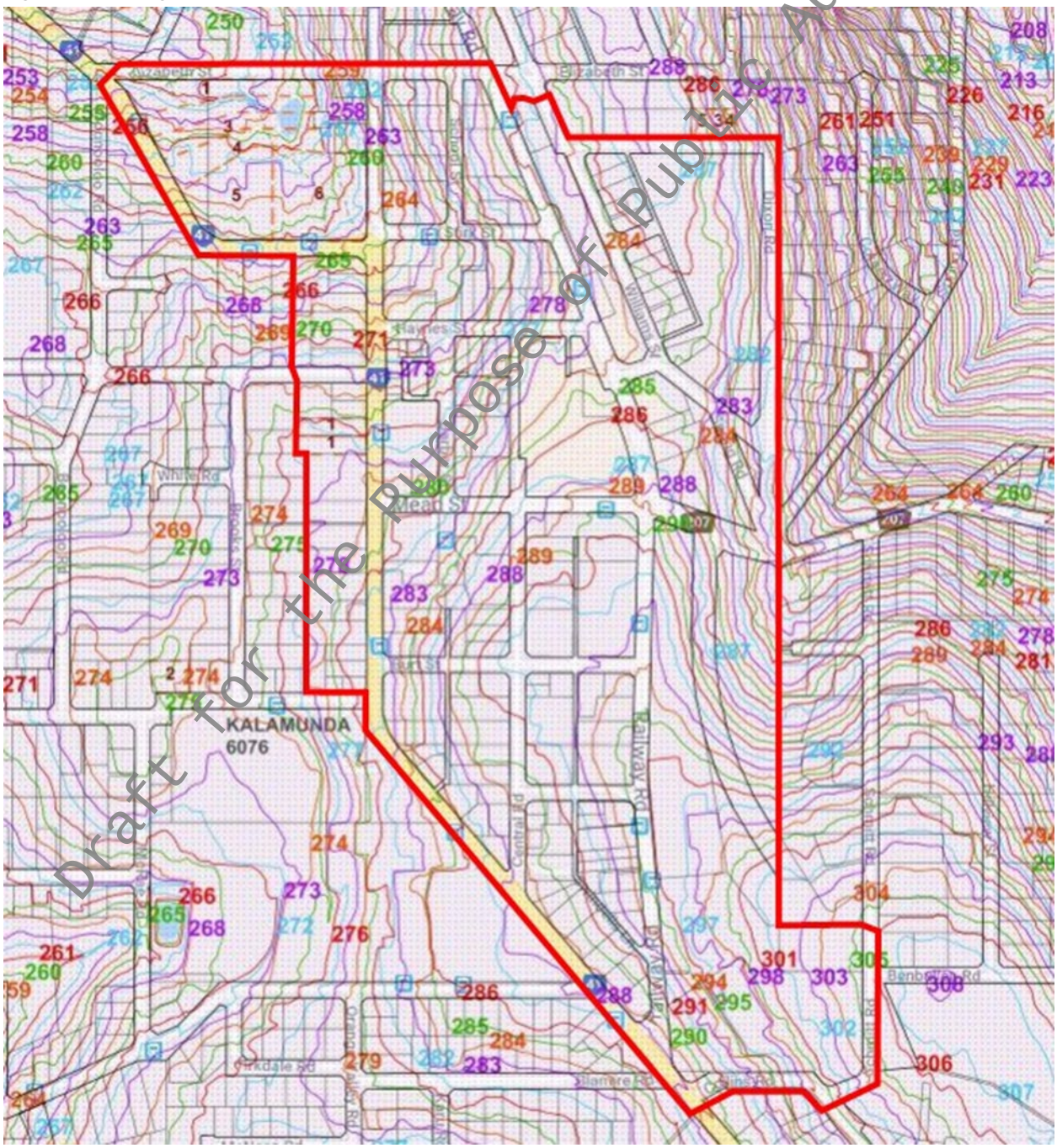
# 3. SITE CONDITIONS

## 3.1. TOPOGRAPHY

The Kalamunda activity centre has a distinct topography sloping downhill from east to west, creating opportunities for views to surrounding areas but also posing a constraint for pedestrian movement, access, streetscape and built form design.

Topographical data sourced from the Water Corporation's Electronic Submissions Interface indicates the study area comprising of undulating land with grades of up to 1 in 10 in some areas. An excerpt of the topographical data is shown in **Figure** 12 – Topographic Map.

Figure 12 – Topographic Map




(Source: Water Corporation, September 2018)

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## 3.2. VEGETATION

Remnant vegetation is limited to the eastern portion of the project area, and occurs in relatively large and intact parcels, as well as fragmented plots within private landholdings. The majority of remnant vegetation within the Kalamunda activity centre is proposed to be retained as 'local open space'.

Vegetation within the project area contains habitat for Carnaby's black cockatoo (Endangered), Baudin's Black Cockatoo (Endangered) and the Forrest Red-tailed Black Cockatoo (Vulnerable) protected under the *Environment Conservation and Biodiversity Conservation Act 1999* (EPBC Act), and *Wildlife Conservation Act 1950* (WC Act)

Potential environmental impacts resulting from implementation of the proposal will be addressed in accordance with standard State and Commonwealth legislative requirements under the *Environmental Protection Act 1986* (EP Act) and EPBC Act, during future planning and development processes.

## 3.3. BUSHFIRE HAZARD

Initial investigations undertaken by Strategen Environmental (refer to Bushfire Management Plan at **Appendix C**) identifies bushfire risk to the east of the town centre associated with Jorgensen Park and Kalamunda National Park. These heavily vegetated areas have the potential to generate a catastrophic bushfire event impacting the town centre, given the continuous forest vegetation profile and the potential for strong easterly summertime winds. Management of this bushfire risk is critical for futureproofing the town centre.

Classified vegetation has been identified within the project area and surrounding local area which has the potential to have a significant bushfire impact on proposed development if unmanaged. There is a considerable bushfire hazard associated with vegetation in the eastern portion of the project area within areas proposed to be retained as 'Local Open Space' as well as private landholdings to the east of the project area. Given the vast areas of national parks and State forest east of the project area, there is also significant landscape scale bushfire risk to the project area with the potential for extended fire runs through heavily vegetated forest.

From a bushfire compliance perspective, any future development applications within a designated bushfire prone area (which encompasses the entire study area), will trigger the need for a BAL assessment for the proposed development, and if located within BAL-12.5 or greater, a Bushfire Management Plan (which will be prepared in support of the KACP) to demonstrate compliance with State Planning Policy 3.7 (SPP3.7) and the Guidelines for Planning in Bushfire Prone Areas. Part of demonstrating compliance with the Guidelines, is ensuring the siting of the development is within BAL-29 or lower, there is compliant vehicular access/egress and that the bushfire fighting water supply is sufficient.

## 3.4. HERITAGE

A Historical and Aboriginal Baseline Assessment has been prepared (refer **Appendix E**) and a summary provided below.

A total of 25 heritage listings for historic places were identified within the Study area, including one precinct comprising 11 places. Two places were identified as having a State level of heritage value – Stirk Cottage and the Kalamunda Hotel and Original Kalamunda Hotel. Remaining registered heritage places were recorded as having a local level of heritage value.

Aboriginal heritage searches identified three known sites within the Study Area, two of which are registered. The Poison Gully Creek site is located in the northern portion of the Study Area, while the Helena River site is located along the eastern boundary. Both sites are listed as mystical sites with intangible heritage values, and as such detailed information on their location and significance is unknown without further investigation or assessment.

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# 3.5. OPPORTUNITIES AND CONSTRAINTS

These opportunities and constraints should be read in conjunction with the plan at **Figure 13**.

## 3.5.1. Opportunities

| |
|---|
| **Existing Land Use and Development** |
| • Review extent and boundary of District Centre zone to create a consolidated but well-connected town centre core with a clear role. |
| • Reinforce Haynes Street as the 'main street' of the town centre. The focus on this main street should be strengthened through future planning and design interventions. |
| • Extend the town centre to include uses such as the IGA, the ALDI and Bus Depot and the zig Zag Cultural Centre. |
| • Reinforce gateways and entries statements to the town centre. There are relatively clear gateway points but little legibility beyond the threshold as to where the town centre is. |
| • Investigate potential development and redevelopment opportunity sites along Canning Road including the RSL site and Jack Healey Community Centre. |
| • Improve the entrance to the pedestrian mall on Central Mall. This entrance is an important (and highly visible) gateway to the pedestrian mall and weekend markets. |
| • Connect the town centre to its past by strengthening the physical connections to the adjacent History Village and Stirk Park. |
| • Investigate underdeveloped and underutilised sites in city centre for mixed used and residential re-development. |
| • Create a town square/focal point for the town centre. |
| • Locate additional civic and government services in the town centre to attract and retain users in the town centre. |
| **Natural Environment** |
| • Create clear connections (physical or otherwise) to the surrounding natural features including Jorgensen Park, Bibbulmun Track, Stirk Park, walk and bike trails and wine trails etc. |
| • Provide more greenery, trees and gardens including native and deciduous trees. |
| • Capitalise on natural view sheds from the undulating topography. Topography supports views for future tourism and food and beverage uses in northern area and lends itself to alfresco offering. |
| • Utilise existing vegetation as landmarks and to soften and enhance the streetscape in the town centre. |
| • Opportunity to introduce drainage systems such as pollution traps to reduce silt and litter adversely impacting on Poison Gully. |
| **Infrastructure** |
| • Transition the existing power network to underground power to improve amenity. |
| • Investigate the potential to extend sewer lines within the study area. |

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- Drainage system upgraded in 2017.

**Access and Movement**

- Re-open Central Mall connecting Haynes Street and Mead Street. Whilst this will remain as an activated laneway for hosting festivals, food carts, and other activities during market days, by opening it up it can offer on-street parking and entice more permanent activities on non-market days, in turn supporting adjacent retailers.
- Improve pedestrian connections and wayfinding from the bus depot to the town centre.
- Improve pedestrian connection and wayfinding from the Bibbulmun Track entry to the town centre.
- Create opportunities for safe, accessible and legible pedestrian connections.
- Investigate street improvements to the pedestrian environment along Railway Road and Stirk Street that work with the Bibbulmun Track improvements and surrounding heritage context.
- Investigate the introduction of dedicated cycle routes through the town centre.
- Investigate street improvements to the pedestrian environment along Canning Road between Stirk Park and Kalamunda Senior High School to encourage walking.

**Placemaking / Social Infrastructure**

- Investigate opportunities to further enhance existing event spaces such as the Town Square Gardens and establish a range of suitable events for this space.
- Create a 'brand' for Kalamunda town centre.
- Establish a hierarchy of street and spaces to improve walkability, general vibrancy (people staying longer and moving around the centre) and business trade.
- Create a night time economy.
- Reinforce the existing localised shopping experience and further enhance the existing local identity.
- Better utilise existing community assets throughout the town centre such as Kad's Theatre.
- Explore opportunities to establish a comprehensive approach to the heritage assets and celebrate and communicate the towns history.
- Potential future opportunities for interpretation of Aboriginal heritage values of the area

**Economic**

- Investigate the introduction of housing topologies and density mix in the next phase of preparing the KACP.
- Introduce a diverse dwelling mix to appeal to broader market segments
- Accommodate for the projected growth in younger age cohorts.
- Encourage weekend markets that serve as a valuable attractor for the town centre.
- Capitalise on the town's loyal customer base and leverage the limited direct competition in the wider area.

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## 3.5.2. Constraints

| |
|---|
| **Existing Land Use and Development** |
| • Limited redevelopment opportunity on strata titled development along Canning Road, Central Road and Railway Road adjacent to the town centre. |
| • Fragmented ownership throughout the town centre creates challenges for land assembly and redevelopment opportunities. |
| • Iconic entry site at Kalamunda Road / Canning Road roundabout has a Red Rooster firmly entrenched on this site. |
| • Setbacks and slopes along Barber Street create difficult interfaces between buildings and footpaths. |
| • Aging Kalamunda Central Shopping Centre is in need of some additional investment and potential reconfiguration to better integrate with surrounds. |
| • Fragmented car parking in the town centre creates legibility challenges, inefficiency, and a spatially inconsistent built fabric along the streets. |
| • Perceived poor recent examples of density may make any further density proposals more difficult. |
| • Disparate and separated development across the central city centre has resulted in multiple, competing main streets and poor concentration of activity. |
| • Key destinational uses are located outside of the town centre (i.e. medical centre, civic and recreational uses) deprive the town centre of user groups and market segments and the ability to leverage usage patterns. |
| **Natural Environment** |
| • Much of the town centre land is sloping, creating challenges with footpath/ building interface, car parking layouts, and large format buildings. |
| • Bushfire threat is evident particularly along the eastern portion of the study area. Although there is no requirement to retrospectively comply with SPP 3.7, the Guidelines or AS 3959, it is recommended that any of the following existing buildings/land uses are reviewed to determine whether any vegetation modification or fuel management would improve their resilience to bushfire. |
| • Water quality in Poison Gully impacted by litter and silt entering drainage system. |
| • Detailed drainage study for the town centre has not been completed and would be beneficial to any further planning to ensure recent upgrades can service future development under the KACP. |
| **Infrastructure** |
| • Streetscape infrastructure is dated and inconsistent across the city centre. |
| • Poor linking between infrastructure assets such as seating and places to linger such as parklets with adequate shade. |
| • Currently serviced by overhead powerlines which detract from streetscape amenity. |
| • Limited sewer servicing impacts development potential in parts of the town centre frame |
| **Access and Movement** |
| • Poor wayfinding and lack of clear and demarcated into the town centre from entry points. |
| • Inconsistent and illegible pedestrian crossings throughout the town centre creating an unsafe environment for pedestrians and vehicles. |
| • Limited access to shops on the pedestrian mall on non-market days. |

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- Inconsistent shelter and shade on main streets.
- Limited opportunities to link trips specifically between education, recreation, civic and health uses.

**Placemaking / Social Infrastructure**

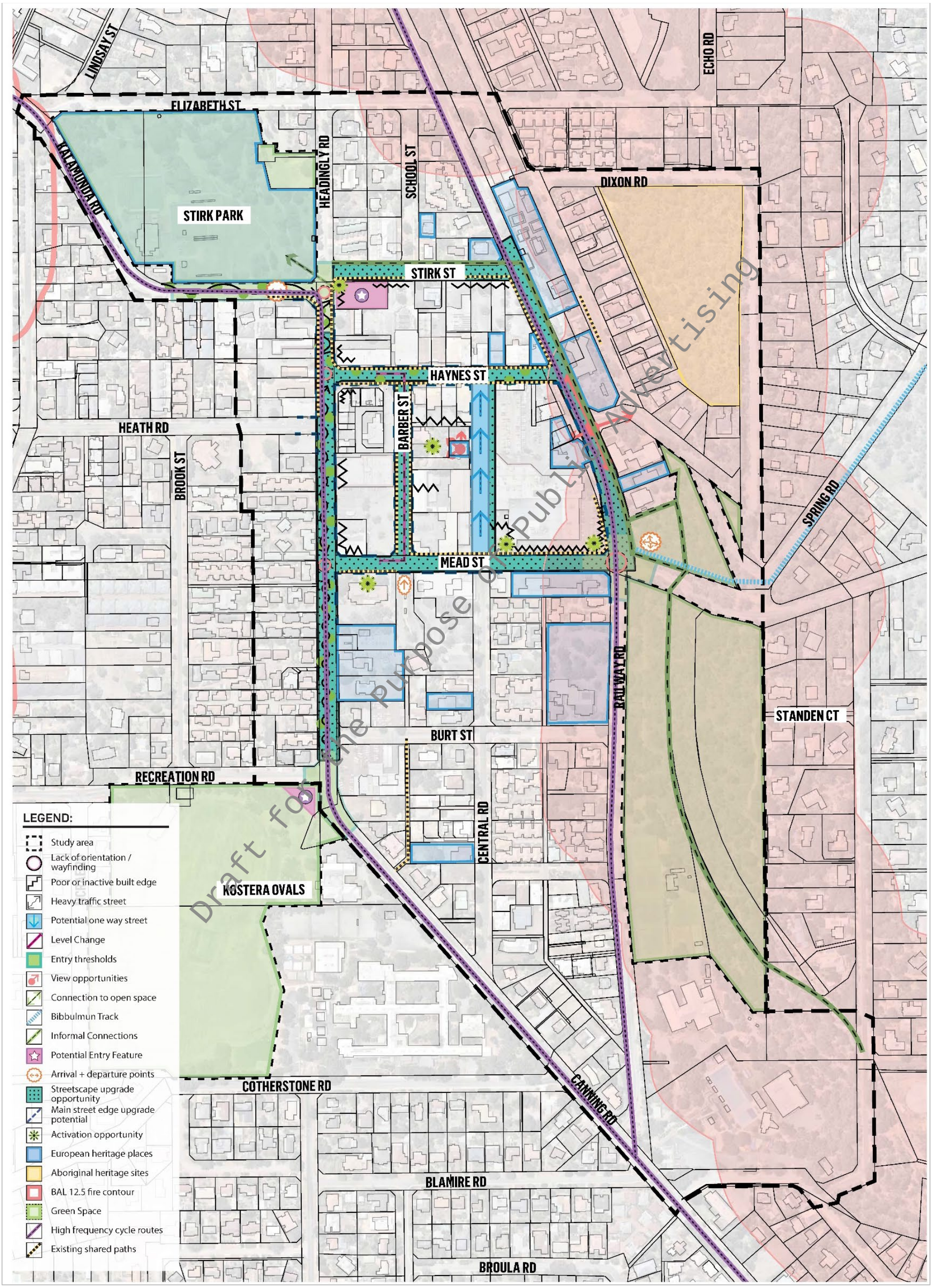
- There is an aging population that may have specific expectations from the town both in service provision and structure.
- Poor micro-climate does not encourage walking, which adversely effects vibrancy and local business trade.
- No evidence of the overarching public art strategy being implemented.
- Re-development inertia resulting from retaining heritage buildings and maintaining a sense of heritage in the streetscape.

**Economic**

- Limited projected population growth rate.
- Dwelling mix is limited and constrains market appeal for different market segments.

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Figure 13 – Opportunities and Constraints Plan




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# 3.6. DEMOGRAPHIC PROFILE

## 3.6.1. Population & Demographic Attributes

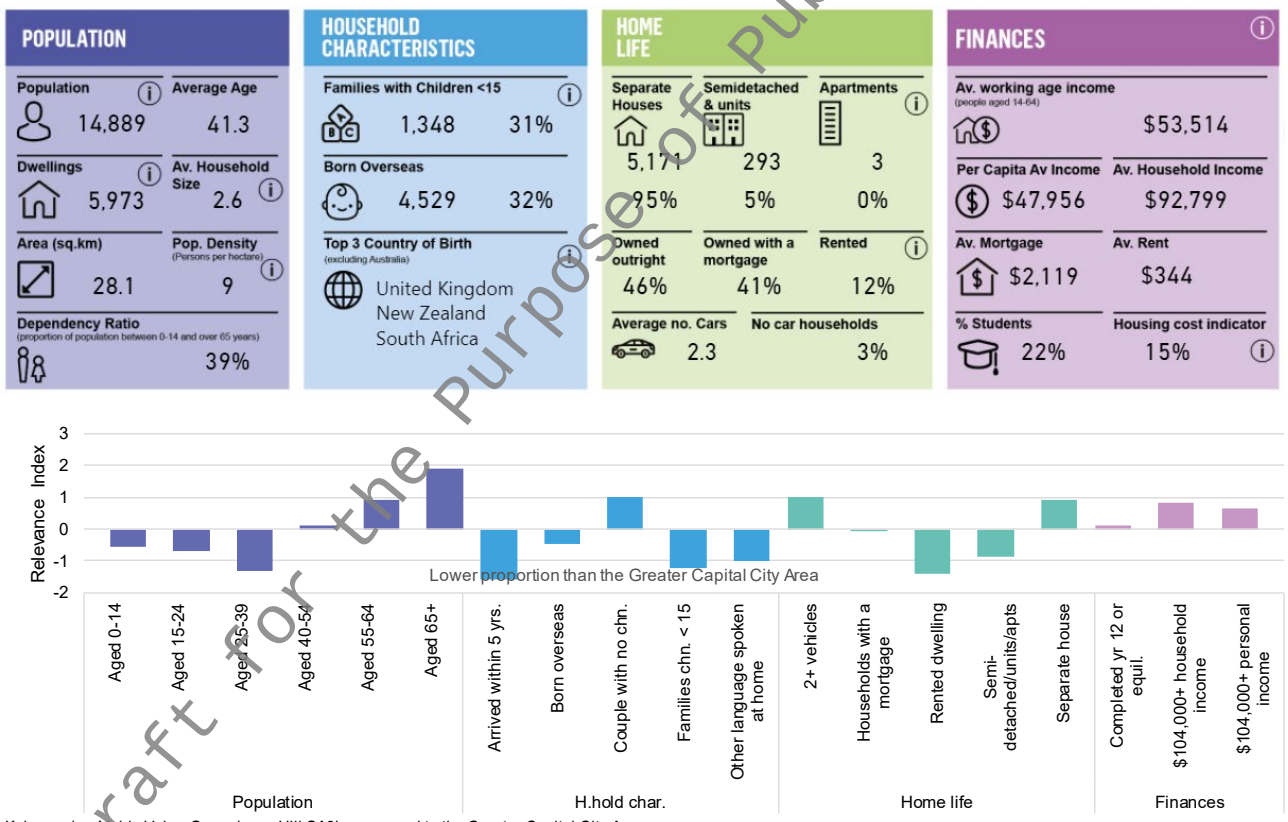
This high level demographic analysis relates the suburbs of Kalamunda, Maida Vale and Gooseberry Hill which forms the Kalamunda Statistical Area Level 2 spatial area (SA2) (2016) according to the Australian Bureau of Statistics (ABS).

Demographic analysis was undertaken at a SA2 spatial area given detailed data is not available for the population residing within the activity centre boundary. The data analysed therefore illustrates the attributes of residents that regularly frequent the activity centre, including the limited number of households within the activity centre plan area.

SA2s have a population range of 3,000 to 25,000 persons and an average population of about 10,000 persons. Population levels have been relatively stable over the past five years in the region. An ageing population, declining household sizes and increased rental vacancy levels have resulted in a moderate decline in the estimated resident population over this period.

**Figure 14** provides a demographic snapshot of the Kalamunda SA2 area.

Figure 14 – Kalamunda SA2 Demographic Overview




*Kalamunda - Maida Vale - Gooseberry Hill SA2's compared to the Greater Capital City Area*
*Source: Based on ABS 2016 Census Data*

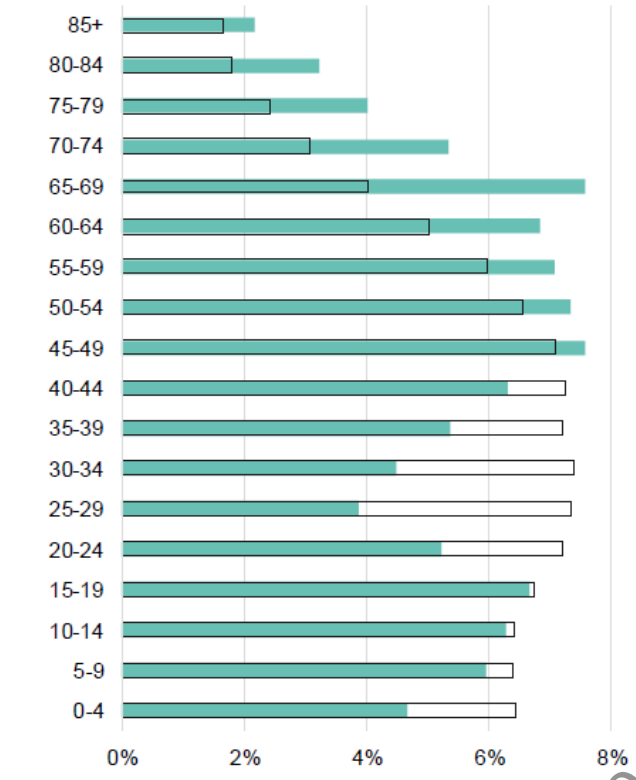
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## 3.6.2. Age Structure

**Figure 15** compares the performance of the SA2 against the Greater Perth are in a number of key demographic indicators. The region was estimated to have a relatively older age profile than the Perth average. As shown in **Figure 15**, the region had a particularly large baby boomer cohort as of 2016 and a large number of residents aged 80 and above.

The demography points to the area being a location for older more settled families, couples without children and lone person households. It is not a strong destination for younger families although presentation of the area as a viable lifestyle destination for such may improve this demographic over time.

Figure 15 – Proportion of Population by Age – SA2 vs Greater Perth




*SA2's compared to the Greater Capital City Area*
*Source: Urbis, based on ABS 2016 Census Data*

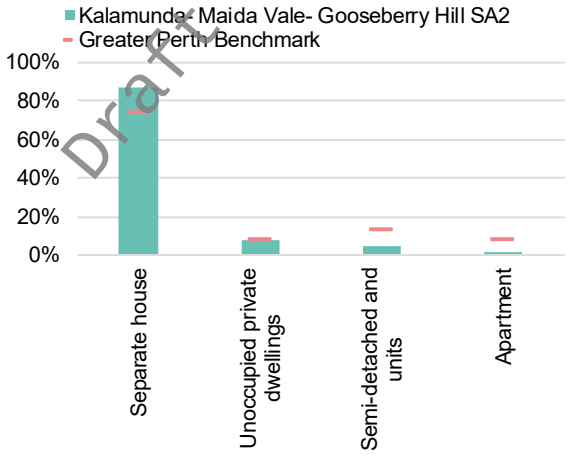
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## 3.6.3. Housing Stock Attributes

The region had a larger proportion of separate houses accounting for 87% (5,171 houses) of all occupied dwellings as of 2016. This is above the Greater Perth benchmark by 14%. Moreover, nearly 55% (3,002 houses) of dwellings in the region had four or more bedrooms compared to 45% across Perth.

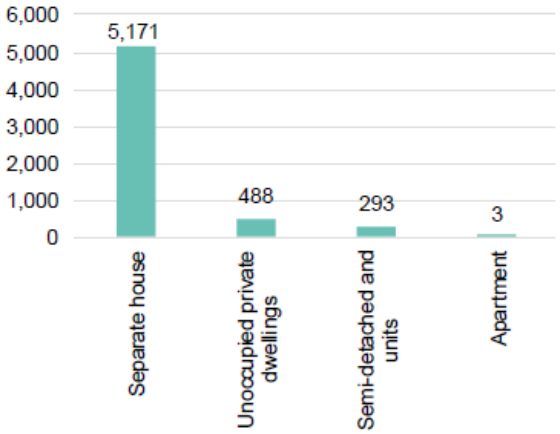
The dwelling stock implies that the area is able to accommodate families however the lack of smaller and diverse housing products may potentially limit the retention and attraction of other cohorts. Refer to **Figures 16-19** for housing stock attributes.

Figure 16 – Dwelling Structure Proportion



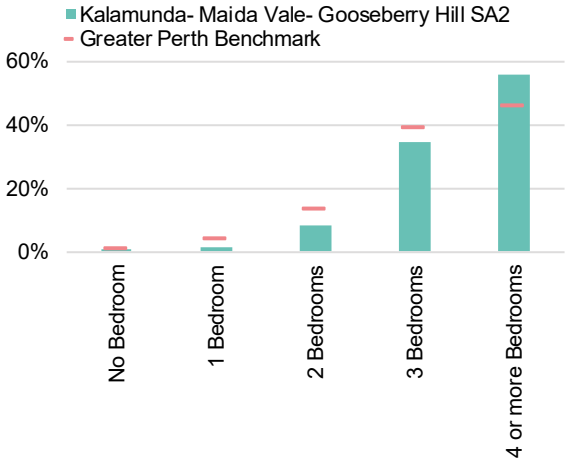

*Source: Based on ABS 2016 Census Data*

Figure 17 – Total Occupied Dwellings



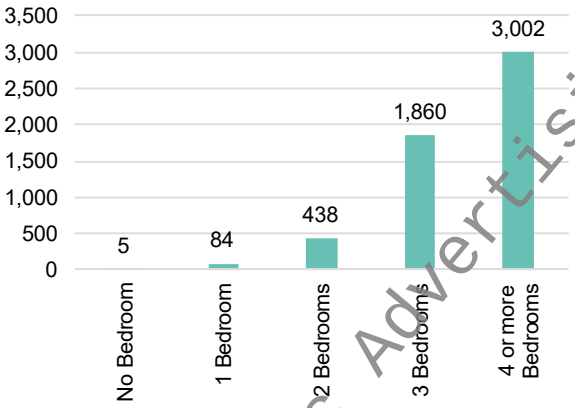

*Source: Based on ABS 2016 Census Data*

Figure 18 – Number of Bedrooms Proportion




*Source: Based on ABS 2016 Census Data*

Figure 19 – Dwelling Stock by Bedroom

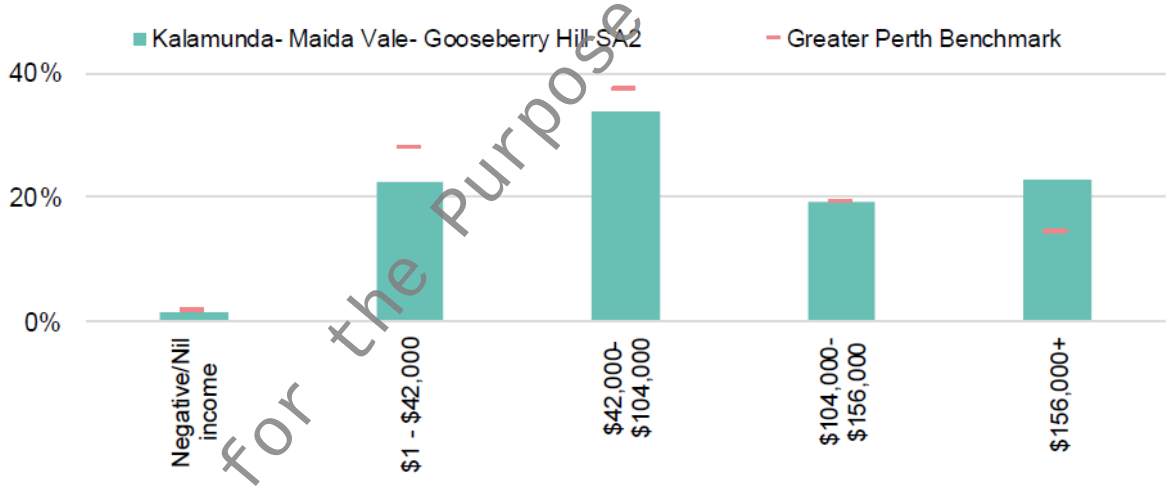



*Source: Based on ABS 2016 Census Data*

## 3.6.4. Household Income Attributes

Residents within the region were found to, on average, live in medium to high income households. There was a particularly large number of households found to be earning more than $156,000 per annum compared to Perth-wide averages (refer **Figure 20**).

Figure 20 – Total Household Income, 2016 (Per Annum)




*Source: Based on ABS 2016 Census Data*

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# 4. ACTIVITY CENTRE FRAMEWORK

## 4.1. VISION & OVERVIEW

The Vision for the Kalamunda Activity Centre Plan was developed in collaboration with key stakeholders and the local community. The word cloud image below is a reflection of the most commonly heard words or themes.




These words and themes led to the following vision statement:

**'Kalamunda is a place borne of community spirit with a strong connection to its heritage. The town centre serves as a gateway to the hills and as a hub connecting both locals and visitors alike. Its natural bushland setting and traditional village atmosphere are a platform to enhance Kalamunda's unique offerings, activities and events and provides spaces for community interactions and neighbourhood conversations.'**

The delivery of the vision will be multifaceted and reliant upon a number of key ingredients available to the site. The enhancement and blending of these key ingredients will be required to ensure success.

The vision statement informed a suite of identified objectives for the activity centre plan that relate to key elements around the themes of Character, Community, Live/Work/Play and Connected. This informed the overall objectives for the activity centre plan outlined in Part 1 and the formulation of a design framework based around 'precincts' and 'frontages'.

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# 4.2. LAND USE

## 4.2.1. Land Use Control

The activity centre plan area is primarily zoned 'District Centre', 'Mixed Use', 'Residential', 'Local Open Space' and 'Public Purpose' within LSP 3. A scheme amendment is being progressed concurrently with this activity centre plan to rezone the land to 'Centre' with a 'C1 – Kalamunda' subcategory for the core of the activity centre, with the exception of the Local Open Space reserves.

The proposed land use permissibility for 'Centre C1 – Kalamunda' in Table 1 Zoning table of LSP 3 relates to the land identified as 'C1 – Kalamunda' on LPS 3 Zoning Map and 'Centre' on the Kalamunda Activity Centre Plan Map.

All other areas outside of the C1 – Kalamunda designation shall be in accordance with the equivalent zone in LPS 3 as identified on the activity centre plan map as follows:

- Land uses in areas designated Mixed Use are to be in accordance with the Mixed Use zone listed in the Zoning Table in LPS 3.
- Land uses in areas designated Residential are to be in accordance with the Residential zone listed in the Zoning Table in LPS 3.
- Land uses in the areas designated Public Purpose and Local Open Space are to be in accordance with the provisions of Part 3 – Reserves of LPS 3.

In making a determination, the responsible authority will have regard to the objectives for the Activity Centre and Precinct vision statements outlined in Part 1 of this activity centre plan.

# 4.3. URBAN FORM

The Built form of the Kalamunda activity centre will largely be guided by the Kalamunda Built Form Design Guidelines (BFDGs) (refer **Appendix A**).

The Design Guidelines create a set of development standards that will allow for increases in density over time while maintaining the fine-grained built form and character of Kalamunda. The BFDGs provides a transparent framework for planning assessment, allowing flexibility to respond to site and market conditions but also clearly identifying the intended built form and public realm interface in each location. The requirements have been tailored to the specific conditions and opportunities within the activity centre, building on existing functioning patterns and supporting new initiatives that have emerged through the visioning and urban design process.

The BFDG sets out a series of 'frontage' requirements that clearly articulate the intended built form relationship between private lots and the public realm within the centre of Kalamunda. This structure allows for significant flexibility in designing new developments while maintaining the key interfaces to support the town centre activities.

For standards relating to development above street level and not designated with a 'Frontage' type, the BFDG relies on the overall framework set out in the State Planning Policy 7.3 Residential Design Codes, Volumes 1 and 2 (R-Codes). This is one of a suite of planning policies within Design WA, a planning reform initiative intended to improve the quality of design within Western Australia. The following development standards refer to associated sections of Volume 2 of the R-Codes. As such, please refer to both documents when designing new projects. Where there is a conflict, the BFDG prevails. Planning applications are also subject to the balance of the applicable R-Codes sections (Volumes 1 or 2) even if not specifically referenced in the BFDG.

## 4.3.1. Street Interfaces

For the most critical street edges a series of more detailed development standards (called 'frontages') have been created to ensure an appropriate interface with the adjacent public realm that is consistent with the intended urban design outcome. This includes minimum and maximum front setback requirements as well as a range of other considerations relating to the design of the front building facade. These requirements are set out in Part 1 and the BFDGs (to be read in conjunction with **Figure 21** Built Form Control Map) and described in **Table 14**.

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Table 14 – Frontage Types

| Frontage | Location | Characteristic |
|---|---|---|
| Frontage 1 | This is applied to building edges with the highest focus on activation at the ground level, typically in retail main street precincts. | This type is characterised by buildings edging the footpath, generous clear glazing, frequent building entries, awnings, and easy access at grade. |
| Frontage 2 | This is applied to building edges with the highest focus on activation at the ground level and to retain a more intimate scale, typically in the shared space of Central Mall. | This type is characterised by lower building heights and buildings edging the footpath, generous clear glazing, frequent building entries, awnings, and easy access at grade. |
| Frontage 3 | This is applied to building edges with a moderate focus on activation at the ground level, typically on the periphery of retail main street precincts. | This type is characterised by most buildings edging the footpath, modest amounts of clear glazing, frequent building entries, reasonable coverage of awnings, and easy access at grade. |
| Frontage 4 | This is applied to building edges with a moderate focus on activation at the ground level, where flexibility is required to address site conditions or potential land uses. | With appropriate justification, this flexibility can include larger setbacks, entries above footpath level, and even car parking between the building and street. Regardless of the ultimate agreed design solution, the intention is that the resulting building address the adjacent street in a way that creates an attractive, positive urban interface. |
| No Frontage Designation | Where not identified with a frontage type. | Properties without a nominated Frontage are subject to the design standards of LPS 3, this activity centre plan and the R-Codes (Volume 1 or 2). |

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## 4.3.2. Residential density

There is a level of anticipated residential growth in the activity centre that will provide additional users of the centre. The supply of additional dwelling units will not be limited by infrastructure capacity in the majority of the activity centre. Whilst residential growth would be in line with population projections for the broader area, the residential capacity of the activity centre has been augmented through a combination of encouraging residential development over shops, an upcoding of residential and mixed-use densities in the activity centre boundary and the identification of underutilised sites for redevelopment.

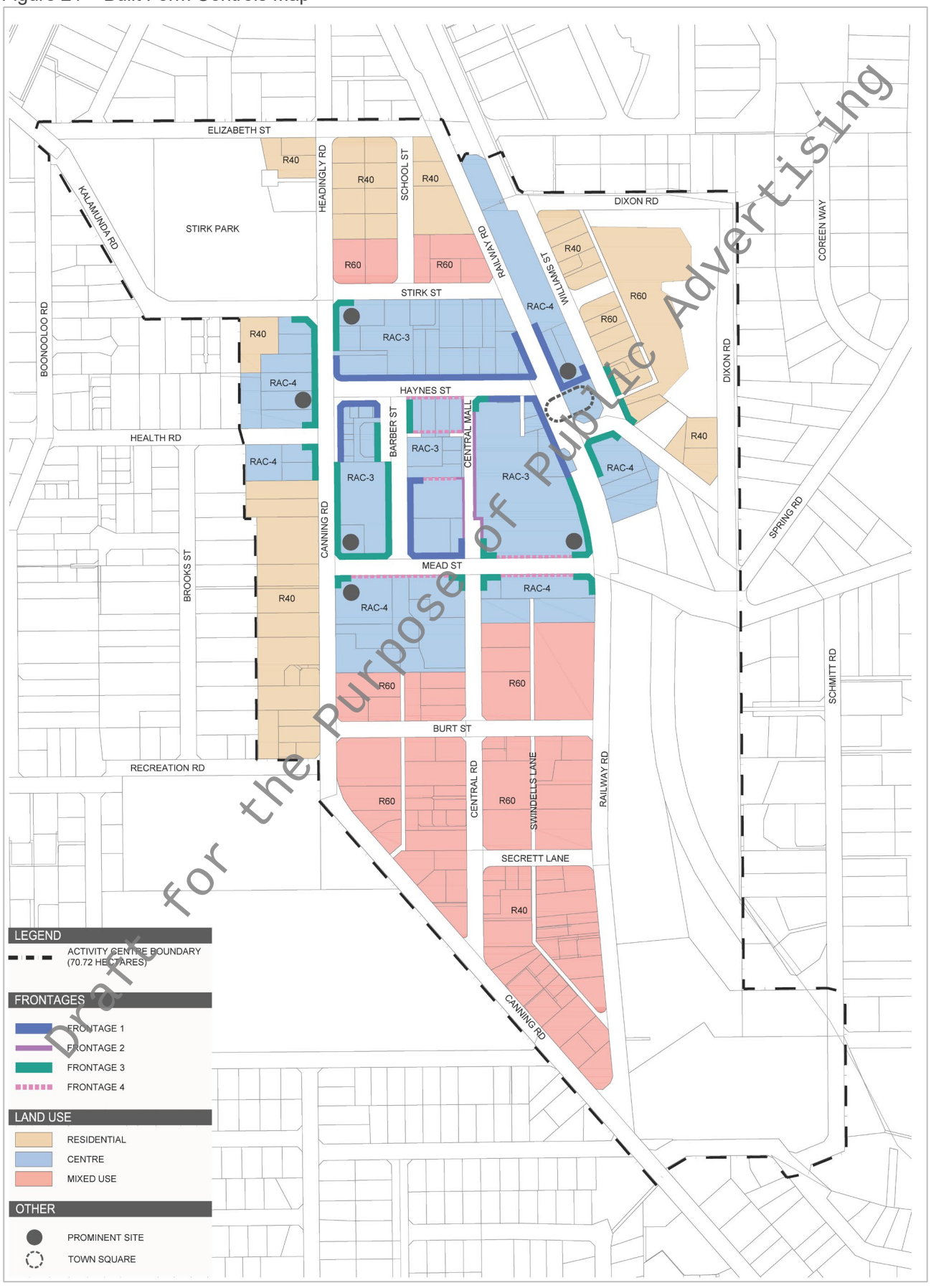
An expectation of an additional 400 dwelling units in the activity centre has been identified that would bring over 850 new residents to the area. The main driver for this growth will be the rezoning of the activity core to accommodate densities more in keeping with a 'town centre' however the massing and bulk of these structures will be moderated by height limits and provisions set out in the BFDGs. The introduction of these residents would be expected to occur over the lifespan of the activity centre plan as incremental growth occurs.

One identified opportunity for additional housing in the activity centre frame was through the rezoning of split zoning to a single density code. From a review of the existing LPS 3 dual density provisions, it was apparent that the higher code option was an underutilised opportunity to introduce additional density that allowed for greater flexibility. The built form outcomes and restrictions linked to the higher code are now addressed in

the BFDGs. This enabled the overall aesthetic of the frame to be improved as the new code requires similar permitted heights and massing but with a more cohesive streetscape output.

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Figure 21 – Built Form Controls Map



# 4.4. PUBLIC REALM

The activity centre is in an emerging residential area, and the intensity, scale and form of the centre reflects that context. As a result, the centre will be of a low to medium intensity, in low-scale buildings that integrate with the surrounding predominantly single storey residential environment.

The current town centre is diverse in nature, land use and design. Heritage, topography and an active and engaged local community provide great opportunities to leverage from.

Through a number of visioning and community engagement exercises, the future of Kalamunda has been focused around the themes of Character, Community, Live/Work/Play and Connected. These themes have guided a desired urban form driven by a number of features based around precincts including:

- Reinforcement of Haynes Street as the traditional 'main street' with highly active edges, a mix of uses, pleasant pedestrian environment and a built form outcome that reflects the character of Kalamunda.
- Central mall becoming a food and beverage focus supported by a one-way shared vehicle/pedestrian street.
- Creation of a new 'town square' on Railway Parade at the top end of Haynes Street as a multi-use public space creating a focal point for the town centre.
- Consolidation of employment generating land uses including larger format commercial, retail and civil uses around Mead Street leveraging off Kalamunda Central shopping centre.
- Celebration of cultural features by create synergies between Stirk Park including Stirk Cottage, Zig Zag Cultural Centre and Bibbulmun Track.
- A 'frame' to the town centre core that supports predominantly residential and mixed use development that contributes to the walkable catchment of the town centre
- Consolidated parking areas in appropriate locations.
- Highly legible, safe and well-designed pedestrian linkages to connect all parts of the activity centre as well as important community focal points beyond.

## 4.4.1. Key Spaces & Features

Building on the vision, a number of key spaces and features have been identified as critical elements to the delivery of the Kalamunda Activity Centre Plan. These elements are described in the follow section and identified in **Figure 22**:

- **Town Square** – A scaleable and defined town square that colocates heritage, tourism and community facilities and provides a civic focus for the town centre.
- **Main Street** – A clearly identifiable Main Street enhancing an already function urban fabric and increasing pedestrian focus and connectivity.
- **Green Park and Barber St Piazza**– An area of respite and social gathering, hospitality and community facilities.
- **Central Mall** - Central Mall will become a one-way street acting as the heart of Kalamunda's night time economy, delivering an intimate and vibrant urban experience that supports both day and night-time activities and acts as a counterpoint to the more traditional and heritage spaces of the town centre.
- **Journeys** – 'Lost and Found in Kalamunda' clearly defined pedestrian and vehicle routes offering a diversity of experience and choice in a safe and vibrant town centre environment.

The elements are supported by a number of strategies that provide more fine grain detail on the more functional aspects of the public and private realm. The BFDGs have been formulated to interface with the public realm objectives.

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Figure 22 – Key Spaces and Features



## KALAMUNDA TOWN SQUARE

**Location** - Railway Parade and Haynes Street

**Description** - The Town Square is the focal point of the town centre and is the gathering place for community events, creating a place where the local community is engaged in the ownership and development of culture, and a sense of place. This is key to providing a focus for the community, embedding a sense of identity as the community evolves and in providing the flexibility necessary to support community events such as markets, performances and events.

**Opportunities and Outcomes -**

- Redeveloping the existing library and co-locating this with additional community uses such as performance space, function spaces etc. will assist in consolidating a civic focus for the town centre
- Improve the connection (visual and physical) between the existing Zig Zag cultural centre, library and Bibbulmun track.
- Create a shared space with the ability to close this section to traffic for large events.
- Relatively level area, allowing a more scaleable event space and improved access for all.
- Numerous valued assets such as heritage, views, significant vegetation and cultural activities
- Facilities such as waterplay, seating and play will allow residents and visitors to gather informally
- Incorporation of a public art piece to terminate the view on Haynes Street will act as an attractor and aid in wayfinding.
- Connects the current cultural and civic uses to the east, with the heritage buildings with their associated retail and hospitality uses to the west.

Figure 23 – Kalamunda Town Square Element




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## *MAIN STREET*

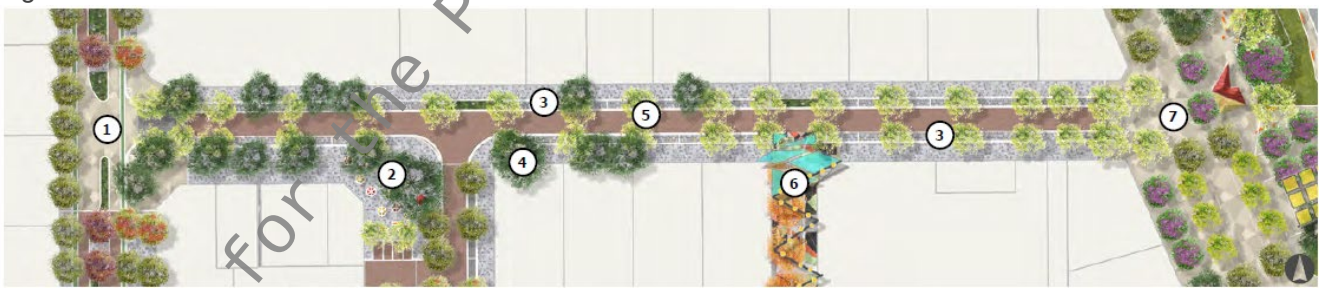
**Location** - Haynes Street

**Description** – Haynes Street is the traditional retail core of the town centre and still functions as a significant destination. There are a number of interesting and attractive retail offerings along its length that public realm improvements would support. Haynes Street also acts as a connector from Stirk Park, the proposed Barber Street Piazza and Central Mall, to the heritage and civic precinct on Railway Road.

**Opportunities and Outcomes -**

- Maintain a building scale consistent with the existing town centre character to encourage pedestrian activity and protect human comfort.
- Built form outcomes based on frontage types provide an opportunity to create a high focus of activation to the main street and in certain areas constrained by topography and site conditions, greater flexibility to create an attractive and positive urban interface to the street.
- Maintain and enhance the framed view along Haynes Street between Canning Road and Railway Road through avenue tree planting located between parking bays.
- Reduce the road pavement width to assist in slowing vehicle traffic and provide an enhanced pedestrian area.
- Remove kerbs to create a hybrid parking/parklet zone that allows for flexible uses dictated by the adjacent retail use.
- Consider provision of services that allow for irrigation of planting and temporary planter boxes.
- Introduce dedicated seating to provide respite along Haynes Street and encourage informal gathering.
- Resurface paths and parking/parklet zone to provide clear material hierarch.

Figure 24 – Main Street Element




**LEGEND**

1. Main Street threshold treatment to Canning Rd
2. Barber Street Piazza
3. Parking/Parklet flexible zone
4. Existing trees
5. Proposed trees
6. Central Lane
7. Town Square theshold







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## BARBER STREET PIAZZA

**Location** – Barber Street in front of the Post Office

**Description** - Diversity of places and spaces are integral to a successful town centre. The Barber Street Piazza provides an opportunity to deliver some vibrancy and a destination at the west end of Haynes Street. The proposed piazza extends the existing green park associated with the town hall, creating a link between this valued community space and the Main Street.

**Opportunities and Outcomes** -

- Reconfigure parking to increase pedestrian space and development the Barber/Haynes Street coner into a piazza space incorporating seating, play and light.
- Retain existing street configuration to allow for accessible / large vehicle parking such as caravans, RVs or event bus parking.
- Through a Local Development Plan, consolidate of land parcels and the redevelopment the 'Post Office' site to leverage off the adjoining public realm opportunities and access to the south.
- Closure of the internal access road behind the Post Office site to provide additional developable land.
- Consolidation of service access.

Figure 25 – Barber Street Piazza Element




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## CENTRAL MALL

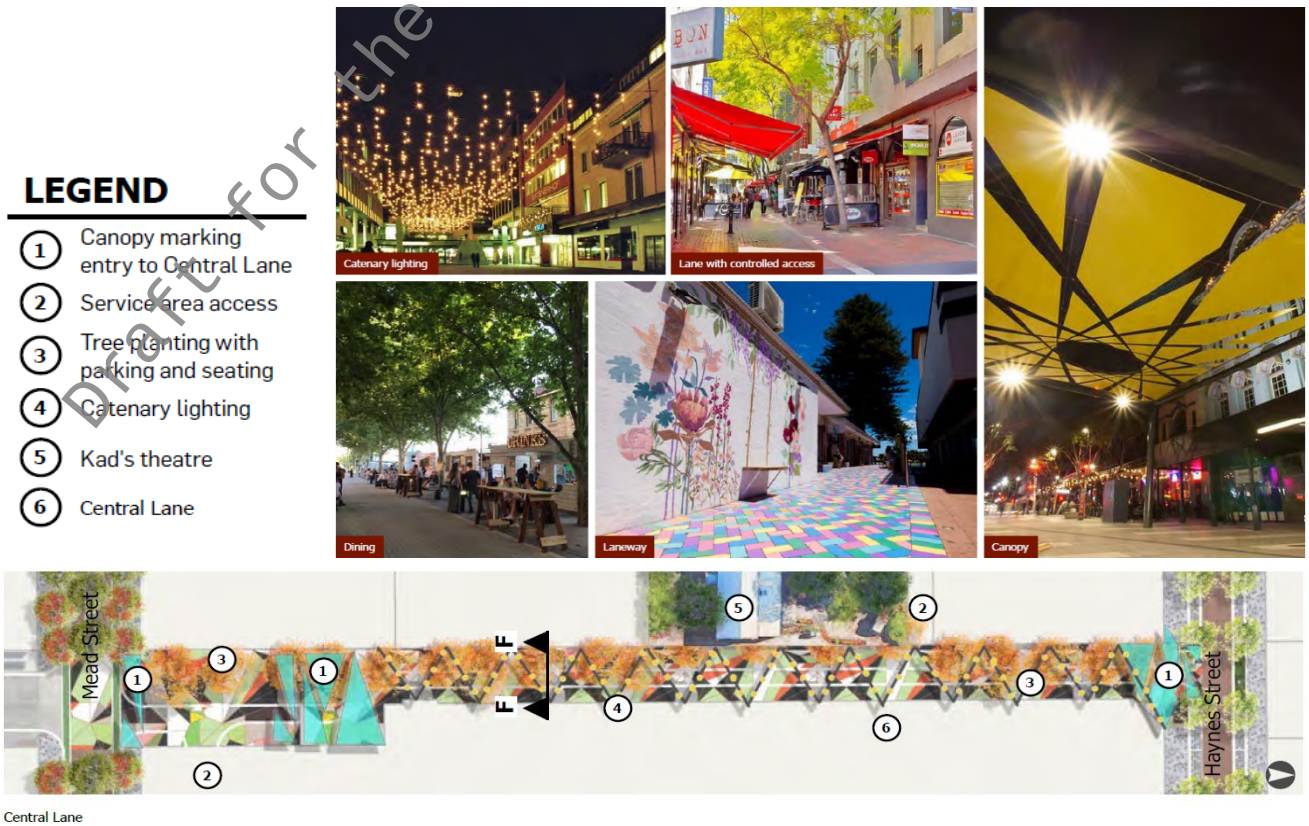
**Location** - Existing Central Mall

**Description -** Central Mall is proposed to be reinvigorated into a vibrant and urban space that embraces the food and art culture of the Perth Hills. Refurbished as a flexible space that supports both day and night retail and hospitality offerings, the redeveloped 'lane' will also support markets while also allowing adjacent retailers to comfortably trade.

**Opportunities and Outcomes** -

- Reconfigure Central Mall to allow one-way traffic through the lane in a shared street environment.
- Encourage a 'food and beverage focus' with land uses (where possible) providing opportunities for alfresco dining.
- Support opportunities for community events such as market days and fairs activating the street in the day and night.
- Provide a safe and pleasant pedestrian environment through opportunities for shade, rest stops, weather protection and footpaths.
- Install traffic management structures to allow ease of closure during events and night-time activities.
- Introduce parking opportunities into the lane to support adjacent retailers.
- Plant additional trees to extend existing planting and provide summer shade.
- Install catenary lighting assist in activation and a sense of enclosure.
- Install entry canopy and the north and south ends of the lane to create a sense of arrival and aid in wayfinding.

Figure 26 – Central Mall Element




Central Lane

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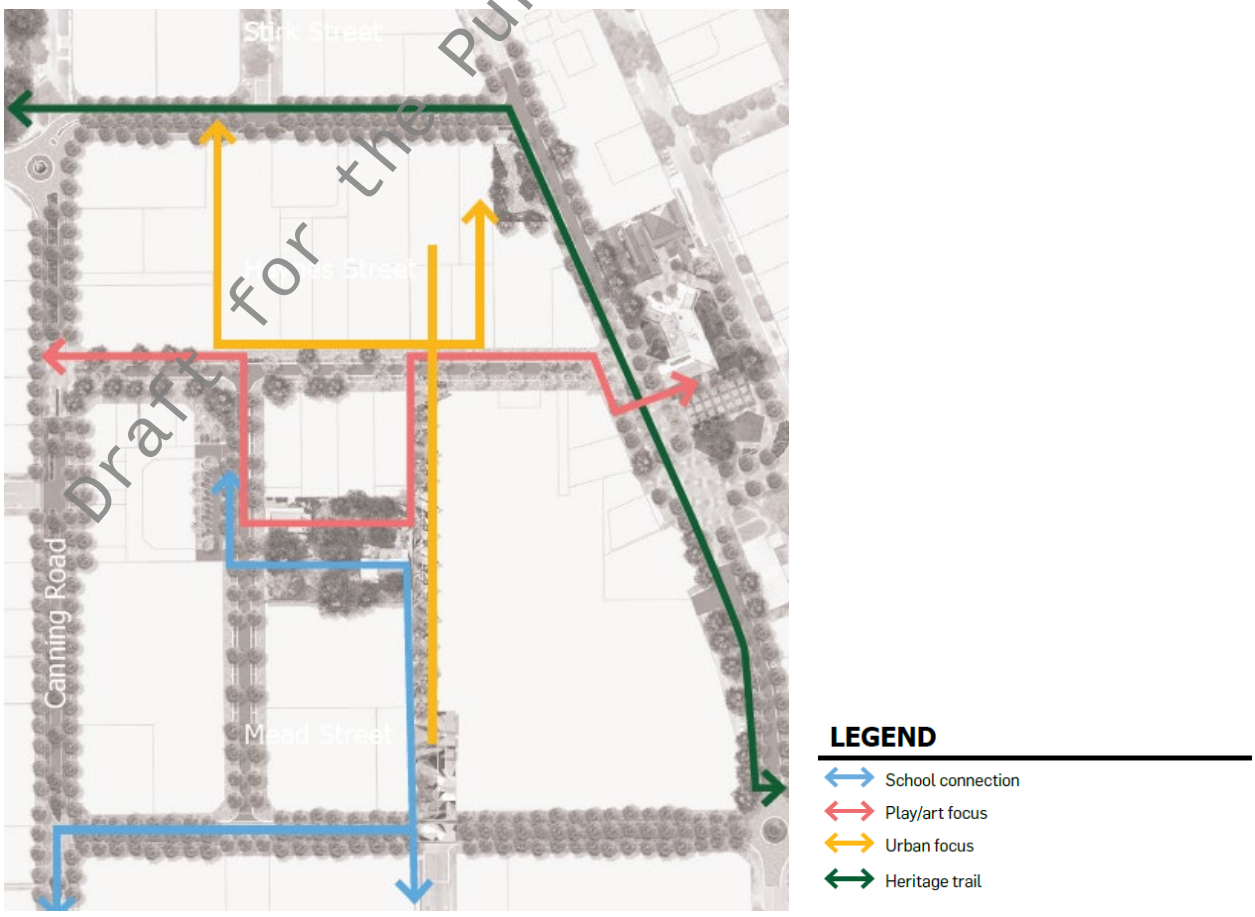
## JOURNEY

**Description -** The activity centre plan supports pedestrian and cycle access within the activity centre as well as to a number of key destinations peripheral to the core of the town such as Kalamunda Senior High School, Stirk Park and the Bibbulmun Track. Refer to Movement Network Plan at **Figure 29.**

**Opportunities and Outcomes -**

- Create pedestrian linkages through the activity centre plan area to provide direct connections between key destinations increasing permeability, legibility and way-finding through the activity centre.
- Pededestrian linkage in locations where there is existing development, the linkage is to be provided when/if that existing development is substantially redeveloped and at the discretion of the City of Kalamunda.
- Reconfiguration of central mall to allow one-way traffic with controlled access increasing pedestrian and vehicle movement in a shared zoned.
- Rationalised road pavements to deliver improved pedestrian spaces and increased activation within road reserves.
- Dedicated on road cycleway on Mead Street and Canning Road to support commuter and recreational use.
- Prioritisation of pedestrian movement networks over vehicular within the town centre core.
- Creation of shared space in support of the town square to allow for large civic events.

Figure 27 – Journey Element




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# 4.5. MOVEMENT

A Transport Assessment has been prepared by SLR Consulting and provided at **Appendix F** to support this activity centre plan.

## 4.5.1. Existing Situation

### 4.5.1.1. Road Network Infrastructure

The existing road network encapsulating the Kalamunda Activity Centre consists of a range of different road classifications, as defined by the Main Roads Western Australia (MRWA) Road Information Mapping System.

The functional hierarchy of the higher order routes including Canning Road, Mandaring Weir Road, Haynes Street and Mead Street is likely to remain consistent given their connectivity and role in the broader network. Whilst the form of the road connections may be altered as part of the activity centre plan, the hierarchical function of these connections is generally maintained, unless future road function is significantly altered.

The hierarchy of the key roads within the activity centre plan is illustrated in **Figure 28**.

It is anticipated that based on the form and function of the existing connections, the daily traffic demands utilising each road type can be classified as per this hierarchy. The daily traffic demands summarised in **Table 15** should be considered for each road hierarchy designation. Recent traffic demand data was sourced from the City of Kalamunda by way of consultant investigations conducted on behalf of the City. The most pertinent demand data is summarised in **Table 16**.

Table 15 – Road Hierarchy Characteristics

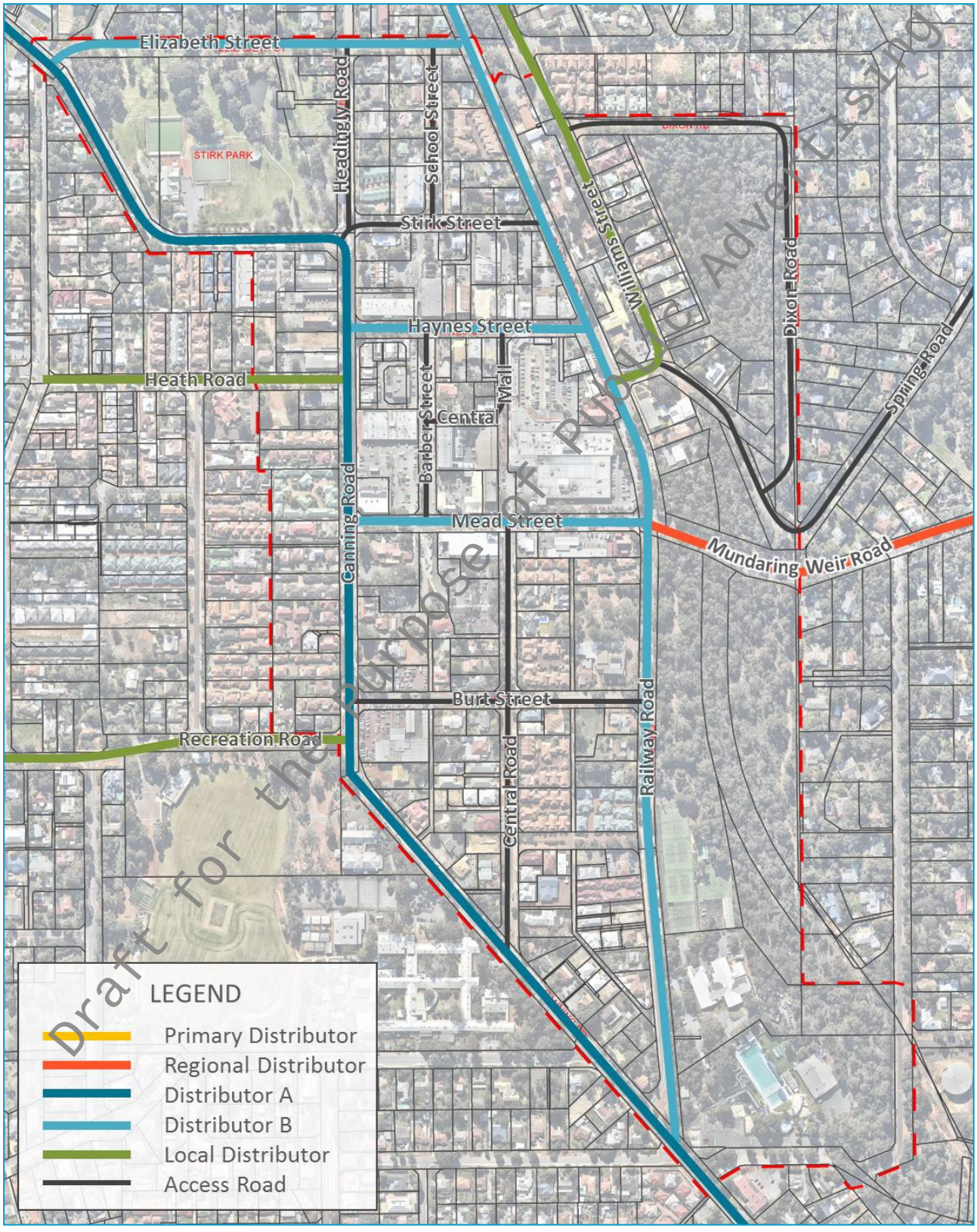
| Road Classification | Number of Lanes | Typical Speed Limits | Typical Volumes (vpd) |
|---|---|---|---|
| Regional Distributor | 2-4 | 60km/hr- 80km/hr | >15,000 |
| Distributor A | 2 | 60km/hr-70km/hr | 10,000 – 15,000 |
| Distributor B | 2 | 50km/hr | 5,000 - 10,000 |
| Local Distributor | 2 | 50km/hr | 3000 - 5000 |
| Access Road | 2 | 40km/hr-50km/hr | <3000 |

Table 16 – Road Hierarchy Characteristics

| Road | Count Location | Year of Data | Average Weekday Demand (vpd) | 85th Percentile Speed (km/h) |
|---|---|---|---|---|
| **Railway Road** | North of Burt Street | 2011 | 4,863 | 60.5 |
| | North of Burt Street | 2013 | 5,384 | 56 |
| | South of Burt Street | 2015 | 5,038 | 61 |
| **Canning Road** | North of Burt Street | 2012 | 11,255 | 57 |
| | North of Burt Street | 2015 | 7,857 | 57 |
| **Haynes Street** | West of Barber Street | 2015 | 3,726 | 30 |
| | West of Railway Road | 2015 | 3,081 | 31 |
| **Mead Street** | West of Railway Road | 2011 | 4,091 | 42.1 |
| | West of Railway Road | 2015 | 4,521 | 35 |
| | West of Central Road | 2015 | 4,543 | 45 |
| **Barber Street** | West of Barber Street | 2015 | 4,209 | 41 |
| | South of Nestobrae Lane | 2015 | 1,638 | 37 |
| | South of Haynes Street | 2015 | 1,789 | 28 |

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Figure 28 – Surrounding Road Hierarchy




(Source: SLR Consulting)

### 4.5.1.2. Traffic Operation

Based on turning movement surveys and analysis undertaken by Opus in 2016, the existing road network can be assessed as operating well within typically accepted performance thresholds during the peak hour periods. **Table 17** reproduces the key performance metrics reporting by Opus for the study intersections situated within the study area.

Table 17 – 2015 Road Network Intersection Performance

| Intersection | Critical Intersection Approach Level of Service | Intersection Degree of Saturation | 95th Percentile Vehicle Queue (veh) |
|---|---|---|---|
| Haynes St / Barber St | A | 0.12 | 0.4 |
| Haynes St / Canning Rd | B | 0.33 | 1.1 |
| Haynes St / Railway Rd | A | 0.24 | 0.6 |
| Canning Rd / Heath Rd | C | 0.35 | 1.6 |
| Mead St / Barber St | A | 0.13 | 0.5 |
| Canning Rd / Mead St | C | 0.40 | 2.2 |
| Mead St / Railway Rd | A | 0.37 | 2.3 |
| Canning Rd / Stirk Rd | A | 0.49 | 3.6 |

**Table 17** results clearly indicate that recent traffic demands can be accommodated by the current road network with Degree of Saturation (DOS), Level of Service (Los) and queues all being within reasonable performance thresholds.

The 2015 Opus findings are still considered applicable to the current situation given recent traffic growth has been limited and there have been no significant local redevelopments or road network changes.

### 4.5.1.3. Safety (Crash History)

Crash data has been sourced from MRWA for the Kalamunda Activity Centre study extents for the periods between 1 January 2013 and 31 December 2017.

Based on the results of the four crashes resulting in a fatality (and of four total crashes involving pedestrians), it is understood that two of these occurred recently in December 2017, and involved elderly members of the community, aged between 86 and 93 (both drivers and pedestrians involved). Whilst this sudden spike in fatal pedestrian crashes is a substantial outlier from the remaining data-set, it is considered that the extreme ages of the road users involved have a significant role in the crash occurrence, potentially causing slower reaction times or lack of general road awareness. Nevertheless, these crashes have been considered in the overall road enhancement strategy, particularly in areas of high pedestrian traffic.

Based on SLR's findings, there does not appear that there are any trends with regards to pedestrian or cyclist crashes that would be a result of existing design deficiencies.

### 4.5.1.4. Public Transport

The Kalamunda Bus Station is located on the southern leg of the Mead Street/Barber Street intersection. Eight bus services utilise the station with approach/departure routes travelling along Railway Parade and Canning Road. Bus routes that service the station include 279, 282, 283, 291, 295, 296, 297, and 299.

Other bus stops are also located on Canning Road (north/south bound), Mead Street (east/west bound), and Railway Road. There are no other public transport services within the study area. Service frequencies vary by time-of-day and by service but can approach <15 minutes in peak hour periods.

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#### 4.5.1.5. Active Travel

As reported in Section 3.3, there have been several traffic crashes that have resulted in pedestrian fatalities, two of which occurred within the most recent 9-10 months. Pedestrian path facilities located in verges are generally low quality and users are subject to numerous conflict points where vehicles must cross the verge to enter/exit development sites and intersections.

The format and design criteria of existing crossing facilities throughout the study area vary significantly and there is a lack of consistency of design philosophy or approach.

Mid-block connectivity/legibility is limited through development sites given existing buildings and significant off-street car parking facilities. The lack of midblock crossings is important as it requires pedestrians either travel significantly longer distances than desirable, or, forces users to navigate through car parking and vehicle circulation areas that at night have poor levels of passive surveillance.

On-street line-marked or dedicated off-street separated bicycle facilities are non-existent within the activity centre plan area.

### 4.5.2. Proposed Transport Proposals & Priorities

The key transport related proposals which form part of this activity centre plan are illustrated on **Figure 29 -** Movement Network Plan and include:

- Improvement to urban design and built form to support:
  - Pedestrian mobility and safety
  - Cyclist mobility and safety
  - Space activation and improvement in passive surveillance and security
- Sustainable car parking provision.

#### 4.5.2.1. Proposed Road Network Structure & Heirarchy

**Table 18** outlines the key priorities that were noted during stakeholder engagement. These were used in the determination of the function and intended design intent of the recommended road hierarchy and cross-section forms that would also support the activity centre plan urban design and economic revitalisation goals.

Table 18 – Key Road Functions

| Road Classification | Prioritised User Groups | Key Function | Future Considerations & Design Intent |
|---|---|---|---|
| Canning Road | • Private Vehicles<br>• Buses<br>• Cyclists | • Operates as the primary north-south route through Kalamunda<br>• Carries significant vehicle and cycle traffic through the town to south-<br>• eastern destinations from Perth | • General function to remain consistent with existing use<br>• Provision of enhanced pedestrian and cycle connectivity |
| Mead Street | • Private Vehicles<br>• Cyclists | • Operates as the primary east-west route through Kalamunda<br>• Carries significant vehicle and cycle traffic through the town to south- eastern destinations from Perth | • General function to remain consistent with existing use<br>• Provision of enhanced cycle facilities to the allow east-west travel. |
| Haynes Street | • Private Vehicles<br>• Pedestrians | • Activated lower order road that services pedestrian and vehicle access to surrounding retail tenancies | • Reduction in private vehicle emphasis along road connection |

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| Road Classification | Prioritised User Groups | Key Function | Future Considerations & Design Intent |
|---|---|---|---|
| | | | • Provision of enhanced tenancy frontages with wide verges encouraging pedestrian use<br>• Restrict servicing access for lots fronting Haynes Street such to minimise vehicle crossing on main pedestrian spine.[1] |
| Railway Road | • Private Vehicles<br>• Pedestrians<br>• Cyclists | • A north-south route that operates similarly to Canning Road with a smaller traffic throughout<br>• Provides pedestrian access to various community facilities along the eastern activity centre boundary. | • Enhanced road formation to encourage safe travel by pedestrians and cyclists. |
| Barber Street | • Private Vehicles<br>• Pedestrians | • Activated lower order road that services pedestrian and vehicle access to surrounding retail tenancies | • Existing functionality to generally be maintained.<br>• |
| Central Mall | • Pedestrians | • Provides pedestrian connectivity to a somewhat underutilised outdoor shopping mall<br>• Single one-way laneway for private vehicle and service vehicle access to rear of tenancies | • Provide an enhanced share-way street to reprioritise movements by active users encouraging connectivity to shops.<br>• Allow infrequent access from service vehicles and high priority private vehicles (i.e. PWD and Taxis / Rideshares) |
| Stirk Street | • Private Vehicles<br>• Pedestrians | • Minor east-west connection that services access to parking and servicing facilities for Haynes St tenancies<br>• Occasional pedestrian utilisation between Stirk Park and surrounding uses. | • Existing functionality to generally be maintained |

*[1] Servicing Strategy for individual lots to be determined during detailed application phase. Servicing access to primarily be gained via Stirk Street using access easement through various landholdings, however will be assessed on a case-by-case basis.*

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### 4.5.2.2. Network Performance Capacity

Road network operational modelling of the current and anticipated land use scenarios projected to arise in the town centre have been conducted by SLR Consulting in addition to that undertaken previously by Opus and Shawmac.

Prior studies have identified that the following intersection operations are constrained, at present and under future land use scenarios that are more conservative than that now projected as part of the current Activity Centre planning:

- Canning Road / Mead Street – right turn from Mead Street operating with excessive delays
- Canning Road / Heath Road – right turn from Heath Road operating with excessive delays.

With respect to Canning Road / Mead Street, the City of Kalamunda has advised that capacity improvements to address current deficiencies are planned. The upgrades consists of a new lane on the Mead Street approach which will provide dedicated lanes for left and right turning traffic. **Table 19** summarises SIDRA modelling prepared by SLR Consulting with respect to the proposed Mead Street upgrade.

Table 19 – Canning Road / Mead Street – Committed Upgrade to Mead Street Approach

| Assessment Scenario | | Degree of Saturation | Average Delay | Critical Delay / Level of Service | 95th Percentile Vehicle Queue (veh) |
|---|---|---|---|---|---|
| 2015 | Existing (Single Lane) Approach | 0.418 | 3.9 | 28.5 / D | 2.1 |
| | Committed Dual Lane Approach | 0.414 | 3.7 | 26.1 / D | 2.1 |
| 2031 | Existing (Single Lane) Approach | 0.750 | 6.1 | 53.0 / F | 4.4 |
| | Committed Dual Lane Approach | 0.548 | 4.6 | 45.4/ E | 2.3 |

It is clear from **Table 19** that the committed upgrading of the Mead Street approach will not provide sufficient capacity at the 2031 time horizon assuming background growth approximating 1.5% per annum from 2015 is achieved. Only the right turn from Mead Street to Canning Road operates beyond typically accepted performance thresholds; therefore, there are two possible solutions that would address this capacity issue:

1. Signalise the intersection
2. Restrict right turn movement from Mead Street.

Option 1 is recommended on the basis of this study given the banning of the right turn would only shift demand to another, possibly more critical intersection like Haynes Street which is undesirable. Signalisation of the intersection could be accommodated with no additional land resumptions given the already wide road reserve. Signalisation would have the additional benefit of also improving pedestrian safety and amenity at the intersection.

SIDRA modelling of the Canning Road / Heath Road intersection was undertaken to evaluate and confirm the prior 2016 Opus finding which indicated over capacity operations, but no upgrading proposal.

Table 20 – Canning Road / Heath Road – Exisitng Arrangement

| Assessment Scenario | Degree of Saturation | Average Delay | Critical Delay / Level of Service | 95th Percentile Vehicle Queue (veh) |
|---|---|---|---|---|
| 2015 | 0.402 | 2.9 | 32.3 / D | 1.8 |
| 2031 | 0.797 | 6.2 | 75.0 / F | 5.1 |

The **Table 20** results indicate that the existing right turn delays will increase significantly by 2031, even with relatively low 1.5% per annum background traffic growth from 2015. Similar to that identified earlier for Canning Road / Mead Street, there are two possible solutions that could be progressed to mitigate the right turn issue being signalisation or the banning/restriction of the right turn movement out of Heath Road.

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In this instance, the banning or restriction of the right turn movement is preferred (Option 2) given the proximity of the intersection to Haynes Street (55m) would introduce potential up/down stream consequences along Canning Road. Additionally, movements wishing to turn right out of Heath Road have the ability to redistribute to other reasonable routes.

Given the significance of road functions, further traffic analysis is recommended at the following intersections to investigate potential safety or operational upgrades that would provide network benefit:

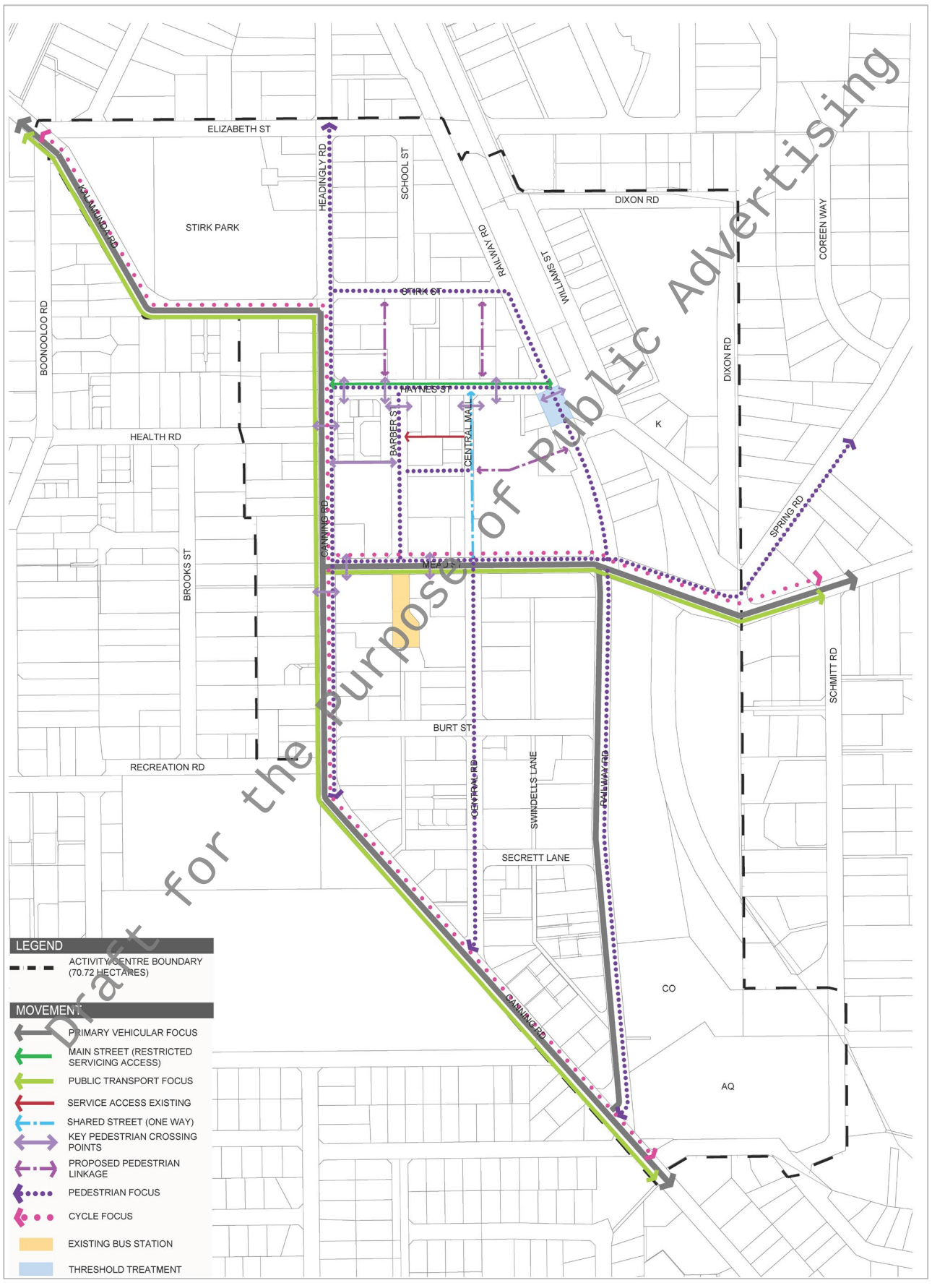
- Canning Road / Railway Road intersection
- Canning Road / Recreational Road intersection.

It is anticipated that upgrades to these two intersections would include, but not be limited to the following:

- Channelised right turn treatments (short or full-length)
- Localised parking restrictions that would improve sight lines and allow vehicle passing
- Splitter island treatments on minor road legs including pedestrian refuge.

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Figure 29 – Movement Network Plan




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### 4.5.2.3. Road Network Connectivity

This activity centre plan proposes the following major changes to the existing road network arrangements (layout and connectivity):

- Central Mall reconfiguration to allow one-way vehicle movement
- Town Square threshold treatment.

These changes were identified in response to urban design and revitalisation priorities/goals, being:

- Improve amenity and of the activity centre area
- Improve market holding capacity.

Table 21 – Proposed Road Network Arrangements

| Investigation | Recommendation |
|---|---|
| **CENTRAL MALL** | |
| The Central Mall does not currently permit vehicle traffic between the Central Road (Kalamunda Central car park north of Mead Street) and Nestobrae Lane south of Haynes Street.<br><br>The Pedestrian Priority Zone (PPZ) / Shareway arrangement would differ to the current situation in that vehicles would be legally permitted to travel through the link formed between Mead Street and Haynes Street. Both north and southbound one-way options were examined.<br><br>The high-level findings of the north vs south review can be summarised as:<br><br>• A southbound arrangement would introduce:<br>– Operational impacts on Haynes Street as vehicles entering the Shareway would queue and block Haynes Street while they are waiting for opposing pedestrians and westbound traffic<br>– Operational and legibility issues at the Mead Street intersection which would be directly opposite the existing Central Road intersection, thereby creating an unsignalised four-way intersection<br>– Safety concerns as vehicles entering the Shareway from Haynes Street would turn across the southern pedestrian verge at higher speeds compared given the preceding road environment<br><br>• A northbound arrangement would provide:<br>– Flexibility for the intersection with Haynes Street to be reconfigured to left in/left out should this be desired to improve traffic flow and/or pedestrian safety. Sight distance would be achieved through the localised restriction of car parking in close proximity to the intersection<br><br>Safer interactions between vehicles and pedestrians given vehicles would only approach the conflict area | Whilst Perth specific examples are limited at this time, the PPZ / Shareway approach would be consistent with that recently approved by the City of Perth for the Hay Street Pedestrian Priority Zone project.<br><br>The urban design of the shared street should allow local traffic but discourage through or unnecessary trips. This can be achieved via a combination of the following:<br><br>• The PPZ/Shareway should be signed as a Shared Zone and vehicles accordingly be legally subjected to a 10km/h speed limit<br><br>• Adoption of design elements incorporating the following:<br>– Contrasting surface/pavement treatment which reinforces that it is not a typical road with threshold treatments at vehicle entries/exits<br>– Flush levels between pedestrian spaces and shared spaces<br>– Bollards, paving and other streetscape furniture delineating exclusive pedestrian spaces from shared vehicle/pedestrian spaces<br>– Limited shared space width so as to reinforce low traffic speeds<br>– Constrained number of parking and loading opportunities -<br>▪ Parking only for persons with a disability or special purpose, i.e. emergency vehicles<br>▪ Loading only during pre-determined periods and taxi/rideshare at other times of day. |

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| Investigation | Recommendation |
|---|---|
| from the 10km/h Shareway, perpendicular to Haynes Street with good sight lines<br>• The north and southbound arrangements are similar with respect to:<br>– Their convenience and ability to service fronting development<br>– Their ability to connect with the Central Mall that extends to Barber Street.<br>Whilst the reconfiguration of the pedestrian Central Mall isn't required to address or mitigate traffic or transport issues, it is seen to improve or provide for the following:<br>• Increased amenity for pedestrians and cyclists given the higher standard of urban design and activation<br>• Potential for more convenient loading opportunities for fronting/nearby businesses<br>• Potential for improved parking opportunities for persons with a disability<br>• Potential for pick-up/set-down facilities for taxis and ride-share. | |
| **TOWN SQUARE** | |
| The raising of the Railway Road pavement surface between Haynes Street Williams Street has been investigated as an urban design treatment to improve pedestrian connectivity east of Haynes Street and which could be closed to vehicular traffic during events. The treatment would be approximately 40m in length.<br>Traffic and pedestrian surveys undertaken in 2018 indicate traffic demands on Railway Road immediately south of Haynes Street exceed 400-500vph for the majority of the day whilst pedestrian movements are generally low.<br>When closed to traffic during events, traffic otherwise using this segment of Railway Road would be required to divert via other routes north-south routes including either/both Canning Road and Williams Street. At this time, it isn't understood how frequently, how long, and on what days this section of road could be closed in support of events. | A Traffic Management Plan should be prepared with supporting analysis to determine impacts and mitigation strategies associated with closing the segment of Railway Road during events.<br>The existing combination of traffic and pedestrian movements is not projected to change materially on typical (non-market/non-event days). Accordingly, the facility should not be signed as a Shared Zone as it the overwhelmingly majority of use is by vehicles and is not 'shared'.<br>Pedestrians crossing Railway Road would therefore do so as per a typical road crossing which could be accommodated within the raised segment. A lower speed limit is recommended in this zone to support amenity improvements.<br>• The design of the raised threshold should incorporate the following principles:<br>• Contrasting surface/pavement treatment<br>• Flush levels between pedestrian verge<br>• Bollards, paving and other streetscape furniture delineating exclusive pedestrian spaces roadway<br>• Limited road cross-section to reinforce low traffic speeds |

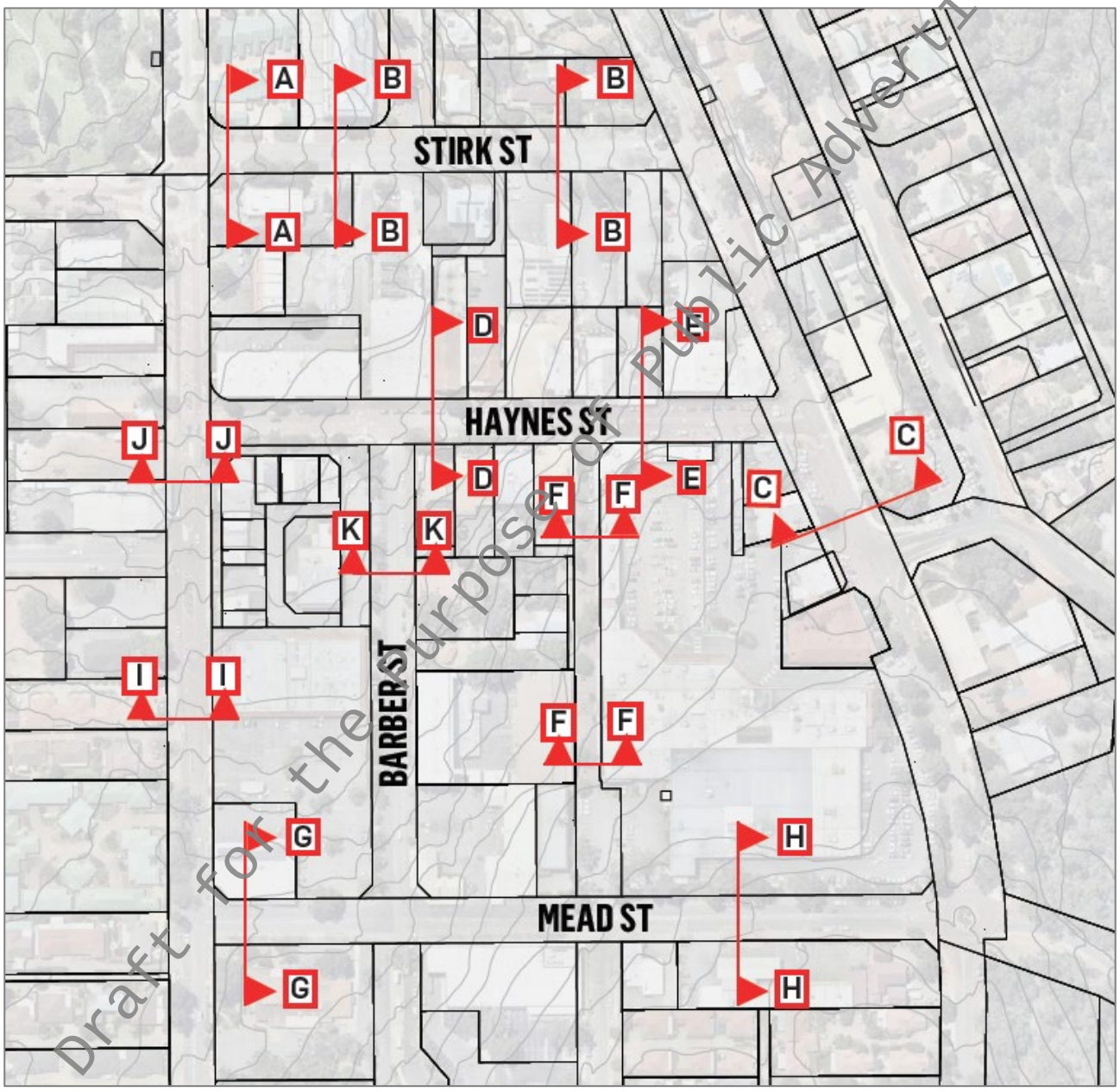
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### 4.5.2.4. Road Network Cross-Sections

The street/road cross-sections introduced here and included at **Appendix F** have been developed in response to the urban design priorities and also such that they are appropriate with regards to the anticipated function and demand of the roads/streets.

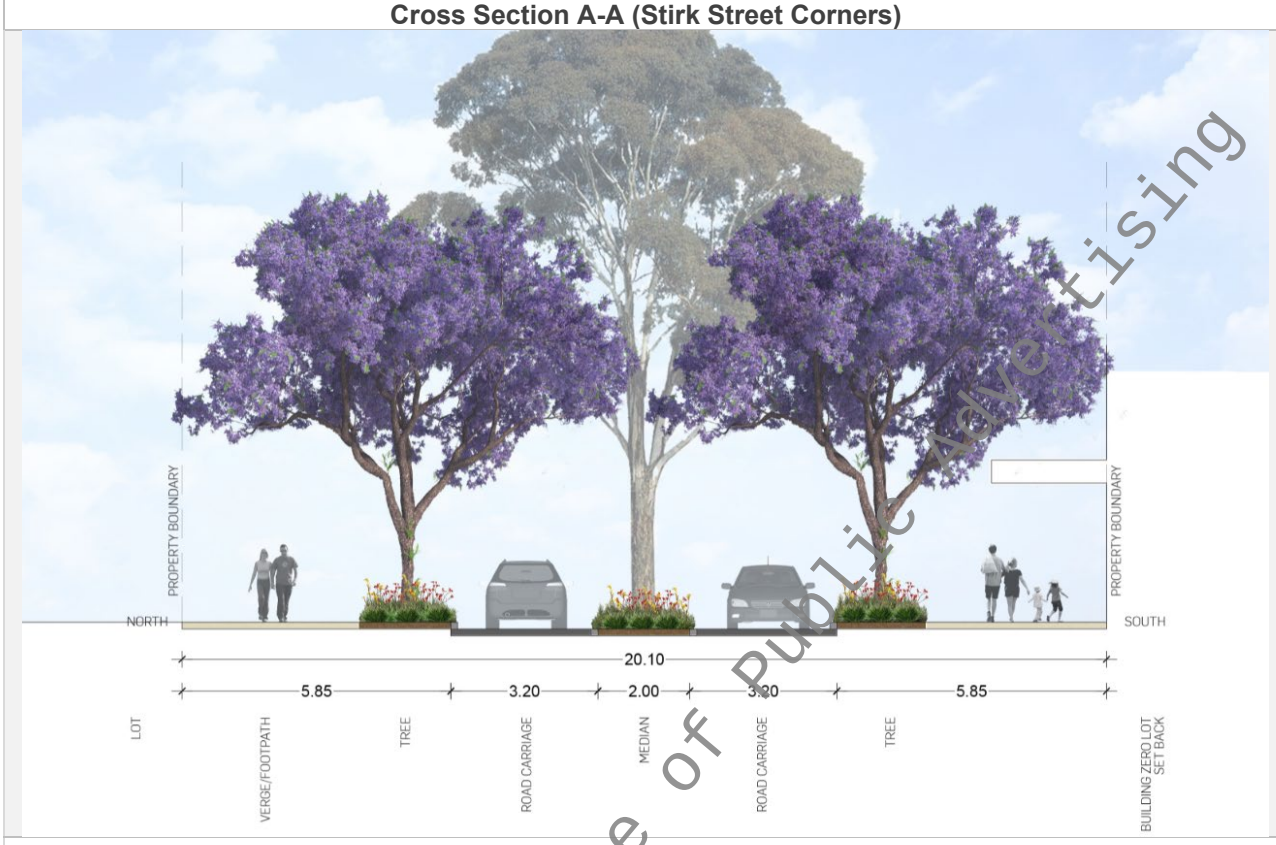
A Cross Section Reference Map is provided in **Figure 30** for ease of reference.

Figure 30 – Cross Section Reference Map




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**Cross Section A-A (Stirk Street Corners)**




- Wide verges to encourage shared pedestrian and cyclist use
- 2m wide median to provide separation between conflicting traffic streams and to provide a refuge for crossing pedestrians

**Cross Section B-B (Stirk Street)**




- Wide verges to encourage shared pedestrian and cyclist use
- 2m wide median to provide separation between conflicting traffic streams and to provide a refuge for crossing pedestrians
- Parallel on-street parking to cater for retail tenancies to the south and residential properties to the north

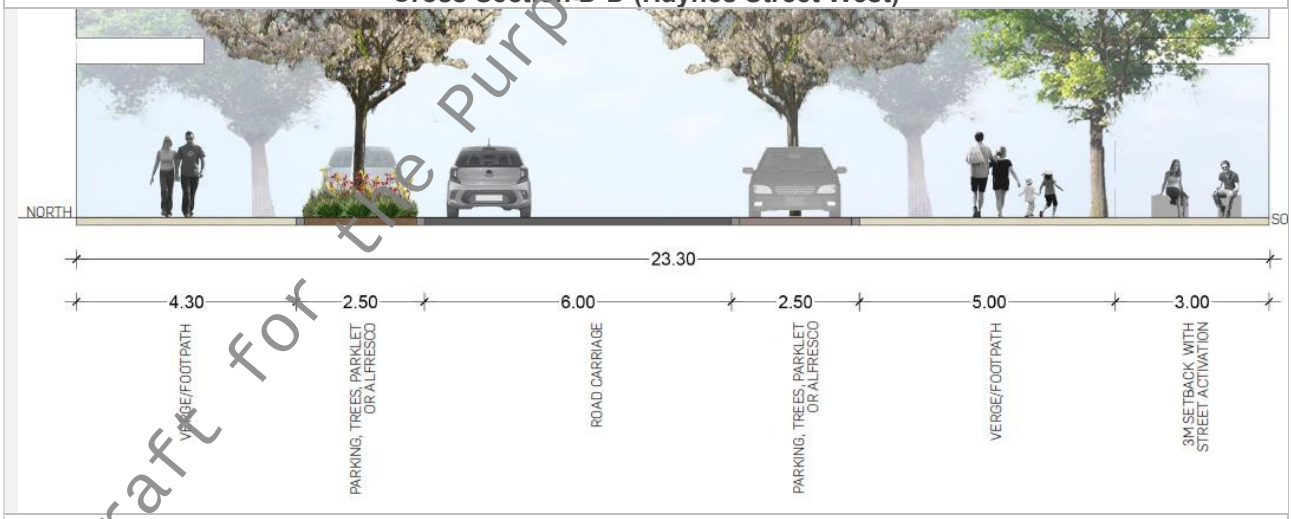
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**Cross Section C-C (Railway Road)**




- Wide verges to encourage shared pedestrian use alongside community facilities
- Wider than standard verges to allow for off-street cycle travel (potential protected lane) in lieu of an on-street lane
- Parallel on-street parking to cater for retail tenancies and community facilities
- Threshold treatment and shared space to town square to allow for community events.

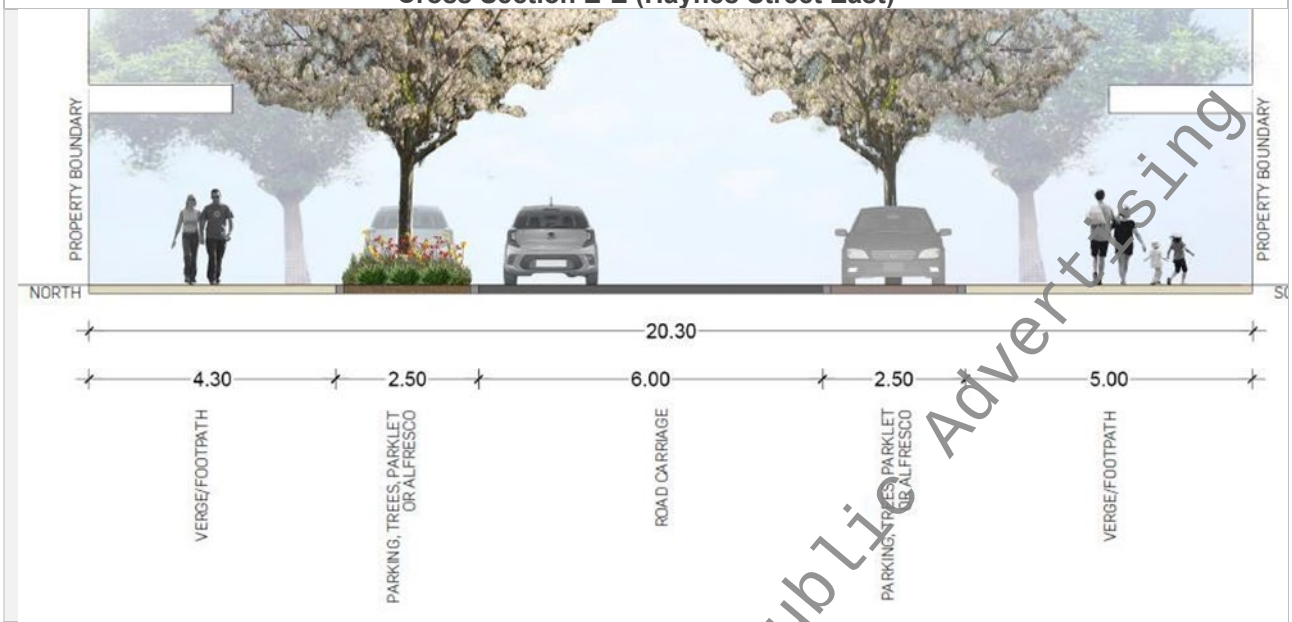
**Cross Section D-D (Haynes Street West)**




- Increased verge width for potential alfresco spill for tenancies along this section
- Parallel on-street parking to cater for retail tenancies and food and beverage locations
- Suggest lower speed environment than surrounding streets to increase awareness for all users

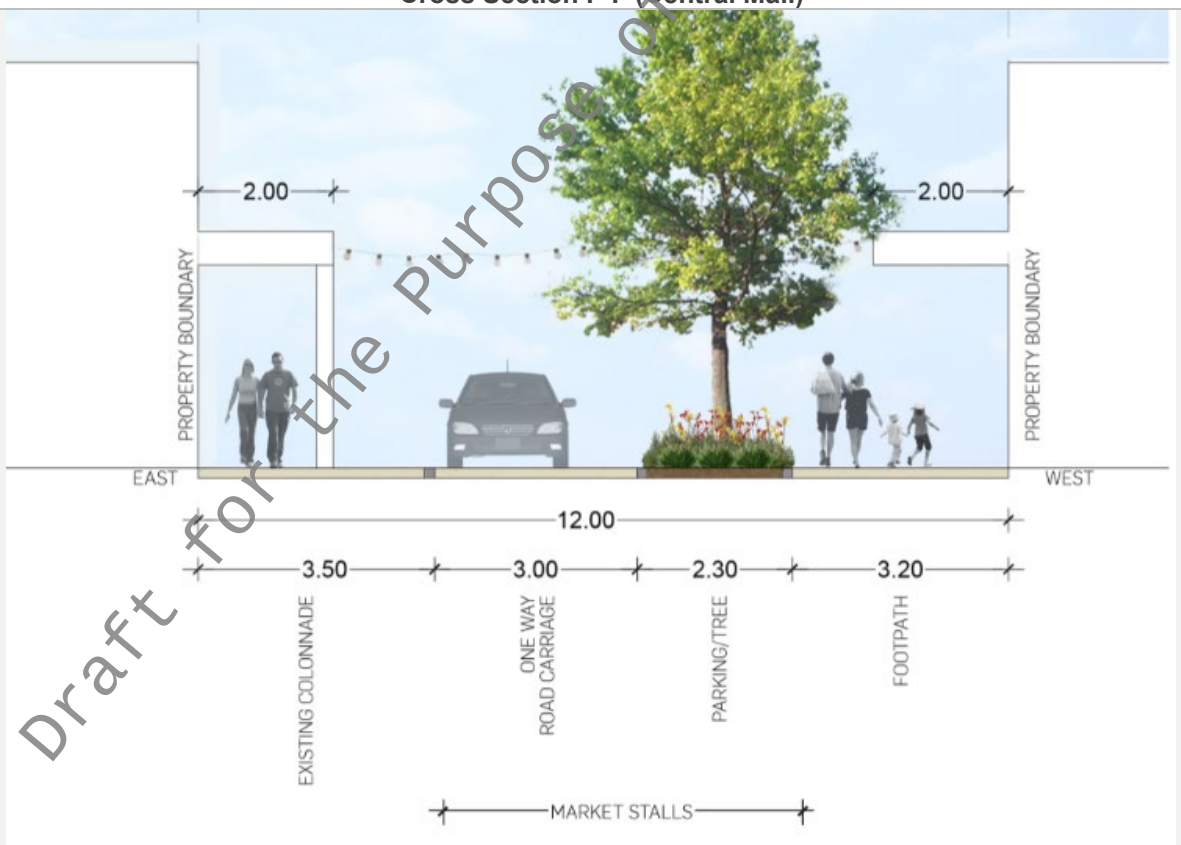
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**Cross Section E-E (Haynes Street East)**




- As Above

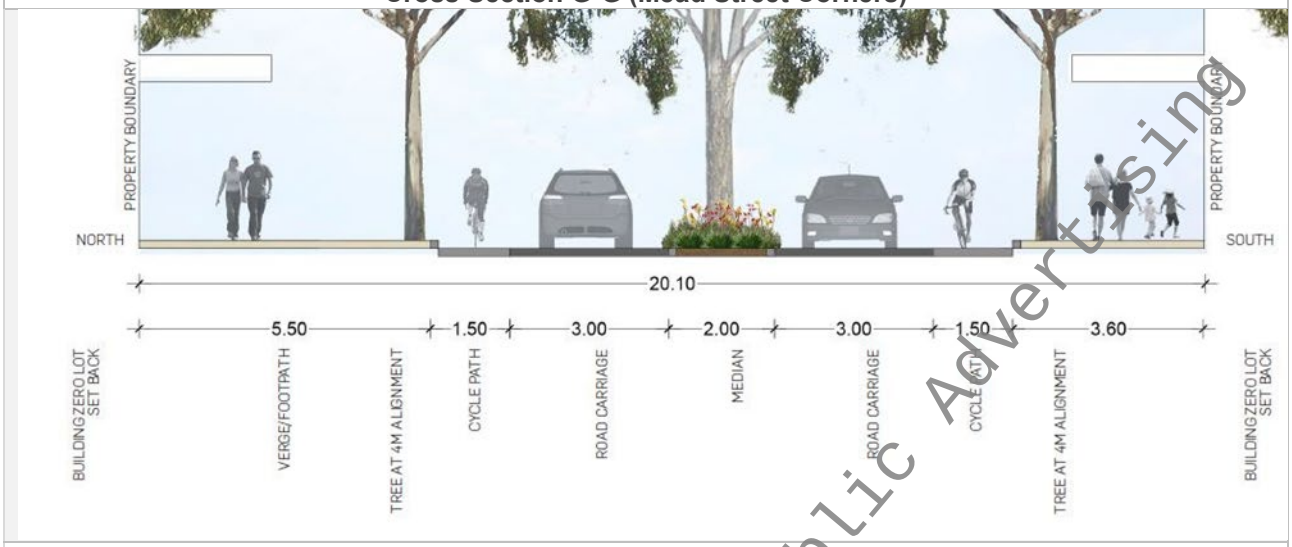
**Cross Section F-F (Central Mall)**




- Single southbound travel lane for vehicles
- Consistent pavement treatment across footpaths and road carriage to emphasis shared user environment
- Limited parking spaces to discourage unnecessary through-traffic
- Limited shared space width so as to reinforce low traffic speeds

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**Cross Section G-G (Mead Street Corners)**




- Dedicated 1.5m on-street cycle lanes to facilitiate higher demand along this major east-west connection
- 2m wide median to provide separation between conflicting traffic streams and to provide a refuge for crossing pedestrians

**Cross Section H-H (Mead Street)**




- Dedicated 1.5m on-street cycle lanes to facilitiate higher demand along this major east-west connection
- 2.5m parking lane allowance provides a buffer between cycle and parked vehicles that would allow a reduction to the risk of bicycle collision with car doors
- 2m wide median to provide separation between conflicting traffic streams and to provide a refuge for crossing pedestrians
- Single parking lane to provide access to retail tenancies and activity centre core to the north

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**Cross Section I-I (Canning Road)**




- Dedicated 1.5m on-street cycle lanes to facilitiate higher demand along this major north-south connection
- 5m wide median to provide separation between conflicting traffic streams and to provide a refuge for crossing pedestrians.
- Median will also accommodate dedicated turning lanes where required.

**Cross Section J-J (Canning Road)**




- As previous section
- Dedicated separated footpath for highly utilised north-south pedestrian connection to the activity centre core

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**Cross Section K-K (Barber Street)**




- Provision for long vehicle parking and loading zone along western frontage to service surrounding tenancies
- Retention of existing Australia Post parking and circulation aisle along the western section
- Wide footpaths on both sides to accommodate pedestrian movement to existing bus terminal from Haynes Street.

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### 4.5.2.5. Pedestrian Facilities

A series of pedestrian facilities improvements are warranted in response to existing deficiencies and also the increased demands likely to result from the activity centre plan improvements. There is existing demand and potential increased demand for pedestrian trips between the following key land uses/destinations:

- Zig Zag Gallery and community services
- Bibbulmun Track entrance
- Coles Kalamunda and surrounding shops
- Kalamunda Bus Station
- Stirk Park
- Kalamunda IGA
- Jack Healey Centre
- City of Kalamunda offices
- Community pool
- Kalamunda High School
- Zig Zag Heritage Trail

The desire lines generated from the connection of these major uses has been illustrated on **Figure 29**, which highlights key pedestrian crossing locations along the central road network. A summary of investigations and proposed recommendations for pedestrian facilities is provided in **Table 22**.

Table 22 – Proposed Pedestrian Facilities

| Investigation | Recommendation |
|---|---|
| In 2018, GHD undertook a study assessing the suitability of several pedestrian crossings within the town centre, principally on/near Haynes Street. The GHD Pedestrian Crossing Assessment report included traffic and pedestrian surveys and evaluated the demand of the eight crossing locations<br><br>The GHD assessment concluded that none of the eight crossing locations strictly met the minimum demand thresholds for combined pedestrian and vehicle iteration that would warrant a line marked zebra crossing.<br><br>Furthermore, it has been identified by site observations that pedestrian crossing facilities are inconsistent in their location, design (dimensions and line marking/signage).<br><br>It is considered critical that pedestrian crossing facilities are improved such that they are as consistent across the activity centre area so that users (motorists and pedestrians) are aware of their responsibilities and intended actions do not require site specific interpretation on a case by case basis. | In addition to the rectification of the issues identified in the GHD pedestrian crossing study, SLR has identified a number of recommended upgrades to each of these key crossings based on the future demand anticipated throughout the activity centre.<br><br>All crossing locations, except those located on Canning Road should comprise the following elements:<br>• Install TGSIs at all crossing points<br>• Raised crossing with contrasting pavement treatment<br>• Reduced crossing distance with kerb build-outs and lane narrowing<br>• Parking restrictions on approach/departure to improve sight lines.<br><br>It is recommended that all crossing locations on roads of similar function incorporate a consistent form so that users (motorists and pedestrians, etc.) expectations and behaviours are consistent. This will reduce confusion when comparing the current arrangements which consist of many different crossing treatments. |

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### 4.5.2.6. Cyclist Facilities

Previous studies and planning documents prepared on behalf of the City have outlined recommended improvements to the bicycle network. These studies, in combination with site observations and investigations have informed the activity centre plan bicycle network. A summary of investigations and proposed recommendations for cyclist facilities is provided in **Table 23**.

Table 23 – Proposed Cyclist Facilities

| Investigation | Recommendation |
|---|---|
| The City of Kalamunda Bicycle Plan identifies Canning Road and Railway Road as Strategic routes which *"provide safe and direct connections between Principal Routes and major trip generators such as shopping centres, industrial areas or major health, education, sporting and civic facilities"* (City of Kalamunda 2017). The Plan also defines Central Road and Headingly Street as a Safe Active Streets which are lower order, lower speed (<30km/h) routes where cyclists and vehicles share the street pavement.<br><br>SLR Consulting sourced bicycle demand data from Strava to supplement the demands surveys collected by Cardno in their City of Kalamunda Bicycle Plan technical reporting. The Strava heat map data has been evaluated with recognition made of the fact that cyclists who typically use and post ride data to Strava are recreational or 'sport' cyclists, not commuters of convenience cyclists. Accordingly, certain routes may be overrepresented in terms of their relative use, i.e. mountainous ride favoured by recreational cyclists.<br><br>It is evident from the bicycle data that there is a significant demand for trips along Canning Road, Mead Street, and Railway Road. Other, lower order connections cater for lower levels of rider demand and can be typically described as local or parallel routes. | Whilst the Cardno technical report and City of Kalamunda Bicycle Plan do not identify specific facility upgrades within the activity centre plan area, a number of road segments have been identified that warrant improved on-road facilities including:<br><br>• Canning Road: dedicated on-street bicycle lanes<br>• Mead Street: dedicated on-street bicycle lanes<br><br>Whilst the Cardno technical reporting and City of Kalamunda Bicycle Plan do not identify upgrades on these specific segments, the installation of on-street facilities would be consistent with their designation as Strategic Routes (Canning Road) and an extension of a Training Route (Mundaring Weir Road).<br><br>The designation of these dedicated on-street facilities is supported by the existing demand data that identifies this route as one of the most trafficable roads within the activity centre plan area.<br><br>The design treatment recommended for Canning Road is consistent with that proposed in the Bicycle Plan for another segment approximately 500m south of the activity centre plan area. The delivery of similar treatments on this route would ensure continuity for all road users, minimising the risk of unnecessary conflict.<br><br>The road hierarchy and cross-sections respectively illustrate the extent and form of the recommended on-road cycle lanes(refer **Figure 28, 29** and **Appendix F**) .<br><br>Dedicated, on-street facilities are not strictly warranted on other roads/streets. An approach consistent with the previously defined Safe Active Streets would be reasonable on other lower order, connecting streets where speeds and demands permit, i.e. Central Road, Burt Street, Haynes Street, Stirk Street, Headingly Street, Heath Road, and Elizabeth Street. |

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## 4.5.3. Car Parking

### 4.5.3.1. Existing Utilisation

Car parking surveys completed in 2011 by Shawmac indicate that whilst some parking areas were well utilised during peak periods, i.e. (75-100% occupancy), the cumulative peak demand observed across the wider activity centre plan area was relatively low and did not exceed ~60% of the available supply. The parking demand profile surveyed by Shawmac in 2010 in addition to three discrete desktop observations made by SLR Consulting using aerial imagery concluded to the following observations:

Weekday Demand

- On and off-street parking demands across the activity centre area did not exceed 60%
- Despite observations being made across a period of several years and on different days, the occupancies are generally consistent
- The demand profile is reasonably flat between 10AM and 3-4PM.

Weekend Demand

- On and off-street parking demands across the activity centre area did not exceed 60%, even on market days
- Despite observations being made across a period of several years and on different days, the occupancies are generally consistent albeit there is greater variance when compared to the weekday sample
- The demand profile has a pronounced peak occurring at 11AM and demands taper off into the afternoon/evening. SLR desktop observations confirm that the profile is less consistent than that reported for the weekday sample.

Many of the on-street parking supplies were surveyed as having peak occupancies in the order of 40-75%. Typically, on-street parking is much more heavily used and this result indicates that there is an oversupply of street parking. Based on the quantitative 2011 car parking demand surveys and a qualitative review of the activity centre plan area, there also appears to be an oversupply of off-street car parking within the study area.

Consistent with the Shawmac findings, the expanded desktop observations made by SLR Consulting also confirm that the current/recent demand for car parking is materially lower than the available off and on-street supply. Peak weekday parking utilisation approaches 70-80% only for a few zones.

It is evident that parking demands are higher on weekends, particularly during market events. Parking occupancy approaches 90-100% in central areas on market days; however, it is still <50% in outer zones. Accordingly, it can be determined that:

- The demand for parking on weekdays and non-market weekend days is comparatively low, lower than that which can be determined in accordance with the Planning Scheme rates
- The demand for parking on market weekend days is significantly higher than other days, however, there is still underutilised parking available in the outer zones of the study area.

The 2011 Opus study identified that for core, a theoretical parking requirement of 1,987 spaces when calculated in accordance with the then current planning scheme. This equated to a requirement rate of 6.1 spaces per 100sq.m of then current floor area.

For the same core, Opus also identified an off-street parking supply of 1,575 spaces which equated to a supply rate of 4.8 spaces per 100sq.m of combined use. The SLR desktop audit relied on aerial imagery and hence may be prone to some survey error. To address this issue, the same aerial imagery review process was also undertaken for the 2011 situation so the observable difference could be quantified.

This approach identified only minor changes in the available off-street car parking supply within the core. The most significant change occurred as a result of the development of Central Heights at 10 Barber Street which redeveloped a pre-existing at-grade car park. For the purposes of this study, the supply rates are assumed to be generally the same given there has been an opposing increase in floor area.

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### 4.5.3.2. State Planning Policy 4.2 Comparison

The SPP 4.2 Activity Centres for Perth and Peel describes a sustainable car parking rate of provision:

- 2 spaces per 100sq.m for showrooms and office
- 4-5 spaces per 100sq.m for shops

Based on the car parking studies completed to date, the existing rate of requirement and supply for parking exceeds these rates within the activity centre.

### 4.5.3.3. Local Government Car Parking Rate Comparison

A comparison of the planning scheme requirements/rates for car parking provision has been undertaken with regard to the City of Kalamunda and a selection of other Western Australian local government areas.

The reason for the review or benchmarking is due to the Shawmac and SLR parking demand assessments both confirming that the actual car parking demand is significantly less than that which would be required in accordance with the City's Planning Scheme.

The comparison found that the City of Kalamunda Local Planning Scheme rates are comparable to those required in other local government areas.

### 4.5.3.4. Recommendation and Strategies

Generally, the City of Kalamunda Planning Scheme rates are comparable to those required in other local government areas; however, based on the level of current parking oversupply, it may be reasonable that some of the land use rates are reduced. The combined rate of existing requirement and supply are higher than that noted in SPP 4.2.

It is recommended that local planning scheme rates be reduced based on the comparative requirement stated in other planning instruments, and also the parking study results which confirm an existing oversupply of parking.

Whilst the determination of a suite of land use parking rates requires a further parking study to be undertaken, it would be reasonable to adopt an upper limit range rate of 4.5 spaces per 100sq.m for retail uses and 2 spaces per 100sq.m for office uses. These rates represent a reduction in the requirement and supply parking rate approximating 7-40% respectively.

On the basis of the above, the overall parking strategy for the activity centre is as follows:

- Provide an integrated set of land uses that will enable reciprocal parking, thereby reducing overall demand
- Transition towards more consistent seven-day trading as opposed to the current weekday and weekend disparity arising from market led trade, assisting to spread traffic and parking demands over an extended period
- Prepare, implement and commit to a parking management strategy
- Prioritise the provision (location and quantum) for older persons and those with disabilities in response to the current and projected Kalamunda demographics
- Conceal parking in basements and behind or above street level to promote an active street environment and one that reduces significant at-grade car parking supplies.

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# 4.6. SERVICING

An Engineering Servicing Report has been prepared by JDSi Consulting Engineers provided at **Appendix C** and summarised below.

## 4.6.1. Sewer

### 4.6.1.1. Existing Situation

The Water Corporation owns and maintains the sewerage reticulation system across the Perth Metropolitan area.

The activity centre plan area posseses several operational Water Corporation gravity sewer lines and two privately owned pump stations. There is the potential for existing sewer lines to be extended in order to service all lots within the activity centre plan area. Currently the sewer network in the area is collecting and flowing downstream west. An investigation would need to be undertaken to determine what amendments to the existing sewer infrastructure would be required to service additional lots and increased lot densities.

All sewer lines in the activity centre plan area are standard DN150 PVC pipe, with the exception of a single DN300 gravity line extending from the Kalamunda District Hospital (to the North East of the activity centre plan area), south along Williams Street, across Haynes Roadd and finally exiting the area to the west.

### 4.6.1.2. Current Planning

Whilst the Water Corporation has planning in place across the Perth Metropolitan region, it requires updating as revised re-zoning and planning occurs to ensure additional loads are taken into account. The Water Corporation has carried out a review of the current planning based on the forecast dwelling numbers and developable areas for each of the precincts, and has advised of required upgrades for the ultimate development.

### 4.6.1.3. Future Requirements

The Water Corporation's adopted, long term wastewater planning for the Kalamunda Sewer District is attached in Appendix A of the Engineering Services Report (**Appendix C**). The green linework shows the various sub-catchments and assumed SDFs based on ultimate flows arising from the full development at th zonings and density codings shown in the City's current Town Planning Scheme.

The capacity limits of the various 150mm and 225mm retic. sewers will be based on the gravity hydraulic characteristics of gravity sewers (150 sewers typically can accept up to 6 L/s SDF depending on grade; 225 sewers can accept up to 22L/s SDF depending on grade).

JDSi have overlayed the Water Corporation sub-catchments and assumed SDF flows onto the activity centre plan, and it appears the long-term flows from the full development of the proposed land uses can be accommodated in the downstream gravity sewers. However, this would need to be confirmed by Water Corporation following a review of the entire Kalamunda sewer planning at some point in the future should the zoning changes be accepted and included in a revised LPS 3.

## 4.6.2. Water Supply

### 4.6.2.1. Existing Situation

The water supply assets with the activity centre plan area are owned by the Water Corporation. No water supply assets owned by other potable water providers were identified by Dial Before You Dig (DBYD) checks of the activity centre plan area. The activity centre plan aera is currently well serviced by a network consisting of steel, cast iron and asbestos cement pipes.

Of note, there is a DN460/535/610 steel distribution main running north to south through site towards a water storage facility in the south-east corner. Streching from Headingly Rpad, down through Barber Street, Central Road and Canning Road and acoss Collins Road.

### 4.6.2.2. Current Planning

The Water Corporation undertook a review of its current water distribution network across the a large portion of the Perth Metropolitan Region as part of their Pressure Management Program, and are looking at implementing District Metered Areas (DMA's) to help identify where losses in their system may be occurring. A DMA is defined as a discrete part of a water distribution network, and is created by closing boundry valves or permanently disconnecting pipes to neighbouring areas. This will then allow the Water Corporation to control and meter water into a particular DMA in order to calculate the water balance for that area. This in

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turn will help to identify any losses within a particular system to allow the Water Corporation to prioritise any maintenance and upgrade works required.

#### 4.6.2.3. Future Requirements

Water Corporation have advised that it is not possible to determine if any of this network will need to be upgraded to support servicing of the land use categories indicated in this activity centre plan. Depending on the hydraulic demands of individual land uses or buildings, it is possible that some short sections of reticulation main may need to be upgraded, replaced, re-laid or duplicated as necessary.

In Water Corporation's experience, most domestic water services can be adequately provided off 100 or 150mm retic mains. In some instances, particularly with mixed use class buildings under the BCA, or high rise, multi-storey buildings, the fire servicing requirements under the BCA drive the need for a large domestic fire service which can't be provided off a 100mm main. In these cases, the developer/builder/landowner will need to fund and undertake a water reticulation Main upgrades.

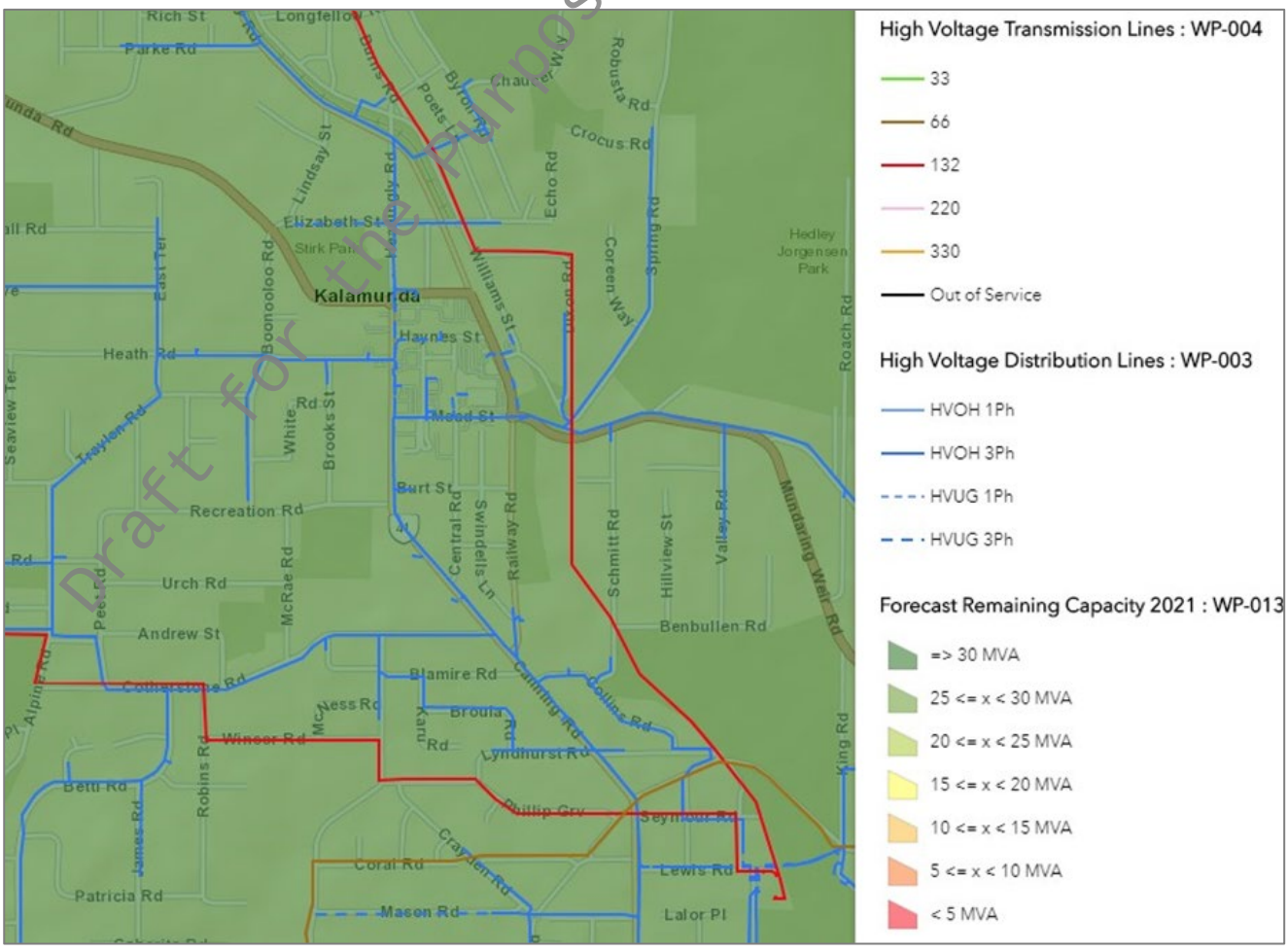
### 4.6.3. Power Supply

#### 4.6.3.1. Existing Situation

Western Power owns and operates the electrical supply network within the activity centre plan area and therefore all electrical supply equipment and cables will need to be installed in accordance with Western Power UDS specifications. Western Power's high voltage (HV) assets located within the activity centre plan area include an existing 132kV transmission line and several high voltage distribution line assets (refer **Figure 31**).

The activity centr eplan area currently uses a combination of overhead and underground power networks. To improve the amenity of the town centre overhead lines may be moved underground. As planning progresses, discussion with Western Power and the City of Kalamunda would need to occur regarding this.

Figure 31 – Power Supply Map




(Source: Western Power Network Capacity Mapping Tool, September 2018)

#### 4.6.3.2. Current Planning

Western Power regularly monitor their current network demand, and take into account proposed local government Structure Plans to forecast potential network shortfalls across their expansive network. While they currently have planning forecasts showing remaing capacity until 2036, Western Power will not allow the reservation of power supply for any future development. It is on a “first come, first serve” basis and, therefore, Western Power cannot advise with any certainty where the power supply to support the future development of the activity centre plan will come from.

#### 4.6.3.3. Future Requirements

Based on the forecast loading, JDSi has calculated the required power demand for the ultimate development of the KACP to be in the order of 37MVA. The Western Power Network Capacity Mapping Tool indicates forecasted capacity of the activity centre plan area to be in excess of 30 MVA in 2021, and remains over 30 MVA in the 2026 and 2031 projections. This suggests that there would be sufficient capacity to service a rise in power demand following an increase in density.

Western Power has advised they are willing to set up a working group with the City of Kalamunda to work through planning of the area and review timing of developments to better inform both the City and themselves of the future upgrades required, and to help plan the upgrades through either their future network upgrading program, or working with the City and developers should upgrades be required due to specific development projects.

### 4.6.4. Telecommunications

#### 4.6.4.1. Existing Situation

The National Broadband Network (NBN) rollout map indicates that the activity centre plan area is well serviced with NBN currently. Early discussions with NBN should be undertaken to ensure adequate servicing for future planning requirements.

In addition to NBN there is an Optus fibre cabling along the entire length of Railway Road continuing along Canning Road to the south. There is also widespread Telstra assets present throughout the activity centre plan area.

#### 4.6.4.2. Future Upgrades

NBN have advised they have capacity to meet the required demands of the activity centre plan as development occurs. It will assess each application on a case by case basis to determine load demand and will work with the developer to provide the relevant infrastructure.

General communication services for development will consist of the installation of a standard pit and pipe network in accordance with NBN Co guidelines and standards. The current design practice for road reserves, pavement and verge provisions will make adequate allowance for services including broadband in accordance with the agreed Utilities Service Providers handbook. There will be some local land requirements for equipment sites, similar to current provisions which will be accommodated at detailed subdivision stage. In addition to headworks charges for development works, developers will be required to cover the costs of trenching and ducting for the infrastructure, however NBN Co will cover the other costs of installing fibre infrastructure, including backhaul. All communication assets within the development will remain in the ownership of the provider and easements will need to be granted in favour of the service provider.

### 4.6.5. Gas

#### 4.6.5.1. Existing Situation

ATCO Gas infrastructure is well reticulated through the activity centre plan area. No High-pressure mains exist, however an extensive network of medium pressure 70kPa PVC lines and lot connections are present throughout the site. ATCO gas will provide additional advice on the capacity to service the subject area once proposed changes to the current planning are finalised.

#### 4.6.5.2. Future Upgrades

ATCO Gas has advised the existing gas network has capacity to supply most of the proposed growth. Any growth above current capacity has been identified in ATCO Gas’ forward planning, and reinforcement will be undertaken as part of standard network growth. This will ensure gas is available to this area as it grows.

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## 4.6.6. Drainage

### 4.6.6.1. Existing Situation

The City of Kalamunda does not have any planning / management strategies currently in place for drainage in the activity centre plan area. The City does however have plans to upgrade drainage within Barber Street, Haynes Street, Canning Road and Kalamunda Road. A portion of the proposed upgrade works have been completed to date.

### 4.6.6.2. Future Requirements

It is recommended that a detailed drainage study of the activity centre plan area is completed to provide guidance on any further upgrades that may be required to accommodate future development. It is recommended that this is carried out prior to any further road upgrades within the activity centre plan area to avoid potential reworks being required should drainage infrastructure require upgrading.

Discussions with the City of Kalamunda has indicated a desire for lot owners to manage their drainage within their lot (up to a 1 in 100 ARI event), with the City to deal with road and POS drainage. However, this approach is relatively onerous due to the very low permeability of the ground in the area. Large onsite storage tanks would be required with low flow outlets still needing to be permitted into the City's stormwater drainage network to allow for emptying of the on-site storage. Alternatively, it is recommended a developer contribution plan (DCP) be investigated to provide a framework to seek contributions from landowners/development to facilitate the maintenance/upgrades to the drainage network as required. Key Drivers & Recommendations

There are a number of key drivers and recommendations for a project the magnitude of the activity centre upgrade.

### 4.6.6.3. Key Drivers

The activity centre plan area is currently well serviced with power, water, wastewater, telecommunications and gas reticulation, based on the current land use status. However, the proposed increase in population, commercial and retail space, and associated increases in transport, energy and water use, as well as the incorporation of large public areas to attract more visitors to the area, are the key driver forces affecting the existing infrastructure capacities.

These drivers exert direct pressure onto these utilities and ultimately produce a number of challenges.

### 4.6.6.4. Overhead Power

While a number of overhead power lines have been converted to underground, there are still several HV & LV overhead lines within the activity centre plan area. These will restrict road upgrade and verge treatments, as well as greatly detract from the amenity of the area. JDSi recommend the City liaise with Western Power to discuss opportunities for inclusion in their future State Underground Power Program (SUPP). This program presents an opportunity to share the cost of undergrounding power between the State Government, Western Power, local councils and property owners.

### 4.6.6.5. Staging of Works

With over 50Ha of developable land being rezoned, and with a major portion of the area being owned by individual lot owners, staging of the works becomes a very complex situation. Should a majority of landowners wish to develop within a very short timeframe, a significant pressure would be put on a majority of services, forcing upgrades to be required earlier than would be expected through "organic growth". Western Power, ATCO Gas, and to a lesser extent the Water Corporation develop their forward works programs based on a steady rate of development. By staging the re-zoning of particular precincts, and reducing the "instant" impact on services, service reinforcements are more likely to be funded by the utilities as opposed to needing to be funded upfront by the developer.

### 4.6.6.6. Collaborative Approach

Due to the size of the proposed activity centre plan area and the impact it will have on multiple service provider assets, JDSi recommends a working group be formed between the City of Kalamunda and the relevant Authorities. This will enable open dialogue between all parties, and help identify required upgrades, critical timing of upgrades, and any potential fatal flaws or network modifications.

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# 4.7. ENVIRONMENT

## 4.7.1. Bushfire

A Bushfire Management Plan has been prepared by Strategen to support the activity centre (refer **Appendix C**).

### 4.7.1.1. Native Vegetation – modification and clearing

The majority of the project area comprises existing development and is either non-vegetated, or managed in a low-threat state (as per Clauses 2.2.3.2 (e) and (f) of AS3959 (SA 2009)). Remnant vegetation is limited to the eastern portion of the project area, and occurs in relatively large and intact parcels, as well as fragmented plots within private landholdings.

While the northern parcel of remnant vegetation (Lot 6 (no. 606) Dixon Road) is proposed to be partially developed for residential purposes, the remaining areas of remnant vegetation within the project area are proposed to be retained as 'Local Open Space', with the exception of isolated clearing which may be required to accommodate appropriate asset protection zones (APZs) or vehicular access.

Potential environmental impacts resulting from implementation of the proposal will be addressed in accordance with standard State and Commonwealth legislative requirements under the Environmental Protection Act 1986 and Environment Protection and Biodiversity Conservation Act 1999, during future planning and development processes.

In response to identification of the above environmental values, future development within the project area should aim to (where possible) avoid clearing of native vegetation through the strategic location of lot boundaries and building envelopes, as well as construction of dwellings to BAL-29 to minimise impacts from Asset Protection Zones (APZs).

### 4.7.1.2. Revegetation / Landscape Plans

No revegetation is proposed as part of the proposal. The Landscape Master Plan identifies future landscaping opportunities in the public realm. Any landscaping proposed in the vicinity of habitable buildings will consist of low fuel managed gardens and street scaping, consistent with Clause 2.2.3.2 (f) of AS3959. Any exceptions to this should be assessed on a case-by-case by case basis to ensure that the landscaping works do not introduce a bushfire risk to adjacent development.

### 4.7.1.3. Bushfire hazard levels (BHL)

The eastern portion of the project area was identified to have a predominantly 'Extreme' BHL attributed to the presence of Class A forest and Class B woodland within areas proposed as 'Parks and Recreation' and 'Residential' within the ACP. Low-threat and non-vegetated areas within 100 m of Class A forest and Class B woodland vegetation are considered to have a 'Moderate' BHL as a result of their proximity to bushfire fuels.

The eastern portion of the project area is predominantly non-vegetated or in a low-threat managed state. As such these areas have a 'Low' BHL' (refer **Figure 32** Pre-development Bushfire Hazard Level).

### 4.7.1.4. Bushfire hazard issues

Classified vegetation has been identified within the activity centre plan area and surrounding local area which has the potential to have a significant bushfire impact on proposed development if unmanaged . There is a considerable bushfire hazard associated with vegetation in the eastern portion of the project area within areas proposed to be retained as 'Local Open Space', as well as private landholdings to the east of the project area. Given the vast areas of national parks and State forest east of the project area, there is also significant landscape scale bushfire risk to the project area with the potential for extended fire runs through heavily vegetated forest.

As such, future development within 100 m of classified vegetation should incorporate suitable levels of defendable space, compliant APZs, access provisions, fire fighting water supply and increased building construction standards at the various bushland interfaces outlined above.

Following provision of these design measures, Strategen considers the bushfire risk and associated hazards are manageable through adoption of standard Guideline acceptable solutions.

### 4.7.1.5. Bushfire management measures

Given that the entire activity center plan area is currently identified as a bushfire prone area, any future strategic planning documents, strategic planning proposals, subdivision and development applications located within the project area will need to comply with the requirements of SPP 3.7 and the associated

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Guidelines. Ensuring compliance with SPP3.7 and the Guidelines will require implementation of the following measures:

- undertaking a BAL assessment (or BAL contour assessment) to support future subdivision and development applications, or building licences (developer/ landowner).
- ensuring future lots/ habitable buildings are located in an area which is not subject to a rating higher than BAL-29 (developer/ landowner).
- ensuring future lots/ habitable buildings can accommodate appropriate APZs (developer).
- ensuring occupants of future development areas are provided with two different vehicular access routes which connect to the public road network and provide safe access/ egress to two different destinations (developer).
- ensure that proposed public and private road/ driveway infrastructure is constructed in accordance with A3.1 to A3.7 of the Guidelines (where applicable; developer).
- ensure that firebreaks are installed in accordance with the Guidelines and the City's Fire Hazard Reduction Notice (developer/ landowner).
- ensure an appropriate water supply is provided to any future lots/ habitable buildings through either reticulated water supply or water tanks, in accordance with A4.1, A4.2 or A4.3 of the Guidelines (developer).

Additional management measures are also outlined in the Bushfire Management Plan depending on the nature of future development proposals.

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Figure 32 – Pre-Development Bushfire Hazard Level

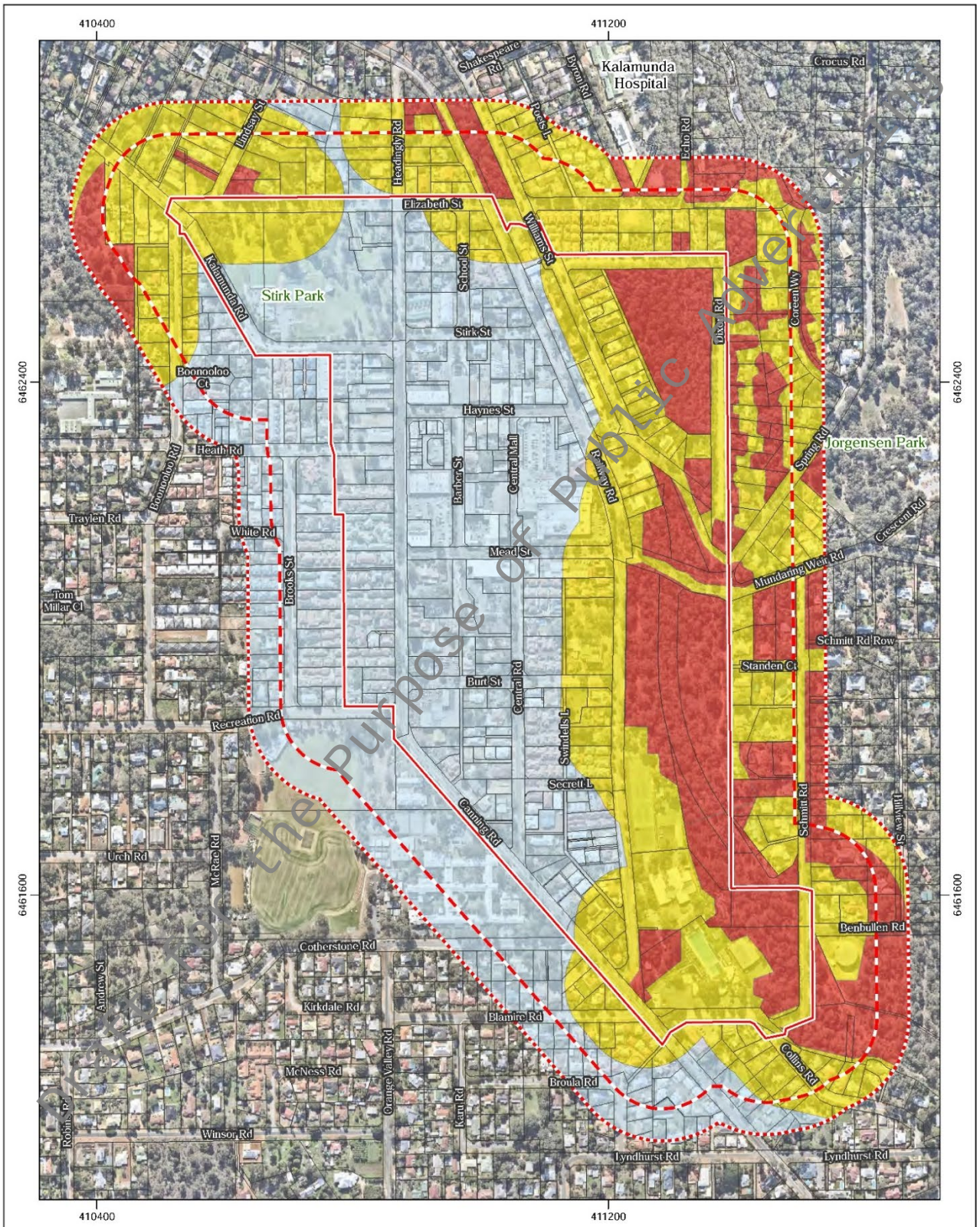



Figure 3: Pre-development Bushfire Hazard Level

Scale 1:8,000 at A4

0 80 160 240 m

Coordinate System: GDA 1994 MGA Zone 50
Note that positional errors may occur in some areas
Date: 4/09/2018
Author: vdinh
Source: Nearmap: Aerial imagery, flown 06/2018. Client: Project area, 09/2018.

Legend

Cadastre
Project area
100m assessment area
150m assessment area

Bushfire Hazard Level

Extreme
Moderate
Low

strategen ENVIRONMENTAL

## 4.7.2. Heritage

A Historical and Aboringal Heritage Baseline Assessment has been prepared to support this activity centre plan (refer **Appendix E**). The following section provides a summary of the potential historic heritage and Aboriginal heritage issues that may impact on future development in the activity centre plan area.

Historical Heritage

There are a number of known historic heritage places within the activity centre plan area that are included on the WA State Register, and the Kalamunda Municipal Inventory. These places are identified within the Historical and Aboriginal Heritage Baseline Assessment (refer **Appendix E**). Where future development is proposed, including new development adjacent to heritage places, internal refurbishment of heritage places, or proposed demolition of heritage places, impact assessments will be required to be prepared and approved by the relevant level of government prior to any works taking place.

The Kalamunda and District Historical Society manages a heritage trail in the town. Consideration could be given to consultation with the Society to investigate further interpretive opportunities in the future.

Aboriginal Heritage

The activity centre plan area is generally developed, and as such future works within these developed areas is unlikely to impact on any unknown Aboriginal sites.

However, there are undeveloped areas within the activity centre plan area where potential for Aboriginal cultural heritage significance to remain. Therefore, it is recommended that a full Due Diligence Assessment be prepared in accordance with the Due Diligence Guidelines to provide a more comprehensive understanding of the boundaries and significant aspects of the Registered sites 25023 (Poison Gully Creek) and 3758 (Helena River) and whether any future works or development of the activity centre may impact on cultural values.

A scarred tree has been identified in the undeveloped land in the north-east of the activity centre plan area. Its current condition is unknown. The eastern boundary of the activity centre plan area includes two sections of relatively undeveloped land, which is mapped as native vegetation. There is potential for previously unknown tangible Aboriginal heritage sites, such as artefact scatters, to be present in these areas.

Where future works to those undeveloped areas is proposed, an Aboriginal heritage survey should be undertaken to assess its potential for Aboriginal heritage sites. The provisions of the NSHA are understood to apply if survey is proposed. Where works are proposed in the north-eastern undeveloped land, the scarred tree should be located and recorded if impacts to it are proposed.

There are complex issues in the south west regarding native title, ILUAs and the Settlement. The application by the Whadjuk for registration of their ILUA is pending. It is recommended that consultation occur with the Land, Approvals and Native Title Unit of the Government of Western Australia, to understand and keep up to date with the progress of the ILUA, and associated future implications.

It is recommended that known heritage places, including their heritage curtilages be mapped and recorded appropriately. Consideration should also be given to consultation with the Kalamunda and District Historical Society and the Whadjuk People, to identify any sites of value within the activity centre plan area that have not been included on heritage registers and to explore any opportunities for interpretation of the heritage values of the area in the future activity centre.

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## 4.7.3. Sustainability

The sustainability of the Kalamunda activity centre will be driven by its efficient urban design and complementary mixture of land uses, resulting in more effective use of land and encouraging efficient means of transportation. Innovation on an ongoing basis will provide opportunities for reducing waste and using resources more efficiently. Development incentives outlined in the BFDG considers extraordinary sustainability features as a key element to seeking development bonuses.

The sustainability and resource conversation measures in **Table 24** are encouraged for all development in the activity centre.

Table 24 – Sustainability Measure

| Means | Measure |
|---|---|
| Transport | The centre will offer sustainable development through:<br>• The provision of an urban structure conducive to walking and cycling by concentrating core activities in a pedestrian friendly environment<br>• A land use mix that promotes cross visitation and reduces the need for intra-centre car trips.<br>• The centre being located on bus routes.<br>• reduction in on-site car parking standards.<br>• Requirements for bicycle parking and end of trip facilities. |
| Water | The minimisation of water usage will be ecoouraged through the use of water efficient fittings and the incorporation of waterwise plants into landscape designs.<br>Whilst not required, there may be opportunities in individual developments for the innovative use of greywater and/or stormwater. |
| Energy | To achieve effective passive solar outcomes and efficient solar energy collection, the massing and layout of new buildings must consider the arc of the sun as a primary design consideration. Any new proposals should carefully consider the repercussions of design decisions on solar access to communal open space, internal living spaces, as well as the overshadowing impact on adjacent properties and buildings.<br>Design proposals should strive to protect solar access to solar panels on adjacent buildings and avoid overshadowing primary outdoor spaces and courtyards on adjacent properties. |
| Materials and Waste | It is important to acknowledge that all constructed elements within the private and public realm will have an embodied energy (the fuels/power, materials, human resources etc) that was used to produce and install them. Along with this, all built items will ultimately be removed or degrade naturally.<br>Factoring this into the choices of materials and the sources of those materials, will be essential to ensure that the redevelopment is as sustainable as possible, not just in regard to the immediate environment but also globally.<br>There is opportunity to implement native seed collection and propagation to provide provenance specific species suitable for landscape plantings. Other opportunities exist to capture and re-use materials from the area, such as local timber from maintenance works, rock and boulders, transplants of suitable trees and shrub and site mulch. |

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# 4.8. LANDSCAPE MASTER PLAN

A Landscape Master Plan has been prepared to support the vision for Kalamunda activity centre by interpreting a consolidated set of townscape improvement opportunities that will underpin the successful evolution and growth of the town centre (refer **Appendix H**).

The Landscape Master Plan provides a guiding document to assist the City of Kalamunda in the prioritisation and delivery of a capital works program to the benefit of the local community, retailers and visitors. The Landscape Master Plan has been informed by community engagement, detailed site assessment, literature review and case studies.

The following list outlines projects or partial projects that could be delivered by the City without significant expenditure. This is in recognition that the time and cost that could be attributed to the entire list of elements and strategies is above the capacity of the City of Kalamunda's current funding and staffing, which will necessitate a Feasibility Framework being devised to tackle this project. The projects identified below will enable the City to demonstrate to the community and stakeholders their commitment to realisation of the Master Plan prior to detailed feasibility studies.

- Trial event closure of Railway Road in conjunction with community event or markets within the town square precinct.
- Undertake tree planting within existing medians on Canning road.
- Introduce seating along Haynes street. This seating can be relocated or re-used when upgrade works commence.
- Upgrade and install pedestrian crossings in accordance with the Kalamunda Activity Centre Transport Assessment.

**LEGEND**

1. Town Square
2. Public art focal point
3. Shared street
4. Main street
5. Corner park activation and way finding
6. Bus bay relocation and Barber St Piazza
7. Green park upgrades
8. Central lane activation
9. Town centre entry paving nodes
10. 'Green' streets
11. Heritage/Civic precinct
12. Main street entry treatment




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# 4.9. ACTIVITY

An Employment and Retail Analysis has been prepared by Urbis at **Appendix D** to support the development of the activity centre plan. The analysis is intended to provide the context and evidence base for the activity centre plan and to provide guidance on the appropriate quantum and timing of future floorspace provision within the town centre.

This analysis explores key demographic factors, household types, income distribution, dwelling distribution and population projections. The purpose of this task is to understand the current and future retail needs of local residents.

The key findings are summarised below with detail provided in the following sections.

- **Convenience Offering:** The Kalamunda activity centre currently accommodates a mixture of stand-alone retail stores, small multi-tenancy retail properties and the Kalamunda Central Shopping Centre. The vast majority of retail shops are considered to be convenience retail offerings which is a reflection of the relatively low level of population density within Kalamunda and surrounds and the proximity of higher order centres (e.g. Midland).
- **Low Development Activity:** The activity centre was estimated to have 20,700sq.m of retail floorspace as of 2017. The only notable growth in retail over the past decade is an ALDI store (equivalent to 1,600sq.m). Unlike many of Perth's other district centres, the Kalamunda activity centre is not home to a discount department store or a large number of specialty non-food retailers.
- **Low Population Growth:** Across the defined retail trade area – which extends from Maida Vale to the west, Lesmurdie in the south, Pauls Valley in the East and Helena Valley in the north – population growth has been limited. Over the 2012 to 2017 period, the trade area' population increased by only 0.1% per annum. This represents relatively low growth compared to other outer-ring areas in Perth and reflects the established nature of the area and lack of major planned development areas and infill development activity. A moderate decline in the resident population in the surrounding suburbs (defined by the suburbs of Kalamunda, Maida Vale and Gooseberry Hill) is expected to be attributable to declining household sizes as residents age and increased rental vacancy rates. generally older families, couples and singles. There is a relatively low level of young families despite the housing stock consisting predominantly of large family homes.
- **Below Average Turnover:** Based on Property Council and Urbis databases, the activity centre is considered to be trading at levels approximately 20% below benchmark district centres and large neighbourhood centres. Moreover, the activity centre has a high level of vacant floorspace (equivalent to more than 3,000 square metres) of which some of this floorspace could accommodate retail uses.
- **Limited Retail Demand:** The lack of population growth combined with geographical constraints that limit visitation to the centre from the wider area are considered key reasons behind low levels of retail development activity in the centre and below average turnover volumes. Additionally, the retail offering is dispersed across a large area and it is not co-located with other destinational uses (e.g. hospital, administration building, etc.) and the public realm does not adequately encourage trip linking. The lack of residential population growth will limit the extent of retail demand growth in the catchment. Any future redevelopment or expansion of retail provision in the activity centre will thus likely require increased visitor / tertiary trade and / or increased market shares. That is, the activity centre will need to draw a greater share of spending in order to support redevelopment and / or expansion of the retail offering.

## 4.9.1. Floor Space

Within the catchment as profiled there was a total of 28,200sq.m of PLUC 5 Shop-Retail floorspace (net lettable area) as of 2015. **Table 25** illustrates the level floorspace within shopping centres in the catchment based on Urbis and Property Council databases equivalent to 19,000sq.m.

The dominant shopping centre in the catchment is the Kalamunda Central Shopping Centre with an estimated 7,300 sq.m of retail floorspace. Of note however, is that the centre accounts for just 40% of the total retail floorspace in the Kalamunda activity centre.

A recent addition to the floorspace in the activity centre is a stand alone ALDI store with floorspace equivalent to approximately 1,600 sq.m. We note that while there are a number of plans and concepts to upgrade the presentation and access to centres within the catchment, including Kalamunda Central and the Sanderson IGA, it is our understanding that there are no plans to introduce new retail floorspace within the catchment.

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Table 25 – Retail Supply – Key Centres within and Outside the Catchment

| Complex No. | Complex Name | Shop Retail and Other Retail Floorspace (Sq. m) | Key Centre | Key Centre Retail Floorspace (Sq. m) | Key Tenants |
|---|---|---|---|---|---|
| ***Within Catchment*** | | | | | |
| 750 | Kalamunda Centre | 19,068 | Kalamunda Central Shopping Centre | 7,300 | **Coles,** |
| 752 | Gooseberry Hill | 895 | Gooseberry Hill Village | 895 | |
| 754 | Kalamunda Glades | 3,760 | Kalamunda Glades | 4,983 | Woolworths |
| 755 | Sanderson | 2,197 | Sanderson IGA | 2,729 | IGA |
| 757 | Lesmurdie | 700 | Lesmurdie IGA | 1,080 | IGA |
| Not identified | Aldi Kalamunda | 1,600 | Aldi | 1,600 | Aldi |
| **Total** | | **28,220** | | **18,587** | |
| ***Outside Catchment (Key Centres Only)*** | | | | | |
| 751 | Forrestfield Forum | 13,271 | Forrestfield Forum & Market Place | 11,600 | Coles, Woolworths |
| 758 & 768 | High Wycombe & High Wycombe Hotel | 6,944 | The Village High Wycombe & High Wycombe Village | 5,809 | Coles, Supa IGA |
| **Total** | | **20,215** | | **17,409** | |

*Source: Urbis*

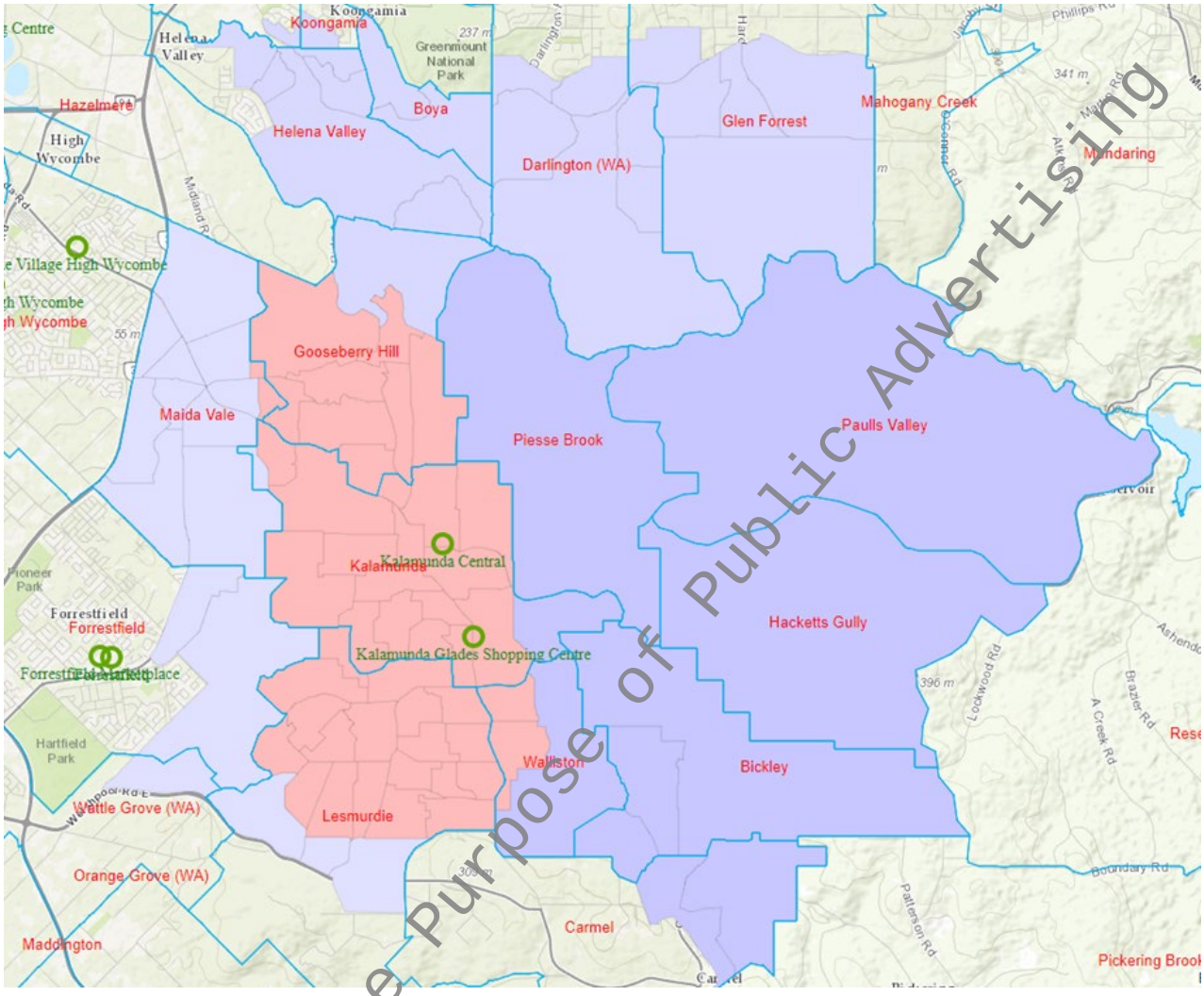
## 4.9.2. Trade Area Analysis

The definition of a trade area for a retail development is based on a range of factors including the strength, range and appeal of shops/services provided in the core area, the location, the quality and relative offer of competing centres/precincts, road and public transport accessibility, and physical and geographical barriers.

Based on an assessment of these attributes, the Kalamunda activity centre trade area has been defined as a central primary catchment and three secondary catchments (refer **Figure 33**).

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Figure 33 – Kalamunda Town Centre Main Trade Area and Retail Supply




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The primary catchment broadly corresponds to the suburbs of Kalamunda, the majority of Gooseberry Hill to the north and Lesmurdie to the south and the western portion of Walliston. Depending on the role and scale of a centre, the primary catchment typically represents approximately 50% to 70% of spending in a centre.

The extent of the secondary catchment west and secondary catchment north are limited by accessibility and the proximity of convenience-based centres in the wider area.

In addition to the catchment areas, spending from residents residing outside these areas forms a considerable level of demand. Whilst visitation estimates are not accurately known, tertiary (i.e. non-resident) trade is expected to represent approximately 10-20% of spending in the activity centre.

## 4.9.3. Population Growth

The level of population growth in the trade area has been very low over the 2012 to 2017 period. Despite Perth's population increasing considerably over this period, population levels only moderately increased and are projected to increase by approximately 1,090 persons over the coming decade.

The established nature of surrounding urban areas combined with an ageing profile implies that household sizes will decrease. Growth will therefore be driven by moderate infill development in Kalamunda and growth within the secondary north and west catchments.

The lack of residential population growth will limit the extent of retail demand growth in the catchment. Any future redevelopment or expansion of retail provision in the activity centre will likely require increased visitor / tertiary trade and / or increased market shares.

Refer to **Table 26** and **27** which details the projected population and growth rates for the catchment.

Table 26 – Population Projections

| | 2012 | 2017 | 2022 | 2027 |
|---|---|---|---|---|
| **Total Primary** | **18,840** | **18,850** | **18,980** | **19,190** |
| Secondary: | | | | |
| West | 6,310 | 6,270 | 6,450 | 6,810 |
| East | 2,110 | 2,030 | 2,090 | 2,220 |
| North | 7,780 | 8,000 | 8,090 | 8,020 |
| **Total Secondary** | **16,200** | **16,300** | **16,630** | **17,050** |
| **Total Trade Area** | **35,040** | **35,150** | **35,610** | **36,240** |

*1. As at June 30.*
*Source: ABS; Western Australia Tomorrow 2015; SAFi; Urbis*

Table 27 – Projected Population Growth Rates

| | Annual Population Growth (no.) | | | Annual Population Growth (%) | | |
|---|---|---|---|---|---|---|
| | 12-17 | 17-22 | 22-27 | 12-17 | 17-22 | 22-27 |
| **Total Primary** | **2** | **26** | **42** | **0.0%** | **0.1%** | **0.2%** |
| **Total Secondary** | **20** | **66** | **84** | **0.1%** | **0.4%** | **0.5%** |
| **Total Trade Area** | **22** | **92** | **126** | **0.1%** | **0.3%** | **0.4%** |

*1. As at June 30.*
*Source: ABS; Western Australia Tomorrow 2015; SAFi; Urbis*

## 4.9.4. Retail Need Assessment

### 4.9.4.1. Floor Space Demand Estimates

Retail tenancies are estimated to be underperforming, on average, compared to Perth-wide benchmarks. This is evidenced by turnover input for Kalamunda Central, the high level of vacancies in the centre and advertised lease costs. Overall, the activity centre is estimated to attract approximately $121 million of retail expenditure per annum (as of 2017), refer **Table 28** and **29**.

Current demand in the Kalamunda activity centre is expected to be driven heavily by the primary catchment. The primary catchment is estimated to support approximately 60-65% of expenditure in activity centre – equating to a market share of 25%.

Whilst population growth is expected to be larger within the secondary north and west catchments, there is a high level of competition in these suburbs that captures a large – and potentially increasing – share of additional retail expenditure. As such, the secondary catchments are expected to support approximately 20-25% of expenditure in the catchment – equating to a market share of 10%.

A review of Tourism Research Australia visitor data suggests that visitation levels are equivalent to approximately 350-400 day trips per day, on average. Additionally, input through community and business engagement suggest that visitation – especially weekend visitation – forms a critical component of patronage and revenue within the activity centre. As such, this analysis assumes that tertiary trade contributes approximately 15% of turnover within the activity centre.

Given the relative under-trading performance of the activity centre, future redevelopment and expansion of retail provision will require increased population growth, market shares and / or visitor expenditure.

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Table 28 – Turnover Estimates, 2017

| | Floorspace (sq. m.) | Turnover (p.a.) | Sales Density ($ / sq. m.) |
|---|---|---|---|
| Shop Retail | 16,600 | $106,738,000 | $6,430 |
| Other Retail | 4,100 | $14,350,000 | $3,500 |
| **Total Retail** | **20,700** | **$121,000,000** | **$5,845** |

Table 29 – Market Share Estimates, 2017

| | Primary Catchment | Secondary Catchments | Total Trade Area | Total Centre (inc. tertiary) |
|---|---|---|---|---|
| Retail Expenditure | $305,000,000 | 262,000,000 | $567,000,000 | - |
| Centre Sales | $76,250,000 | $26,200,000 | $102,450,000 | $121,000,000 |
| Market Shares | 25% | 10% | 18% | - |

### 4.9.4.2. Floor Space Scenarios

Urbis assessed two scenarios in order to understand the likely level of future demand for retail floorspace within the activity centre (refer **Table 30**).

Scenario one is a business as usual scenario whereby the activity centre is able to maintain its market shares over the coming decade. Under this scenario, the overall retail expenditure captured by the centre is estimated to increase by $16.5 million to $137.5 million. This equates to an additional 1,500 – 2,500 sq.m of retail floorspace demand.

Scenario two proposes a higher market share and visitor expenditure capture and a 103% improvement in the average turnover levels per square metre (to levels still below comparable benchmarks). Whilst this scenario is not a forecast, it provides an indication of the potential demand outcomes if the centre improves its desirability to residents and visitors as a place to visit and shop. Under this scenario, this overall retail expenditure capture increases by $36.1 million to $157.2 million. This scenario suggests an additional 2,800 – 3,800 sq.m of retail floorspace might be required by 2027.

Table 30 – Kalamunda Town Centre Floorspace Scenarios

| Scenario | 2027 Market Share Capture | Indicative Spend Capture | Implied Sq.m | Implied Net New Floorspace Demand (approx.) |
|---|---|---|---|---|
| Business As Usual | 18% | $137,550,000 | 22,500 - 23,500 | 1,500 - 2,500 |
| Improved share, improved productivity | 21% | $157,200,000 | 24,000 - 25,000 | 2,800 - 3,800 |

*Source: Urbis*

### 4.9.4.3. Retail Demand Projections

Based on the findings of the Retail Needs Assessment the retail demand projections are:

- **Low Demand Growth:** Based on forecast population growth levels in the trade area, per capita real expenditure growth and stable visitation levels, the need for additional retail floorspace is expected to be limited to approximately 1,500 to 2,500sq.m by 2027 on a business as usual basis. However, given below average trading levels and current high vacancy levels, this demand growth may not eventuate into development activity.
- **Focus on Increased Desirability and Visitation:** Given the retail modelling under a business as usual scenario suggests that retail expansion will be limited in the activity centre, the focus should be on measures that increase the desirability of the centre. Initiatives should focus on increasing population levels within the immediate area, increasing visitor expenditure and increasing trip-linking and co-location. Urbis assessed the potential demand if public realm and associated activation and policy control initiatives encourage increased expenditure in the activity centre. Under this scenario, both trading levels and market shares increase and translate into future additional demand equivalent to 2,800 to 3,800 square metres. Whilst this scenario is not a forecast, it provides an indication of the potential demand outcomes if the centre improves its desirability to residents and visitors as a place to visit and shop.

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# 4.10. IMPLEMENTATION

The Kalamunda activity centre plan is a statutory document per the deemed provisions. In alignment with higher level planning documents, the activity centre plan is the key statutory tool which guides the built form, layout and land use intent for the area.

This activity centre plan, upon endorsement, will be the key document on which all development applications and subdivision proposals should be assessed. Key implementation mechanisms are outlines in **Table 31** to support the delivery of the activity centre plan.

Table 31 – Implementation

| Document | Description | Stage | Responsibility |
|---|---|---|---|
| Local Planning Scheme Amendment | Amendment to LPS 3 to modify the relevant statutory provision to achieve alignment with the Activcity Centre Plan. | Concurrent with Activity Centre Plan | City of Kalamunda and WAPC |
| Local Development Plans | A Local Development Plan(s) (LDP) is required prior to any development or subdivision for land identified as a LDP site.<br><br>The LDP(s) shall co-ordinate development in an integrated manner, taking into account built form siting and controls, vehicle access points and car parking areas, building entries and pedestrian access.<br><br>A Local Development Plan shall be prepared and approved in accordance with the Planning and Development (Local Planning Scheme) Regulations 2015. | Post-Approval of the Activity Centre Plan | Landowner / developer |
| Parking Strategy | An overall parking strategy for the activity centre that:<br><br>1. Provides an integrated set of land uses that will enable reciprocal parking, thereby reducing overall demand<br><br>2. Transitions towards more consistent seven-day trading as opposed to the current weekday and weekend disparity arising from market led trade, assisting to spread traffic and parking demands over an extended period<br><br>3. Prepare, implement and commit to a parking management strategy<br><br>4. Prioritise the provision (location and quantum) for older persons and those with disabilities in response to the current and projected Kalamunda demographics<br><br>5. Conceal parking in basements and behind or above street level to promote an active street environment and one that | Post-Approval of the Activity Centre Plan | City of Kalamunda |

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| | | | |
|---|---|---|---|
| | reduces significant at-grade car parking supplies. | | |
| Landscape Feasibility Framework and Implementation Plan | Assessment of project feasibility and the funding arrangements available and anticipated for landscape and public realm infrastructure. The Implementation Plan will be developed with due consideration of the City's ability to fund projects through the long term financial plan and annual budgets and will also identify which projects could potentially receive external funding. | Post-Approval of the Activity Centre Plan | City of Kalamunda |
| Traffic Management Plan | Determine impacts and mitigation strategies associated with closing segments of Railway Road during events. | Post-Approval of the Activity Centre Plan | City of Kalamunda |
| Aboriginal heritage survey | Assess potential for Aboriginal heritage sites. The provisions of the NSHA are understood to apply if survey is proposed. Where works are proposed in the north-eastern undeveloped land, the scarred tree should be located and recorded if impacts to it are proposed. | Post-Approval of the Activity Centre Plan and /or when development and subdivision applications are made over land identified with as an Aboriginal heritage site. | City of Kalamunda |
| Place Making Strategy | Refine and determine actions from the Place Making and Engagement Report for implementation.<br>Prepare separate place making strategy linked with the activity centre plan. | Post-Approval of the Activity Centre Plan | City of Kalamunda |
| Detailed Drainage Study | It is recommended that a detailed drainage study of the KACP area is completed to provide guidance on any further upgrades that may be required to allow future development of the area. It is recommended that this is carried out prior to any further road upgrades within the KACP, to avoid potential reworks being required should drainage infrastructure require upgrading. | Post-Approval of the Activity Centre Plan and prior to any further road upgrades being undertaken | City of Kalamunda |

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# APPENDIX A BUILT FORM DESIGN GUIDELINES

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# APPENDIX B PLACEMAKING & ENGAGEMENT REPORT

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# APPENDIX C BUSHFIRE MANAGEMENT PLAN

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# APPENDIX D EMPLOYMENT & RETAIL ANALYSIS

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# APPENDIX E HISTORICAL & ABORIGINAL BASELINE ASSESSMENT

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# APPENDIX F TRANSPORT ASSESSMENT

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# APPENDIX G ENGINEERING SERVICES REPORT

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# APPENDIX H LANDSCAPE MASTER PLAN

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# BUILT FORM DESIGN GUIDELINES

## KALAMUNDA ACTIVITY CENTRE

MARCH 2019

city of kalamunda

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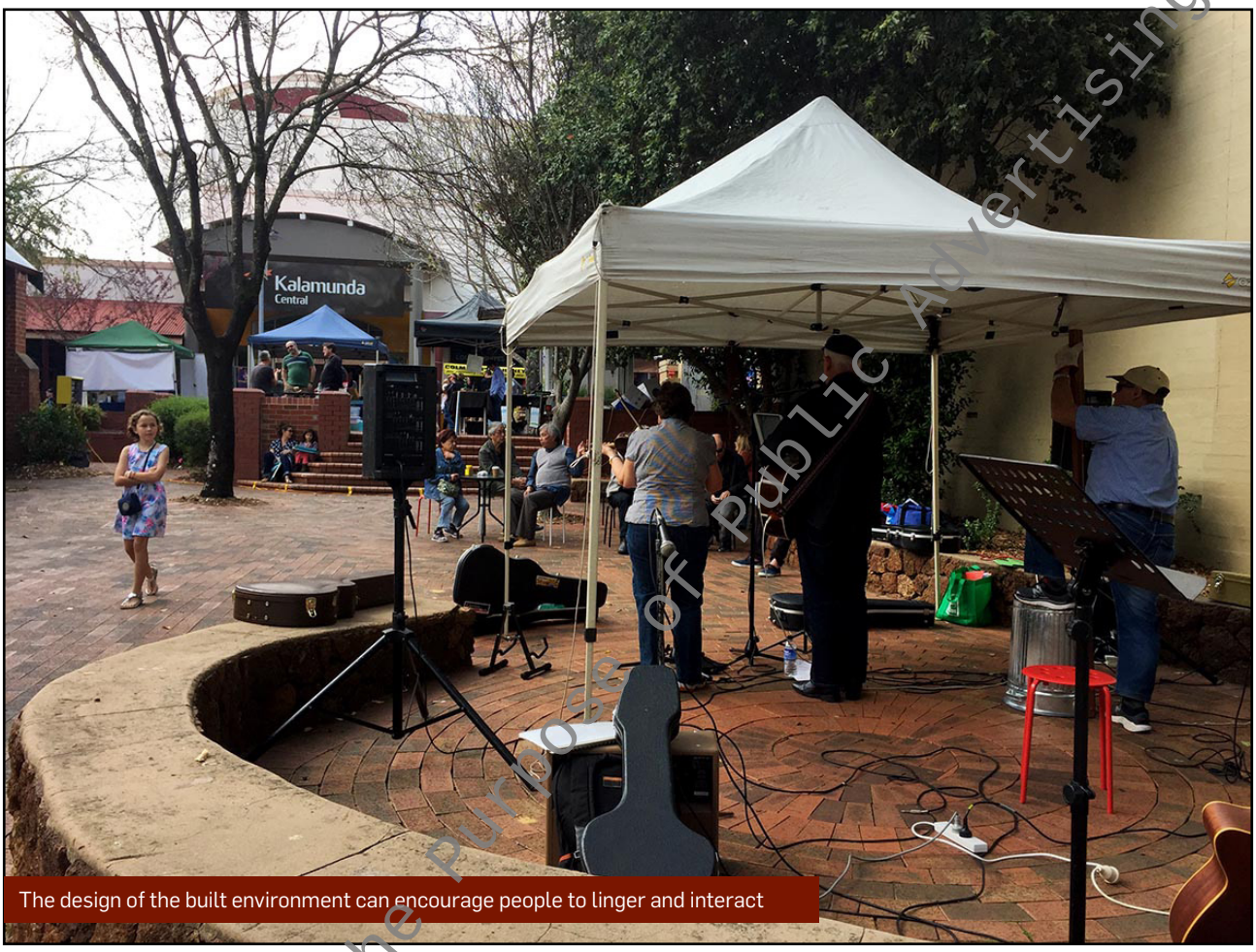
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The design of the built environment can encourage people to linger and interact

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# 1.0 INTRODUCTION

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The Built Form Design Guidelines (BFDG) for the Kalamunda Activity Centre creates a set of development standards that will allow the town to evolve and grow within a cohesive structure. This will ensure that appropriate retail and commercial uses are developed in a way that maximises the vibrancy and viability of the centre as a whole. It will also allow for increases in residential density over time, while maintaining the fine-grained, village environment that local residents cherish.

The BFDG provides a transparent framework for planning assessment and redevelopment, allowing flexibility to respond to site and market conditions but also clearly identifying the intended built form and public realm interface in each location. The requirements have been tailored to the specific conditions and opportunities within the Activity Centre, building on existing functioning patterns and supporting new initiatives that have emerged through the visioning and urban design process.

The BFDG sets out a series of 'frontage' requirements that clearly articulate the intended built form relationship between private lots and the public realm within the centre of Kalamunda. This structure allows for significant flexibility in designing new developments while maintaining the key interfaces to support the town centre activities.

For standards relating to development above street level and not designated with a '**Frontage**' type, the BFDG relies on the overall framework set out in the State Planning Policy 7.3 Residential Design Codes, Volumes 1 and 2 (R-Codes). This is one of a suite of planning policies within DesignWA, a planning reform initiative intended to improve the quality of design within Western Australia. The following development standards refer to associated sections of Volume 2 of the R-Codes. As such, please refer to both documents when designing new projects. Where there is a conflict, the BFDG prevails. Planning applications are also subject to the balance of the applicable R-Codes sections (Volumes 1 or 2) even if not specifically referenced in this document.

## 1.1 PURPOSE

In 2018 the City of Kalamunda (the City) commenced an Activity Centre Plan (ACP) process to guide the future planning and development decisions for Kalamunda's town centre over the next ten years.

The existing planning framework is no longer performing as required and a new framework is needed that translates the vision into practical development guidelines that are in the control of local government. The ACP needs to be both implementable and enforceable.

The ACP framework incorporates and addresses issues such as regional and local context, transport and movement networks, land use and infrastructure, urban form, resource conservation as well staging and implementation.

## 1.2 OPERATION

In conjunction with the framework established in the R-Codes (Volume 1 and 2), these design guidelines present a consolidated set of high level built form objectives and specific design guidance that will underpin the successful evolution and growth of the Kalamunda Activity Centre.

The provisions are set up using the following structure:

**Design Objectives** - the high-level objectives identify the intent and purpose of the guidance. These objectives can be achieved in a multitude of ways. Innovative solutions are encouraged.

**Design Guidance** - the design guidance provides specific outcomes that need to be met to satisfy the objective. In some cases these are clearly defined metrics, in other cases they are parameters.

These guidelines are applicable to all development within the activity centre plan area and are to be read in conjunction with the City of Kalamunda Local Planning Scheme No. 3 (LPS 3) provisions and the Kalamunda Activity Centre Plan. For residential and mixed-use development, the following provisions of the R-Codes apply unless otherwise varied by LPS 3, the KACP or any other local planning policy:

- For Single House and Grouped Dwellings – R-Codes Volume 1 (previously Part 5 of the R-Codes)
- For Multiple Dwellings and Mixed Use – R-Codes Volume 2 (previously Part 6 of the R-Codes)

**APPLICABILITY BY DEVELOPMENT TYPE**

| # | PROVISION | SINGLE HOUSE | GROUPED DWELLING | MULTIPLE DWELLING | COMMERCIAL | MIXED-USE |
|---|---|---|---|---|---|---|
| | | | | | | |
| 2.1 | Frontage Standards | ✓ | ✓ | ✓ | ✓ | ✓ |
| 2.2 | Place Identity | ✓ | ✓ | ✓ | ✓ | ✓ |
| 2.3 | Plot Ratio | | | ✓ | ✓ | ✓ |
| 2.4 | Building Height | ✓ | ✓ | ✓ | ✓ | ✓ |
| 2.5 | Ground Floor Residential | ✓ | ✓ | ✓ | | ✓ |
| 2.6 | Building Depth | | | ✓ | ✓ | ✓ |
| 2.7 | Corner Buildings | | | ✓ | ✓ | ✓ |
| 2.8 | Side + Rear Setbacks | ✓ | ✓ | ✓ | ✓ | ✓ |
| 2.9 | Response to Topography | ✓ | ✓ | ✓ | ✓ | ✓ |
| 2.10 | Transition Provisions | ✓ | ✓ | ✓ | ✓ | ✓ |
| | | | | | | |
| 3.1 | Façade Design | ✓ | ✓ | ✓ | ✓ | ✓ |
| 3.2 | Street Orientation | ✓ | ✓ | ✓ | ✓ | ✓ |
| 3.3 | Prominent Sites | | | ✓ | ✓ | ✓ |
| 3.4 | Roof Form | ✓ | ✓ | ✓ | ✓ | ✓ |
| 3.5 | Entry Legibility | ✓ | ✓ | ✓ | ✓ | ✓ |
| 3.6 | Balconies | ✓ | ✓ | ✓ | ✓ | ✓ |
| 3.7 | Ceiling Height | | | ✓ | ✓ | ✓ |
| 3.8 | Awnings | | | ✓ | ✓ | ✓ |
| 3.9 | Signage | | | ✓ | ✓ | ✓ |
| | | | | | | |
| 4.1 | Car Parking Location | | | ✓ | ✓ | ✓ |
| 4.2 | Access + Vehicle Parking | ✓ | ✓ | ✓ | ✓ | ✓ |
| 4.3 | Waste + Services | | | ✓ | ✓ | ✓ |
| 4.4 | Bicycle Parking | | | ✓ | ✓ | ✓ |
| | | | | | | |
| 5.1 | Tree Retention | | | ✓ | ✓ | ✓ |
| 5.2 | Soft Landscaping | ✓ | ✓ | ✓ | ✓ | ✓ |
| 5.3 | Roof Terraces | | | ✓ | ✓ | ✓ |
| 5.4 | Communal Open Space | | | ✓ | | ✓ |
| 5.5 | Fencing | ✓ | ✓ | ✓ | | |
| 5.6 | Waste + Recycling | | | ✓ | ✓ | ✓ |
| | | | | | | |
| 6.1 | Solar Access | ✓ | ✓ | ✓ | ✓ | ✓ |
| 6.2 | Universal Design | | | ✓ | ✓ | ✓ |
| 6.3 | Heritage + Adaptability | ✓ | ✓ | ✓ | ✓ | ✓ |
| 6.4 | Privacy Protection | ✓ | ✓ | ✓ | ✓ | ✓ |
| 6.5 | Staged Development | | | ✓ | ✓ | ✓ |
| 6.6 | Safety + Security | ✓ | ✓ | ✓ | ✓ | ✓ |
| 6.7 | Development Incentives | | | ✓ | ✓ | ✓ |

**Table 1** PROVISION APPLICABILITY

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In instances where these guidelines refer to a provision of Volume 2 of the R-Codes, they are intended to apply to all multiple dwelling residential and non-residential development in the Activity Centre Plan area. Some provisions also apply to the development of Single Houses and Grouped Dwellings within the ACP area (see Table 1 - Provision Applicability to left).

# 1.3 DESIGN ADVISORY COMMITTEE

In 2018, The City of Kalamunda established its first Design Advisory Committee (DAC) to provide professional, discretionary input into the design review process. These guidelines will form the basis upon which design proposals will be evaluated.

The guidelines are built upon the 10 foundational principles of Design Excellence found in SPP 7.0 *Design of the Built Environment*, which are: context and character, landscape quality, built form and scale, functionality and build quality, sustainability, amenity, legibility, safety, community, and aesthetics.

All development proposals within the ASP area are subject to review by the City's DAC.

# 1.4 RELATIONSHIP TO OTHER DOCUMENTS

The Kalamunda Activity Centre Built Form Design Guidelines has been developed with regards to several other key documents to assist City and community with the visioning and delivery of public realm within the Kalamunda Activity Centre core.

The masterplan has been prepared in conjunction with the following documents:

- Kalamunda Activity Centre Plan
- Kalamunda Activity Centre Landscape Master Plan

The Built Form Design Guidelines have been prepared with due regard to the following strategic and regulatory documents:

- SPP 7.3 Residential Design Codes (Volumes 1 and 2)
- SPP 7.0 Design of the Built Environment, V1, February 2019
- Metropolitan Region Scheme
- Perth and Peel @ 3.5 million, including North-East Sub-Regional Planning Framework
- Local Planning Scheme #3
- Kalamunda Town Centre Planning and Urban Design Guidelines (in effect as of 20 June 2011)
- SPP 3.5 Historic Heritage Conservation
- SPP 3.7 Planning in Bushfire Prone Areas
- Liveable Neighbourhoods (2009) and Draft Liveable Neighbourhoods (2015)
- City of Kalamunda Local Planning Strategy 2010
- Stirk Park Master Plan
- Building Code of Australia, Volumes 1 and 2 of the National Construction Code 2016
- Australia Standard 1428.1 - 2009, Design for access and mobility
- Liveable Housing Design Guidelines, 4th Edition (2017)




Urban frontages promote street life

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# 2.0 SITE PLANNING + MASSING

## 2.1 FRONTAGE STANDARDS

### OBJECTIVE

For the most critical street edges within the Activity Centre, a series of detailed development standards (**Frontages**) have been created to ensure an appropriate interface with the adjacent public realm that is consistent with the intended urban design outcome. This includes minimum and maximum front setback requirements as well as a range of other considerations relating to the design of the front building facade.

Properties without a nominated **Frontage** are subject to the design standards of their applicable R-Coding (Volume 1 or 2) along with the provisions of these design guidelines.

### DESIGN GUIDANCE

- **Frontage** designation as per Figure 5 - Built Form Controls Map.
- Where designated with a **Frontage** on Figure 5, development standards are in accordance with Table 2 - Development Requirements.
- On sloping sites, achieving at-grade entrances is challenging. Floor levels may vary from between 0.5m above to 0.5m below grade along footpath, but building entries must conform to BCA universal access requirements and AS1428.1.
- Clear glazing requirement applies to street facing facades (measured up to 3m in height)
- **Frontage Build-Out** requirements are intended to create a consistent built edge along a street, and relate to the identified building line across the front of the site, as set by the front setback.
- **Building Articulation** of ground floor shopfronts is encouraged, including inset entries, creative signage, window displays, transom windows, and varying materials such as timber or brick expressed as piers, plinths, and beams to provide visual interest. Unarticulated glazed shopfronts are not encouraged.

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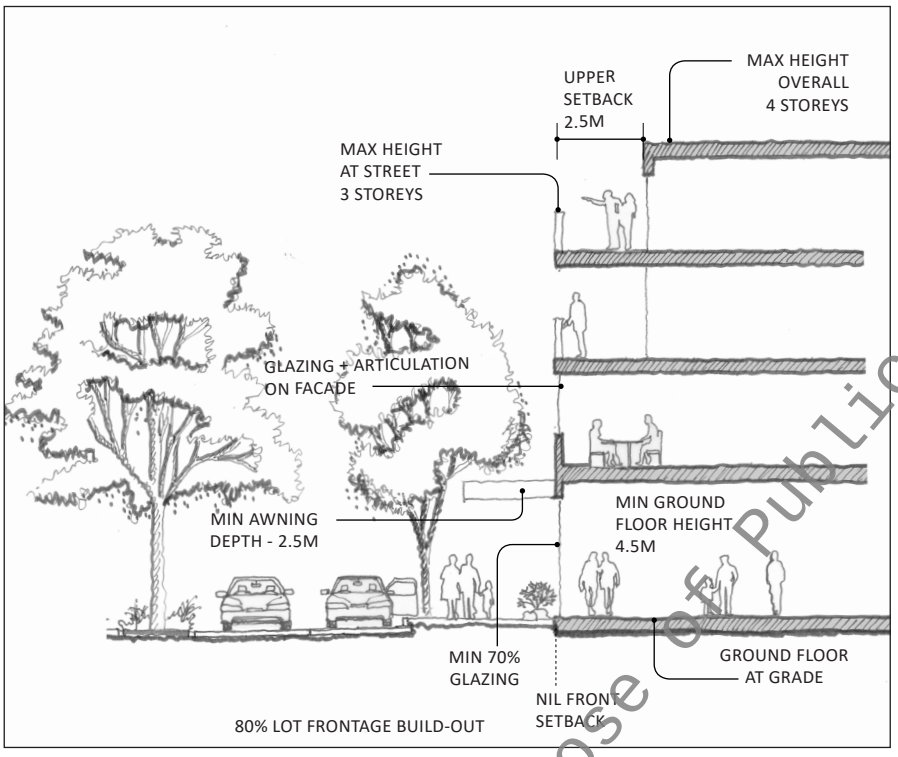



**Figure 1** FRONTAGE TYPE 1

**Frontage 1** – This is applied to building edges with the highest focus on activation at the ground level, typically in retail main street precincts. This type is characterised by buildings edging the footpath, generous clear glazing, frequent building entries, awnings, and easy access at grade.

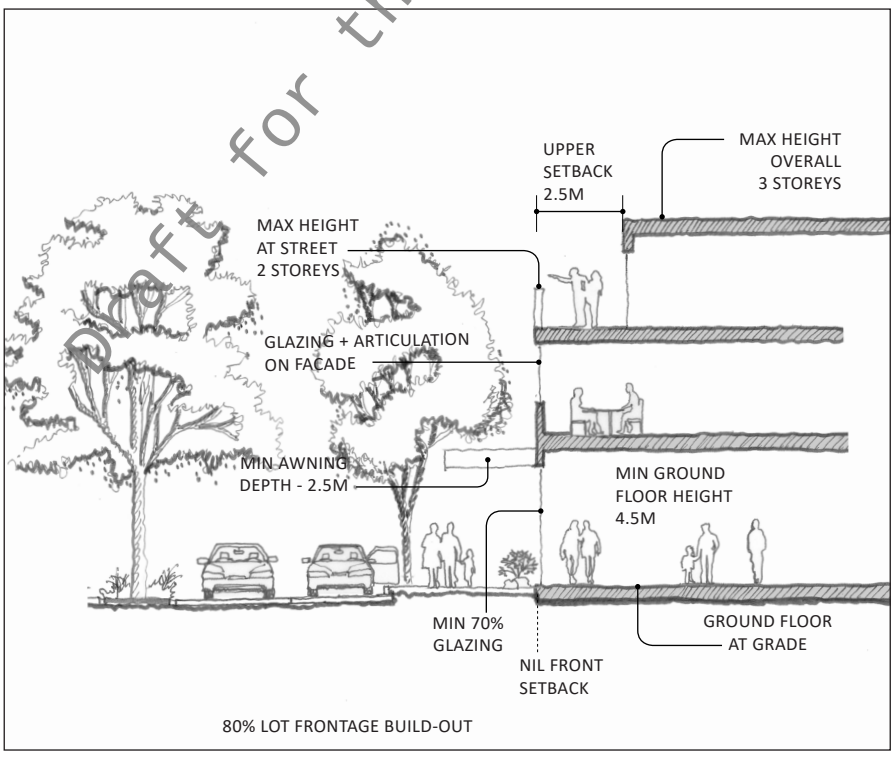



**Figure 2** FRONTAGE TYPE 2

**Frontage 2** – This is applied to building edges with the highest focus on activation at the ground level and to retain a more intimate scale, typically in the shared space of Central Mall. This type is characterised by lower building heights and buildings edging the footpath, generous clear glazing, frequent building entries, awnings, and easy access at grade.

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**Frontage 3** – This is applied to building edges with a moderate focus on activation at the ground level, typically on the periphery of retail main street precincts. This type is characterised by most buildings edging the footpath, modest amounts of clear glazing, frequent building entries, reasonable coverage of awnings, and easy access at grade.

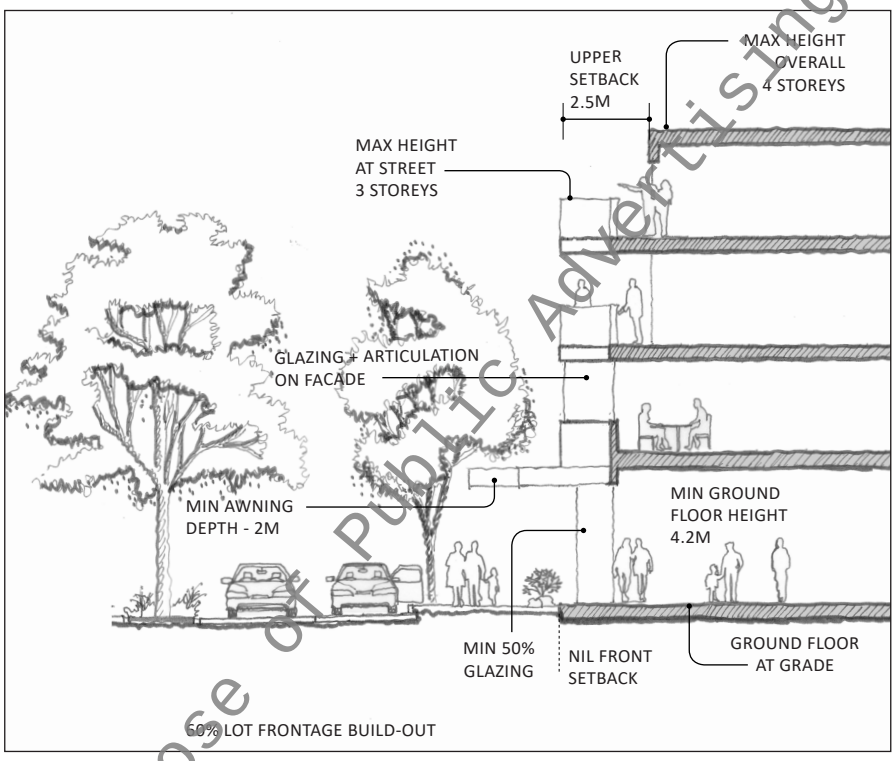



**Figure 3** FRONTAGE TYPE 3

**Frontage 4** – This is applied to building edges with a moderate focus on activation at the ground level, where flexibility is required to address site conditions or potential land uses. With appropriate justification, this flexibility can include larger setbacks, entries above footpath level and even car parking between the building and street. Regardless of the ultimate agreed design solution, the intention is that the resulting building address the adjacent street in a way that creates an attractive, positive urban interface.

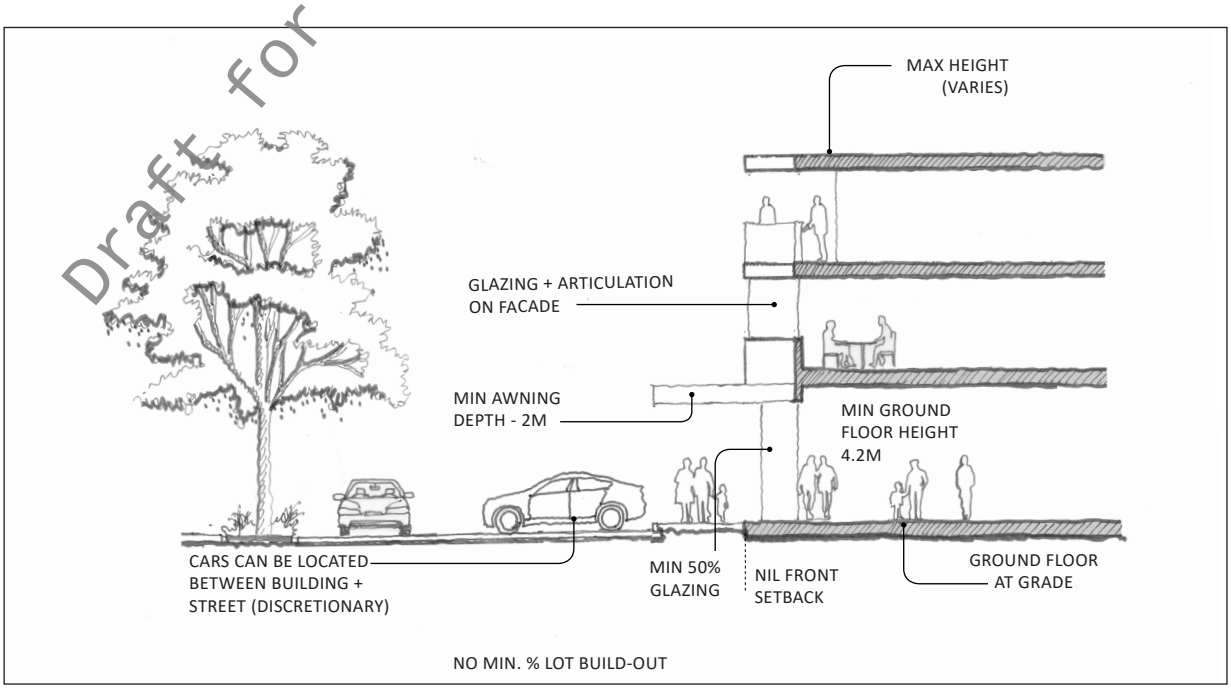



**Figure 4** FRONTAGE TYPE 4

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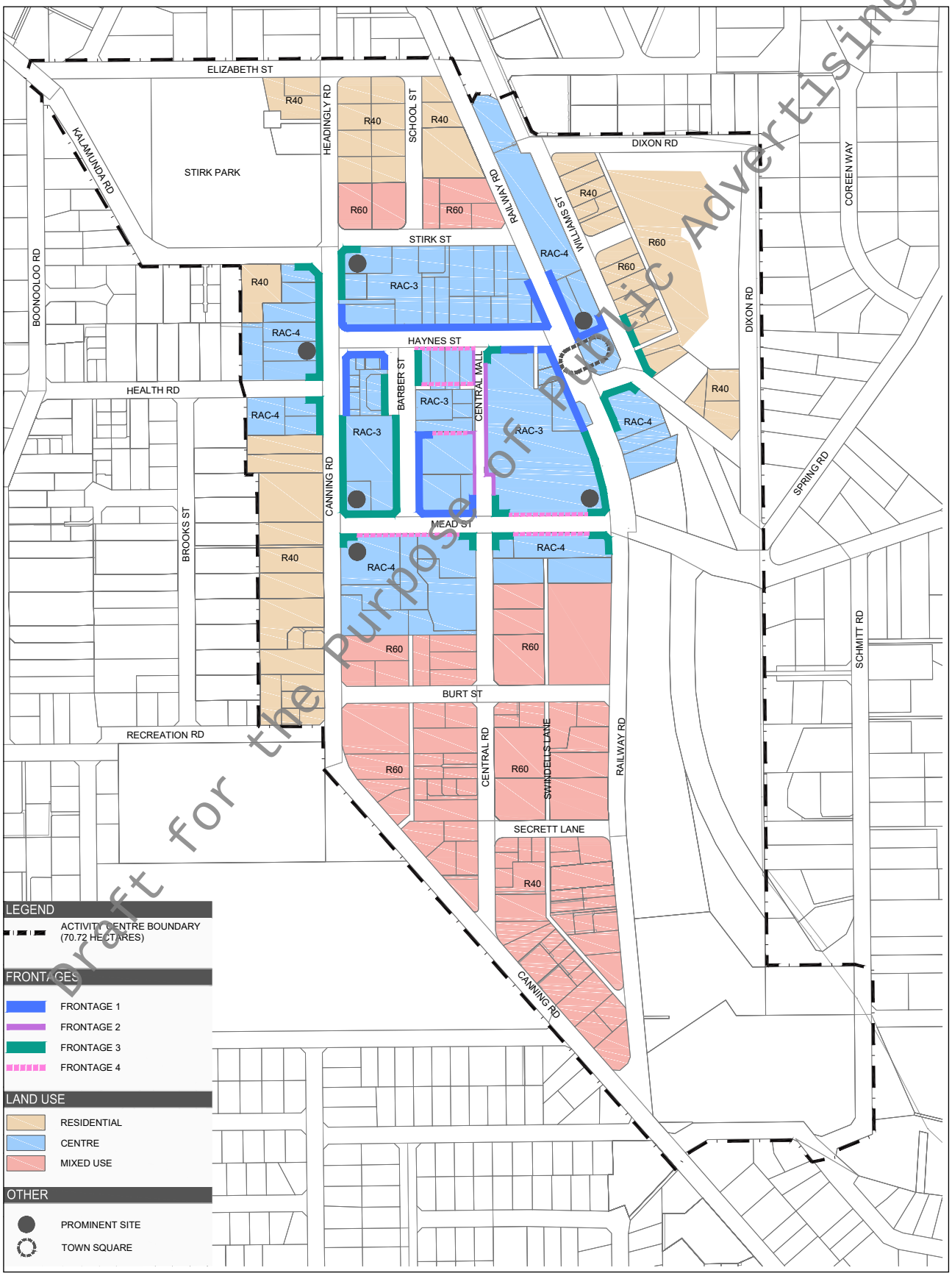



**Figure 5** BUILT FORM CONTROLS MAP

| ELEMENT | PROVISION | FRONTAGE 1 | FRONTAGE 2 | FRONTAGE 3 | FRONTAGE 4 | NO FRONTAGE |
|---|---|---|---|---|---|---|
| Primary Street Setback | Min. Setback | Nil | Nil | Nil | Nil | Refer R-Codes (Volume 1 or 2)* |
| | Max. Setback | 0.5m | 0.5m | 0.5m | Discretionary | None |
| | Upper Level Setback | 2.5m (above 3rd storey) | 2.5m (above 2nd storey) | 2.5m (above 3rd storey) | 2.5m (above 3rd storey) | 2.5m (above 3rd storey) |
| Ground Floor | Floor Level | Footpath Level (+/- 0.5m) | Footpath Level (+/- 0.5m) | Footpath Level (+/- 0.5m) | Discretionary | Refer R-Codes (Volume 1 or 2) |
| | Min. Floor to Floor Height | 4.5m | 4.5m | 4.2m | 4.2m | Refer R-Codes (Volume 1 or 2) |
| | Min. Clear Glazing % | 70% | 70% | 50% | 50% | None |
| | Min. Frontage Build-Out | 80% | 80% | 60% | Discretionary | None |
| Awnings | Min. % of Frontage | 90% | 90% | 80% | Discretionary | None |
| | Min. Depth | 2.5m | 2.5m | 2m | Discretionary | N/A |
| | Min. Height | 3m | 3m | 3m | 3m | N/A |
| | Max. Height | 4.5m | 4.5m | 4.5m | 4.5m | N/A |
| Onsite Parking | Between Street + Bldg | No | No | No | Discretionary | Discretionary |
| Building Entrance | Primary Pedestrian Access | Public verge | Public verge | Public verge | Refer R-Codes (Volume 2, Section 3.7) | Refer R-Codes (Volume 1 or 2) |
| Building Height | Max # Storeys | Refer R-Codes (Volume 1 or 2) | 3 (no height bonus) | Refer R-Codes (Volume 1 or 2) | | |
| Boundary Wall Height | Max. # Storeys | Refer R-Codes (Volume 1 or 2) | 3 | Refer R-Codes (Volume 1 or 2) | | |
| Side / Rear Setback | Min. Setback | Refer R-Codes (Volume 1 or 2) | | | | |
| Building Bulk | Max Plot Ratio | Refer R-Codes (Volume 1 or 2) | | | | |
| * Primary Street Setback for Non-Residential Uses at Ground Floor in Residential or Mixed-Use zones: Min. 2m / Max 3m | | | | | | |

**Table 2** DEVELOPMENT REQUIREMENTS

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Kalamunda has a rich and varied architectural character



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# 2.2 PLACE IDENTITY

## OBJECTIVE

- New buildings within the Kalamunda Activity Centre should have an architectural character that is attractive and compatible with the surrounding buildings. This character should draw from prominent materials and colours of the area, and should express and strengthen the intended place identity of "Home in the Forrest."

## DESIGN GUIDANCE

- While replicating historical buildings is not the aim, new projects should creatively interpret these existing materials, forms, and patterns in a contemporary manner.
- Buildings should pick up on the fine grained rhythm of the street using building articulation or repeating vertical elements to add texture and create pedestrian scale.
- Appropriate feature materials and forms are those that link the project to the surrounding bush or the agricultural hinterlands. These include use of stained or painted timber, stone, wrought iron, heritage brick, earthy colours, and simple roof forms found in vernacular agricultural buildings.
- Below is an indicative colour palette sourced from the existing townscape:

dark painted timber

lime-based render



sand-based cream mortar

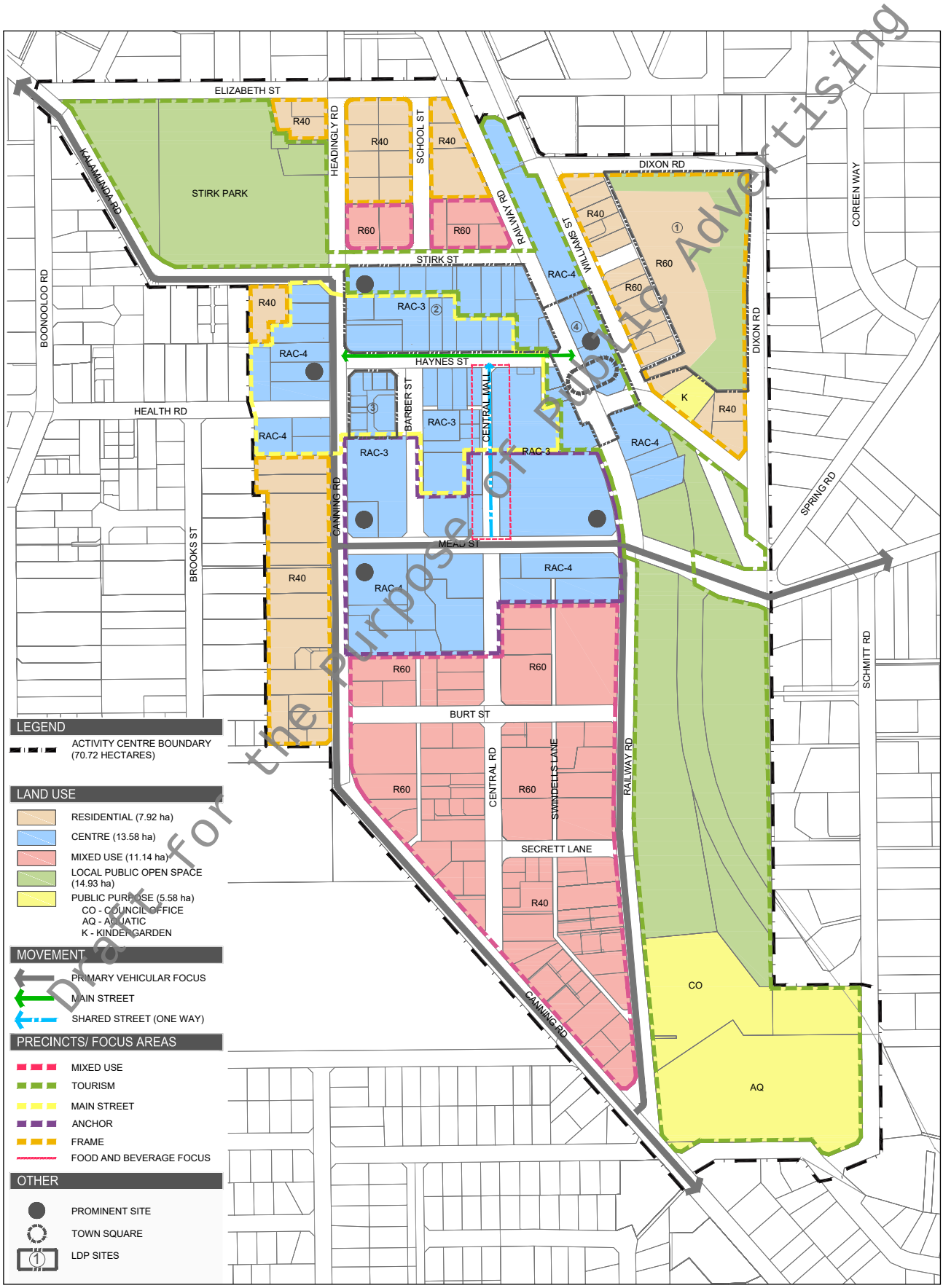
heritage red brick




grey metal roofing

stained timber






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**Figure 6** KALAMUNDA ACTIVITY CENTRE PLAN

# 2.3 PLOT RATIO

## OBJECTIVE

The plot ratio of new buildings within the Kalamunda Activity Centre is limited to assist in achieving the following objectives:

- Ensure sufficient natural lighting and cross-ventilation within buildings to reduce their environmental impact
- Protect against over-development of sites that can lead to loss of landscaping opportunities and bulky buildings that are out of character with the Kalamunda Activity Centre

## DESIGN GUIDANCE

- Maximum plot ratio allowed as per the R-Coding shown in Figure 6 - Kalamunda Activity Centre Plan and associated provisions as per the R-Codes (Volume 1 and 2).
- Additional plot ratio allowance may be applicable in some circumstances, see Development Incentives in Section 6.7.

# 2.4 BUILDING HEIGHT

## OBJECTIVE

Building heights within the Kalamunda Activity centre are controlled to assist in achieving the following objectives:

- Maintain a building scale consistent with the existing town centre character to encourage pedestrian activity and protect human comfort
- Limit excessive overshadowing of public spaces and private gardens / buildings
- Avoid significant differences in building height between adjacent properties to ensure a cohesive streetscape.

## DESIGN GUIDANCE

- Maximum heights:
  - For properties with designated **Frontages** on Figure 5 - Built Form Controls Map, heights as per Table 2 - Development Requirements.
  - For properties without a designated **Frontage**, heights as per R-Codes (Volume 1 and 2).
- Maximum heights are set in storeys.
- Additional height allowance may be applicable in some circumstances (see Development Incentives in Section 6.7).
- Minimum ceiling heights are as per Section 4.3 of the R-Codes Volume 2.
- Accessible roof decks or terraces are not considered a storey, but are subject to the same visual privacy provisions as Balconies per R-Codes, Volume 2, Section 4.4.
- Roof shade structures are not considered a storey if they meet the following criteria:
  - Open on at least 3 sides
  - Maximum 150m² in area
- Roof shade structures, mechanical equipment, and vertical circulation overruns on flat roofs are subject to the following restrictions:
  - Set back from perimeter wall min. 6m facing a street, and 2.5m facing an internal lot boundary
  - Maximum height 3.5m
- Mezzanine not counted as a storey, subject to the following limitations:
  - No larger than 1/3 of floor plate up to 200m² (BCA definition)
  - Can include enclosed rooms such as bathrooms, bedrooms or wardrobes
  - Should not be expressed externally on facade as a separate storey
- Habitable space constructed within a pitched roof space (attic) is counted as a storey
- Habitable space constructed at least half below ground does not count as a storey
- On sloping sites, determination of building height is based on the **Apparent Height** of the building visible above natural ground level when viewed as a pedestrian from adjacent streets or public spaces.

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Landscaping and level change - residential ground floor

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# 2.5 GROUND FLOOR RESIDENTIAL

## OBJECTIVE

On the periphery of the retail core (land zoned Residential or Mixed Use), residential uses at ground floor may be appropriate. However, the interface at street level must be carefully regulated to ensure appropriate levels of privacy for occupants while also creating a safe, friendly atmosphere within the public realm. This can be achieved through various configurations of setbacks, landscaping, fencing, and floor level elevation.

## DESIGN GUIDANCE

- Design principles and configurations for creating appropriate ground floor residential interfaces are outlined in the R-Codes, Volume 2, Sections 3.6 and 3.7. These provisions are not relevant to sites subject to a **Frontage** designation as per Figure 5 - Built Form Controls Map.
- Dimensions identified in the R-Codes, Vol. 2, Section 3.6 show configurations that achieve an appropriate balance between privacy and public realm activation; however, these are for illustration purposes only. Street setback requirements are set according to the R-Codes Volumes 1 and 2.
- In general, finished floor level of ground floor residential facing the street should not exceed 1m above footpath level.
- Finished floor levels of ground floor residential should never be below the footpath level, unless building is set back 10m or more from the street.

# 2.6 BUILDING DEPTH

## OBJECTIVE

- The depth of new buildings within the Kalamunda Activity Centre is limited to assist in achieving the following objectives:
  - Promote better access to natural light and ventilation within buildings
  - Avoid wide, bulky buildings that do not have the fine-grain scale that is consistent with the existing town centre

## DESIGN GUIDANCE

- Measuring the maximum building depth is as per the R-Codes, Volume 2, Section 2.6.
- Application of building depth standards:
  - Is measured above ground floor
  - Does not include balconies or open, external walkways
  - Does not apply to single houses or grouped dwellings
  - Is calculated based on the average depth in highly-articulated floor plates
  - Is measured to the exterior face of the building on both sides
- Maximum depth for:
  - Apartments (building with units facing in one direction with edge corridor) – 12m
  - Apartments (building with units facing in both directions with central corridor) – 22m
  - Office buildings – 25m
  - Other Uses – discretionary (subject to review by the Design Advisory Committee)

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Strong corner building addresses both streets

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# 2.7 CORNER BUILDINGS

## OBJECTIVE

Well-designed corner buildings are critical component of a cohesive, urban town centre. They define the edges of intersections, and present two facades to the public realm. They present opportunities for building expression and changes in scale. New corner buildings can have a disproportionate positive (or negative) impact on the streetscape; as such, they should be designed and reviewed carefully.

## DESIGN GUIDANCE

- Corner lots should locate a building at the corner of the site, addressing both street frontages.
- The corner should be emphasised and articulated in the architectural expression of the building (eg. corner entry, special awning treatment, signage, vertical element) to assist with wayfinding and general legibility of the streetscape
- Minimum **Frontage Build-Out** requirements, if required by **Frontage** type, can be reduced by 20% for each street edge on corner sites.

# 2.8 SIDE + REAR SETBACKS

## OBJECTIVE

Side setbacks within the Kalamunda Activity Centre are controlled to assist in achieving the intended built form character and to provide certainty to property owners of the appropriate internal boundary interface when redeveloping a site. In the core, building on the side boundaries is allowed to maximise development opportunity and create an urban character (attached streetscape). In fringe areas, space between buildings for landscaping is desirable (detached streetscape).

Streescape Character Types fall into two categories:

**Detached Streetscape (R40 to R160)** – streetscapes that emphasise landscape between buildings and a more informal relationship to the street alignment.

**Attached Streetscape (RAC4 to RAC1)** – streetscapes that create a consistent edge of contiguous building frontages with a direct role in positively shaping urban space.

## DESIGN GUIDANCE

- Side setbacks are set by the applicable R Coding of the property, and are listed in the R-Codes Volume 1 and 2.

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Level changes can be softened by landscaping and terracing retaining walls

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# 2.9 RESPONSE TO TOPOGRAPHY

## OBJECTIVE

Design buildings to respond to Kalamunda's undulating terrain, working with rather than against the topography to achieve an integrated outcome. Building should strive to positively relate to the street, with ground floor levels at or slightly above footpath level.

## DESIGN GUIDANCE

- Prior to confirming any design decisions, new developments should undertake a thorough site analysis (outlined in the R-Codes, Volume 2, Section 3.1) to ensure that the new building takes full advantage of site opportunities and interfaces appropriately with surrounding buildings and public realm.
- Minimise the use of large retaining walls. If they are taller than 1.5m, they should be stepped and landscaped.
- Incorporate retaining as part of the overall building or as part of the landscape proposal.
- Design the building for 'up-slope' and 'down-slope' conditions relative to the street by:
  - balancing car parking access with the creation of a strong building façade along the street. Car parking access often works best at 'down-slope' side of the building.
  - minimising the setback for up-slope conditions to achieve a close relationship between the building and street edge.
  - aiming for level access to the entry door wherever possible. However, where buildings are close to the road and have a residential ground floor, setting finished floor levels slightly higher can assist with privacy (max. 1m). For commercial uses, entries should be designed to achieve universal access requirements.
- Balance cuts into the land with fill, instead of only using cuts or fill alone. Use parts of the slope for the open spaces associated with the development, incorporating it as terracing, and create flat outdoor spaces around the buildings. Battering (creating a consistent slope) across the whole site generally creates unusable spaces.
- Utilise the slope for undercroft (undercut) or basement car parking wherever possible.

# 2.10 TRANSITION PROVISIONS

## OBJECTIVE

Transition provisions ensure that the more intensive built form within the Activity Centre has an appropriate interface with adjacent lower density areas to reduce the impact of bulk, overshadowing, and overlooking.

## DESIGN GUIDANCE

- Applies to all properties within the Kalamunda Activity Centre that share a lot boundary with properties outside the structure plan boundary.
- Applies to all **Attached Streetscape** properties (R-AC4, R-AC3, R-AC2, R-AC1) that share a lot boundary with **Detached Streetscape** properties (R40-R60).
- Transition must be addressed using either of these approaches:
  - Internal boundary setback (side or rear) of applicable property to be increased by 3m (in addition to otherwise required setback)
  - Height limit along applicable boundary reduced to 2 storeys, with upper levels set back minimum of 6m from lower building face

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The strongest facades have simple, balanced compositions

Image Credit: A.Evangelisti

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# 3.0 BUILDING CHARACTER

## 3.1 FACADE DESIGN

### OBJECTIVE

New buildings within the Kalamunda Activity Centre should be carefully designed to present appropriate and attractive elevations to the public realm. Buildings should base designs on time-honoured patterns of good design, while taking inspiration from local vernacular forms and place-appropriate materials. The result should be fresh, contemporary buildings that have a strong connection to the local environment and history.

### DESIGN GUIDANCE

- Principles of designing successful building elevations are outlined in the R-Codes, Volume 2, Section 4.10.
- Changes in building plane (**Building Articulation**) is a key strategy used by most successful façade designs, allowing differentiation of elements, reduction in perceived scale of the building, shadow-lines and variation.
- Elements that protrude from the body of the building (eg. balconies, awnings, vertical louvers, shade structures, screens, eaves) can add depth and visual interest to facades.
- Facades should be carefully composed to achieve visual balance.
- Buildings to generally be designed with a clearly-identifiable base, middle and top expression.
- To avoid a 'pasted-on' look, external cladding materials should only change along a vertical line on an internal corner.
- External cladding materials in the same plane may only change along a horizontal line where there is a clear transitional element between them (eg. 'shadowline' notch or overlapping trim).
- Building elements should be visually convincing in their structural integrity. Heavier-appearing materials (eg. masonry) should generally be used below lighter-appearing materials (eg. timber or metal), and building structure should be an integral aspect of the composition.
- Building materials and forms should be chosen that augment and complement the current character of the Kalamunda Activity Centre and surrounds.

## 3.2 STREET ORIENTATION

### OBJECTIVE

Streets form the primary movement network and public realm within the Kalamunda Activity Centre. Buildings along the street edges define three-dimensional 'outdoor rooms,' a key aspect of an urban environment. This spatial enclosure of the public realm helps to create pedestrian comfort and a sense of intimacy and place identity. To support this objective, buildings should maintain a direct and positive relationship with the street.

### DESIGN GUIDANCE

- In most instances, buildings should maintain an orthogonal relationship with the street alignment.
- Where topography and/or solar orientation dictates, buildings can be stepped or segmented to maintain a relatively consistent street presentation
- Where maintaining the street edge is impossible or impractical, other elements such as landscape plantings, trees, walls, fences or artworks can be used to achieve the objective.

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Distinctive cladding and building geometry highlight street corner
Image Credit: Studio G Architects

# 3.3 PROMINENT SITES

## OBJECTIVE

Certain sites play a particularly important role in setting the intended character and defining key locations / edges of the Kalamunda Activity Centre. These sites are often on visible corners or at the end of key sightlines ('terminated vistas'). The design of these prominent buildings will have a disproportionate impact on the perception of the town centre. As such they have a greater responsibility to offer something back to the community, and will be held to a higher standard of architectural design. In return, these sites will be eligible for development bonuses.

## DESIGN GUIDANCE

- **Prominent Sites** designation as per Figure 5 - Built Form Controls Map
- New buildings on sites designated as **Prominent** must:
  - Achieve an exemplary standard of architectural design, as determined by the Shire of Kalamunda's Design Advisory Committee (www.kalamunda.wa.gov.au/Services/Planning/Advisory-Committee)
  - On corner sites, respond architecturally to the corner condition in a way that emphasises the corner. Examples of this include increased height, vertical architectural element, corner entry, bay window, blade signage, special awning treatment, distinctive cladding material, etc.
  - On sites that terminate vistas, place vertical elements, bays or entries (elements that are obvious at a distance) at the centre of the view line.
- Other solutions to both corner sites and sites that terminate vistas may be appropriate and can be agreed with the Design Advisory Committee.

# 3.4 ROOF FORM

## OBJECTIVE

New buildings within the Kalamunda Activity Centre should be carefully designed to present appropriate and attractive roof forms to the public realm.

## DESIGN GUIDANCE

- Principles of designing successful roof designs are outlined in the R-Codes, Volume 2, Section 4.11.
- A variety of roof forms may be appropriate for the Kalamunda Activity Centre, including flat (with parapet), hip, gable, skillion.
- Application of roof form is generally linked to intended land use and character:
  - Flat (with parapet) - commercial, retail or mixed-use (generic character)
  - Hip, Gable – residential or mixed-use (traditional character)
  - Skilion – any (contemporary / industrial character)
- Roof slope is an important consideration that relates to the form chosen:
  - Flat (with parapet) - min. fall for drainage + parapet high enough to screen roof equipment
  - Hip – 18-25 degrees
  - Gable – 25-40 degrees
  - Skilion – 10-15 degrees
- Dormer windows (contemporary or traditional) are encouraged to break up the scale of large roofs and add articulation to the façade, but must meaningfully relate to interior space.
- Eaves are recommended for most roof types, providing shading to windows and adding visual interest to the elevation via shadow lines.
- North-facing roof faces are encouraged to be used for solar energy generation.

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A splash of colour can assist in making entry more legible

Image Credit: M.Kikuyama

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# 3.5 ENTRY LEGIBILITY

## OBJECTIVE

Building entries should be easy to identify, and provide a direct, safe pathway for pedestrians to access the building from the street.

## DESIGN GUIDANCE

- Design principles relating to building entries and pedestrian access are outlined in the R-Codes, Volume 2, Section 3.7.
- Entries should play a formative role in the composition of the street-facing façade. They should be emphasised using colour, special awnings, changes in plane, varying material treatment, special landscape treatment, or signage.
- Entries should provide weather cover and appropriate threshold circulation space to assist users in transitioning from internal to external.

# 3.6 BALCONIES

## OBJECTIVE

Well-designed balconies support indoor-outdoor living in apartment buildings, providing easy access to sunlight and ventilation for residents. They also create desired articulation on building facades and support passive surveillance to keep public spaces safe.

## DESIGN GUIDANCE

- Principles and criteria relating to the design of balconies are outlined in R-Codes, Volume 2, Section 4.4.
- Balconies can project up to 1m into the front setback zone (though not beyond the property boundary).
- In certain circumstances (described in R-Codes, Volume 2, Section 4.4.5), alternatives to balconies such as Juliet balconies, operable walls, bay windows or winter gardens may be acceptable.

# 3.7 CEILING HEIGHT

## OBJECTIVE

In order to create robust buildings that will be pleasant and functional over their life spans, it is important that they are designed with sufficiently high ceilings. The required ceiling height depends on the intended use, as detailed below. Taller ceilings allow more natural light into rooms, space for ceiling fans, and make small rooms feel more spacious. For commercial applications, taller ceilings allow for required mechanical services above drop-ceilings and create a more generous base to buildings at ground floor.

## DESIGN GUIDANCE

- Principles and criteria relating to general ceiling height parameters are outlined in the R-Codes, Volume 2, Section 4.3.
- For sites with a **Frontage** designation as per Figure 5 - Built Form Controls Map, the minimum ground floor ceiling height is set according to the development standards as per Table 2 - Development Requirements.
- For residential applications, ceiling height is measured to the underside of the slab or bulkhead.
- For ground floor commercial or retail applications (subject to a **Frontage** requirement), measurement is floor to floor (top of slab to top of slab above).

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Well integrated awnings and signage add visual interest to the street

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# 3.8 AWNINGS

## OBJECTIVE

Continuous weather protection over footpaths allows the town centre to be comfortably used in all weather, increasing its functionality and vitality by protecting pedestrians from sun and rain. Awnings can also assist in defining building entrances and encouraging pedestrian activity along street edges (eg. al fresco dining).

## DESIGN GUIDANCE

- For sites with a **Frontage** designation as per Figure 5 - Built Form Controls Map, the minimum awning provisions are set according to the development standards as per Table 2 - Development Requirements.
- Minimum awning depth may be reduced to accommodate existing or proposed street trees at the discretion of the planning officer, but in no case shall it be less than 1.5m deep.
- Sites not subject to a **Frontage** (as per Figure 5) must provide appropriate weather-protection for users and occupants, depending on the specific building configuration, setback, entry location, and topography. This may include awnings, entry canopies, pergolas, or other similar structures.
- Awnings shall be made of materials that are water proof and provide shade (no clear glass, transparent or permeable materials).
- Awnings to be structurally linked with the building, and be well-integrated into the design of the façade.

# 3.9 SIGNAGE

## OBJECTIVE

Signage within Kalamunda Activity Centre plays an important role in the character and vitality of the town and in the success of the associated businesses. Signage should be well-designed and integrated with buildings to assist customers in locating their destination without creating excessive visual clutter.

## DESIGN GUIDANCE

- Any new signage to generally be in accordance with the City of Kalamunda's policy P-DEV 42 Signage on Private Property.

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Car parking areas hidden behind buildings allow streets to be more vibrant

Image Credit: T.Blackwell

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# 4.0 ACCESS, PARKING + SERVICES

## 4.1 CAR PARKING LOCATION

### OBJECTIVE

The intended character of the Kalamunda Activity Centre is urban and pedestrian-oriented. As such, careful placement of cars and car parking areas within this framework is critical. In general, on-street parking is encouraged as a low-impact way to incorporate convenient car parking into the streetscape without damaging the intended character. Car parking on private lots between the street and the building dilutes the street edge and reduces visual interest for pedestrians, and is generally discouraged. To reduce its impact on the streetscape, most car parking within the town centre should be hidden behind street-facing buildings.

### DESIGN GUIDANCE

- For **Frontage** types 1, 2, and 3, car parking may not sit between the building and the street.
- For **Frontage** type 4, car parking between the building and the street is discretionary, depending on the proposed land use and building configuration. Where it is supported, it should be limited to a drive aisle and single row of parking bays, and screened at the street by a 1m landscape strip.
- If **Frontage Build-Out** requirements are met (Table 2 – Development Requirements), car parking may be brought close to the street for balance of the street edge (screened by a 1m landscape strip).

## 4.2 ACCESS + VEHICLE PARKING

### OBJECTIVE

The best town centres are made up of vibrant streets and public spaces lined by active uses and enclosed by a consistent building edge. Minimising the impact from vehicle access to car parking is a critical design objective.

### DESIGN GUIDANCE

- Design principles relating to vehicle access are outlined in R-Codes, Volume 2, Section 3.8.
- Cross-overs should be strategically placed in locations where they will have the least impact on the efficient functioning of the place.
- Minimise cross-over widths and combine shared accessways where possible
- Entrances to structured car parking should be recessed behind the primary building facade
- Car parking areas or garages should be screened or tucked behind buildings, where possible.

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Image Credit: B.Butson

Bicycle parking can be sculptural and add visual interest to the streetscape

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# 4.3 WASTE + SERVICES

## OBJECTIVE

Design buildings so that they are accessible and functional with regard to service access and waste management. Encourage integrated waste collection strategies that facilitate recycling and reduce land fill. Ensure that buildings can be functionally serviced for delivery and pick-up of goods without unduly impacting on access, parking, or pedestrian amenity.

## DESIGN GUIDANCE

- Design principles relating to waste management are outlined in R-Codes, Volume 2, Section 4.17.
- Consolidate service access / loading away from areas of high pedestrian activity.
- Waste Management Plans shall be provided for all new developments.
- Design street-facing facades to minimize the impact of electrical panels, fire pump connections, telecommunications, and car parking ventilation.

# 4.4 BICYCLE PARKING

## OBJECTIVE

Walkable town centres should encourage all non-single vehicle modes of transport by providing appropriate infrastructure and safety provisions.

## DESIGN GUIDANCE

- Design principles relating to bicycle parking and requirements for residential bicycle parking are outlined in the R-Codes, Volume 2, Section 3.9.
- Commercial tenancies larger than 1,000m² should offer end-of-trip facilities to encourage employees to cycle, jog or walk to work.
- End-of-trip facilities should be located near bicycle parking facilities
- End-of-trip facilities should include, at a minimum:
  - two female and two male showers, located in separate changing rooms
  - changing rooms must be secure facilities capable of being locked
  - a locker must be provided for every bicycle parking bay provided
- Bicycle parking for commercial land uses should be provided at the following rates:
  - 1 space per 200m² of commercial floor space (tenancies less than 1000m²)
  - 1 space per 250m² of commercial floor space (tenancies over 1000m²)

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Retaining mature trees in redevelopments provides instant shade and amenity

# 5.0 LANDSCAPE

## 5.1 TREE RETENTION

### OBJECTIVE

Kalamunda is a town set in the Perth Hills and in the bush. As such, a key part of its character is the landscaped setting of the buildings. Promoting and maintaining a generous tree canopy helps to create shade for pedestrians, preserve privacy between buildings, and soften the visual impact of buildings. As such, significant, healthy trees on private lots should be retained and designed around, where practical, and additional trees added to continue to build up this landscape pattern within the town.

### DESIGN GUIDANCE

- Design principles relating to **Deep Root Zones**, tree retention and planting on built structures are outlined in the R-Codes, Volume 2, Sections 3.3 and 4.12.
- When proposing to remove a tree worthy of retention (according to design criteria in the R-Codes, Volume 2, Section A3.3.1), the applicant must either replace the tree with an equivalent tree in a **Deep Root Zone** onsite or take on the offset requirements listed in the R-Codes, Volume 2, Section A3.3.7.
- A Landscape Plan must be submitted with the planning application indicating proposed deep soil zones, plant and tree species, and calculations showing how the site meets the relevant metrics outlined in the above sections.

## 5.2 SOFT LANDSCAPING

### OBJECTIVE

Given the bush setting of the Kalamunda Activity Centre, soft landscaping is a crucial aspect of any new development within the town centre. Plant selections and configurations should be selected that add amenity to the site and adjacent streetscape, be easy to maintain, and use water wisely.

### DESIGN GUIDANCE

- Design principles relating to landscape design are outlined in R-Codes, Volume 2, Section 4.12.
- Given the surrounding area's history of food production (particularly fruit), consider incorporation of productive food producing trees and plantings and vegetable beds.
- Consider appropriate mix of native plants to support local biodiversity / minimise water use, and non-native plants that can provide other benefits such as splashes of colour and summer shade / winter sun.

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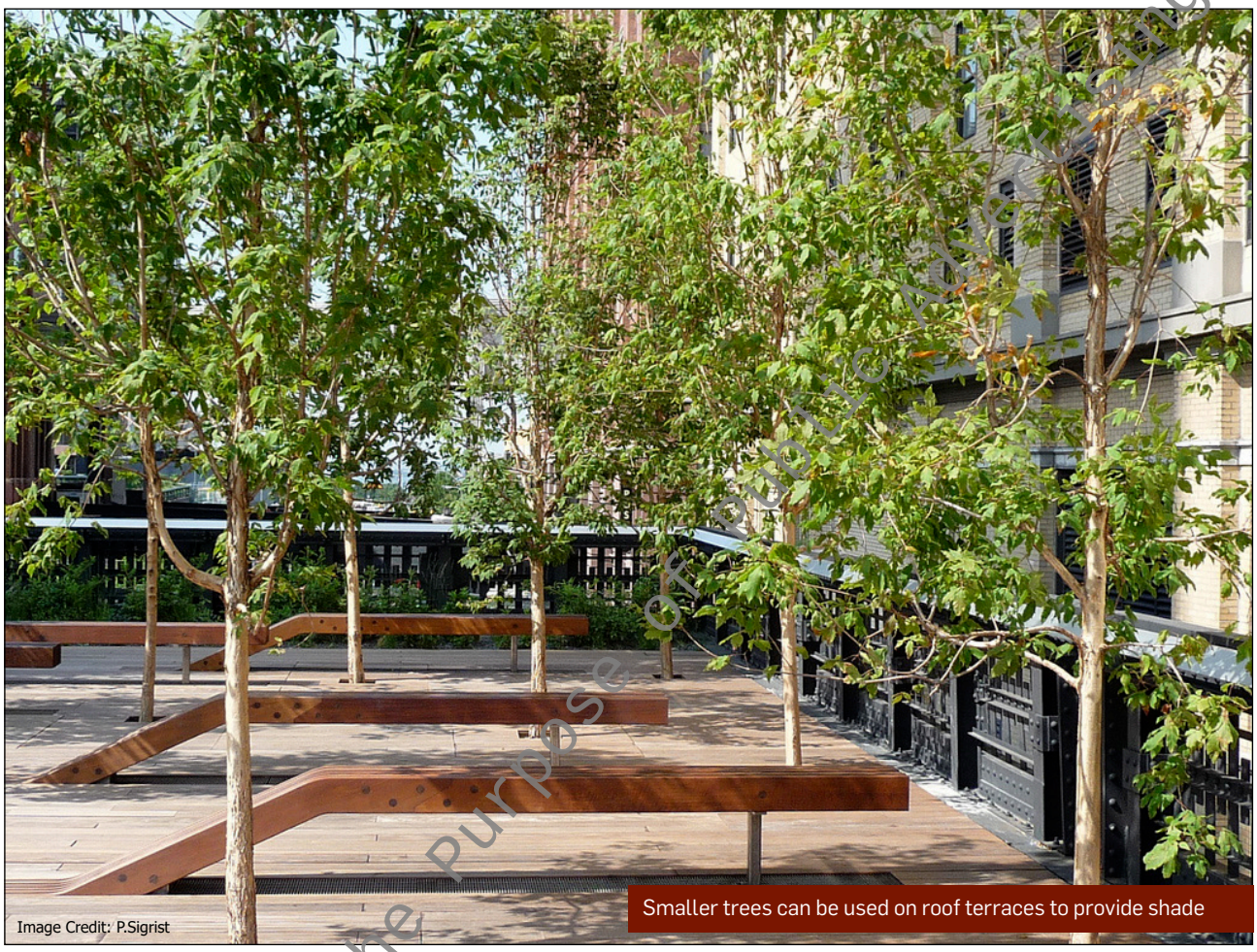


Image Credit: P.Sigrist

Smaller trees can be used on roof terraces to provide shade

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# 5.3 ROOF TERRACES

## OBJECTIVE

Roof terraces can provide amenity and additional open space on tight sites. They allow access to distant views, sunlight, and communal space for gatherings. Roof terraces are encouraged within the Kalamunda Activity Centre, subject to appropriate design configurations to minimise impacts on neighbours.

## DESIGN GUIDANCE

- Accessible roof decks or terraces are subject to the same visual privacy provisions as Balconies per the R-Codes, Volume 2, Section 4.5.
- Roof terraces are encouraged to provide a mixture of hard and soft landscaped areas, and include good solar access and areas that can be shaded in summer.
- Communal facilities such as seating, bbqs, swimming pools, saunas, ping pong tables, garden plots, etc. encourage residents to utilise the space and promote social interaction.
- Roof shade structures are not restricted in area, but will be considered a building storey unless they meet the following criteria:
  - Open on at least 3 sides
  - Maximum 150m² in area
- If roof structures are larger than 150m² in area, they can be approved but they are considered a building storey for the purposes of assessing building height.
- Roof shade structures, mechanical equipment, and vertical circulation overruns on flat roofs are subject to the following restrictions:
  - Set back from perimeter wall a minimum of 6m facing a street, and 2.5m facing an internal lot boundary (or 12m from a boundary)
  - Maximum height 3.5m

# 5.4 COMMUNAL OPEN SPACE

## OBJECTIVE

In more dense environments where residents have limited exterior space, the incorporation of common open space in projects can facilitate neighbour interaction and provide additional recreation space beyond courtyards and balconies.

## DESIGN GUIDANCE

- Design principles relating to communal open space are outlined in the R-Codes, Volume 2, Section 3.4.
- Communal open space not required for residential multiple dwelling projects with 10 or fewer dwellings.
- It is good practice to locate communal open in areas with adequate solar access and ideally co-located with deep soil zones and mature landscaping.
- Communal open space should be located near primary vertical circulation and property entrances to ensure that it is visible, active and well-used by residents.
- The interface between communal open space and dwelling entrances should be carefully designed to ensure appropriate transitions, thresholds and levels of privacy.

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Fencing should integrate with the landscape design

Image Credit: Secure-A-Fence

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# 5.5 FENCING

## OBJECTIVE

Fencing can be a useful device to delineate private space. However, the height, colours and design of the fencing needs to be carefully chosen to blend in with the existing streetscape and complement the associated buildings. Front fencing should strike a careful balance between creating a degree of privacy and separation / maintaining a sociable interface with the public realm that promotes neighbour interaction and community safety.

## DESIGN GUIDANCE

- Front fencing is not permitted between the building and the front lot boundary on any property subject to a Frontage designation (Figure 5 - Built Form Controls Map).
- The erection and maintenance of dividing fences on internal property boundaries are a matter between neighbours and as such are dealt with by the Dividing Fences Act 1961 (administered by the Department of Commerce).
- A fence up to 1.2m high within the front setback of the property can be constructed without approval (on properties not subject to a **Frontage** requirement).
- Any front fence in excess of 1.2m high requires City approvals and must comply with the City of Kalamunda Fencing Local Law.
- Fencing design, colours and materials should be complementary of the proposed or existing buildings, and should enhance the streetscape.

# 5.6 WASTE + RECYCLING

## OBJECTIVE

Ensure early consideration of waste management within new projects to allow for easy sorting of waste streams. Waste facilities should be appropriately located to avoid odour impacts on residents, facilitate recycling, and ensure easy collection. At street level, waste storage should be carefully designed to minimise negative impacts on the streetscape.

## DESIGN GUIDANCE

- Design principles relating to waste management are outlined in the R-Codes, Volume 2, Section 4.17.
- Consider incorporation of dedicated vertical chutes for waste, recycling and compost items.
- If waste is stored on a level that includes residences or commercial space, ensure that there is sufficient separation to minimise odour impacts.
- Liaise with the City of Kalamunda technical staff at an early stage to work through the proposed approach to waste management and collection.
- Consider communal collection of food waste and incorporation of a composting bin associated with on-site vegetable gardens.

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Solar orientation and shading should be a major driver design decisions

# 6.0 SPECIAL CONSIDERATIONS

## 6.1 SOLAR ACCESS

### OBJECTIVE

To achieve effective passive solar outcomes and efficient solar energy collection, the massing and layout of new buildings must consider the arc of the sun as a primary design consideration. Any new proposals should carefully consider the repercussions of design decisions on solar access to communal open space, internal living spaces, as well as the overshadowing impact on adjacent properties and buildings.

### DESIGN GUIDANCE

- Design principles and criteria relating to solar access and energy efficiency are outlined in the R-Codes, Volume 2, Sections 4.1 and 4.15.
- Design proposals should strive to:
  - protect solar access to solar panels on adjacent buildings
  - avoid overshadowing primary outdoor spaces and courtyards on adjacent properties

## 6.2 UNIVERSAL DESIGN

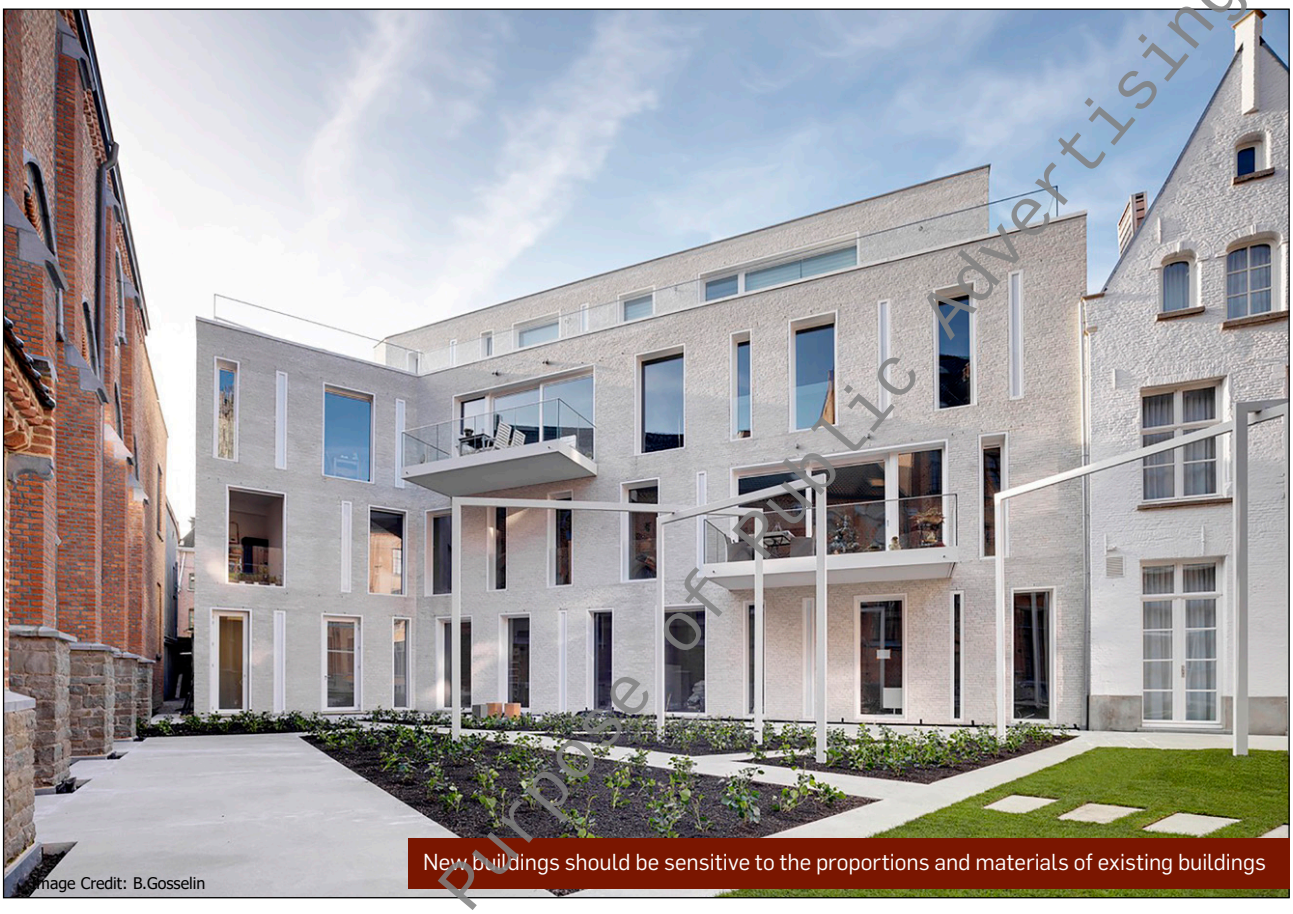
### OBJECTIVE

New developments within the Kalamunda Activity Centre should be designed to facilitate access for people of all modes and abilities.

### DESIGN GUIDANCE

- Design principles and criteria relating to universal access are outlined in the R-Codes, Volume 2, Section 4.9.
- 50% of ground floor dwellings should be designed to achieve Silver status under the Liveable Housing Design Guidelines.
- Unless steep topography makes it untenable, the slope from the public footpath to the common entrance to any residential building shall be in accordance with AS1428.1 (2009).
- The slope from the public footpath to the entrance on all commercial, mixed-use, and institutional buildings shall be in accordance with AS1428.1 (2009)

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# 6.3 HERITAGE + ADAPTABILITY

## OBJECTIVE

In order to preserve the rich history of the area, certain buildings and places are identified as having special heritage value. As such, owners should work with Council to preserve key historic elements of the property when redeveloping their sites. Design of new buildings should also consider the possible future uses of the spaces to allow for maximum flexibility of use to ensure a long and useful building life.

## DESIGN GUIDANCE

- Design principles and criteria relating to adaptive reuse of existing buildings are outlined in the R-Codes, Volume 2, Section 4.13.
- The City of Kalamunda has prepared a Municipal Inventory of Heritage Places, in accordance with Section 45 of the Heritage of Western Australia Act 1990. Based on this inventory, the City may propose to list certain properties on the Heritage List subject to advertising and communication with the owner.
- Properties on the Heritage List may be subject to a heritage agreement with the City in order to protect and preserve the elements identified as having heritage value.
- Redevelopment proposals for any property on the Heritage List are subject to satisfactory feedback from the City's Design Advisory Committee.
- Properties on the Heritage List may be exempt from certain Scheme requirements, per Kalamunda Local Planning Scheme 3, Section 7.5(c).
- Owners of properties listed on the State Register or National Heritage List should contact the Heritage Council (WA) to understand their responsibilities and development constraints.

# 6.4 PRIVACY PROTECTION

## OBJECTIVE

When designing new projects, it is important to consider and maintain a reasonable degree of privacy protection for sensitive areas of neighbouring properties. This relates to visual privacy and overlooking, and acoustic privacy relating to the impact of loud noise on the amenity of those living nearby.

## DESIGN GUIDANCE

- Design principles and criteria relating to visual and acoustic privacy are outlined in the R-Codes, Volume 2, Sections 3.5 and 4.7.
- Visual privacy criteria apply behind the front setback area only.

# 6.5 STAGED DEVELOPMENT

## OBJECTIVE

On larger, staged developments, it is crucial that the early stages of projects retain a positive interface with the public realm and avoid negative impacts on adjacent properties.

## DESIGN GUIDANCE

- Buildings proposed as part of the first stage of any development shall address and present to the street in the form of entry points, openings, glazing, and any other appropriate design response.
- Any development proposed to be undertaken in stages shall provide an overall development concept for the site to demonstrate how the built form will relate to surrounding development and the public realm.
- Developers considering a staged approach to development should consider the delivery of key facilities in the earlier stages of development. Alternatively, temporary 'pop-up' elements should be considered in appropriate locations to achieve the policy objectives for certain interfaces.

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Urban activation brings people out into the public realm and increases safety

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# 6.6 SAFETY + SECURITY

## OBJECTIVE

Kalamunda Activity Centre is intended to be a place where residents, workers and visitors feel safe and secure at all times. This is achieved by promoting passive surveillance from buildings, good public lighting, and activity within the public realm.

## DESIGN GUIDANCE

- Design principles and criteria relating to public domain interface are outlined in R-Codes, Volume 2, Section 3.6.
- Developments shall clearly delineate between public and private realm.
- Building entrances shall be orientated to face open and active spaces.
- Extensive expanses of blank walls are not permitted.
- New developments shall maximise passive surveillance by orientating habitable rooms with views over public streets and public open spaces.
- Lighting is to be provided to all public spaces including under awnings, parking areas, service areas, footpaths and entry and exit points.
- Buildings shall be constructed from materials that are resistant to vandalism.

# 6.7 DEVELOPMENT INCENTIVES

## OBJECTIVE

In order to encourage exemplary design outcomes, the City of Kalamunda is offering a range of development incentives. These incentives are discretionary and subject to agreement with the City. In all cases, development bonuses or relaxation of requirements is based on achieving an outstanding contextual design outcome.

## DESIGN GUIDANCE

- Any proposal seeking development incentives must be presented and assessed by the City of Kalamunda's Design Advisory Committee (DAC). The DAC must be comfortable that the design proposal meets the design intentions for the site (as described in the Kalamunda Activity Centre Structure Plan and associated documents), and also that the building demonstrates excellence in architectural design.
- Sites designated as **Prominent** that are proposing a design response deemed appropriate by the Design Advisory Committee are eligible for the development bonuses listed below.
- Additional elements that can add weight to requests for development bonuses include:
  - Provision of affordable housing
  - Retention of significant landscape features
  - Provision of communal facilities open to the public
  - Extraordinary sustainability features minimising water and energy use
  - Innovative waste management solutions
- Development bonuses that can be granted include:
  - Increase in allowable building height, per Table 2 - Development Requirements or the R-Codes, Volume 1 and 2 (whichever applies).
  - Reduction in required on-site car parking by up to 30%
  - Increase in allowable plot ratio, per Table 2 - Development Requirements or the R-Codes, Volume 1 and 2 (whichever applies).

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Good urban outcomes require a comprehensive development framework to guide them

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# 7.0 RESOURCES

## 7.1 DEFINITIONS

### APPARENT HEIGHT

The number of storeys of a building, as visible from the adjacent public road reserve or open space.

### ATTACHED BUILDING

A building with one or more parapet walls on interior boundaries that, when paired with a similar adjacent building, would form a contiguous building mass.

### BUILDING ARTICULATION

Changes in the depth of the surface of a building facade to create visual interest and shadowlines, and assist in breaking-up the massing into a series of separate components.

### CONE OF VISION

The limits of outlook from any given viewpoint for the purposes of assessing the extent of overlooking from that point.

### DEEP SOIL ZONE

An area of ground unencumbered by any below-ground structures that would interfere with tree growth.

### DETACHED BUILDING

A building with boundary setbacks such that it is not in contact with any other buildings.

### FRONTAGE

Additional development controls relating primarily to the interface between the street-facing building facade and the street.

### FRONTAGE BUILD-OUT

The minimum percentage of the front property boundary that must be built-out with a building along the front setback line.

### PROMINENT SITES

Visually important sites within the town centre that assist with wayfinding, signfiy cultural importance, and/or help build a sense of place (often located on corners or at the end of view corridors).

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# 7.2 PRIMARY CONTROLS

Current development standards table from the R-Codes, Volume 2., Table 2.1 Primary Controls, provided for convenience. Before relying on these standards, please confirm that this is the most recent version (https://www.planning.wa.gov.au/publications/DesignWA.aspx).

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| | Applies to R-Code areas, default settings apply unless alternative provisions defined in local planning instruments | | | | | | Applicable where designated by local government in local planning scheme, activity centre plan, structure plan, local development plan, local planning policy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Streetscape contexts and character** | **Low-rise residential** | | **Medium-rise residential** | | **High density urban residential** | | **Neighbourhood Centre** | **Medium-rise urban centres** | **Higher density urban centres** | | **Planned areas** |
| **Site R-Coding** | **R40** | **R50** | **R60** | **R80** | **R100** | **R160** | **R-AC4** | **R-AC3** | **R-AC2** | **R-AC1** | **R-AC0** |
| **Building height (storeys)** *refer 2.2* | 2 | 3 | 3 | 4 | 4 | 5 | 3 | 6 | 7 | 9 | **Refer to local planning scheme, local dev plan and/ or precinct controls as applicable** |
| **Boundary wall height (storeys)[1,2]** *refer 2.4* | 1 [3] | | 1 [3] | 2 [3] | 2 [3] | | 2 | 3 | 4 | | |
| **Minimum primary and secondary street setbacks** *refer 2.3* | 4m [4] | 2m | 2m | | 2m | | 2m or Nil [5] | 2m or Nil [5] | 2m or Nil [5] | | |
| **Minimum side setbacks[6]** *refer 2.4* | 2m | 3m | 3m | | 3m | | Nil | | | | |
| **Minimum rear setback** *refer 2.4* | 3m | | 3m | | 6m | | 6m | Nil | Nil | | |
| **Minimum average side/ rear setback where building length exceeds 16m.** *refer 2.4* | 2.4m | 3.5m | 3.5m | 3.5m | 3.5m | 4.0m | NA | NA | NA | | |
| **Plot ratio[7]** *refer 2.5* | 0.6 | 0.7 | 0.8 | 1.0 | 1.3 | 2.0 | 1.2 | 2.0 | 2.5 | 3.0 | |

**Notes**

1. Wall may be built up to a **lot boundary**, where it abuts an existing or simultaneously constructed wall of equal or greater proportions
2. Where the subject **site** and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code
3. Boundary wall only permitted on one boundary, and shall not exceed 2/3 length.
4. Minimum **secondary street setback** 1.5m
5. Nil **setback** applicable if commercial use at ground floor
6. Boundary **setbacks** will also be determined by provisions for **building** separation and visual privacy within this SPP and building separation provisions of the **NCC.**
7. Refer to Definitions for calculation of **plot ratio**

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# Kalamunda Activity Centre - Landscape Master Plan

city of kalamunda

Draft for the Purpose of Public Advertising

| DATE ISSUED | DESCRIPTION | REVIEWED BY | DATE SUPERSEDED |
|---|---|---|---|
| 21/09/2018 | Draft for Review | KN/CoKalamunda | 05/03/2019 |
| 06/03/2019 | Draft for Review | CoKalamunda | |
| | | | |

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Kalamunda is a place borne of community spirit with a strong connection to its heritage.

The town centre serves as a gateway to the hills and as a hub connecting both locals and visitors alike. Its natural bushland setting and traditional village atmosphere are a platform to enhance kalamunda's unique offerings, activities and events, that provides spaces for community interactions and neighbourhood conversations.

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# INTRODUCTION

# 1.0 INTRODUCTION

## WHY A LANDSCAPE MASTER PLAN

Urbis has been engaged by the City of Kalamunda to establish a project vision for the redevelopment and regeneration of the Kalamunda Activity Centre (KAC). This vision is intended to provide strategic direction and inform the Kalamunda Activity Centre Plan; a document required to provide a detailed planning framework for centres and is essential in the context of the Western Australian Planning Commission State Planning Policy 4.2 – Activity Centres for Perth and Peel.

The landscape master plan for the KAC has been informed by community engagement, detailed site assessment, literature review and case studies.

Kalamunda town centre has unique historical and locational qualities and the preparation of the Kalamunda Activity Centre Plan (KACP) and its supporting landscape master plan is critical to shaping its future positioning as a contemporary, attractive and functional centre for residents and visitors.

The town centre is at a crossroad, whereby its future and function need an effective combination of vision and practical implementation to enable its ongoing relevance and commerciality, whilst retaining key character and identity.

The current townsite is diverse in nature, land use and design. Heritage, topography and an active, engaged local community provide great opportunities to leverage from.

Critically, the Kalamunda townsite contains some of the trade-marks of a well-performing district centre, but lacks any real cohesion. The preparation of a landscape master plan provides a framework to respond to, and deliver on, key community priorities. It ensures the unique attributes and values of the Kalamunda town centre, and its community, are retained and form part of a cohesive vision in support of the KAC.

## 1.1 PURPOSE

In 2018 the City of Kalamunda (the City) commenced an Activity Centre Plan (ACP) process to guide the future planning and development decisions for Kalamunda's town centre over the next ten years.

The existing planning framework is no longer performing as required, and a new framework is needed that translates the vision into practical development guidelines which are in the control of local government. The ACP and associated design guidelines need to be both implementable and enforceable.

To guide this process, the City in conjunction with Urbis sought feedback from the community, business owners, landowners and other relevant stakeholders.

The ACP framework incorporates and addresses issues such as regional and local context, transport and movement networks, land use and infrastructure, urban form, resource conservation as well staging and implementation.

The landscape master plan supports this through presenting a consolidated set of townscape improvement opportunities, that will underpin the successful evolution and growth of the Kalamunda town centre.

The future and function of the town centre needs a successful combination of a clear vision along with practical implementation, to enable its ongoing relevance whilst retaining its character and identity. This landscape master plan supports the vision and provides a framework to assist the City in the prioritisation and delivery of a capital works program to the benefit of the local community, retailers and visitors.

All concepts of public realm areas and interfaces in this document are indicative only, and aim to articulate the principles of what is required in each area.

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## 1.2 RELATIONSHIP TO OTHER DOCUMENTS

The Kalamunda Activity Centre landscape master plan has been developed with regards to several other key documents to assist the City and community with the visioning and delivery of public realm within the Kalamunda Activity Centre core.

The master plan has been prepared in conjunction with the following documents:

- Kalamunda Activity Centre Plan;
- Kalamunda Activity Centre Built Form Design Guidelines; and
- Kalamunda Activity Centre Public Art Policy.
- Kalamunda Activity Centre Vision Report

This landscape master plan has been prepared with due regard to the following strategic documents:

- Metropolitan Region Scheme;
- Perth and Peel @ 3.5 million, including North-East Sub-Regional Planning Framework;
- LPS 3;
- Kalamunda Town Centre Planning and Urban Design Guidelines (in effect as of 20 June 2011);
- SPP 3.5 Historic Heritage Conservation;
- SPP 3.7 Planning in Bushfire Prone Areas ;
- SPP 7 – Design for the Built Environment (October 2016);
- Liveable Neighbourhoods (2009) and Draft Liveable Neighbourhoods (2015);
- City of Kalamunda Local Planning Strategy 2010; and
- Stirk Park Master Plan.

## 1.3 PRINCIPLES AND OBJECTIVES

The following overarching principles and objectives have been developed to inform the Kalamunda Activity Centre Plan and apply to the landscape master lan. These have been derived from and respond to the specific site characteristics, project aspirations and influences that were identified during the development of the KACP. Refer the KAPC for a full list of objectives.

| THEME | OBJECTIVES |
|---|---|
| **CHARACTER**<br>HOME IN THE FORREST | • Development a new 'main street' environment along Hayne Street supported by Central Mall, Mead Street, Barber Street Canning Road and Railway Road.<br>• Connect the cultural elements of the town centre to create a meaningful and cohesive story. |
| **COMMUNITY**<br>A PLACE FOR EVERYONE | • Create opportunities for events, festivals, markets and activities to support a vibrant and activated town centre.<br>• Encourage co-location of community facilities.<br>• Create places that cater for all members of the community from youth to the elderly. |
| **LIVE/WORK/ PLAY**<br>ALL YOUR DAILY NEEDS | • Enhance safety and vibrancy of the public realm by encouraging passive surveillance and facilitating social interaction. |
| **CONNECTED**<br>WALK THE CENTRE | • Promote pedestrian and cyclist priority streets that are safe and accessible for all.<br>• Encourage walking, cycling and public transport use.<br>• Ensure destinations and places are well-connected and legible. |

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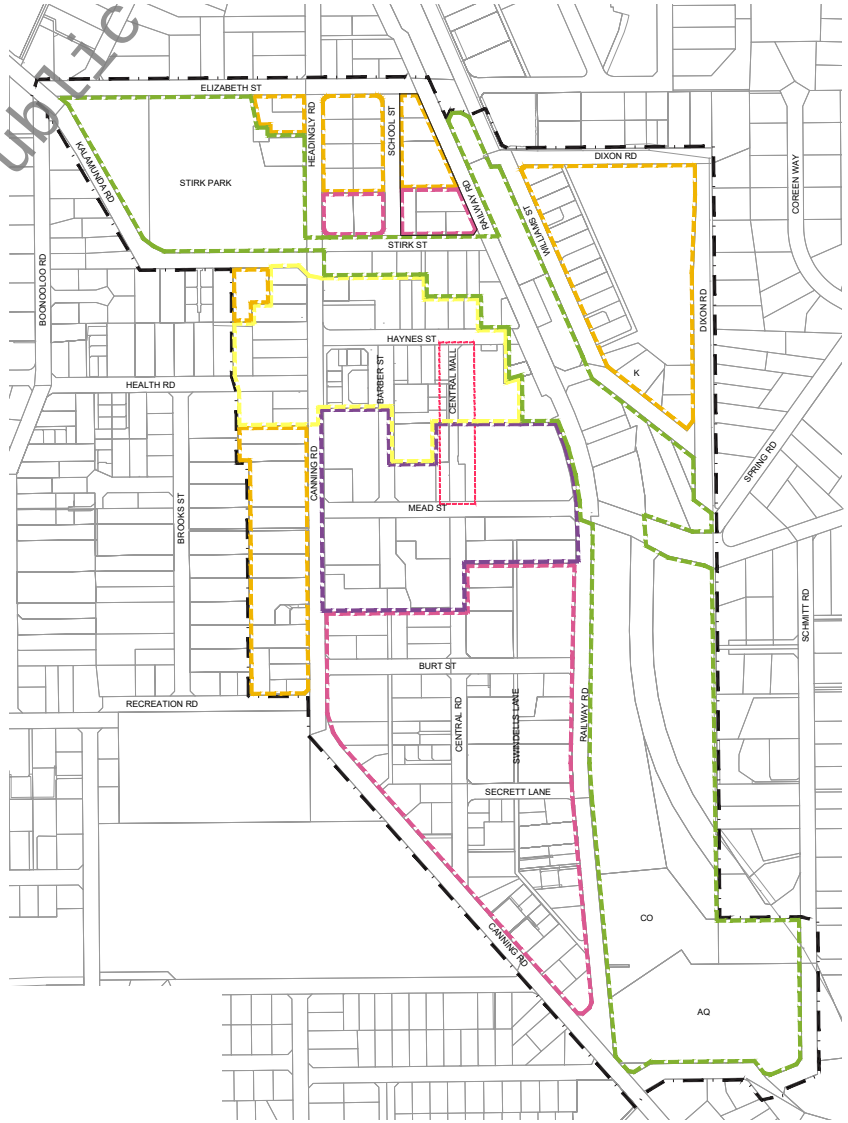
## 1.4 PRECINCTS AND OBJECTIVES

As outlined in the KACP map and precinct map, the activity centre plan area is divided into precincts to guide land use and built form outcomes.

In addition to the overall activity centre objectives, public realm improvements in each of the precincts should respond to the following precinct vision statement and objectives.

**LEGEND:**

- ACTIVITY CENTRE BOUNDARY
- MIXED USE PRECINCT
- TOURISM PRECINCT
- MAIN STREET PRECINCT
- ANCHOR PRECINCT
- RESIDENTIAL PRECINCT
- FOOD AND BEVERAGE FOCUS




| PRECINCTS | VISION | OBJECTIVES |
|---|---|---|
| **MAIN STREET PRECINCT** | This precinct will encompass the primary main street anchored by Haynes Street.<br>The precinct should accommodate a mix of commercial, retail, mixed use, food and beverage offerings.<br>The main street will be safe for pedestrian and vehicles alike.<br>Built form will be sympathetic to the character of Kalamunda encouraging development that is at appropriate scale that interacts with the main street element. | • Provide a walkable environment that reduces car dominance on Hayne Street.<br>• The provision of an inviting public realm that attracts people to it and encourages people to enjoy the town centre.<br>• Provide a safe and pleasant pedestrian environment through opportunities for shade, rest stops, weather protection and footpaths. |
| **RESIDENTIAL PRECINCT** | Consistent with the residential zone, this precinct will provide primarily single and grouped dwelling development in close proximity to the town centre. | |

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| PRECINCTS | VISION | OBJECTIVES |
|---|---|---|
| **ANCHOR PRECINCT** | This precinct supports larger scale uses that aren't appropriate to a main street but are critical in supporting the diversity and range of commercial offerings in the town centre.<br>This precinct is the focus of large format commercial and retail premises centred around Kalamunda Central (including supermarket/s, mini majors etc).<br>Small scale, active uses support the anchor tenants and generate additional employment. | • Reduce vehicles in the centre of the precinct and encourage traffic on the outskirts. |
| **TOURISM PRECINCT** | This precinct is the hub for tourism, culture and heritage for the Kalamunda town centre.<br>Centred around Railway Road and Zig Zag Culture Centre. Activity in this precinct leverages off the local and regional identity, building on the heritage and character of the town centre.<br>Compatible land uses are consolidated where appropriate providing synergies between key cultural features of the town centre including Stirk Park and Bibbulmun Track | • Encourage uses that focus on tourism attractions to complement the Zig Zag Cultural Centre and heritage character of the town centre.<br>• Create synergies between Stirk Park including Stirk Cottage, Zig Zag Cultural Centre and Bibbulmun Track. |
| **MIXED USE PRECINCT** | This precinct supports the Kalamunda town centre core as the centre of activity and employment generation.<br>Land use is predominantly mixed use encouraging residential and small scale commercial uses in accordance with existing planning framework.<br>Small scale professional uses such as home office are encouraged where appropriate. | • Facilitate predominantly residential and mixed-use development that contributes to the walkable catchment of the town centre |
| **FOOD AND BEVERAGE FOCUS AREA (AS IDENTIFIED ON ACTIVITY CENTRE PLAN MAP)** | Central Mall provides a focus for food and beverage outlets activating the town centre into the evening hours.<br>Central Mall will function as a shared pedestrian/vehicle zone allowing one-way traffic movement to activate the street. | • Provide a safe and pleasant pedestrian environment through opportunities for shade, rest stops, weather protection and footpaths.<br>• Create an environment where vehicles slow down and pedestrian movement is prioritised.<br>• Support opportunities for community events such as market days and fairs activating the street in the day and night.<br>• Land uses where possible will provide opportunities for alfresco dining. |

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# CONTEXT

# 2.0 CONTEXT

## 2.1 HISTORY

**Kalamunda has a unique history evolving from the timber and orchard industries and is a popular holiday destination for people from Perth and Fremantle. Kalamunda History Village and Stirk Cottage are an important element of the town's history.**

There are a number of known historic heritage places within the KAC area that are included on the WA State Register and the Kalamunda Municipal Inventory. These places should be identified in the Kalamunda Activity Centre Plan (KACP), to ensure they are considered in any future development of the activity centre. Where future development is proposed, including new development adjacent to heritage places, internal refurbishment of heritage places, or proposed demolition of heritage places, impact assessments will be required to be prepared and approved by the relevant level of government prior to any works taking place.

The Kalamunda and District Historical Society manages a heritage trail in the town. Consideration could be given to consultation with the Society to further develop interpretive opportunities identified in ths report.

## 2.2 CONTEXT

Kalamunda is located in the growing Perth Hills area, is located approximately 25 kilometres from Perth CBD and will have an estimated population of 25,194 by 2050. Kalamunda could be said to be one of the 'first tree change' communities that has grown over time, from a small village to an emerging town centre due to increased vehicular mobility, new urban settlement and the desire for a 'rural lifestyle' in close proximity to Perth CBD.

Present day, wider Kalamunda has a diverse landscape of national and regional parks, State forests, wineries and local industries such as orchards, intensive horticulture and the like. It is also becoming an emerging urban area with expanding industrial and transport hubs in areas such as Forrestfield and High Wycombe, and also an attractive City for families to reside in areas such as Lesmurdie, Maida Vale and Gooseberry Hill.

Taking a closer look at the heart of Kalamunda, the town centre has a mixture of vibrant, energised spaces and streetscapes, while other areas lack a sense of identity and commercial investment resulting in a fragmented town centre. Built on a traditional grid pattern although irregular, the town centre has a mix of lot sizes, building scales and dispersed commercial and retail uses. Former development has been strongly car-orientated to cater for the convenience of motorists. This has resulted in a number of developments failing to contribute to the streetscape with dominant parking areas, large setbacks and minimal street activation or presence.



*Source: Picture Kalamunda Image No 64900*

Stirk family outside the Stirk Cottage, c1898



*Source: All We Need is Right Here (allweneedisrighthere.org)*

First Kalamunda Hotel, c1902



*Source: Picture Kalamunda, Image No 20400*

Railway Road, c1918-1920

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Stirk Cottage, c2013



First Kalamunda Hotel, c2013



*Source: Picture Kalamunda, Image No 20400*

Railway Road, c2018

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Kalamunda Rd

Canning Rd

Railway Rd

## STUDY AREA

The KAC study area is generally bound by Stirk Park to the north, Brook Street and Canning Road to the west, the Kalamunda Water Park to the south, and Bibbulmun Track and Dixon Road to the east.

The landscape master plan study area includes the core and frame of the Kalamunda town centre responding to existing land use and built form, movement network, infrastructure provision, community facilities and open space.

## LEGEND

- KAC study area
- Landscape master plan study area

Prepared by Urbis for City of Kalamunda






# 2.3 COMMUNITY CONSULTATION

## PURPOSE

In 2018 the City of Kalamunda (the City) commenced an Activity Centre Plan (ACP) process to guide the future planning and development decisions for Kalamunda's town centre over the next ten years.

To guide this process, the City in conjunction with Urbis sought feedback from the community, business owners, landowners and other relevant stakeholders. The following is a summary of this process and outcomes and relevant to the landscape master plan. Refer the KACP for a full summary of the consultation.

Kalamunda town centre has unique historical and locational qualities and the preparation of the landscape master plan is critical to shaping its future positioning as a contemporary, attractive and functional centre for residents and visitors.

## CONSULTATION PROCESS

Urbis undertook the first stage of stakeholder and community consultation to seek insights on the local perception of the town centre and how it could better meet local needs and aspirations. This included engagement with local business owners, landowners and tenants, local Chamber of Commerce, local organisations and the broader community.

A consultation program was designed to target the key stakeholders of Kalamunda's town centre area. Multiple opportunities and events were held to ensure that all relevant voices within the City were captured over February and March 2018 including:

- Business owner 'coffee chats';
- Central mall pop up stall;
- Farmers market pop up stall;
- Visioning workshop; and
- Online survey.

The business owner coffee chats were attended by 14 business owner(s), whilst an estimate of 30-40 community members attended the Saturday event and 60+ at the Sunday farmers market pop up stalls. Both pop up stalls involved a Jane's Walk with multiple local speakers to guide walking tours through the town centre.

Approximately 10-15 community members joined the Jane Jacobs walks. More than 17 people attended the visioning workshop that was held at the Town Hall on the March 15, 2018. The visioning workshop was highly interactive, enabling attendees to hold discussions about their ideas, visions and insights to guide the future of the town centre facilitated by the City's Officers and Urbis planning and design consultants.

Online consultation was via the City's website, which provided access to a detailed public survey. The survey was conducted over 6 weeks to 30 March 2018, with 44 people completing the survey.








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## KEY THEMES

The following key themes relevant to the landscape master plan emerged from the consultation;

### LAND USE

- Encourage a night-time economy supported by food and beverage offerings and a variety of retail.
- Consolidate and upgrade community facilities.

### PUBLIC REALM

- Improved streetscape beautification.
- Create a town square / focal point for the town centre.
- More greenery, trees and gardens.
- Improve infrastructure to encourage more events.
- Create soft and hard linkages to the historical and cultural features.
- Create places to play, relax and be entertained.

### CONNECTIVITY

- Safe, accessible and legible pedestrian connections.
- Improvements to wayfinding and signage.
- Provision of cycling facilities and infrastructure.
- Increase connections to green space and green links.
- Improved public transport and connections to existing public transport.

### BUILT FORM

- Built form and materials to reflect the character of the town centre.
- Height and density of built form to be sensitive to human scale.
- Encourage a comfortable and welcoming pedestrian environment through awnings, shade structures.



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# 2.4 OPPORTUNITIES AND CONSTRAINTS

The following list of opportunities and constraints pertaining to the public realm were developed by the KAC project team following literature review, due diligence and consultation.

| OPPORTUNITIES |
|---|
| EXISTING LAND USE AND DEVELOPMENT |
| • Reinforce Haynes Street as the 'main street' of the town centre. The focus on this main street should be strengthened through future planning and design interventions. |
| • Reinforce gateways and entries statements to the town centre. There are relatively clear gateway points but little legibility beyond the threshold as to where the town centre is. |
| • Improve the entrance to the pedestrian mall on Central Mall. This entrance is an important (and highly visible) gateway to the pedestrian mall and weekend markets. |
| • Connect the town centre to its past by strengthening the physical connections to the adjacent History Village and Stirk Park. |
| • Create a town square/focal point for the town centre. |
| • Locate additional civic and government services in the town centre to attract and retain users in the town centre. |
| NATURAL ENVIRONMENT |
| • Create clear connections (physical or otherwise) to the surrounding natural features including Jorgensen Park, Bibbulmun Track, Stirk Park, walk and bike trails and wine trails etc. |
| • Provide more greenery, trees and gardens, including native and deciduous trees. |
| • Capitalise on natural view sheds from the undulating topography. Topography supports views for future tourism and food and beverage uses in northern areas, and lends itself to alfresco offering. |
| • Utilise existing vegetation as landmarks, as well as to soften and enhance the streetscape in the town centre. |
| INFRASTRUCTURE |
| • Transition the existing power network to underground power to improve amenity. |

| OPPORTUNITIES |
|---|
| ACCESS AND MOVEMENT |
| • Re-open Central Mall connecting Haynes Street and Mead Street. Whilst this will remain as an activated laneway for hosting festivals, food carts, and other activities during market days, by opening it up it can offer on-street parking and entice more permanent activities on non-market days, in turn supporting adjacent retailers. |
| • Improve pedestrian connections and wayfinding from the bus depot to the town centre and/or review opportunities to relocate the bus depot to Barber Street. |
| • Improve pedestrian connection and wayfinding from the Bibbulmun Track entry to the town centre. |
| • Create opportunities for safe, accessible and legible pedestrian connections. |
| • Investigate street improvements to the pedestrian environment along Railway Road and Stirk Street that work with the Bibbulmun Track improvements and surrounding heritage context. |
| • Investigate the introduction of dedicated cycle routes through the town centre. |
| • Investigate street improvements to the pedestrian environment along Canning Road between Stirk Park and Kalamunda Senior High School to encourage walking. |
| PLACEMAKING / SOCIAL INFRASTRUCTURE |
| • Investigate opportunities to further enhance existing event spaces such as the Town Square Gardens and establish a range of suitable events for this space. |
| • Establish a hierarchy of street and spaces to improve walkability, general vibrancy (people staying longer and moving around the centre) and business trade. |
| • Explore opportunities to establish a comprehensive approach to the heritage assets and celebrate and communicate the towns history. |
| • Potential future opportunities for interpretation of Aboriginal heritage values of the area |
| ECONOMIC |
| • Encourage weekend markets that serve as a valuable attractor for the town centre. |

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**LEGEND:**

- STUDY AREA
- LACK OF ORIENTATION / WAYFINDING
- POOR OR INACTIVE BUILT EDGE
- HEAVY TRAFFIC STREET
- POTENTIAL ONE WAY STREET
- LEVEL CHANGE
- ENTRY THRESHOLDS
- VIEW OPPORTUNITIES
- CONNECTION TO OPEN SPACE
- BIBBULMUN TRACK
- INFORMAL CONNECTIONS
- POTENTIAL ENTRY FEATURE
- ARRIVAL + DEPARTURE POINTS
- STREETSCAPE UPGRADE OPPORTUNITY
- MAIN STREET EDGE UPGRADE POTENTIAL
- ACTIVATION OPPORTUNITY
- EUROPEAN HERITAGE PLACES
- ABORIGINAL HERITAGE SITES
- BAL 12.5 FIRE CONTOUR
- GREEN SPACE
- HIGH FREQUENCY CYCLE ROUTES
- EXISTING SHARED PATHS

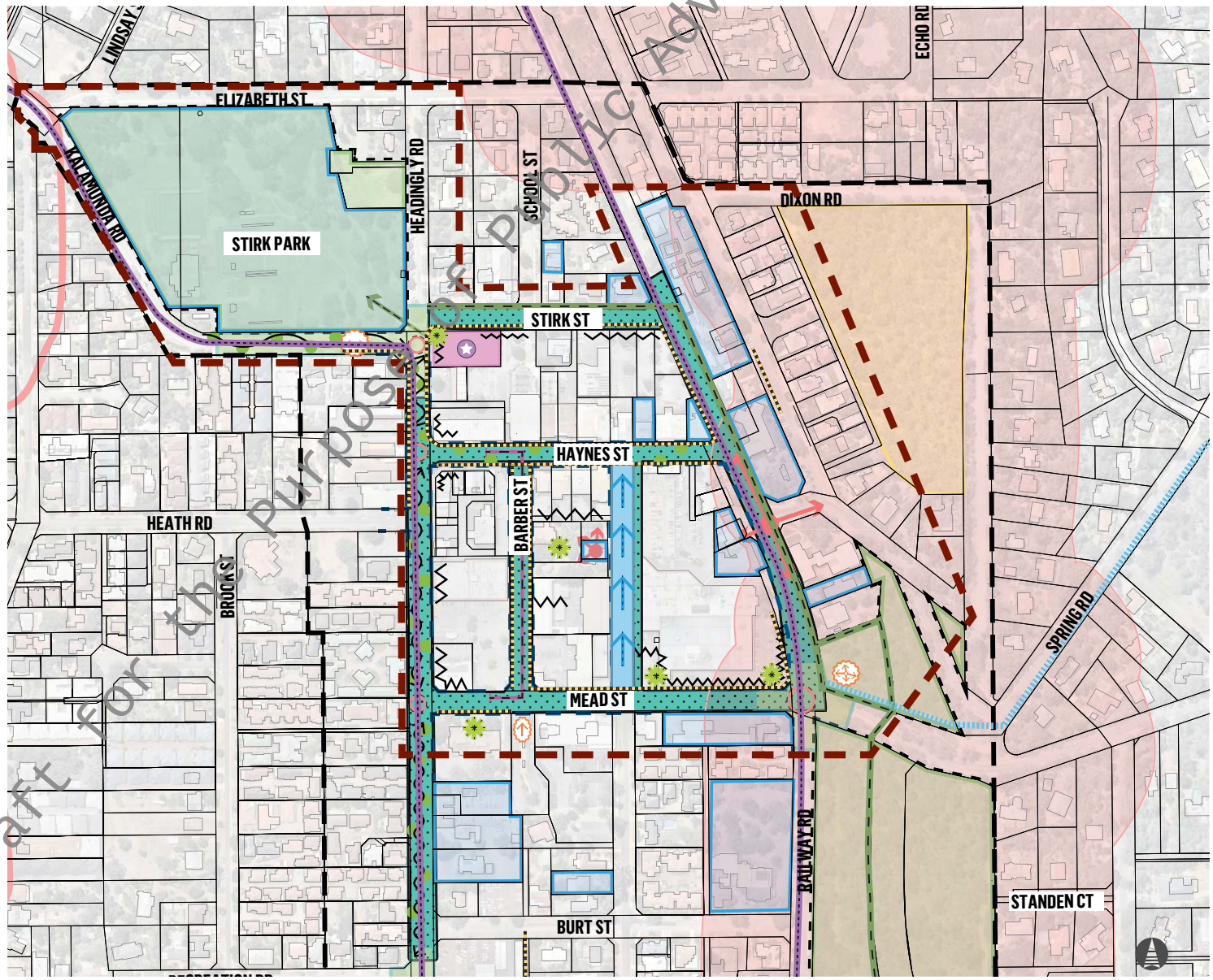



Figure 1: Opportunities and Constraints Plan

## CONSTRAINTS

| EXISTING LAND USE AND DEVELOPMENT |
|---|
| • Setbacks and slopes along Barber Street create difficult interfaces between buildings and footpaths. |
| • Fragmented car parking in the town centre creates legibility challenges, inefficiency, and a spatially inconsistent built fabric along the streets. |
| • Perceived poor recent examples of density may make any further density proposals more difficult. |
| • Disparate and separated development across the central city centre has resulted in multiple, competing main streets and poor concentration of activity. |

| NATURAL ENVIRONMENT |
|---|
| • Much of the town centre land is sloping, creating challenges with footpath/ building interface, car parking layouts, and large format buildings. |
| • Bushfire threat is evident particularly along the eastern portion of the study area. |
| • Water quality in Poison Gully impacted by litter and silt entering drainage system. |
| • Detailed drainage study for the town centre has not been completed and would be beneficial to any further planning to ensure recent upgrades can service future development under the KACP. |

| INFRASTRUCTURE |
|---|
| • Streetscape infrastructure is dated and inconsistent across the city centre. |
| • Poor linking between infrastructure assets such as seating and places to linger such as parklets with adequate shade. |
| • Currently serviced by overhead powerlines which detract from streetscape amenity. |

| ACCESS AND MOVEMENT |
|---|
| • Poor wayfinding and lack of clear and demarcated into the town centre from entry points. |
| • Inconsistent and illegible pedestrian crossings throughout the town centre creating an unsafe environment for pedestrians and vehicles. |
| • Limited access to shops on the pedestrian mall on non-market days. |
| • Inconsistent shelter and shade on main streets. |
| • Limited opportunities to link trips specifically between education, recreation, civic and health uses. |

| PLACEMAKING / SOCIAL INFRASTRUCTURE |
|---|
| • There is an aging population that may have specific expectations from the town both in service provision and structure. |
| • Poor micro-climate does not encourage walking, which adversely effects vibrancy and local business trade. |
| • No evidence of the overarching public art strategy being implemented. |
| • Re-development inertia resulting from retaining heritage buildings and maintaining a sense of heritage in the streetscape. |

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# Master Plan

# 3.0 MASTER PLAN

## 3.1 VISION

In response to preceding sections, the project team has established the following design vision which balances the characteristics of the site with client aims and objectives and the applicable planning framework.

**"Kalamunda is a place borne of community spirit with a strong connection to its heritage.**

**The town centre serves as a gateway to the hills and as a hub connecting both locals and visitors alike. Its natural bushland setting and traditional village atmosphere are a platform to enhance kalamunda's unique offerings, activities and events and provides spaces for community interactions and neighbourhood conversations."**

## 3.2 MASTER PLAN

The landscape approach has been strongly based on the overall philosophy of creating a unique town centre environment informed by the key principles –

- Character
- Community
- Live/Work/Play
- Connected

Maintaining the existing character of the area, which references history and heritage and celebrates the village character of the town centre, is intrinsic to the overarching landscape design, while also allowing for more contemporary improvements where appropriate.

Careful analysis of the existing public realm function and distribution has been undertaken to ensure a diversity of spaces are distributed within the town centre.

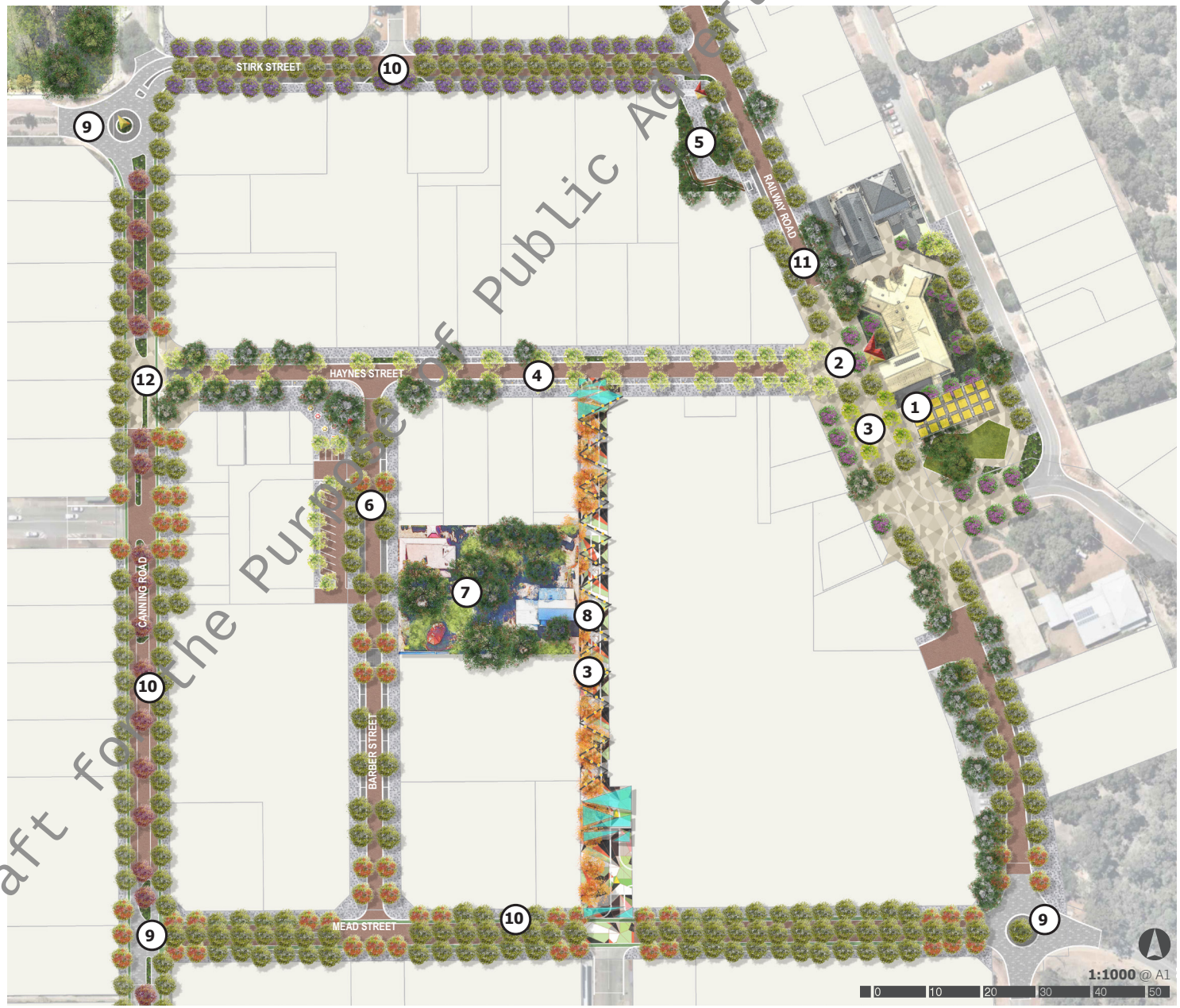



Figure 2: Landscape Typologies

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## LEGEND

1. Town Square
2. Public art focal point
3. Shared street
4. Main street
5. Corner park activation and way finding
6. Barber St Piazza
7. Green park upgrades
8. Central lane activation
9. Town centre entry paving nodes
10. 'Green' streets
11. Heritage/Civic precinct
12. Main street entry treatment




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Figure 3: Landscape Master Plan

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## 3.3 ELEMENTS

To elucidate the above-mentioned vision, the LMP is divided to four specific elements as follows and which are described in detail within this section.

**Element 1: Town Square** – A scaleable and defined town square that co-locates heritage, tourism and community facilities and provides a civic focus for the town centre.

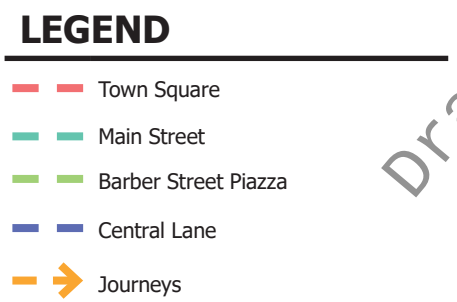
**Element 2: Main Street** – A clearly identifiable Main Street enhancing an already function urban fabric and increasing pedestrian focus and connectivity.

**Element 3: Green Park and Barber St Piazza**– An area of respite and social gathering supported by public transit, hospitality and community facilities.

**Element 4: Journeys** – 'Lost and Found in Kalamunda' clearly defined pedestrian and vehicle routes offering a diversity of experience and choice in a safe and vibrant town centre environment.

The elements are supported by a number of strategies that provide more fine grain detail on the more functional aspects of the public realm.

The degree to which each element and strategy outlined in this document responds to the underlying principles, as outlined above, is indicated by the icons at top of right each section heading.



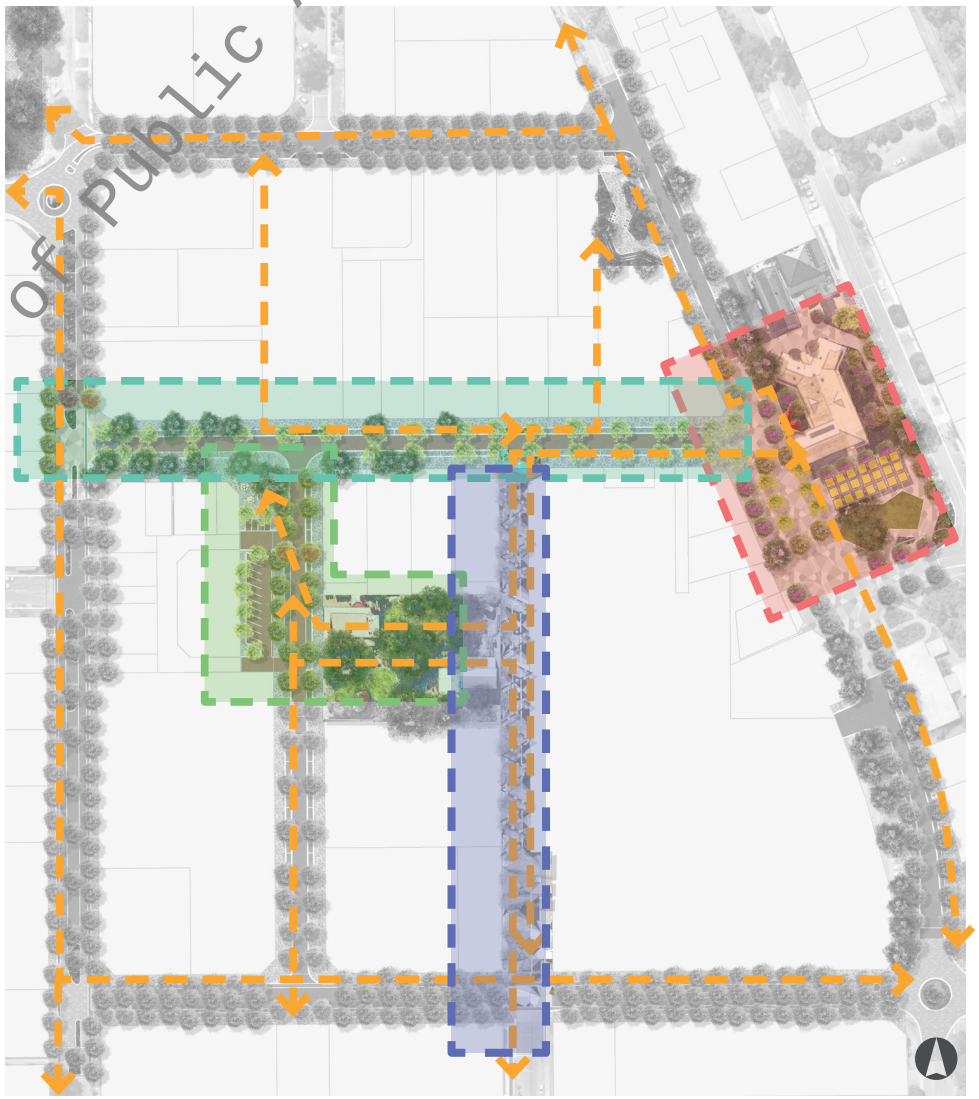



Figure 4: Landscape Master Plan Elements

## TOWN SQUARE

A vibrant civic heart embedded in natural and built heritage and showcasing Kalamunda as the gateway to the Bickley Valley. A place to connect, learn and grow.

The Town Square is the focal point of the town centre and is the gathering place for community events, creating a place where the local community is engaged in the ownership and development of culture, and a sense of place. This is key to providing a focus for the community, embedding a sense of identity as the community evolves and in providing the flexibility necessary to support community events such as markets, performances and events.

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## LEGEND

1. Existing Library
2. Market venue/flexible event space
3. Shared pedestrian and vehicle zone
4. Community lawn/waterplay and outdoor performance space
5. Zig Zag Cultural Centre
6. Tourist bus parking
7. Seasonal fruit tree orchard
8. Bus Stop



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**Opportunity**

- The location of the Town Square will improve the connection between the existing Zig Zag cultural centre, library and Bibbulmun track.
- The location of the Town Square is on a relatively level area, allowing a more scaleable event space and improved access for all.
- Locating the Town Square in an area with numerous valued assets such as heritage, views, significant vegetation and cultural activities, enables the City to strategically invest in the design and amenity of the area by leveraging these assets, as opposed to trying to create them.
- Facilities such as waterplay, seating and play will allow residents and visitors to gather informally, and through adding a layer of social history, with interpretation and artwork. With close proximity to hospitality and retail the Town Square will become the heart of Kalamunda.
- The Town Square encompasses Railway Rd and connects the current cultural and civic uses to the east, with the heritage buildings with their associated retail and hospitality uses to the west. This area of Railway Rd is proposed to become a shared space with the ability to close this section to traffic for large events.

**Long-term opportunities**

Development of the entire Town Square as shown on the indicative master plan will involve significant planning and capital expenditure. There is opportunity to undertake an alternate version of this proposal as demonstrated opposite.

This option could deliver the following benefits:

- Improved east-west connection across Railway road;
- Allows for a greater diversity of events;
- Redevelopment the existing library and co-locating this with additional community uses such as performance space, function spaces etc. to assist in consolidating a civic focus for the town centre. Co-location of these facilities and uses into a redeveloped civic heart may also release land in the Activity Centre core that can be used to offset the costs of redevelopment.
- Incorporation of a public art piece to terminate the view on Haynes Street will act as an attractor and aid in wayfinding. Consider opportunities for this to include elevated viewing opportunities to capitalise on the topography and surrounding landscape.

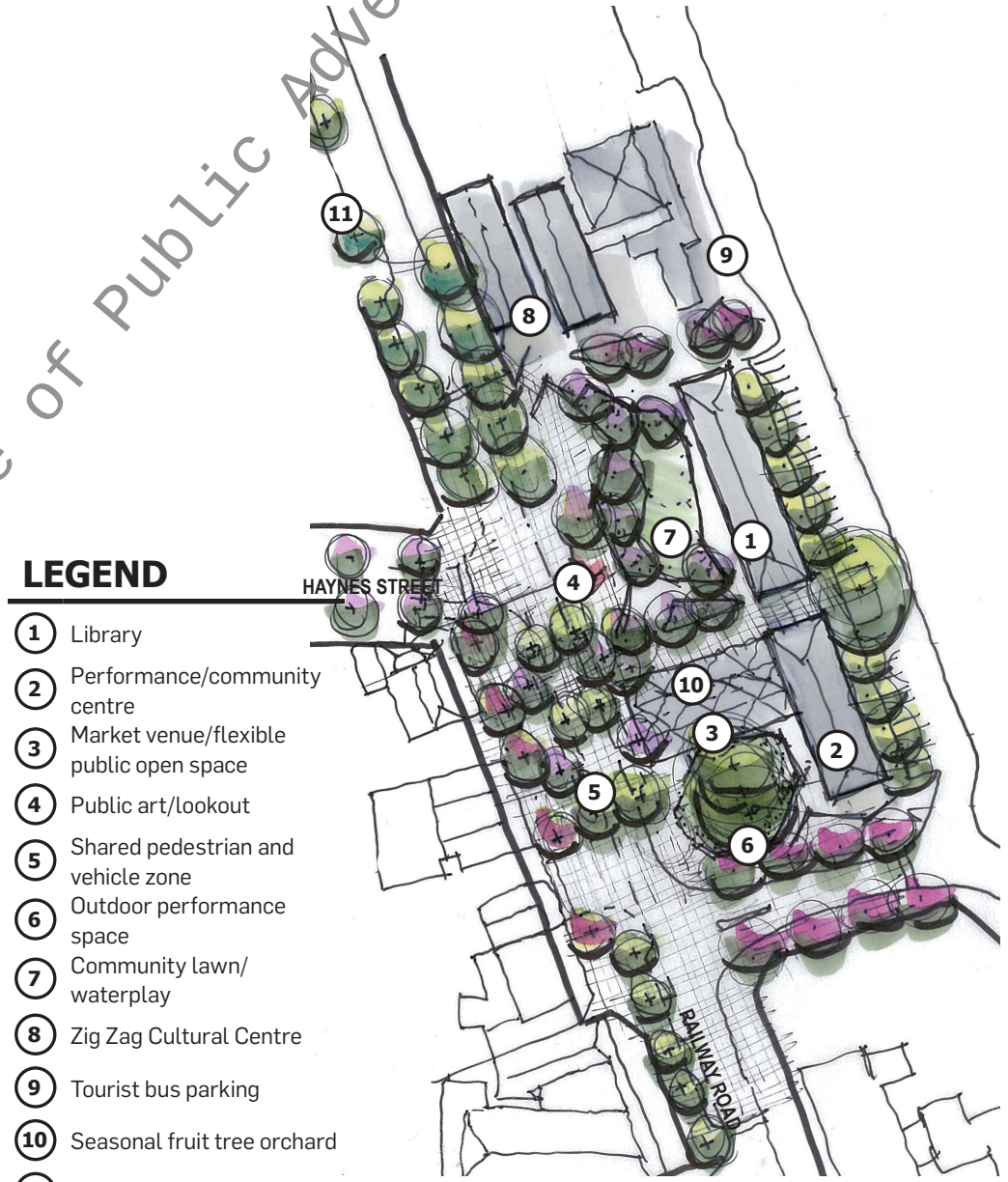



Figure 5: Landscape Master Plan - Town Square Long-term Opportunity

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Shared pedestrian and vehicle space



Performance space & event space

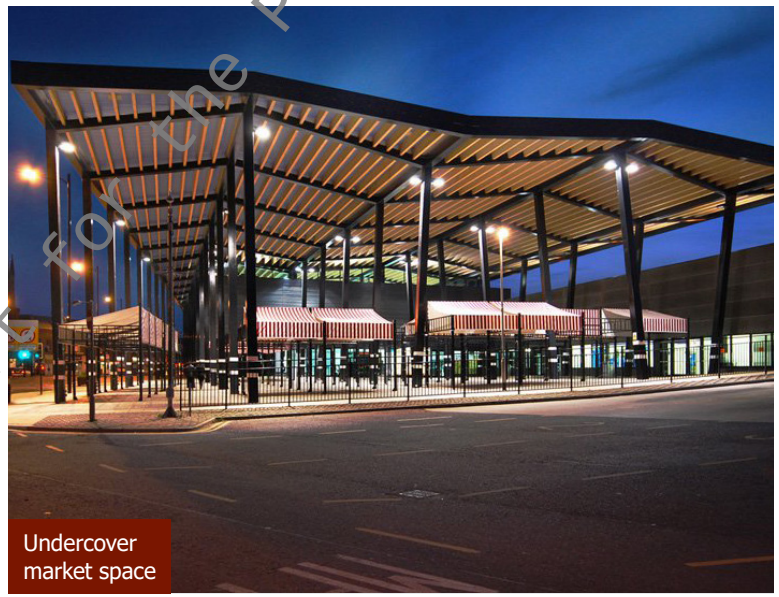


Public art/ lookout (W2)





Orchard



Undercover market space



Potential water play activation

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## MAIN STREET

Building on the existing urban fabric of Kalamunda the revitalised Main Street will reinforce the town centre character and support economic uplift through enhancing the pedestrian environment

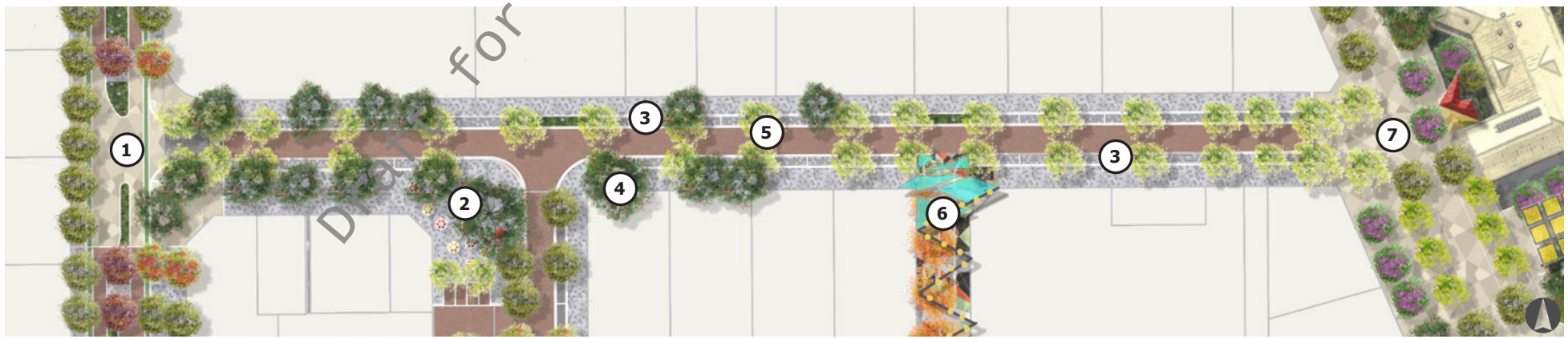
Haynes Street is the traditional retail core of the town centre and still functions as a significant destination. There are a number of interesting and attractive retail offerings along its length that public realm improvements would support. Haynes Street also acts as a connector from Stirk Park, the proposed Barber Street Piazza and Central Lane, to the heritage and civic precinct on Railway Road.

**Opportunity**

- Reduce the road pavement width to assist in slowing vehicle traffic and provide an enhanced pedestrian area.
- Maintain and enhance the framed view along Haynes Street between Canning Road and Railway Road through avenue tree planting located between parking bays.
- Remove kerbs to create a hybrid parking/parklet zone that allows for flexible uses dictated by the adjacent retail use.
- Consider provision of services that allow for irrigation of planting and temporary planter boxes.
- Use planting and low bollards to support pedestrian safety.
- Introduce dedicated seating to provide respite along Haynes Street and encourage informal gathering.
- Resurface paths and parking/parklet zone to provide clear material hierarch.

## LEGEND

1. Main Street threshold treatment to Canning Rd
2. Barber Street Piazza
3. Parking/Parklet flexible zone
4. Existing trees
5. Proposed trees
6. Central Lane
7. Town Square theshold



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Figure 6: Section D-D




Figure 7: Section E-E

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## BARBER STREET PIAZZA

Building on the existing assets in this location of built form, existing trees and location, the Barber Street Piazza provides a point of respite at the west end of Main Street and an informal gathering place for locals.

Diversity of places and spaces are integral to a successful town centre. The Barber Street Piazza provides an opportunity to deliver some vibrancy and a destination at the west end of Haynes St. The proposed piazza extends the existing green park associated with the town hall, creating a link between this valued community space and the Main Street.

**Opportunity**

- Reduce the road pavement width to assist in slowing vehicle traffic and provide an enhanced pedestrian area. Pave parking bays and footpaths to create clear vehicle and pedestrian zones
- Provide disabled/large vehicle parking near to the Piazza to improve connectivity and access to the Main Street for events and acrod permit holders.
- Reconfigure parking to increase pedestrian space and develop the Barber/Haynes street corner into a piazza space incorporating seating, play and lighting.
- Celebrate significant existing trees and introduce additional trees to create a shady grove in the piazza.
- Develop small children's nature playground east of town hall to provide additional amenity in the town core.




Figure 8: Section K-K



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Figure 9: Braber Street Piazza

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## CENTRAL LANE

Central Lane will become the heart of Kalamunda's night time economy, delivering an intimate and vibrant urban experience that supports both day and night-time activities and acts as a counterpoint to the more traditional and heritage spaces of the town centre.

Central Lane (previously Central Mall) is proposed to be reinvigorated into a vibrant and urban space that embraces the food and art culture of the Perth Hills. Refurbished as a flexible space that supports both day and night retail and hospitality offerings, the redeveloped lane will also support markets while also allowing adjacent retailers to comfortably trade.

**Opportunity**

- Reconfigure to allow 1-way traffic through the lane in a shared street environment.
- Install traffic management structures to allow ease of closure during events and night-time activities.
- Introduce parking opportunities into the lane to support adjacent retailers.
- Plant additional trees to extend existing planting and provide summer shade.
- Install catenary lighting assist in activation and a sense of enclosure.
- Install entry canopy and the north and south ends of the lane to create a sense of arrival and aid in wayfinding.
- Potential to extend treatments to laneways on the north side of Haynes street.

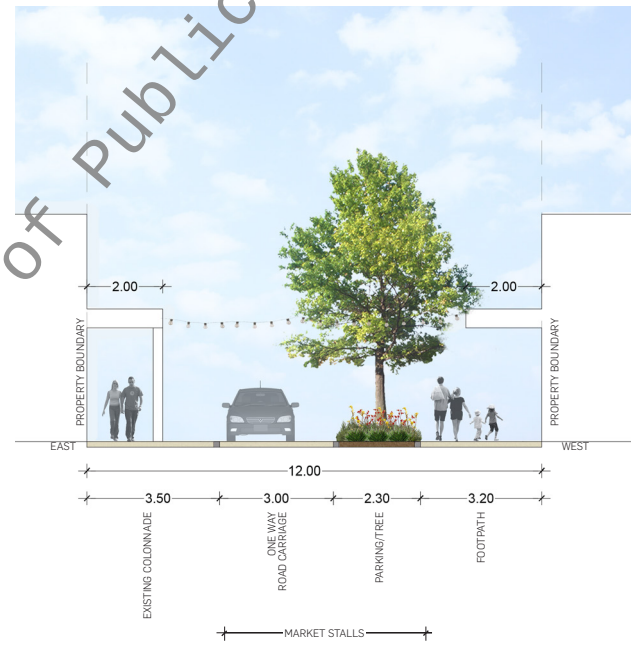
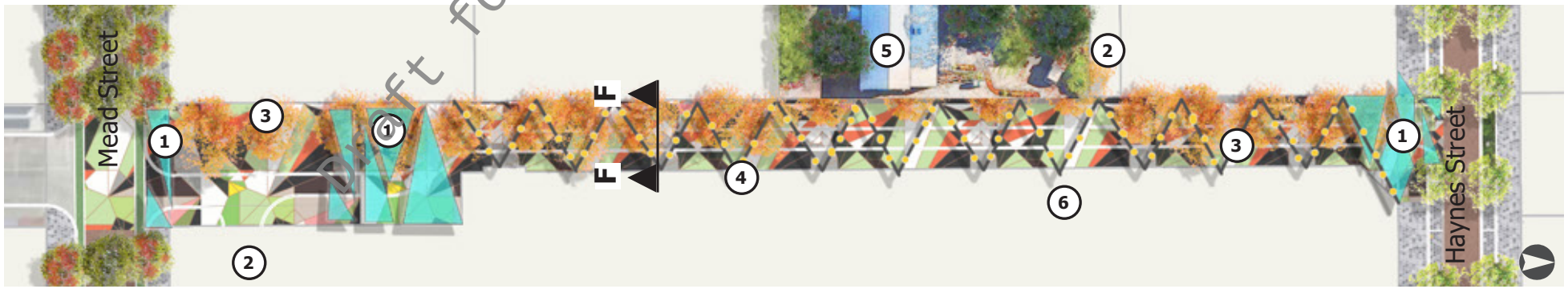



Figure 10: Section F-F

## LEGEND

1. Canopy marking entry to Central Lane
2. Service area access
3. Tree planting with parking and seating
4. Catenary lighting
5. Kad's theatre
6. Central Lane

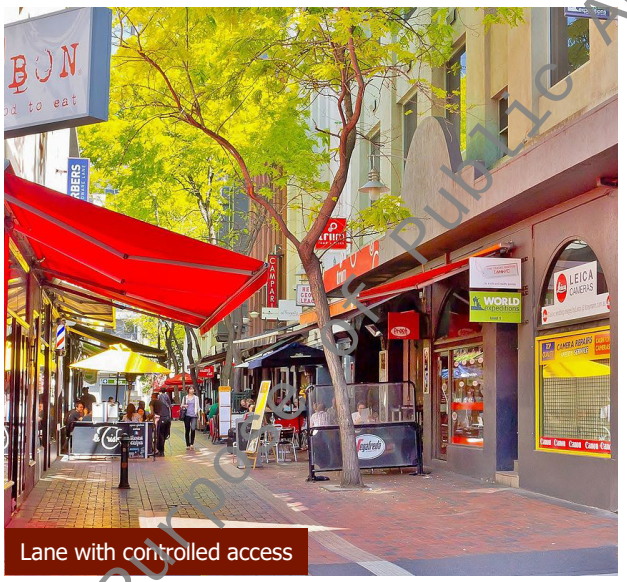



Central Lane

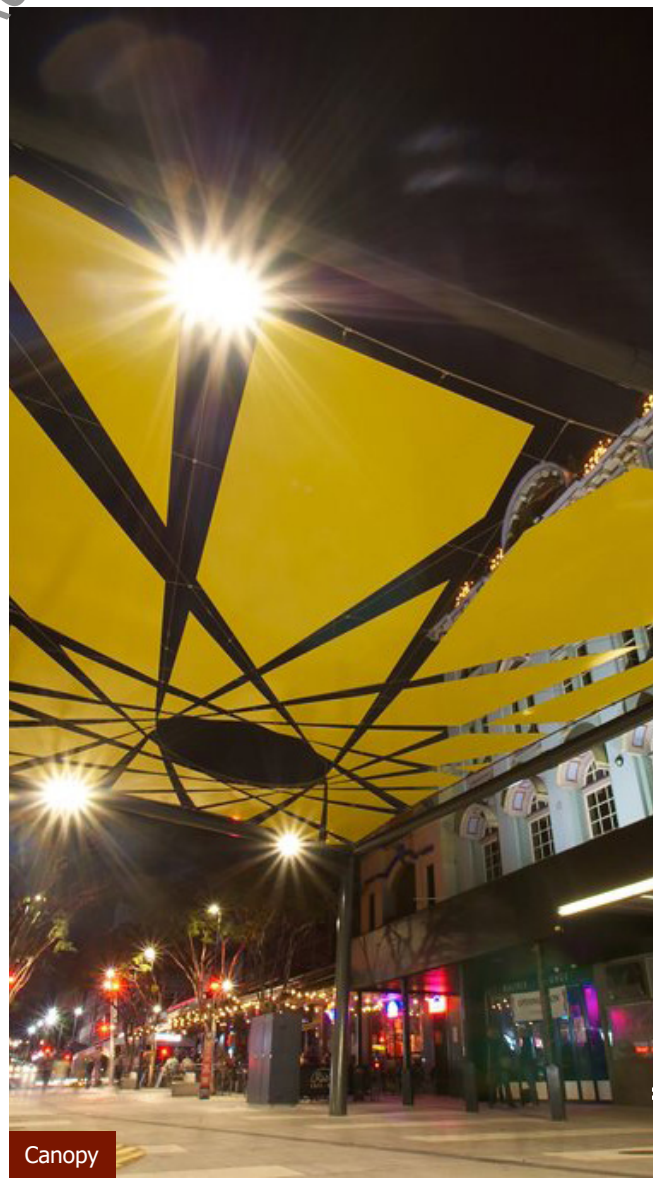
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Catenary lighting



Lane with controlled access



Canopy



Dining



Laneway

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## JOURNEY

The key to a successful town centre is to enable both a comfortable and safe pedestrian environment and (by ensuring excellent permeability) to remove barriers to accessing key destinations by foot and bike.

The following pages seek to demonstrate the spatial experience for pedestrians while moving through the various journeys offered within the revitalised town centre.

A key feature of the LMP is journey choice. Importantly, whilst a combination of built form, landscaping and wayfinding tools (lighting and public art) emphasise and activate the primary pedestrian routes through the town centre, such routes may not be desirable for all users at all times of the day and night. As such, it is important to offer alternatives via a legible network of pathways. These are identified in the following figures, with the locations for journey choice highlighted.

### Opportunity

In pursuit of a pedestrianised environment that has a strong identity and supports best practice principles, the following changes are proposed:

- Rationalised road pavements to deliver improved pedestrian spaces and increased activation within road reserves.
- Reconfiguration of central mall to allow 1-way traffic with controlled access.
- Dedicated on road cycleway on Mead St and Canning Rd to support commuter and recreational use.
- Prioritisation of pedestrian movement networks over vehicular within the town centre core.
- Creation of shared space in support of the town square to allow for large civic events.

It is envisioned that the town centre will provide a variety of spatial and activity experiences in keeping with the strategy. These 'jewels' on the pedestrian journey act as wayfinding elements and also reduce perceived journey times, encouraging walking and cycling over car-based transit.

The plan supports pedestrian and cycle access to a number of key destinations peripheral to the town centre such as Kalamunda Senior High School, Stirk Park and the Bibbulmun Track.




Figure 11: Journey Plan - Pedestrian

### LEGEND

- School connection
- Play/art focus
- Urban focus
- Heritage trail

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## Typologies

There are a number of street typologies that support the revitalised town centre. Some are integral to the proceeding elements, however all typologies have been developed with the following key principles:

- Maximise tree canopy to provide shade, ecological links and prolong life expectancy of hard pavements;
- Integrate adjacent built form outcomes with street typology to ensure a functional and activated town centre;
- Prioritise pedestrian movement and comfort in the town centre core;
- Introduce cycle infrastructure where possible to provide safer recreation and commuter options;
- Provide on-street parking where possible; and
- Create a clear hierarchy of streets that aid in vehicle wayfinding and movement.
- Provide surface change through material or colour to define vehicle movement and parking zones.

The key typologies are as below and as demonstrated on th following pages:

Main Street - reduces existing road pavement to enhance pedestrian experience with verge tree planting to frame hill views. Refer figure 6 and 7

Barber Street - Supports bus terminus with intergrated parking and pedestrian zones. Refer figure 8.

Central Lane - promotes a shared street environment with one-way vehicular traffic. The shared space is enhanced by flush kerbs, consistent verge and road pavement materials and additional tree planting. Refer figure 10.




Figure 12: Journey Plan - Cycle

## LEGEND

- Dual Use path
- Recreation Cycle - Bike lanes on road/ low speed in lane
- Commuter Cycle - Bike lanes on road

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Green Street - these streets - Railway Rd, Stirk Street and Mead Street have all been reconfigured to meet the principles above, while still facilitating high levels of vehicle movements around the town centre. The feature of these streets is the increased native tree planting, providing a clear frame for the town centre core.







Figure 13: Section A-A Stirk Street (Corners)




Figure 14: Section B-B Stirk Street

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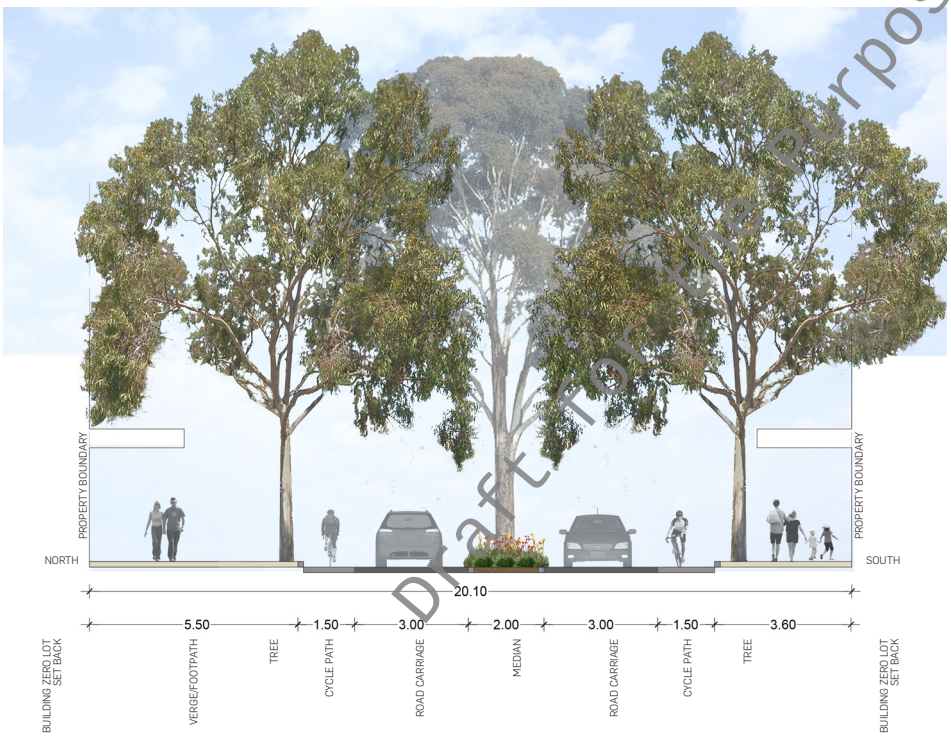



**Figure 15: S**ection G-G Mead Street (Corners)




Figure 16: Section H-H Mead Street

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Canning Road - the Canning Road typology promotes access into the town centre while providing a median with additional tree planting to create an attractive and pleasant entry.



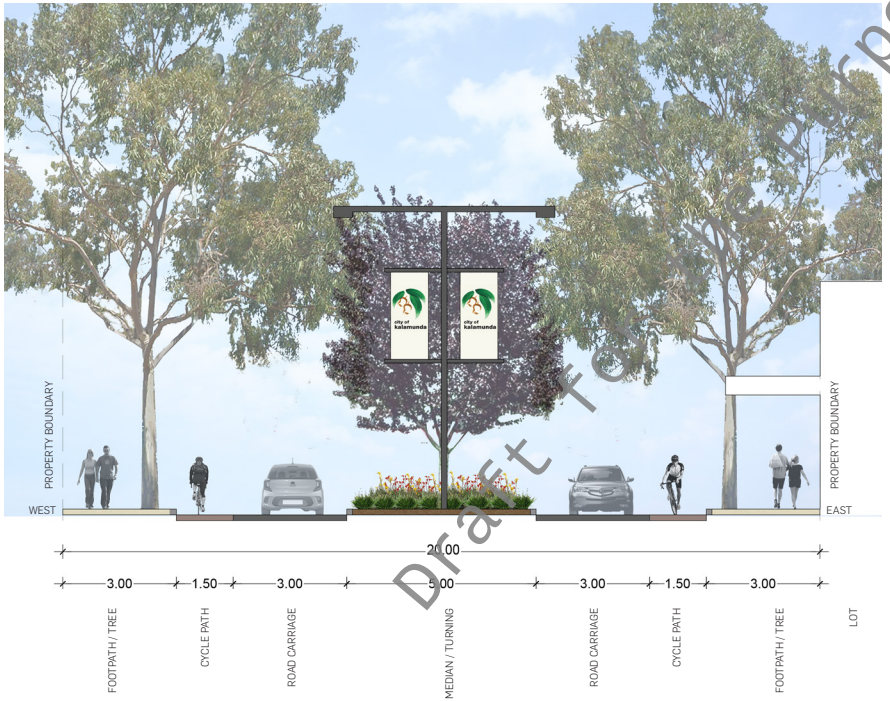




Figure 17: Section I-I Canning Road

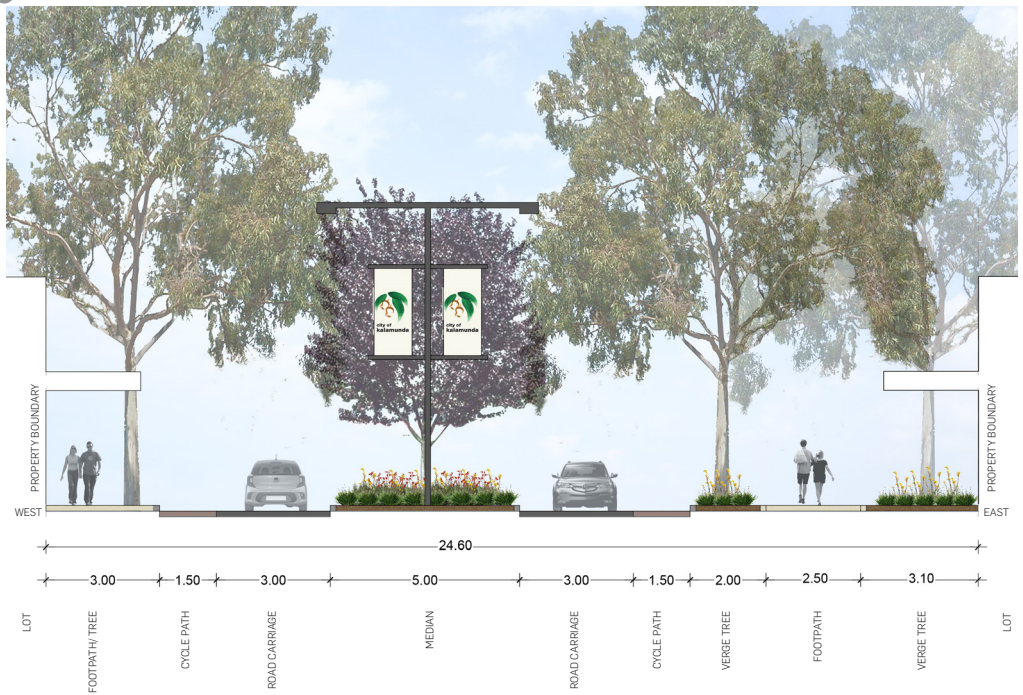



Figure 18: Section J-J Canning Road

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Town Square - This is a shared space typology associated with the proposed Town Square. This section of the road is proposed to be lifted to create a flush surface from east to west, linking the existing cultural centre and library with the heritage buildings to the west.







Figure 19: Section C-C Town Square (Railway Road)

# 3.4 STRATEGIES

**The thoughts behind the following strategies are based on sound best practice design and respond to the existing character of Kalamunda. Communities that are connected, vibrant, and full of amenity create happy, thriving and popular places that further build on the history of the place, site and culture and those elements that make the place unique.**

## PUBLIC ART AND INTERPRETATION

Public art is itself a legacy for the community; a communal benefit that reflects the values of a certain time and place. Public art can therefore contribute to place through providing unique interpretations, effecting social engagement, and through contributing to sustainable development generated through this special creative endeavour.

In identifying opportunities for public art in the Kalamunda Town Centre, a wide range of contemporary public art practices have been identified. These cover a broad range of options for artists to interact with the built and natural environment across the town centre.

This includes options for the integration of artworks into the fabric of buildings and urban infrastructure of all types. Integrated artworks will, in many cases, result from collaboration between artist and architect, urban designer or landscape architect.

In addition to the direct interpretation of a place and its history through interpretive signage and commemorative features, there is a role for artworks that creatively explore the towns' past and the stories of the community. Artists can be commissioned to create works that, while not addressing history in a didactic form, explore themes of relevance to local histories.

Increasingly artists are seeking opportunities to intervene in public spaces through temporary public art projects that might be in a place for a few days, or months, depending on the nature of place and project. In many cases these temporary projects will result from an artist initiating the idea, rather than it being directly commissioned by the client.

Public art in the Kalamunda town centre can be classified as:

- Integrated – commissioned artworks that are an integral part of a streetscape or building project and involve a collaborative process.
- Stand-alone - commissioned site specific sculptural works that are not directly integrated into buildings or streetscape projects.
- Temporary/Ephemeral - artworks either commissioned or artist initiated that are of a short-term nature that interact with or activate a place.
- Interpretive – commissioned artworks that conceptually allude to or directly reference past events or stories associated with place.

Public art in Kalamunda should build a meaningful connection to place, its people and its heritage. An opportunity for community learning and cultural exchange, public art that integrates and explores local stories can become a discussion point and connection between locals and with visitors.

Interpretive information provides a valuable dimension to the visitor and viewer experience, distinct from the appreciation and experience of contemporary art. Some of the identified artwork opportunities may have no significant relationship to site heritage and interpretation and are focussed on contemporary culture and future aspirations. Similarly, there are sites of historical significance in the town centre which have not been identified as artwork opportunities, but which should be considered for heritage interpretation.

To create a holistic experience and to supplement public art interventions, a series of didactic interpretation trails are proposed to promote education and connection to this unique place. These trails will be identified and developed in conjunction with the relevant local community and historic groups.

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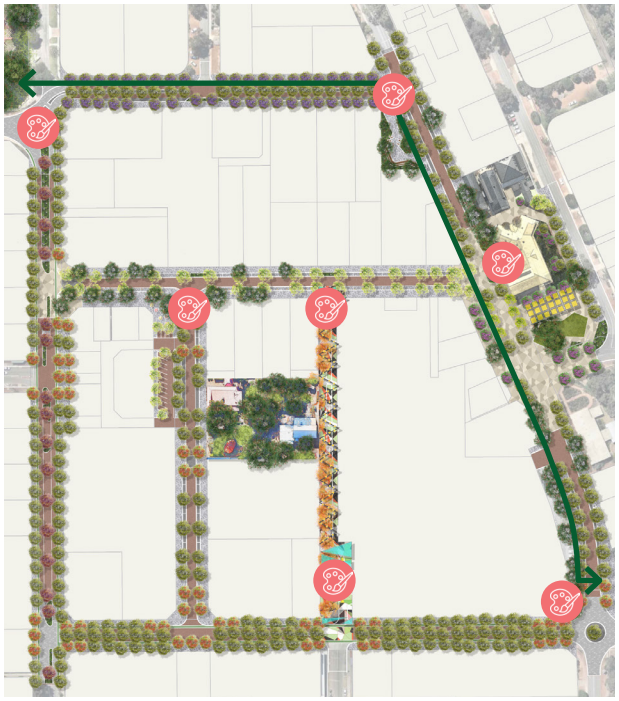


Figure 20: Public Art Diagram

## LEGEND

Public art

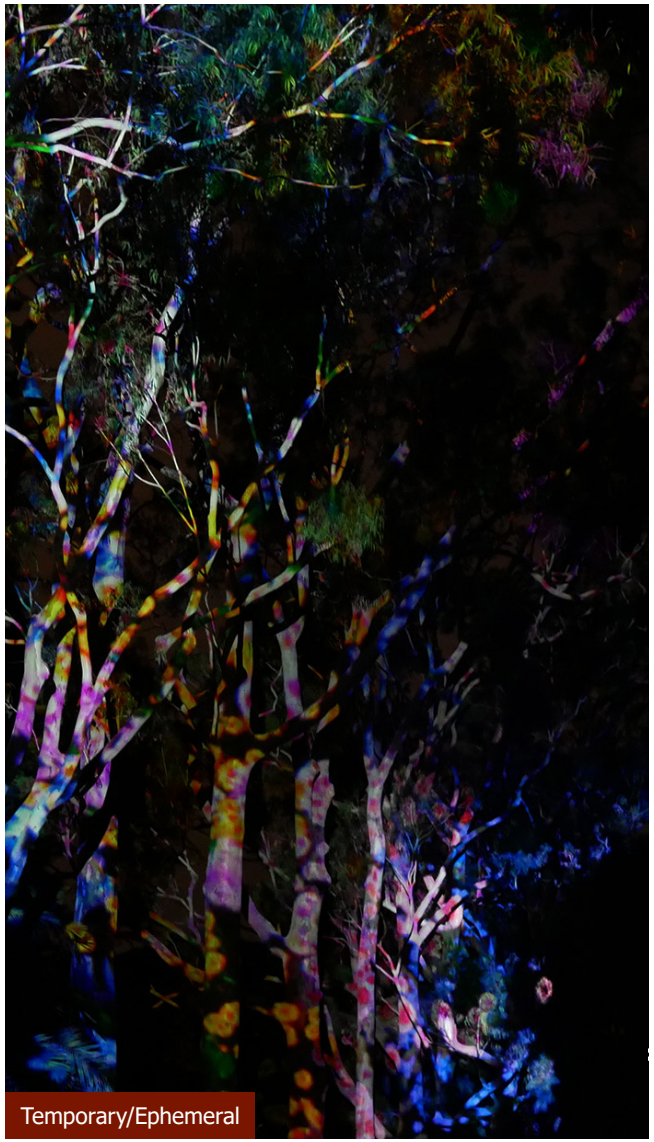
Heritage interpretation trail



Stand- alone




Interpretive



Temporary/Ephemeral

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## MATERIALS

There are consistent elements and materials that will link the Kalamunda town centre throughout, however it is also important to deliver local variation reflective of the place and use to ensure that movement throughout the town has a sense of progression and a clear identity.

### Town Square

Materials used within the Town Square will be more solid and permanent in their appearance, while also featuring highlights of timbers and other lighter forms. The use of local stone and timber will provide the permanence that the Town Square represents. This area is the heart of the community and will utilise materials that are robust, hard wearing and readily available to support high use. Manufactured finishes will provide colour and movement, with inspiration taken from the adjacent bushland areas.

### Main Street

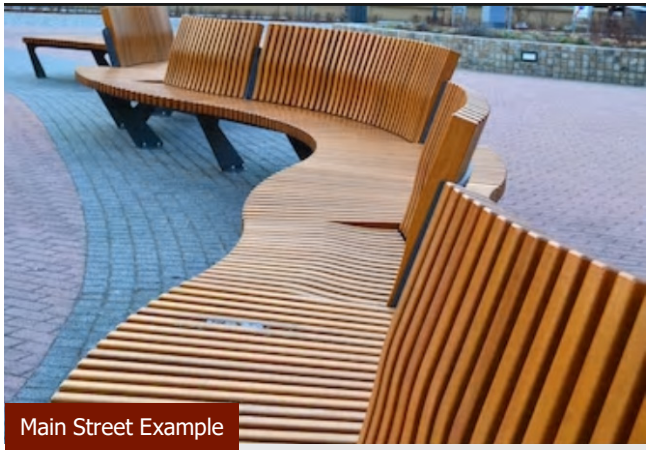
Materials used along Haynes Street will be graduated in their appearance, acting as a transitional space between the Town Square and the Barber Street Piazza. The graduation will be expressed through changes in finishes and colours rather than introducing new materials, reflecting the evolution from a natural/heritage to urban environment within the town center. For example, paving finishes will subtly shift from rougher shotblast finishes at the town square to smoother more refined finishes closer to the west end and timber elements will evolve from solid, large elements to refined, discrete uses further west.

### Central Lane and Barber Street Piazza

The redeveloped Central Lane and Barber Street Piazza provide the opportunity for the town centre to embrace a more dynamic and artistic palette of materials and finishes. These spaces will deliver a more contemporary spatial experience into the town centre and provide a contrast to the heritage and civic spaces, supporting alternative uses and delivering diversity.



Town Square Example



Main Street Example

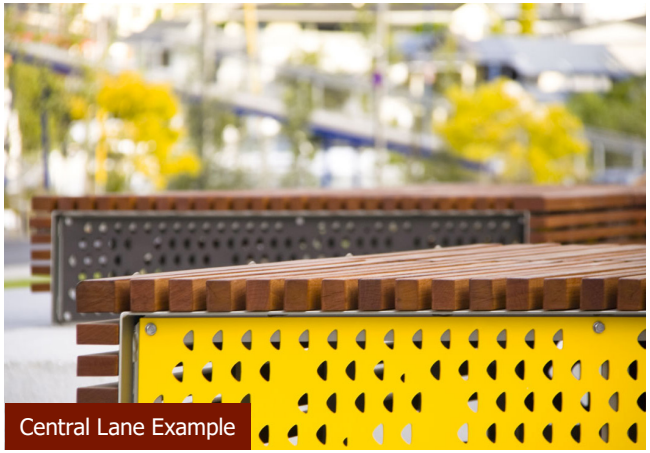
### Sustainability

It is important to acknowledge that all constructed elements within the public realm will have an embodied energy (the fuels/power, materials, human resources etc) that was used to produce and install them. Along with this, all built items will ultimately be removed or degrade naturally.

Factoring this into the choices of materials and the sources of those materials, will be essential to ensure that the redevelopment is as sustainable as possible, not just in regard to the immediate environment but also globally.

There is opportunity to implement native seed collection and propagation to provide provenance specific species suitable for landscape plantings. Other opportunities exist to capture and re-use materials from the area, such as local timber from maintenance works, rock and boulders, transplants of suitable trees and shrub and site mulch.

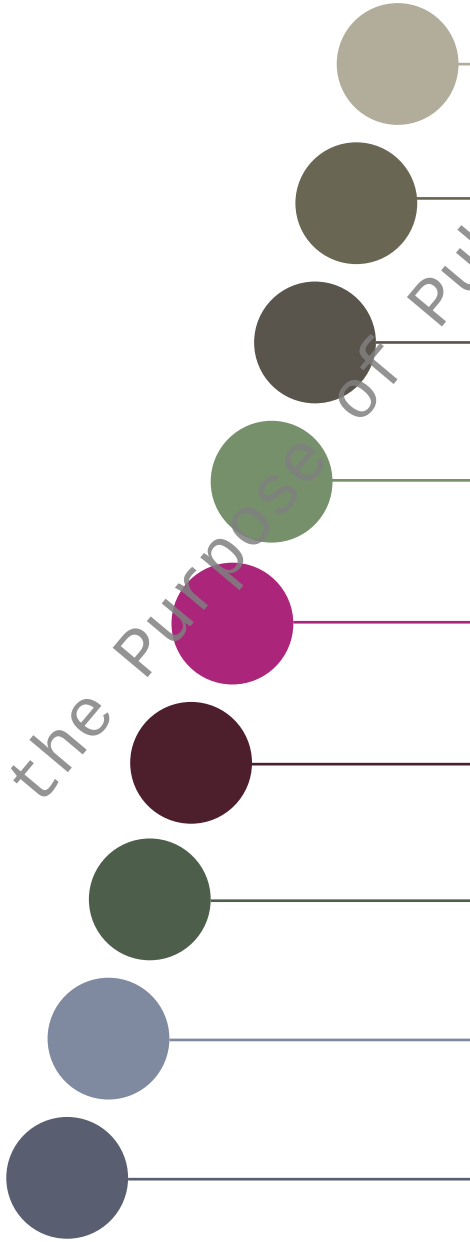
Selected products should also reflect community needs and accessibility requirements, particularly in regards to senior friendly seating, visual definition and lumination levels.



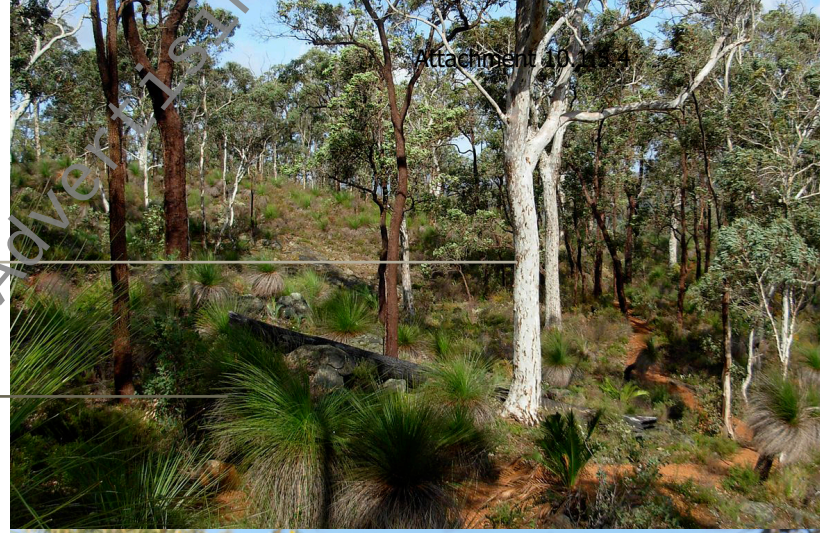
Central Lane Example

## Colour Palette

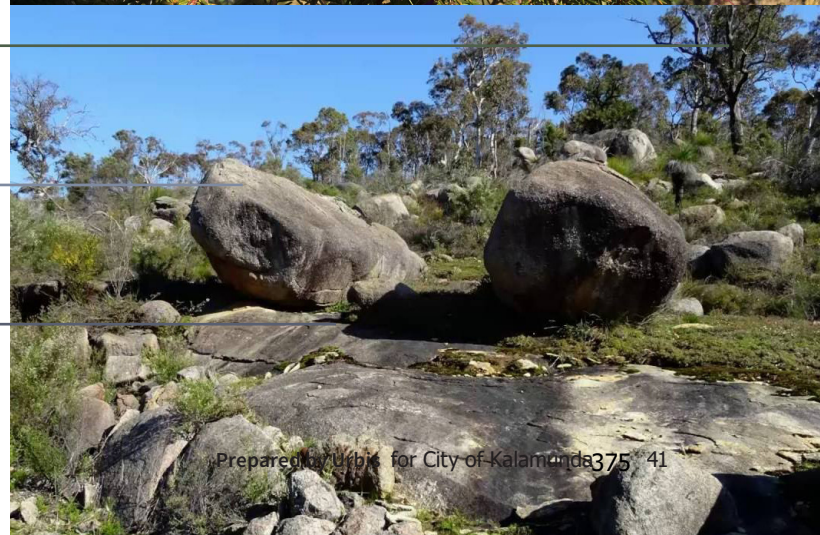
The vision of Kalamunda as a village set in a natural setting is a powerful and readily achievable aspiration, provided integrated design and delivery is undertaken. To further reinforce the natural aesthetic, use of a colour palette that reflects the local bushland colours within the public realm is encouraged. Olive based greens and browns broken by splashes of colour taken from the ephemeral and vibrant colours found in the seasonal wildflowers in surrounding bushland will serve to contribute to a harmonious, integrated and sophisticated public realm interest in keeping with the built form that surrounds it.



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## TREE RETENTION

Contextual and site analysis identified a number of existing native and exotic trees that are integral to the function and identity of the Kalamunda town center.

In addition to being an environmentally sensitive approach to design, retention of existing mature tree canopy and understorey vegetation (where possible) within the Kalamunda Town Centre is central to maintaining and enhancing a clear 'Kalamunda' identity.

The proposed landscape master plan has carefully considered the location of existing trees and has sought to compliment rather than supplant the existing plantings. Haynes Street has a secondary avenue of tree planting proposed, allowing the retention of existing street trees, and medians have been proposed on Stirk Street and Mead Street to supplement the existing tree species.

## PLANTING

The selections of the street trees throughout the various streetscapes are driven by the following factors:

- Enhance and support the movement network through provision of shade, function and wayfinding as necessary
- Proximity to built form.
- Shading from building heights.
- Location/proximity to POS areas.
- Striking an endemic vs exotic balance with regards to Aboriginal and European heritage.

The following diagram provides a design hierarchy and a proposed selection of tree species. These species are proposed based on the overall thematic considerations for each street and the observed success of existing trees in the town centre and surrounds

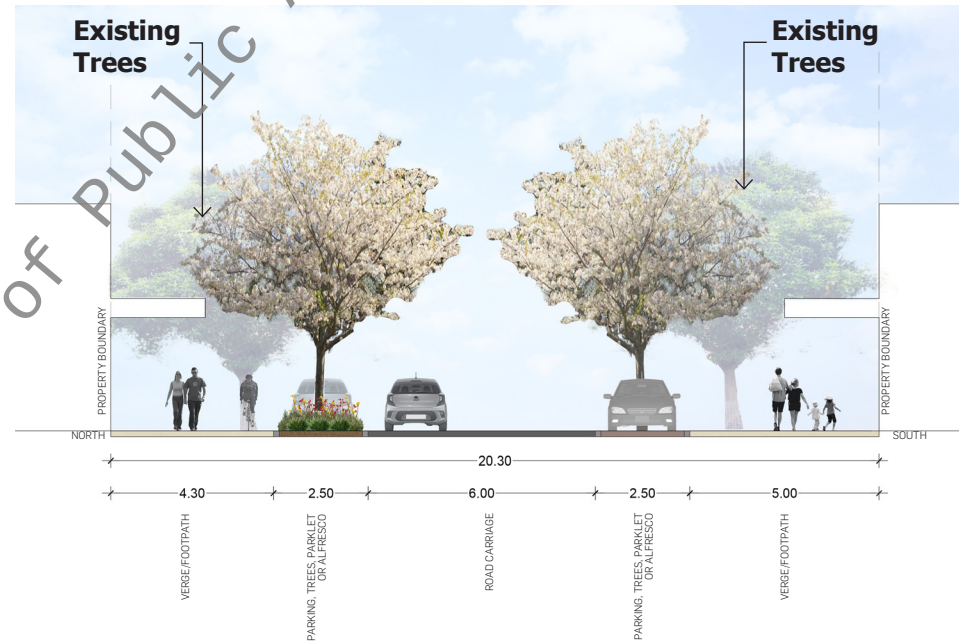



Figure 21: Haynes Street

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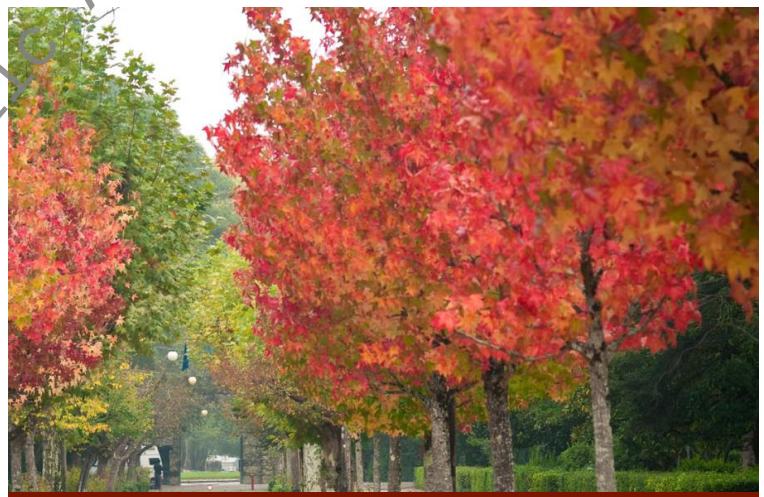
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Figure 22: Street Tree Species Plan



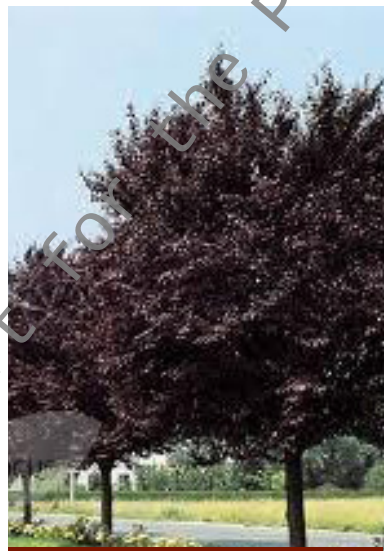
Pyrus form species **Plan legend**



Liquidambar **Plan legend**



Crepe Myrtle **Plan legend**



Prunus nigra **Plan legend**



Jacaranda **Plan legend**



Eucalytus accedens **Plan legend**

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# Next Steps

# 4.0 NEXT STEPS

The Kalamunda landscape master plan is intended to be used to provide strong design guidance for the Activity centre and future public realm improvements. The plan and report may be used for feasibility purposes to interrogate and consider the relative merits of the plan proposed.

The time and cost that could be attributed to the entire master plan is above the capacity of the City of Kalamunda's current funding and staffing, which will necessitate a Feasibility Framework being devised to tackle this project.

Following adoption of the Kalamunda Activity Centre Plan, a Feasibility Framework and Implementation Plan will be prepared. This will be based on ongoing consultation and assessment of project feasibility and the funding arrangements available and anticipated.

Opportunities for low cost interim activation strategies and projects which could be used to test ideas without expending large amounts of money will also be developed.

The Implementation Plan will be developed with due consideration of the City's ability to fund projects through the long term financial plan and annual budgets and will also identify which projects could potentially receive external funding.

The Implementation Plan will be the basis for the City to progress more detailed planning and design based on specific elements and strategies identified in section 3 and as per the table set out in figure.

Post-feasibility, whether implemented in its entirety or key elements, we recommend further testing and refinement of the master plan to enable greater certainty.

Matters to be recommended for further action include:

- Arborist assessment of all existing trees in the town centre for viability, heritage value and longevity;
- Co-ordination of services alignments to enable tree retention and additional planting;
- Design of levels, drainage and road alignments;
- Undertake spatial needs analysis of central mall markets to determine current and future needs and;
- Liaison with MRWA regarding pedestrian crossings on Canning Rd and pavement treatments.

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| SHORT TERM | SHORT-MEDIUM TERM | LONG TERM |
|---|---|---|
| Haynes Street (Main St) | Central Mall | Town Square |
| | Green Park Upgrades | Corner Park Activation |
| | Barber Street | |
| | Mead Street | |
| | Stirk Street | |
| | Railway Road | |

Figure 23: City of Kalamunda Project Priorities

## QUICK WINS

The following list outlines projects or partial projects that could be delivered by the City without significant expenditure. This is in recognition that the time and cost that could be attributed to the entire list of elements and strategies is above the capacity of the City of Kalamunda's current funding and staffing, which will necessitate a Feasibility Framework being devised to tackle this project. The projects identified below will enable the City to demonstrate to the community and stakeholders their committment to realisation of the Master Plan prior to detailed feasibility studies.

- Trial event closure of Railway Rd as per figure 5 in conjunction with community event or markets within the town square precinct.
- Undertake tree planting within existing medians on Canning road.
- Introduce seating along Haynes street. This seating can be relocated or re-used when upgrade works commence.
- Upgrade and install pedestrian crossings in accordance with the KACP traffic report.

# ACKNOWLEDGEMENTS

The following people and organisations are acknowledged for their assistance and contribution towards the development of the Kalamunda Town Centre Landscape Master Plan



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city of
kalamunda

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Email: enquiries@kalamunda.wa.gov.au
**www.kalamunda.wa.gov.au**

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# APPENDIX B PLACEMAKING & ENGAGEMENT REPORT

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# KALAMUNDA TOWN CENTRE PLACE MAKING & ENGAGEMENT REPORT

in conjunction with Kalamunda Activity Centre Plan by Urbis

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SPACED OUT PLACEMAKERS
















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# Contents

introduction.

puplic engagement summary.

activity centre plan commentary.

town centre management recommendations.

general place making recommendations.

final thoughts: 2017 Future of Local Government Declaration

appendix: finer details of public engagement program

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Prepared: 31 August 2018

by: Spaced Out Placemakers



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# introduction.

**Spaced Out Placemakers was engaged in April 2018 to assist the City of Kalamunda with placemaking advice relating to the development of an Activity Centre Plan for the Kalamunda Town Centre. Our specific role was to:**

1. Document the story or character of Kalamunda;
2. Comment on place making and the Kalamunda Town Centre; and
3. Provide recommendations for the City to use the Activity Centre Plan as a tool to enhance place making.

The main outcomes of the engagement and place making program included:

- Public Consultation themes considered important by the community: land use, built form, public realm and business innovation;
- Land Use: Encouraging a more invlusive town centre through incentives for a stronger choice of housing and investigating temporary community uses on vacant land;
- Built Form: Encourage more outdoor dining, active shop fronts, improved used of heritage elements, passive solar design, maintaining a strong High Street and country feel to development;
- Public Realm: Consolidating public parking, promote activation and develop curatorial themes for the development of an urban art story;
- Business Innovation & Capacity Building: Develop a Town Centre Activation and Management Plan. Employ a Town Centre Manager to better communicate with businesses and community, better organise and communicate activation and work with new development and businesses; and
- The key considerations to developing an even more lively and functioning town centre include City Beautification (land use, quality built form and public realm) and Raising Social Capital (business innovation, activation and town centre management). The Activity Centre has the ability to achieve City Beautification and development of a strong place activation and management program will drive the software or more people-focused considerations. Both need to work together to create the framework for a successful town centre.

The following place making focused engagement programme was adopted to best understand the Kalamunda Story and community sentiment:

- Tuesday, 16 January - Kalamunda Town Centre site investigation
- 11-16 February - 'Meet & Greet' with local traders and community members to discuss existing activation and future needs for the Kalamunda Town Centre.
- 24-25 February - Community-led cultural walks and town centre public visioning exercise
- Thursday, 15 March - Kalamunda visioning workshop (prepared by Urbis)

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# engagement and capacity building.

**The City of Kalamunda has established a strong relationship with traders and influential community members prior to the during to the Activity Centre Plan Engagement Process. This offered us the opportunity to build on the existing network, identify new leaders and test the Kalamunda Story and Place Making principles with the wider community.**

Three cultural 'Jane's Walks' and two public visioning exercises were undertaken on 24 & 25 February for the purpose of articulating a stronger community understanding of placemaking and public realm improvements for the Kalamunda Town Centre. The main outcomes from the engagement programme included:

- **The Kalamunda Story:** Community members feel that the town centre has a lot of strengths including a strong high street, the locals meeting place, great heritage elements, excellent local art and fresh produce markets and a beautiful setting in a natural bushy surrounds. Therefore, we believe a draft proposition or story for Kalamunda may include (this should be explored further with the community);

  *Kalamunda Town Centre is an artisan paradise with a strong natural and heritage presence. It's 'the' place for locals to meet and a hidden gem for visitors to explore. We welcome you to live, work, shop and be a part of the Kalamunda experience.*

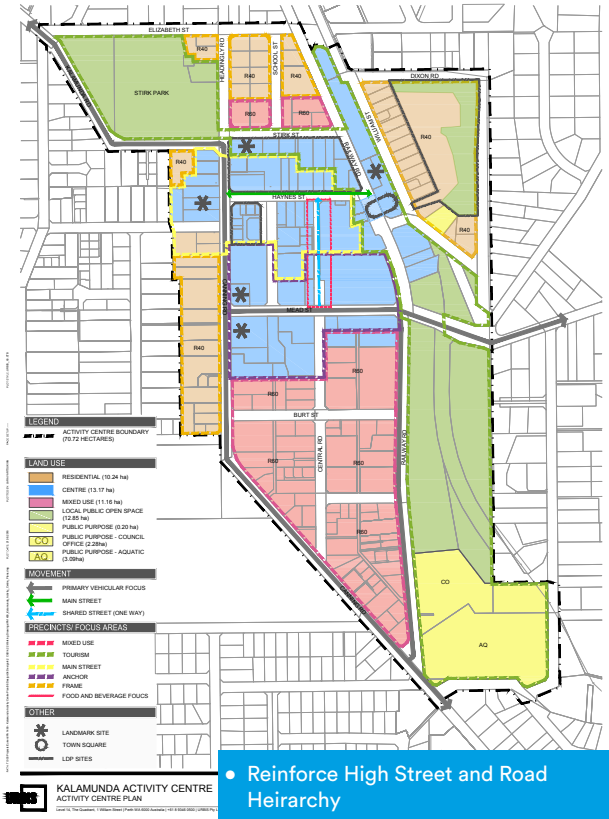
- **Place Making Principles:** Two over-arching themes of 'city beautification' and 'raising social capital' emerged strongly in all workshops. An additional four main meta-themes have been acknowledged (which can apply to the both themes) and explored further through the Activity Centre planning process; these include land use, built form, public realm improvements and business innovation.. There is also a need for the future development of place making to understand the 'soft' requirements of the town centre.
- **Place Management:** The particpants identified the need for a place facilitator to manage activation, marketing, communications, maintance, development and an arts program for the Town Centre. There are many ways this position can be funded (as discussed later in the report) and partners well with a renewed strategy for the revitalisation of built form and public infrastructure through the Activity Centre Plan.
- **Activation and 'Quick Win' Ideas:** Many ideas have been put forward relating to improvements within the public realm. Some are community-led, community-council partnerships and/or council-led proposals. Some of the ideas relate to 'software' and the Kalamunda character, which include a curatorial theme and strategy for the development of urban art, a town centre brand and yearly calendar for celebrating existing events, making use of vacant public spaces, more outdoor dining and active business frontages, stronger communications between community members and businesses, pop up artisan spaces, etc. Many of these quick win ideas should be included in a future Town Centre Place Management and Activation Plan (discussed later within the report).
- **Design and built form:** Many of the public engagement comments relate to built form and pedestrian movement, which are addressed within the Activity Centre Plan. Participants requested stronger pedestrian access and connections, landscaping and public realm treatments, including an identifiable central heart or town square. A more detailed assessment of the place making recommendations carried over from the public consultation relating to built form are commented on the following page.
- **Central Mall:** There was some discussion regarding the pedestrianised street at Central Mall. Some enjoy the wide, calming and safe street, however others acknowledged that the pedestrian street is not working in its current form. Pedestrian Malls in Australia have had some success (Hay Street Mall, Perth, Rundle Mall, Adelaide, etc), however these streets require a lot more people than currently visiting Kalamunda. A good alternative for non-city centred locations is the planning of a shared space. This allows the street to be free from cars on weekends when activities are occuring, such as the markets, and open for cars during the week, when events and activations are not planned.

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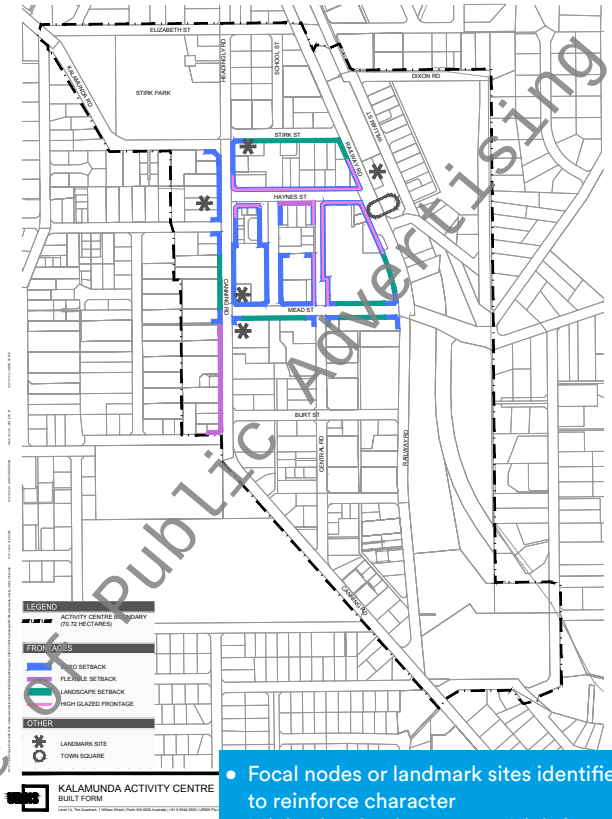
The public visioning exercise also included public engagement maps for participants to list other new ideas. Below are the raw results.

| Theme | Emotions Mapping | Ideas Mapping | General Brainstorming |
|---|---|---|---|
| Land Use | | Incentives to provide more accommodation | |
| Built Form | Dissapointed in built form of new development<br>Opportunity to plan and improve future development | Better Architecture<br>Small Country town set around pleasant garden surrounds<br>Line of trees down Hayne St<br>Development that blends with local character<br>Awnings on all buildings<br>Passive Solar Design<br>Encourage views of the City<br>Use topography to advantage<br>Consolidate parking with improved pedestrian access<br>Improved use of heritage elements | |
| Public Realm | Generally happy with Railway Rd due to good pedestrian treatments and active businesses<br>People upset with lack of maintenance along Barber St<br>Unsure about pedestrian and vehicle movements along Central Mall | Second school crossing<br>Central Heart - Town Square<br>village feel needs to be more inviting - more High Street than retail centre<br>Outdoor furniture - art and sculptures<br>More grassed areas with picnic space<br>Entry improvement and pedestrians connections into and throughout Town Centre<br>Improved footpath and awning along Haynes St<br>Enjoy open space along Railway Pde<br>Stronger connection between surrounding public uses (i.e. Stirk Park)<br>Edible gardens<br>Fenced dog park<br>More street art<br>Footpath under shade tree<br>More equipment on playground crosswalks<br>Lawn garden on corner of streets<br>Crosswalks - not vehicles first<br>Bike racks throughout street<br>Using laneways for improved connectivity<br>Colourful spaces | Youth Space / Intergenerational Space<br>Dances in Historical Village<br>Bring local musos back into town<br>Encourage buskers on Hayne St<br>Ping Pong tables |
| Business Innovation | People generally happy with cafes along Haynes St | Greater variety and management of shops<br>Too many cafes<br>Retrofit small shops - more federation style with gardens<br>Creating a brand of 'home in the forest'<br>Hanging gardens<br>Working with businesses to activate shops | Kalamunda gift hamper<br>Encourage businesses to be open later |

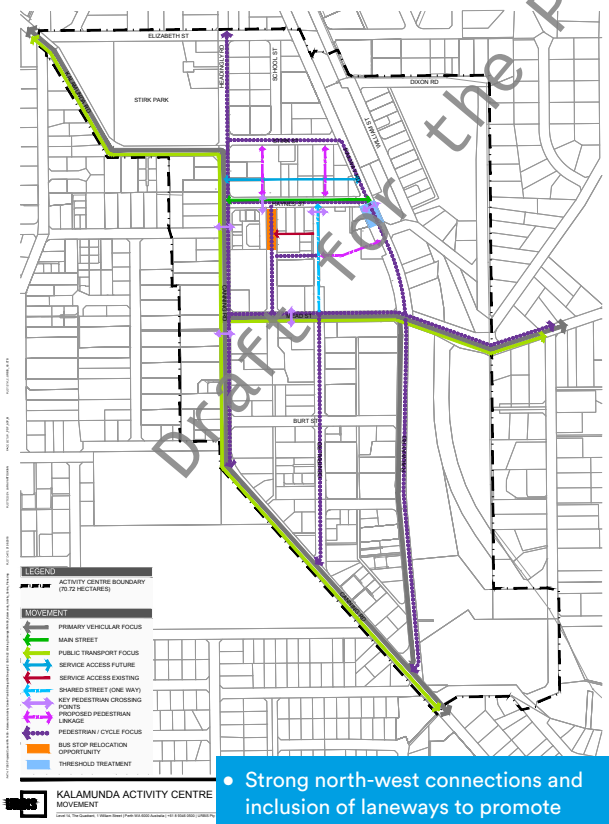
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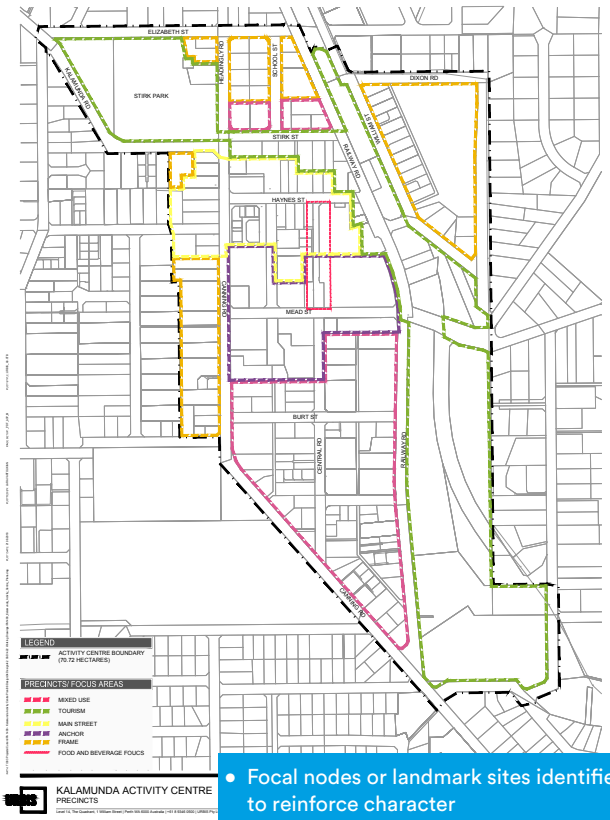

- Reinforce High Street and Road Heirarchy
- Inclusion of a central heart - Town Square
- inclusion of a one-way shared space though Central Mall to increase activity




- Focal nodes or landmark sites identified to reinforce character
- Minimal setback promotes High Street character and urban village feel
- Landscaping throughout town centre




- Strong north-west connections and inclusion of laneways to promote pedestrian movements
- Improved pedestrian connection points within and connecting into town centre




- Focal nodes or landmark sites identified to reinforce character
- Minimal setback promotes High Street character and urban village feel
- Landscaping throughout town centre

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# town centre management recommendations.

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Retailers and businesses in town centres are under threat. An evolving age of online shopping and the effectiveness of suburban shopping centres means that place making and town centre management is now a critical component of town centre success. Relying on natural occuring market forces and baseline development standards is not good enough for the communities of today and tomorrow.

Common Challenges facing town centres include:

- Constant change in retail environments and the inability to adapt;
- Engaging and involving local business and community participation as active members;
- Clearly identifying business and community priorities;
- Delivering and planning stakeholder priorities;
- Delivering and financing long-term financial planning and strategies;
- Increasing private investment;
- Understanding economic and retail performance; and
- Place branding and consumer confidence.

The Activity Centre Plan provides the future best practise framework to improve the built form, reinforce character, attract residents and new development into the Town Centre. What's needed next is to better understand town centre management and place making in order to drive future business, marketing, activation, increased footfall, comfort, maintenance, amenity and monitoring economic and community performance. The following management models are recommended to be explored by the City.





# different models for community empowerment and town centre management.

## Semi-Autonomous Authorities

**what**

An extension of government or new authority with delegation to act on behalf of the City. I.e. Rundle Mall Management Authority

**how**

Formal organisation with an employed Place Manager and activation team.

**who**

Focus on an employed division or team to make decisions and act. Informed by business engagement and City priorities.

**more information**

http://rundlemall.com/about/rundle-mall-management-authority/

## Totally Locally

**what**

Totally Locally is essentially a 'Shop Local' campaign. It has resources and examples to help start a campaign.

**how**

Very informal – no formal organisation, no memberships, low budget, no formal meetings.

**who**

Focus on local businesses. Key leaders help initiate a campaign and mobilise 'people power'.

**More Information**

www.totallylocally.org

## Informal Town Team

**what**

A town team that is not formally incorporated. It can be a good way to start a team and see how it goes.

**how**

Informal or semi-formal meetings, no formal incorporation, another organisation may 'auspice' to help with receiving funding and paying bills.

**who**

Businesses and residents.

**more information**

www.townteams.com.au

## Formal Town Team

**what**

A town team that is formally incorporated. This means you can apply for grants, have memberships, run events etc.

**how**

Semi-formal or formal meetings, events and whatever else the team would like to do.

**who**

Businesses and residents. Don't have paid staff, but could do in future.

**more information**

www.townteams.com.au

## Business Improvement District

**what**

BIDs are established by, but often independent from, local governments. They have a formal structure and a board.

**how**

BIDs are funded through a special rating levy paid by businesses. Focus on promoting, marketing and benefits for local businesses.

**who**

Focus on businesses. Paid staff are employed and report to the Board.

**more information**

www.bizdistricts.com

## Business Association & Property Business Owner Districts

**what**

Business Associations are member-based organisations helping to promote their members. They might focus on a particular place or be more general.

**how**

Businesses Associations are independently funded.

**who**

Focus on businesses. May have paid staff.

**more information**

www.mainstreetaustralia.org.au

## Committees of Council

**what**

The committee leads an advisory role for main steet management and made up of our city staff, councillors, businesses and stakeholders.

**how**

The associations are an independent committee of the Cirty

**who**

Focus is usually on businesses and councillors, run by a volunteer committee.

**more information**

Jetty Road Mainstreet Committee - https://www.holdfast.sa.gov.au/JRMC

## Place Improvement District

**what**

PIDs do not yet exist, but could be established by, but be independent from, local governments. They would have a formal structure and a board.

**how**

PIDs are funded through a special rating levy paid by all ratepayers in a specific area. They would focus on improving the place in many different ways.

**who**

Focus on businesses, residents, landowners and visitors.

**more information**

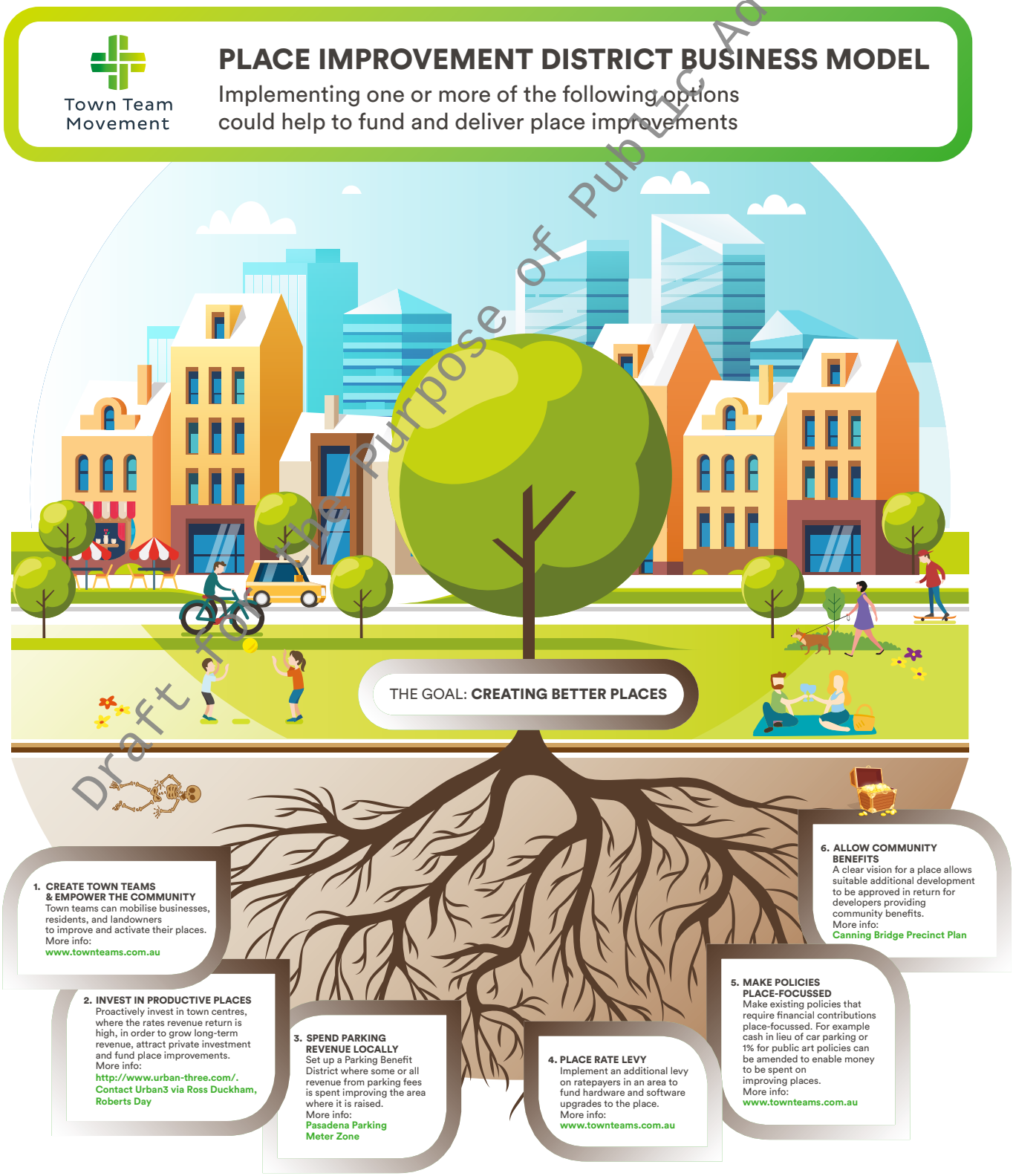
See diagram on following page

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# town centre management examples.

Below are a few examples of successful town centre approaches and funding mechanisms.

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## CASE STUDY: BETTER BEAUFORT ACTION PLAN

**Prepared By: Beaufort Street Network in association with City of Vincent**

### OVERVIEW

The Beaufort Street Network created the first community-driven Action Plan in Perth. Cities often plan big budget projects to revitalise an area, but they are expensive and often fail to deliver on their promises. It is better to encourage smaller, creative, community-driven projects, that taken together deliver positive changes.

The Better Beaufort Action Plan:

- Was prepared and driven by the community
- Establishes a vision for the place
- Has 5 principles to guide future actions
- Identifies short, medium and long-term actions
- Is based on feedback from local businesses, residents and visitors.
- Includes activation ideas for local businesses and residents
- Provides "how to guides" relevant for the local government regulations on items such as establishing an alfresco dining area, altering a shopfront, street busking, painting a mural, bringing shop wares outside on to footpaths, pop-up events and more

### KEY FOCUS

The Plan aims to make people 'feel at home' on the street – comfortable, relaxed and entertained. Attracting more people for longer periods is the key for creating socially and economically successful places.

The Beaufort Street Network worked with their local government - City of Vincent and City of Stirling - to reduce red tape and make it easier to effect change.

### SUCCESSES

1. Identified and completed 45 small, medium and large actions to improve the precinct over three years
2. The Plan and actions to improve Beaufort Street won the Planning Institute of Australia WA 2014 'Great Place Award' and Planning Institute of Australia 2015 Commendation Award
3. The Action Plan created a new model of a community-driven plan that is dynamic and updatable. It helped to show that community members can be 'place leaders'.
4. It also helped to create an culture of active involvement in placemaking by local businesses and residents

More information: _____

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# how? placemaking, place management and place activation.

**This chapter highlights the importance of a place-led approach, strategic thinking, engaging and empowering stakeholders and delivering short, medium and long-term actions. If the City wishes to continue its 'place' journey the following general information is provided to help kick-start your thinking.**

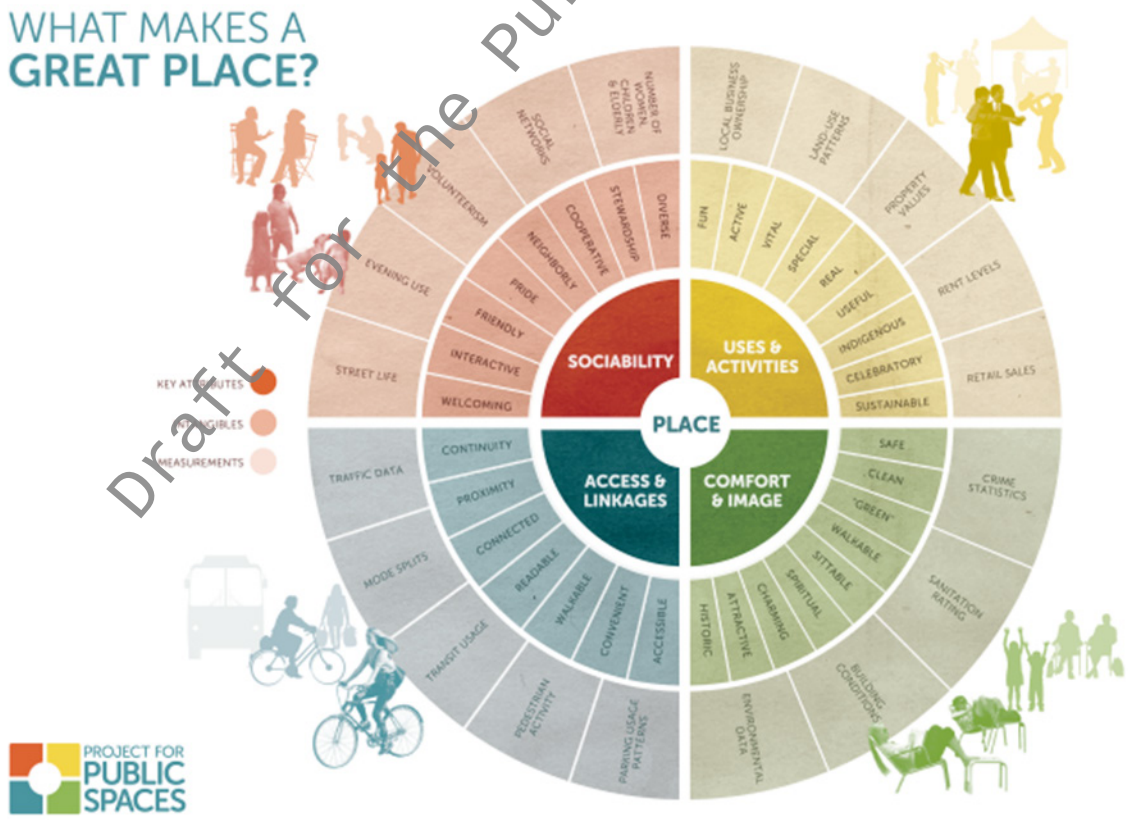
*Governance, on every scale, is not set up to create great places. In fact, the current culture and structure of government and civic infrastructure may be the greatest obstacle (more than money, ideas, talent, infrastructure, etc.) to successful Placemaking.*

*Currently, no department or community organization is in charge of creating good places. Even when everyone is doing their job masterfully, great places generally fall outside of everyone's mission and goals. In fact, in siloed departments the desired outcomes of mobility, economic development, safety, cultural development, tourism, etc. are inevitably in conflict and competition, frequently undermining the public realm that determines their ultimate success.*

https://www.pps.org/article/toward-place-governance-civic-infrastructure-placemaking

Project for Public Spaces (PPS) is an internationally-recognised leader of placemaking around the world. PPS helped the Metropolitan Redevelopment Authority and City of Perth to transform the Perth Cultural Centre from a previously avoided and troubled space to becoming the welcoming and vibrant cultural heart of Perth.

## What Makes a Great Place?





> **what attracts people most, it would appear, is other people.**
>
> William H. Whyte

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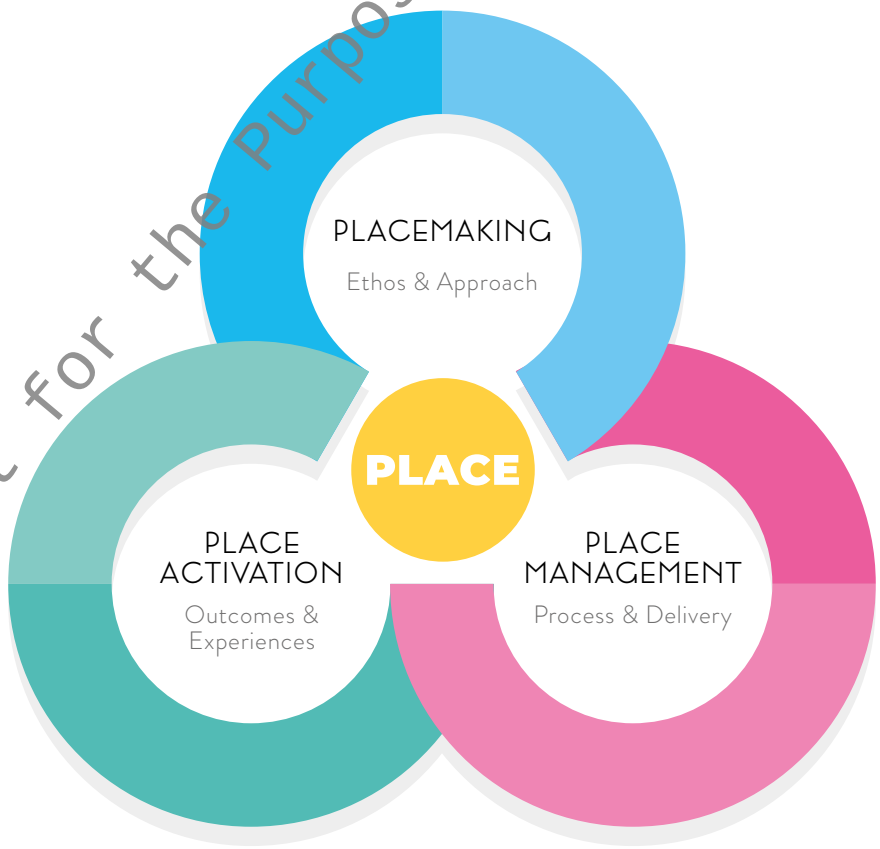
# now. making it happen.

**Placemaking, Place Management and Place Activation are often used interchangeably but it is important to understand the differences as well as the similarities between the terms.**

A place-led approach is the best way to create great places. It involves setting a vision with the community, having a clear plan that includes actions by various parties and then implementing the actions in a timely manner.

The recommended place-led approach includes:

1. Placemaking: Having one clear vision and identifying the actions to deliver on the vision
2. Place Management: Setting quick wins to trial new ideas, and medium and long-term actions for making even greater places. All actions are to be accountable, completed within expected timeframes and will generally include a cross-functional team. The effective governenance of place management should include; proactive leadership, stakeholder engagement, coordination, long-term planning and on-going economic and community measurement.
3. Place Activation: A place must have people in order to be "active" or activated. Making places more active should be easy and approachable for everyone and a key goal of the Vision and Action Plan.




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**Place management can be defined as:**

**A coordinated, area-based, multi-stakeholder approach to improve locations, harnessing the skills, experiences and resources of those in the private, public and voluntary sectors.**

**http://www.placemanagement.org/**

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# final words (i promise).

## 2017 Future of Local Government Conference Declaration.

The Local Government Declaration addresses the need for the City to continue working in partnership with its community and thinking locally. Although the City has demonstrated an understanding of community-driven action, it always helps to reinforce and will continue to support the success of future activation and events.

### The Need for Change

This declaration rests on a belief that the state of the nation and the health of our society depend on community-driven action in the neighbourhood, not just decisions made in parliaments or boardrooms.

Across the world people are concerned about the apparent inability of governments, business and public institutions to address the economic, social and environmental challenges of the 21st Century. Our present ways of thinking and governing are neither coping with the pace of change nor meeting citizens' expectations. There is an urgent need for a fresh approach and responsive leadership.

Many Australians are losing faith in our basic democratic institutions and withdrawing from active participation in civic and cultural life. Our reputation as an inclusive, tolerant and compassionate society is under threat. It's time to explore a new model of governance, one based on a re-energised civil society that draws on the strength and resourcefulness of people working together in diverse local and regional communities – a localist response.

### The Role of Local Government

Australia's system of government must continue to evolve to meet the challenges of the 21st Century, and it must evolve more quickly. This requires action by all levels of government. Federal and State governments need to rethink their roles, but they cannot and should not try to solve all the problems facing our country on their own. Many of the solutions can only be found within communities, and central governments must respect and leave space for local action and innovation.

Local government has made a good start in addressing these issues, but must work hard to build on its achievements. Councils have a unique mandate to support, represent and give voice to 'communities of place'. They can provide an ideal platform for governments at all levels to strengthen their engagement with communities – and there is also a real opportunity to bring about a renaissance in local government itself. But the world is changing fast: democratic legitimacy and trust must be earned.

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## Key Principles

To play a valued and effective role in a new system of community-based governance, councils need the legislative flexibility and scope to take further steps along the road to localism. They should:

- Have the courage to embrace the future and take informed risks to bring about necessary change
- Learn how to be community led, making space for communities to take action themselves, and responding positively to local initiatives
- Deepen their understanding of communities, listening to all their people and engaging with them in new and different ways that reflect community diversity ('Dadirri' deep listening, understanding and communication)
- Empower citizens through participatory and deliberative democracy, including community boards, precinct committees, cooperatives, citizens juries and others
- Embrace new ways of working to ensure that local needs are met through joined-up planning and services
- Forge more local and regional partnerships that address issues and drive change at community, state and federal levels
- Promote local networks, co-production of goods and services, and moves to 'reclaim the Commons'.

In this way we can create a 'New Story' – a narrative of change built on the strengths and uniqueness of each community and place. Local government can provide the foundations for change. It can lead the process of transformation through good governance and sound administration, reinvigorating faith in democracy and citizenship. It can facilitate new forms of community-centred, bottom-up governance that inspire the confidence and active participation of citizens. It can unleash community resources and help ensure our future wellbeing.

https://www.abcdelearningsites.com.au/future-of-local-government-conference-2017-declaration/

# appendix 1. finer details of the engagement program.

**Below is a summary from each engagement exercise to better understand the sentiment of residents and desired principles for future place making.**

The following is a general recollection of the discussion between the speaker and attendees of each cultural walk.

### Walk 1: Saturday, 24 February at 10:15am. Starting point: Southern End of Central Mall

First Speaker: Andy Farrant

- Starting point – No one in town centre
- Very few people living in town
- Need to be a millionaire to live in Kalamunda Town Centre (referring to the only three apartments in the centre);
  - No housing choice
  - The development does not match the 'feel' of the centre
  - Should be easier to live in town
- Why are tenancies and public spaces vacant?
- Haynes Street – Used to have verandah's – shop on corner of Railway Pde and Haynes Street used to have a large verandah that wrapped around the street
- New verandah's could have clear glass incorporated to let in light.
- No theme or brand to the town centre – used to be a country village
- Happy about underground power
- Require closer conversations with retailers – help to innovate
- Need more seating and flowers outside – Think about the senses of a town centre – Smell, touch, hear... Create an experience and identity of the Hills
- The shopping centre car park is a lost opportunity and example of how not to design your town centre.
- The City needs to develop incentives to encourage good design and development;
- There are some great events and festivals in town – used to be an annual soap box derby down Haynes Street. Markets and Vintage Car festival very popular.
- The smells of a place – what happened to the Eucalyptus smells of Haynes Street?
  - The centre is becoming the death of a thousand cuts – losing the old smells and sounds of a place
  - History Village a complete sound archive, which can be used.
  - Old bus service, bells from library, birds, etc all relate to the character of Kalamunda
- We need to be part of the change to see change

Second Speaker: Pat O'Hallaran

- Need to retain the Kindegarden on Barber Street and also make it a place for elderly – mix of old and young
- Town Centre used to be alive with Saturday dancing, tennis courts, silent movies with live instruments and a staircase leading to a rooftop garden overlooking the entire centre in the 1930's
- Railway Street should be preserved as a heritage precinct
- Zig Zag Cultural Centre should have active frontages facing Railway Street
- Currently nothing for young people
  - What about Open Air Cinemas?
  - Sense of a share experience
    This is why night-time economy needs to be considered
- Stirk Park should be more connected to the town centre
  - Small central park
    Grassed area for small screen, interesting lighting, noise, activity
- Vacant Site on Haynes St – Should be leased to the pub and used as a family beer garden area – bring life to the street

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Third Speaker – Lourdes

- I like the Café's of Haynes street (especially Elevated Grounds) because… very popular, dog-friendly, shops, community friendly, life, business meetings, workshops, muso's hangout space
- Would like to see empty shops and shops that close early used as evening live music gigs
- Enjoys the large tables, which encourage interaction
- Kalamunda has a feeling of getting to know each other
- Entertaining spaces can be improved – these spaces make us feel more connected and can provide something to do later in the day when cafes close
- It's good to close Haynes Street for events and entertainment
- "I have never considered how it (town centre) could be done, I've only ever been a critic of what has been done in the past". – Comment from a participant attending the walk

**Additional written comments from walk participants**

- There should be a better connection between Stirk Park and the Town Centre
  - Possibly create a green public space at the bottom of Haynes Street or at the rear of buildings
- Replace veranda's on Haynes Street
- The southern end of Central Mall is generally very dull and could do with more activity such as a theatre
- More festive and brighter lighting could be installed on Haynes Street
- Possibly public-partnerships available to connect permeability between Stirk Park and Haynes Street
- Require car park upgrades behind Haynes Street
- Sculpture / botanical trail / illuminated art projected on Railway Reserve
- Better maintenance of entry to Bibbulman Track

Walk 2: Sunday, 25 February at 9:15am – 10:00am & 10:15am – 11:00am. Starting point: Southern End of Central Mall

First Speaker: Michaela and Steve Castledine

- Start at Coles rear car park entry near
- Strange dead zone
- Coles felt the pressure of Aldi and invested in a mural around the building to brighten up the area – This was the catalyst for public art…
  - Feeling that this should not be why we are providing art and need a larger strategy for the centre
  - Mixed feelings about murals and public art and their intention
  - Murals are considered a quick win for the council however do not often provide much meaning compared to sculptures and other forms of art.
- Murals can be a reasonable quick fix to brighten derelict buildings and empty shop fronts. Christchurch is a great example
- The City currently does not have an aesthetic feel of architecture
  - A lot of strange buildings and styles, which do not work together
  - Art can provide unity and distraction and help solve these issues
- There is no wayfinding plan or evident vision of how the different areas of the town centre work together
- Need a 10-20 year renewal plan
- Bike track through the town centre connecting some of the trails and other elements to connect areas outside the town centre
- Public Art should make people think about the works and discuss
  - Art is not just decoration and does not need to have an intended function
  - Provides clues to the identity of an area
  - There is opportunity for a better vision and implementation of art in the town centre
  - Public art should make people think
- Artwork at the entry to the Bibbulman Track
  - The Bibbulman Track is great at bringing the area to life and tourist destination
  - Public art communication can be stronger – two pieces of art at the entry, which do not communicate or relate to each other – also, disparity in funding
  - Need stronger vision to assist with unity of works
  - Artist sign on information board has incorrect information
  - Money also needs to be invested in maintenance – currently rubbish and loose leaves, etc covering works

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- Council currently not serious about public art and how it can activate spaces and tell a story about place
- Design of public art needs to work with people and existing environment
  - Stronger connection with City's Arts Officer does create better outcomes
- Open Art Studios – Is a gathering of Kalamunda artists every year who open their studios to the general public
  - Could be an opportunity to use in vacant shops
- Cultural centre has a resident studio but is not perceived to be open very often with artists working
  - Needs to be more visible and engaging
- Art often is the final part of strategy instead of being more involved and part of the process
  - Art helps to understand identity

Speaker Two: Celia Cheffins, Zig Zag Festival

- The festival has always included a parade from Coles car park down Haynes Street and into Stirk Park.
- Taking notice of the success from the Friday night markets inspired new ideas for improvements
  - This year the festival will move to Haynes Street from Stirk Park to support businesses and provide a youth and adult area from 4pm.
  - Haynes Street will include a large finale stage, festival of 'imagination' and a pop-up bar
  - There will be more opportunities to involve businesses to come onto the street
- Physical enhancements to the street would support the zig zag festival and other events
  - Brighter or more festive lighting
  - Making use of empty shops for community groups to undertake creative projects
    Help provide promotion, awareness, activity, etc.
  - A noticeboard to help communicate events and community groups in the area
  - More parklets (creative seating), enclosed areas with shade, hanging gardens, pocket gardens – support Garden City and cohesion
  - Small performance stages for community groups, choir and events
  - Why are there no alfresco areas?

Speaker Three: Mike Woods, Perth Observatory

- Perception that Kalamunda is further away then it actually is
  - Town Centre and wider area needs a stronger vision to promote tourism, shops and Bickley Valley
  - Improved Social Media
  - Community is the heart of Kalamunda – 'A community that's worth visiting'
- Rotunda next to Kad's theatre used to be a prominent community space for small events, musicians, etc but now seems to be forgotten. Not great access for equipment.
- Great artists in the area and can be used to re-engage with community.
- History Village – heaps of artefacts, which could be brought into the City and show-off culture and identity – Sounds of the past archives, etc.
- Need investment of a Centre Manager to co-ordinate vision, events, businesses, arts, heritage
- Need to do a better job of encouraging people to use the street outside of event times

Speaker 4: Cheryl Kampen, Art Markets & Caroline Babbage, Kalamunda Chamber of Commerce

- Last November, a counting exercise was undertaken with 9,300 phone devices counted
- Very rarely do local artists contact about being part of the markets – missed opportunity to be improved
- Council needs more social media for local business
- The goal will be to close more streets and expand the markets around Barber Street – Great at supporting local businesses and activating Centre
- Would like to brainstorm with businesses on how they can become more involved in market days
- Would like to bring a skating rink to Stirk Park to support businesses
  - Make more things happen in Kalamunda!
- Cheryl has approached Vicinity and they allow her to use the vacant shops for art stalls at her events.
  - Pass on contact to Celia to use for Zig Zag events
  - It would be great if there was someone to coordinate different events and operators in the centre

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## Below are general activation comments received during the vision engagement exercise

Additional Public Comments

- Better variety of shop offer
- Too many cafes
- Second school crossing
- Village feel needs to be inviting

o More High Street than retail centre

- Retrofit small shops – more federation style with gardens
- Outdoor furniture – art and sculptures / photos – better architecture
- Small country town set around pleasant gardens
- More grassed shading areas with picnics
- Improved footpath and awning along Haynes Street
- Entry improvement to City
- Hospital done well – Open space along Railway Parade
- Stronger connection between Stirk Park and Town Centre – need a great link!
- Edible gardens – nut and fruit trees
- Fenced dog park
- More street art
- Home in the forest
- Inspiration from tavern
- Trees along the length of Haynes Street
- Recycle bus in public realm
- Footpaths under shade trees
- Development that blends in with local character
- More equipment on playground crosswalks
- Better cohesion of architecture
- Better connectivity through centre of town
- Playground in the mall
- Reduced traffic speeds in town centre
- Haandorf, SA great example
- Lawn garden on corner of streets
- Verandahs, awning and trees in street
- Need more trees
- Passive solar design – ecology
- Views of the city / bush
- Crosswalks – not vehicle first
- Hanging gardens
- Work with businesses to fill and activate shops
- Bike racks throughout the street
- Use topography to advantage
- Prioritise people over cars
- Activate empty spaces
- More accommodation needed
- Pop-Up food stalls, art and crafts in central mall
- Vertical Gardens
- Public space in KADS Theatre should be the centre
- Open mall to traffic
- Jack Healey Centre – Opportunity for expansion
- Consolidate parking
- Use laneways for better connectivity
- Zebra crossings needed
- More trees and a pedestrian crossing on Canning Road
- Markets should have a stronger business focus rather than local growers
- Place Jacaranda's down centre of Hayne's Street
- Better use of heritage elements in town
- More alfresco and Shade
- Edible gardens
- No visual pollution
- Hammock Hotel
- Colourful laneways
- Open Streets for dancing

General Brainstorming Notes:

- Jane Nordie – S.A. – Central Mall
- Youth Space / Generational Integration Space
- Youth Jamming Zone
- Community centre with mental health support
- Multicultural centre
- Dances in History Village
- Sing Songs around Piano in History Village
- "The Kalamunda Gift' Hampers with collection of local products
- Bridge the Generation Gap – young and old – social integration
- Bring local musicians into town
- Encourage buskers on Haynes St and weekends
- Clost off Haynes St
- Businesses need to be open later
- Arched trees (deciduous) enclose spaces for shade
- Street trees – edible trees, involve orcharists in planning
- Implementation of planting and maintenance involve residents to take ownership with herbs and understanding plantings
- Movie Nights – Classics – KADS Theatre?
- More street art and edible gardens
- More parking
- Dog friendly venues
- Wine bar – more life in the village
- Public ping-pong tables
- No ugly neon signage.

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# APPENDIX C BUSHFIRE MANAGEMENT PLAN

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intelligent outcomes | respected experience

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# Kalamunda Activity Centre

## Bushfire Management Plan
## (Strategic planning proposal)

Prepared for
City of Kalamunda
by Strategen

March 2019

BPAD Bushfire Planning & Design Accredited Practitioner Level 2

strategen ENVIRONMENTAL

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# Kalamunda Activity Centre

## Bushfire Management Plan
## (Strategic planning proposal)

Strategen is a trading name of
Strategen Environmental Consultants Pty Ltd
Level 1, 50 Subiaco Square Road Subiaco WA 6008
ACN: 056 190 419

March 2019

## *Limitations*

**Scope of services**

This report ("the report") has been prepared by Strategen Environmental Consultants Pty Ltd (Strategen) in accordance with the scope of services set out in the contract, or as otherwise agreed, between the Client and Strategen. In some circumstances, a range of factors such as time, budget, access and/or site disturbance constraints may have limited the scope of services. This report is strictly limited to the matters stated in it and is not to be read as extending, by implication, to any other matter in connection with the matters addressed in it.

**Reliance on data**

In preparing the report, Strategen has relied upon data and other information provided by the Client and other individuals and organisations, most of which are referred to in the report ("the data"). Except as otherwise expressly stated in the report, Strategen has not verified the accuracy or completeness of the data. To the extent that the statements, opinions, facts, information, conclusions and/or recommendations in the report ("conclusions") are based in whole or part on the data, those conclusions are contingent upon the accuracy and completeness of the data. Strategen has also not attempted to determine whether any material matter has been omitted from the data. Strategen will not be liable in relation to incorrect conclusions should any data, information or condition be incorrect or have been concealed, withheld, misrepresented or otherwise not fully disclosed to Strategen. The making of any assumption does not imply that Strategen has made any enquiry to verify the correctness of that assumption.

The report is based on conditions encountered and information received at the time of preparation of this report or the time that site investigations were carried out. Strategen disclaims responsibility for any changes that may have occurred after this time. This report and any legal issues arising from it are governed by and construed in accordance with the law of Western Australia as at the date of this report.

**Environmental conclusions**

Within the limitations imposed by the scope of services, the preparation of this report has been undertaken and performed in a professional manner, in accordance with generally accepted environmental consulting practices. No other warranty, whether express or implied, is made.

## *Document control*

**Client: City of Kalamunda**

| Report Version | Revision No. | Purpose | Strategen author | Reviewed by | Submitted to Client | |
|---|---|---|---|---|---|---|
| | | | | | Form | Date |
| Draft Report | A | For client review | C Turner | Linden Wears (BPAD19809) | Electronic (email) | 08/08/2018 |
| Final Report | 0 | For submission to CoK | C Turner | Linden Wears (BPAD19809) | Electronic (email) | 12/09/2018 |
| **Final Report** | **1** | **Updated with revised ACP- For submission to CoK** | **C Turner** | **Linden Wears (BPAD19809)** | **Electronic (email)** | **05/03/2019** |

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# 1. Proposal details

## 1.1 Background

Urbis, on behalf of the City of Kalamunda are preparing an Activity Centre Plan (ACP) for the Kalamunda Town Centre, to guide future development within the ACP area (the project area; Figure 1). The ACP (Appendix 1) identifies the continuation and development of following land uses within the project area:

- residential
- mixed use
- local open space
- centre
- public purpose.

## 1.2 Site description

The project area is situated in the existing Kalamunda Town Centre locality, and is bound to the west by regional road; Kalamunda Road/Canning Road. The project area is surrounded by (see Figure 1):

- a primary school and local open space to the north-west
- predominantly residential land uses to the south-west, with isolated areas of local open space
- residential land uses and parks and recreation reserves to the east, including the Middle Helena Catchment Area and Jorgensen Park
- residential land uses, Kalamunda District Community Hospital, parks and recreation reserves (Kalamunda National Park) and local open space to the north.

The entire project area is designated as bushfire prone on the WA *Map of Bush Fire Prone Areas* (DFES 2018; see Plate 1).

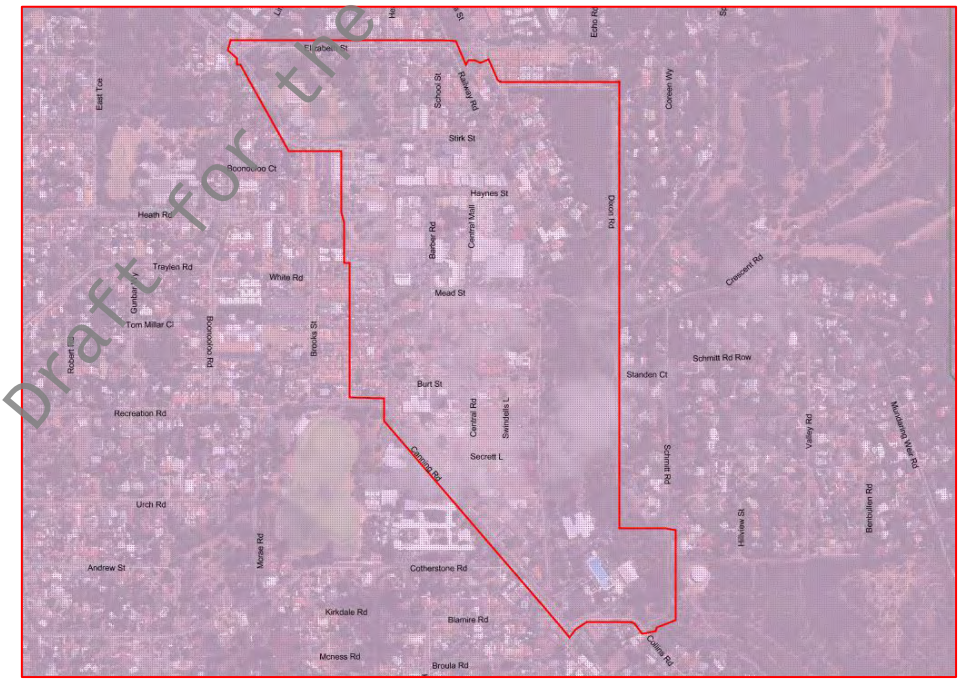



Plate 1: Bush Fire Prone Area mapping, as indicated in pink

## 1.3 Purpose

This Bushfire Management Plan (BMP) has been prepared to address requirements under Policy Measure 6.3 of *State Planning Policy 3.7 Planning in Bushfire-Prone Areas* (SPP 3.7; WAPC 2015) and *Guidelines for Planning in Bushfire-Prone Areas* (the Guidelines; WAPC 2017).

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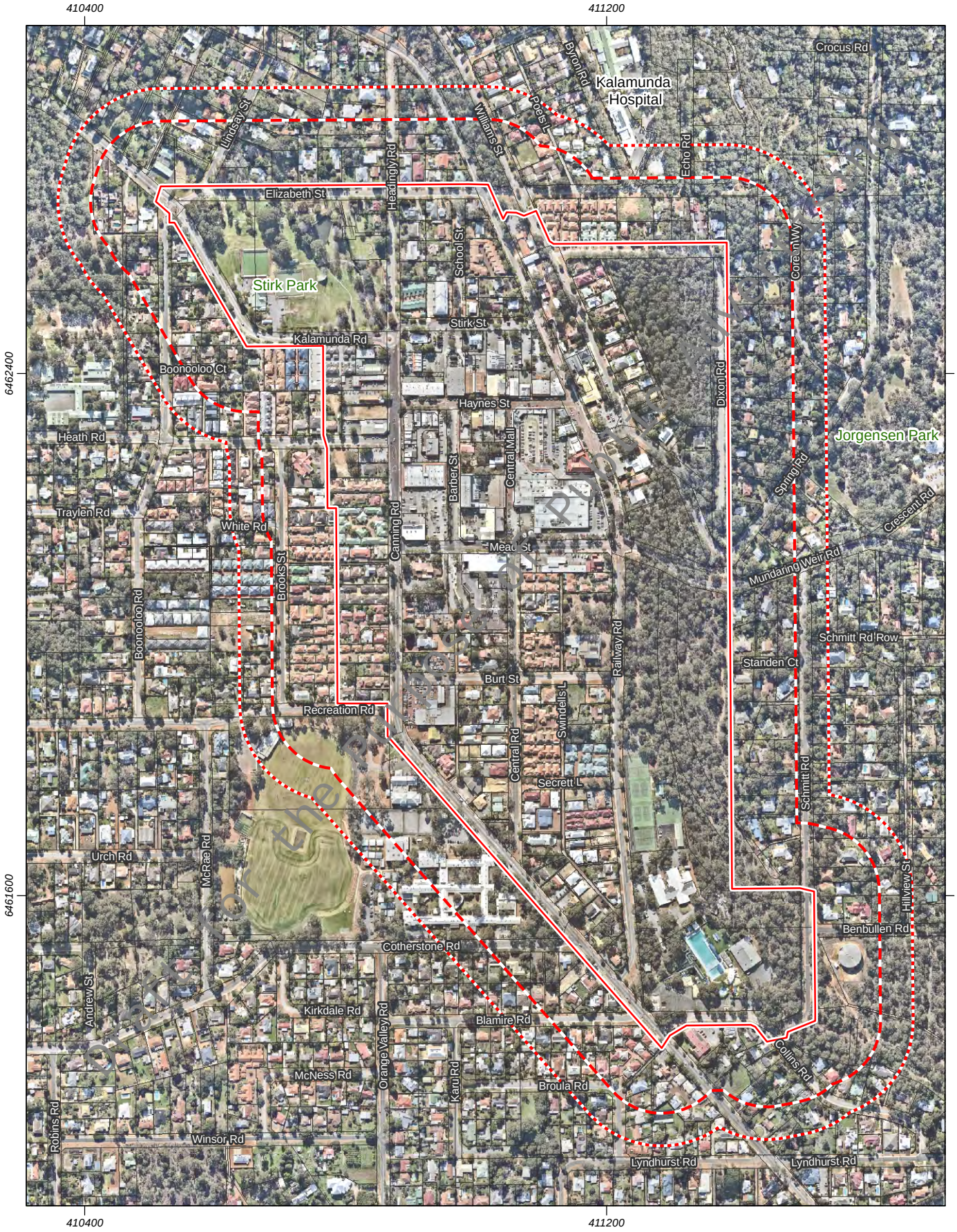



**Figure 1: Site overview**

Scale 1:8,000 at A4

0 80 160 240 m

Coordinate System: GDA 1994 MGA Zone 50
Note that positional errors may occur in some areas
Date: 4/09/2018
Author: jcrute
Source: Nearmap: Aerial imagery, flown 06/2018. Client: Project area 09/2018.
Path: Q:\Consulting\2018\URB17501 Kalamunda\GIS_documents\ArcMap_documents\URB17501_G006_RevB.mxd

**Legend**

- Cadastre
- Project area
- 100m assessment area
- 150m assessment area

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# 2. Environmental considerations

Table 1 provides a summary of the environmental attributes potential occurring within the project area, based on a search of publicly available environmental data. Given the high-level planning stage of the ACP, it is anticipated that any impacts to ecological values will be determined and quantified at future planning stages where detailed development design is known.

Table 1: Summary of environmental values

| Environmental value | Present within or adjacent to project area (Y/N) | Description |
|---|---|---|
| Environmentally Sensitive Area | N | N/A. |
| Wetlands | N | N/A. |
| Waterways | Y | A drainage line is located within the project area within Stirk Park which directs drainage away from the project area, under Elizabeth St via culverts, and west toward the Swan River.<br>Any future landscaping or revegetation within Stirk Park will need to give consideration to ensuring that a bushfire risk is not introduced to nearby residents. |
| Potential Threatened Ecological Communities (TECs) listed under the EPBC Act | N | Based on publicly available data, there are no known TECs within the project area.<br>This may be confirmed through a flora and vegetation assessment prior to clearing of native vegetation (where necessary). |
| Potential for Threatened and Priority flora to occur | Y | According to a search of NatureMap (DBCA 2018) a total of 6 Threatened, 28 Priority flora species have been recorded within 5 km of the project area.<br>Any clearing of native vegetation within the project area will be subject to assessment through the planning process, a native vegetation clearing permit application (Part V EP Act) and potentially under the EPBC Act (where applicable). |
| Potential habitat for threatened fauna species | Y | Vegetation within the project area contains habitat for Carnaby's black cockatoo (Endangered), Baudin's Black Cockatoo (Endangered) and the Forrest Red-tailed Black Cockatoo (Vulnerable) protected under the *Environment Conservation and Biodiversity Conservation Act 1999,* and *Wildlife Conservation Act 1950.*<br>Vegetation within the project area may contain habitat for other conservation significant fauna. According to a search of NatureMap (DBCA 2018) a total of 7 Threatened, 7 Priority and 2 'other specially protected' fauna species have been recorded within 5 km of the project area.<br>Any clearing of native vegetation within the project area will be subject to assessment through the planning process, a native vegetation clearing permit application (Part V EP Act) and potentially under the EPBC Act (where applicable). |
| Bush Forever sites | N | N/A. |
| Swan Bioplan Regionally Significant Areas | N | N/A. |
| DBCA legislated lands and waters (includes National Park, Conservation Park, Nature Reserve, marine reserves, State forest and timber reserve) | N | N/A. |

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| Environmental value | Present within or adjacent to project area (Y/N) | Description |
|---|---|---|
| DBCA land of interest (includes some areas of UCL, freehold purchased by State and some unvested Crown reserves) | N | N/A. |
| Vegetation associations or complexes with <30% of Pre-European extent remaining outside of constrained areas | N | Heddle Complex: Dwellingup D2 (82% remaining).<br>Beard Association: West Darling 3 (86% remaining). |

## 2.1 Native vegetation – modification and clearing

The majority of the project area comprises existing development and is either non-vegetated, or managed in a low-threat state (as per Clauses 2.2.3.2 (e) and (f) of AS3959 (SA 2009)). Remnant vegetation is limited to the eastern portion of the project area, and occurs in relatively large and intact parcels, as well as fragmented plots within private landholdings. While the northern parcel of remnant vegetation (northern portion of Plot 6; Figure 2) is proposed to be partially developed for residential purposes, the remaining areas of remnant vegetation within the project area are proposed to be retained as 'Local Open Space', with the exception of isolated clearing which may be required to accommodate appropriate asset protection zones (APZs) or vehicular access (as outlined in Table 3).

Potential environmental impacts resulting from implementation of the proposal will be addressed in accordance with standard State and Commonwealth legislative requirements under the *Environmental Protection Act 1986* and *Environment Protection and Biodiversity Conservation Act 1999*, during future planning and development processes.

In response to identification of the above environmental values, future development within the project area should aim to (where possible) avoid clearing of native vegetation through the strategic location of lot boundaries and building envelopes, as well as construction of dwellings to BAL-29 to minimise impacts from Asset Protection Zones (APZs).

## 2.2 Revegetation / Landscape Plans

No revegetation is proposed as part of the proposal.

A Public Realm Master Plan is being prepared by Urbis for the project area. Any landscaping proposed in the vicinity of habitable buildings will consist of low fuel managed gardens and street scaping, consistent with Clause 2.2.3.2 (f) of AS3959. Any exceptions to this should be assessed on a case-by-case by case basis to ensure that the landscaping works do not introduce a bushfire risk to adjacent development.

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# 3. Bushfire hazard level assessment

The BHL assessment was undertaken in accordance with Appendix 2 of the Guidelines. The assessment methodology categorises the bushfire hazard level as low, moderate or extreme based on the vegetation and slope within 150 metres of a site. This provides an indication of the likely impact of a bushfire event associated with vegetation within and adjacent to the project area. The BHL provides an indication of the likely intensity of a bushfire and the likely level of bushfire attack on a site by categorising the hazard.

## 3.1 Assessment inputs

### 3.1.1 Classified vegetation and effective slope

Strategen assessed classified vegetation and exclusions within 150 m of proposed development through on-ground verification on 23 and 24 July 2018 in accordance with *AS 3959—2009 Construction of Buildings in Bushfire-Prone Areas* (AS 3959; SA 2009). Results are depicted Figure 2 and georeferenced site photos are contained in Appendix 2.

Strategen assessed effective slope under classified vegetation through on-ground verification in accordance with AS 3959. Results are depicted in Figure 2. The vegetation classifications assessed as part of the BHL will require further analysis at future planning stages to support the preparation of a BAL contour map in accordance with the requirements of SPP3.7, particularly in relation to vegetation within private landholdings east of the project area.

A summary of the assessed classified vegetation, effective slope and exclusions are provided in Table 2.

Table 2: Summary of classified vegetation and exclusions

| Vegetation plot | Applied vegetation classification/exclusion | Effective slope under the classified vegetation (degrees) | Hazard Level |
|---|---|---|---|
| 1 | Class A forest | Flat/ upslope | Extreme |
| 2 | Class A forest | Downslope 0 to 5 degrees | Extreme |
| 3 | Class A forest | Flat/ upslope | Extreme |
| 4 | Class A forest | Downslope 0 to 5 degrees | Extreme |
| 5 | Class A forest | Downslope 15 to 20 degrees | Extreme |
| 6 | Class A forest | Downslope 5 to 10 degrees | Extreme |
| 7 | Class A forest | Flat/ upslope | Extreme |
| 8 | Class B woodland | Flat/ upslope | Extreme |
| 9 | Exclusion 2.2.3.2 (b) | N/A | Low (except where within 100 m of Extreme hazard) |
| 10 | Exclusion 2.2.3.2 (e) and (f) | N/A | Low (except where within 100 m of Extreme hazard) |

## 3.2 Assessment outputs

The results of the BHL assessment are provided in Figure 3 and are discussed in Section 4.

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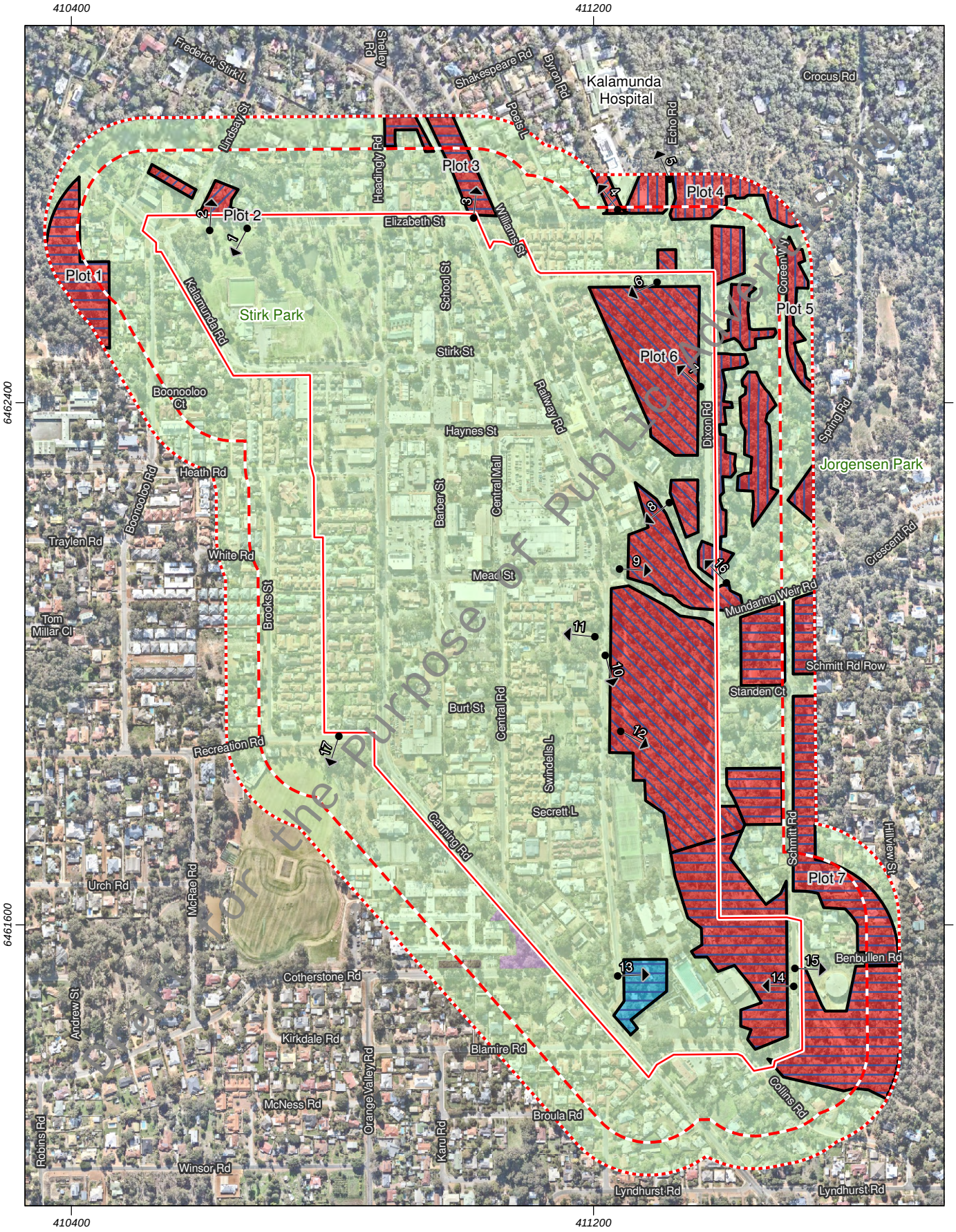



**Figure 2: Pre-development vegetation class and effective slope**

Scale 1:8,000 at A4

0 80 160 240 m

N

Coordinate System: GDA 1994 MGA Zone 50

Note that positional errors may occur in some areas

Date: 4/09/2018

Author: jcrute

Source: Nearmap: Aerial imagery, flown 06/2018. Client: Project area 09/2018.

Path: Q:\Consulting\2018\URB17501 Kalamunda\GIS_documents\ArcMap_documents\URB17501_G007_RevB.mxd

**Legend**

- Photo direction
- Project area
- 100m assessment area
- 150m assessment area
- Vegetation Plot

**Slope**

- Flat/Upslope
- Downslope >0 to 5°
- Downslope >5 to 10°
- Downslope >15 to 20°

**Vegetation class**

- Class A Forest
- Class B Woodland

**AS 3959 exclusion**

- Clause 2.2.3.2 (b)
- Clause 2.2.3.2 (e) & (f)

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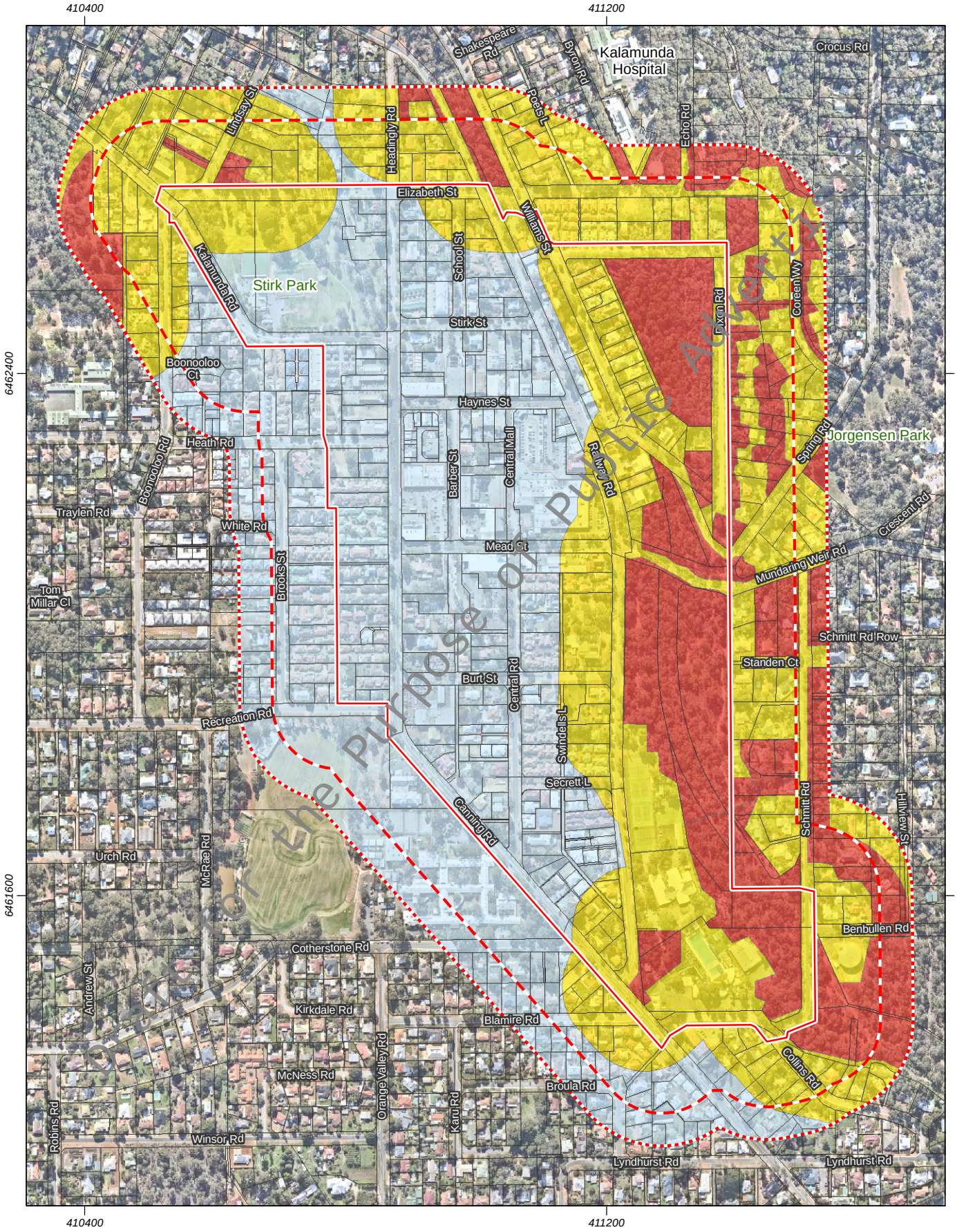



**Figure 3: Pre-development Bushfire Hazard Level**

Scale 1:8,000 at A4

0 80 160 240 m

N

Coordinate System: GDA 1994 MGA Zone 50
Note that positional errors may occur in some areas
Date: 4/09/2018
Author: vdinh
Source: Nearmap: Aerial imagery, flown 06/2018. Client: Project area, 09/2018.
Path: Q:\Consulting\2017\URB17501 Kalamunda\GIS_documents\ArcMap_documents\URB17501_G008_RevB.mxd

**Legend**

- Cadastre
- Project area
- 100m assessment area
- 150m assessment area

**Bushfire Hazard Level**

- Extreme
- Moderate
- Low

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# 4. Identification of bushfire hazard issues

## 4.1 Bushfire hazard levels

The eastern portion of the project area was identified to have a predominantly 'Extreme' BHL attributed to the presence of Class A forest and Class B woodland within areas proposed as 'Parks and Recreation' and 'Residential' within the ACP. Low-threat and non-vegetated areas within 100 m of Class A forest and Class B woodland vegetation are considered to have a 'Moderate' BHL as a result of their proximity to bushfire fuels.

The eastern portion of the project area is predominantly non-vegetated or in a low threat managed state. As such these areas have a 'Low' BHL'.

## 4.2 Bushfire hazard issues

Classified vegetation has been identified within the project area and surrounding local area which has the potential to have a significant bushfire impact on proposed development if unmanaged. There is a considerable bushfire hazard associated with vegetation in the eastern portion of the project area within areas proposed to be retained as 'Local Open Space', as well as private landholdings to the east of the project area. Given the vast areas of national parks and State forest east of the project area, there is also significant landscape scale bushfire risk to the project area with the potential for extended fire runs through heavily vegetated forest.

As such, future development within 100 m of classified vegetation should incorporate suitable levels of defendable space, compliant APZs, access provisions, fire fighting water supply and increased building construction standards at the various bushland interfaces outlined above.

Following provision of these design measures, Strategen considers the bushfire risk and associated hazards are manageable through adoption of standard Guideline acceptable solutions.

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# 5. Assessment against the bushfire protection criteria

## 5.1 Compliance table

An acceptable solutions assessment against the bushfire protection criteria is provided in Table 3.

Table 3: Bushfire protection criteria

| Bushfire protection criteria | Method of compliance<br>Acceptable solutions | Proposed bushfire management strategies |
|---|---|---|
| Element 1: Location | A1.1 Development location | Prior to subdivision of lots or development of new habitable buildings, a BAL assessment (or BAL contour assessment) will be undertaken to ensure that proposed buildings are able to accommodate appropriate setbacks and have the capacity to achieve minimum APZ requirements for a rating of BAL-29 or lower.<br>Particular consideration will need to be given to the area proposed to accommodate 'Residential' land uses, at the northern end of Plot 6 (refer to Figure 2), which will potentially be exposed to elevated BAL ratings from Class A forest vegetation within Plot 5 to the east. |
| Element 2: Siting and design | A2.1 Asset Protection Zone | Prior to subdivision of lots or development of new habitable buildings, a BAL assessment (or BAL contour assessment) will be undertaken to determine the minimum APZ requirements for a building to achieve a rating of BAL-29 or lower.<br>APZs will be to subject to ongoing management in accordance with standards outlined in the Guidelines (see Appendix 2) and any requirements of the City's annual Fire Hazard Reduction Notice (Appendix 3). |
| Element 3: Vehicular access | A3.1 Two access routes. | The existing public road network within and adjacent to the project area provides occupants with the option of travelling to more than two different destinations including north-west along Kalamunda Road, and south-east along Canning Road.<br>Any future development within 100 m of classified vegetation, such as subdivision of the proposed residential area (northern portion of Plot 6; Figure 2), will need to ensure that the road network is designed to provide two different vehicular access routes which connect to the public road network and provide safe access/ egress to two different destinations. |
| | A3.2 Public road | Any new public roads proposed will need to be constructed to relevant technical requirements under the Guidelines (see Table 4). |
| | A3.3 Cul-de-sac (including a dead-end-road) | Cul-de-sacs should be avoided in bushfire prone areas. Where they cannot be avoided, any proposed cul-de-sacs (at future planning stages) will need to be less than 200 m in length, will include minimum 17.5 m diameter turn-around heads and will be constructed to relevant technical requirements under the Guidelines (see Table 4). |
| | A3.4 Battle-axe | Any battle-axe lots proposed as part of future planning and development proposals, will need to have access-legs less than 600 m in length and will be constructed to relevant technical requirements under the Guidelines (see Table 4), including passing bays at 200 m intervals and turn-around areas for fire appliances where battle-axes are longer than 500 m. |

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| Bushfire protection criteria | Method of compliance<br>Acceptable solutions | Proposed bushfire management strategies |
|---|---|---|
| | A3.5 Private driveway longer than 50 m | Any private driveways longer than 50 m proposed as part of future planning and development proposals, will be constructed to relevant technical requirements under the Guidelines (see Table 4), including passing bays if driveways are longer than 200 m and turn-around areas for fire appliances where driveways are longer than 500 m. |
| | A3.6 Emergency access way | Where a vehicular route does not provide through access to a public road, an emergency access way is to be provided as an alternative link to a public road during emergencies.<br>Any emergency access ways (EAWs) proposed as part of future planning and development proposals, will need to be constructed to relevant technical requirements under the Guidelines (see Table 4), and will need to be signposted and gates kept unlocked at all times. Each respective landowner will be responsible for maintaining the EAW where it occurs on their land OR following establishment the City will responsible for maintaining the EAW.<br>In accordance with Acceptable Solution A3.6 the EAW will need to be no further than 600 m from a public road at any single point. |
| | A3.7 Fire service access routes (perimeter roads) | Where necessary as part of future planning and development proposals, fire service access routes should be established to provide access within and around the edge of the subdivision and related development to provide direct access to bushfire prone areas for fire fighters, and link between public road networks for firefighting purposes. Fire service access routes are to be signposted and located no further than 600 m from a public road, and must meet the requirements of the Guidelines (see Table 4), including turn around points every 500 m. |
| | A3.8 Firebreak width | Land owners/ managers are required to install and maintain firebreaks in accordance with the City's annual Fire Hazard Reduction Notice (Appendix 3).<br>Future planning and development proposals which will have a lot size greater than 0.5 ha will be required to have a minimum 3 m firebreak installed and maintained in accordance with the requirements of the Guidelines. |
| Element 4: Water | A4.1 Reticulated areas<br>A4.2 Non-reticulated areas<br>A4.3 Individual lots within non-reticulated areas (Only for use if creating 1 additional lot and cannot be applied cumulatively) | Future development will need to be either:<br>• connected to reticulated water with water hydrants located at 200 m intervals along any proposed public road networks in accordance with the Water Corporation's No. 63 Water Reticulation Standard (A4.1), or<br>• install a dedicated 50 kL fire fighting emergency water tank (one per 25 lots) to be vested with the City, with turn-around points as per the Guidelines (A4.2), or<br>• install a dedicated 10 kL fire fighting emergency water tank, to be maintained by prospective landowners (applicable to developments creating 1 additional lot only; A4.3). |

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Table 4: Vehicular access technical requirements

| Technical requirement | Public road | Cul-de-sac | Private driveway | Emergency access way | Fire service access routes |
|---|---|---|---|---|---|
| Minimum trafficable surface (m) | 6* | 6 | 4 | 6* | 6* |
| Horizontal distance (m) | 6 | 6 | 6 | 6 | 6 |
| Vertical clearance (m) | 4.5 | N/A | 4.5 | 4.5 | 4.5 |
| Maximum grade <50 m | 1 in 10 | 1 in 10 | 1 in 10 | 1 in 10 | 1 in 10 |
| Minimum weight capacity (t) | 15 | 15 | 15 | 15 | 15 |
| Maximum crossfall | 1 in 33 | 1 in 33 | 1 in 33 | 1 in 33 | 1 in 33 |
| Curves minimum inner radius | 8.5 | 8.5 | 8.5 | 8.5 | 8.5 |

* Refer to E3.2 Public roads: Trafficable surface

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# 6. Responsibilities for implementation and management of the bushfire measures

Development within the project area may occur over a long-term timeframe. The below information provides guidance on bushfire assessment and planning requirements specific to each future planning stage.

## 6.1 Statutory requirements

Applicable legislation, standards, supporting guidelines and local government provisions that determine or influence bushfire requirements for future planning stages within the project area include:

- *Bush Fires Act 1954*
- State Planning Policy 3.7 *Planning in Bushfire Prone Areas* (SPP 3.7; WAPC 2015)
- *Planning and Development (Local Planning Schemes) Regulations 2015* (deemed planning provisions)
- *Building Act 2011* and *Building Regulations 2012* (Building Regulations)
- Building Code of Australia (BCA)
- Australian Standard AS 3959-2009 *Construction of Buildings in Bushfire Prone Areas* (AS 3959-2009: SA 2009)
- *Guidelines for Planning in Bushfire Prone Areas* (the Guidelines; WAPC 2017)
- Local Government annual firebreak notices.

## 6.2 Planning stage requirements

### 6.2.1 Subdivision applications

SPP 3.7 policy measure 6.4 requires subdivision applications to be accompanied by the following information in accordance with the Guidelines:

1. A BAL Contour Map of BAL assessment to determine the indicative acceptable BAL ratings across the subject site.
2. The identification of any bushfire hazard issues arising from the BAL Contour Map.
3. An assessment against the bushfire protection criteria requirements demonstrating compliance within the boundary of the subdivision site.

This information can be provided in the form of a BMP or an amended BMP where one has been previously endorsed.

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### 6.2.2 Development applications

Development applications include any application to carry out development or to change land use, but excludes applications for single houses or ancillary dwellings on lots less than 1,100 m².

SPP 3.7 policy measure 6.5 requires development applications to be accompanied by the following information:

1. A BAL assessment.

   or

   A BAL Contour Map that has been prepared for an approved subdivision clearly showing the indicative acceptable BAL rating across the subject site.
2. The identification of any bushfire hazard issues arising from the BAL Contour Map or BAL assessment.
3. An assessment against the bushfire protection criteria requirements demonstrating compliance within the boundary of the development site.

This information can be provided in the form of a BMP or an amended BMP where one has been previously endorsed.

Development applications for high-risk or vulnerable land uses (proposed in future), will need to comply with Policy Measure 6.6 of SPP 3.7 which requires them to be accompanied by a Bushfire Risk Management Plan and Bushfire Emergency Evacuation Plan (BRMP, BEEP; respectively).

High-risk land uses as defined under the Guidelines include (for example) service stations, landfill sites, bulk storage of hazardous materials, fuel depots and certain heavy industries. Vulnerable as defined under the Guidelines include hospitals, nursing homes and aged care facilities, childcare centres, educational establishments and tourist accommodation.

### 6.2.3 Building permits

For most building works a building permit is required and the permit authority will be the relevant local government. The permit authority is also responsible for enforcement and dealing with non-compliance in relation to applicable building standards.

For single houses or ancillary dwellings on sites 1,100 m² or greater, other habitable buildings[1] (other than a single house of ancillary dwelling) or specified buildings[2] in Bushfire Prone areas, under the deemed planning provisions a BAL assessment is required, where a BAL Contour Map does not exist from a previous approved proposal. If the BAL assessment or BAL Contour Map identifies the development site as BAL-40 or BAL-FZ, a development application and planning approval is required.

For development on sites less than 1,100 m² in Bushfire Prone areas the bushfire construction requirements under the Building Act and BCA may still apply, which also includes undertaking a BAL assessment, where a BAL Contour Map does not exist from a previous approved proposal.

Building permit applications must demonstrate compliance with applicable BCA bushfire construction requirements.

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[1] Habitable building as defined under SPP 3.7 means a permanent or temporary structure that is fully or partially enclosed and has at least one wall of solid material and a roof of solid material and is used by people for living, working, studying or being entertained.

[2] Specified building means a structure identified in a local planning scheme as a building to which the deemed provisions apply.

The BCA bushfire construction requirements only apply to Class 1a (single dwelling), Class 1b (accommodation, grouped dwellings), Class 2 (apartments), Class 3 (accommodation, schools, health-care, detention centre) buildings, other structures and decks (Class 10a) associated with these buildings and major alterations/additions to residential buildings.

The bushfire construction provisions of the BCA do not apply to Class 4 - Class 9 buildings (mixed use, commercial, industrial buildings or public facilities). If planning approval is required for this type of development, the planning process will apply the bushfire protection criteria to ensure that the optimal outcome is achieved for bushfire protection, such as appropriate siting of buildings, provision of water supply etc. For Class 4 – Class 9 buildings, applicants have the discretion to utilise here, any or all of the elements of AS3959-2009 in the construction of buildings.

## 6.3 Bushfire management measures

Given that the entire project area is currently identified as a bushfire prone area, any future strategic planning documents, strategic planning proposals, subdivision and development applications located within the project area will need to comply with the requirements of SPP 3.7 and the associated Guidelines.

Ensuring compliance with SPP3.7 and the Guidelines will require implementation of the following measures:

- undertaking a BAL assessment (or BAL contour assessment) to support future subdivision and development applications, or building licences (developer/ landowner)
- ensuring future lots/ habitable buildings are located in an area which is not subject to a rating higher than BAL-29 (developer/ landowner)
- ensuring future lots/ habitable buildings can accommodate appropriate APZs (developer)
- ensuring occupants of future development areas are provided with two different vehicular access routes which connect to the public road network and provide safe access/ egress to two different destinations (developer)
- ensure that proposed public and private road/ driveway infrastructure is constructed in accordance with A3.1 to A3.7 of the Guidelines (where applicable; developer)
- ensure that firebreaks are installed in accordance with the Guidelines and the City's Fire Hazard Reduction Notice (developer/ landowner)
- ensure an appropriate water supply is provided to any future lots/ habitable buildings through either reticulated water supply or water tanks, in accordance with A4.1, A4.2 or A4.3 of the Guidelines (developer).

In addition, the following management measures may apply, depending on the nature of any future proposals within the project area:

- On-site staging buffers: if future development (and therefore clearing) is to occur on a staged basis, clearing in advance of adjacent areas may need to occur to ensure building construction is not inhibited by a temporary vegetation extent located within adjacent development stages yet to be cleared. This can be achieved by ensuring that each approved stage subject to construction is surrounded by a 100 m wide (or other distance confirmed by an accredited bushfire practitioner), on-site cleared or low threat buffer prior to development (not including vegetation proposed to be retained). Once the buffers are created, they will need to be maintained on a regular and ongoing basis at a fuel load less than 2 t/ha to achieve a low threat minimal fuel condition all year round until such time that the buffer area is developed as part of the next development stage. This will assist in managing the current on-site temporary vegetation hazards.
- Vehicle access staging: if development (and therefore construction of vehicle access) is to occur on a staged basis, vehicle access arrangements will need to ensure that all occupiers and visitors are provided with at least two vehicular access routes at all stages. This can be achieved via construction of access in advance of stages or through provision of temporary emergency access ways until two formal access roads are available.

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- Fuel management within cleared vacant lots: cleared lots awaiting development may need to be managed on a regular and ongoing basis to ensure that no bushfire hazard is introduced to adjacent lots/ buildings.
- Road verge fuel management: surrounding road verges that have been excluded as low-threat (Clause 2.2.3.2 (f) of AS3959) will need to continue to be managed to ensure the understorey and surface fuels remain in a low threat, minimal fuel condition in accordance with Clause 2.2.3.2 (f) of AS 3959. Ongoing road verge management is the responsibility of the City.
- Restrictive covenant on lots with areas of BAL-40 and/or BAL-FZ: development of habitable buildings within portions of lots impacted by areas of BAL-40 and/or BAL-FZ will be restricted via application of a subdivision condition, such as:

  *A restrictive covenant to the benefit of the local government, pursuant to section 129BA of the Transfer of Land Act 1893, is to be placed on the certificate(s) of title of the proposed lot(s) advising of the existence of a restriction on the use of the land within areas that have been assessed as BAL-40 or BAL-Flame Zone. Notice of this restriction is to be included on the diagram or plan of survey (deposited plan). The restrictive covenant is to state as follows: 'No habitable buildings are to be built within areas identified as BAL-40 or BAL-Flame Zone.'*
- Notification on title: notification is to be placed on the Title of proposed lots subject to BAL-12.5 or higher (either through condition of subdivision or other head of power) to ensure landowners/proponents and prospective purchasers are aware that their lot is subject to an approved BMP and BAL assessment, however, since the lot is situated within a designated bushfire prone area (at creation of title), the BAL for proposed buildings may, at the discretion of the City, need to be confirmed at the development application or building permit stage.
- BAL assessment at future stages: a BAL assessment will be required for any proposed development within a bushfire prone area, to determine the separation distances, APZs and construction standards required to mitigate the bushfire hazard.
- Building construction standards: Class 1a, Class 1b, Class 2 or Class 3 residential buildings, and any associated Class 10a buildings, in bushfire prone areas will be required to meet the applicable construction requirements of AS 3959. It is recommended that where practical, non-residential (building classes other than those listed above) habitable buildings also adopt bushfire construction measures relevant to the assessed BAL.
- High risk and vulnerable land uses: where high-risk or vulnerable land-uses are proposed in future, planning and development applications will need to comply with Policy Measure 6.6 of SPP 3.7 which requires them to be accompanied by a Bushfire Risk Management Plan and Bushfire Emergency Evacuation Plan (BRMP, BEEP; respectively).
- Compliance with annual firebreak notice: developers, land managers and prospective land purchasers are to comply with the City's annual firebreak notice (refer to Appendix 3)
- BAL compliance and/or individual lot BAL assessment at future stages: a BAL compliance report and/or individual lot BAL assessment may be prepared at the discretion of the City/WAPC following completion of subdivisional works and prior to lot title to validate and confirm the accuracy of BAL assessments depicted in the BMP or demonstrate any change in the assessed BAL or other management measures documented in this BMP, which may occur as a result of changes in building location, vegetation class or bushfire management approach.

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# 7. References

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Department of Fire and Emergency Services (DFES) 2018, *Map of Bush Fire Prone Areas*, [Online], Government of Western Australia, available from: *https://maps.slip.wa.gov.au/landgate/bushfireprone/*

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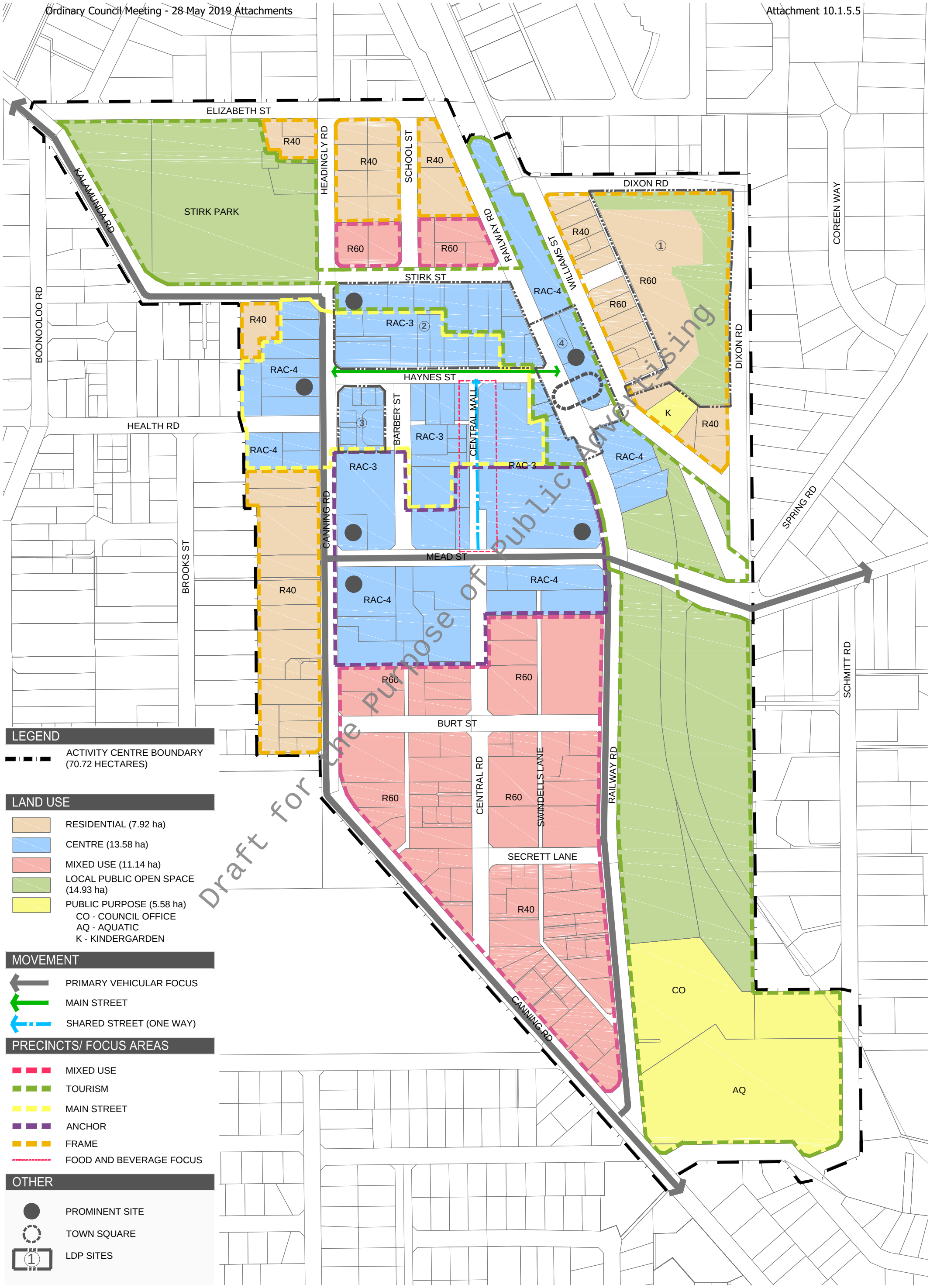
Western Australian Planning Commission (WAPC) 2017, *Guidelines for Planning in Bushfire-Prone Areas*, Western Australian Planning Commission, Perth.

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## Appendix 1
## City of Kalamunda Activity Centre Plan




## LEGEND

ACTIVITY CENTRE BOUNDARY (70.72 HECTARES)

## LAND USE

- RESIDENTIAL (7.92 ha)
- CENTRE (13.58 ha)
- MIXED USE (11.14 ha)
- LOCAL PUBLIC OPEN SPACE (14.93 ha)
- PUBLIC PURPOSE (5.58 ha)
  - CO - COUNCIL OFFICE
  - AQ - AQUATIC
  - K - KINDERGARDEN

## MOVEMENT

- PRIMARY VEHICULAR FOCUS
- MAIN STREET
- SHARED STREET (ONE WAY)

## PRECINCTS/ FOCUS AREAS

- MIXED USE
- TOURISM
- MAIN STREET
- ANCHOR
- FRAME
- FOOD AND BEVERAGE FOCUS

## OTHER

- PROMINENT SITE
- TOWN SQUARE
- LDP SITES

PLOT STYLE: URBIS_A3.CTB
PAGE SETUP: ---
PLOTTED BY: LARA VARTOUKIAN
PLOT DATE: 28.02.2019
PATH: T:\003 Projects\Current\PA 1490 - Kalamunda Activity Centre Plan\06 Design\04 Design\4.2 CAD\4.22 Working Drawings\PA1490_Kalamunda_Activity_Centre_Plans.dwg

# KALAMUNDA ACTIVITY CENTRE DRAFT

ACTIVITY CENTRE PLAN

City of Kalamunda

URBIS

Level 14, The Quadrant, 1 William Street | Perth WA 6000 Australia | +61 8 9346 0500 | URBIS Pty Ltd | ABN 50 105 256 228

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CLIENT

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1:4,000 @ A3

0 10 50 100m

PROJECT NO. PA1490

DATE 28.02.19

DRAWING NO. 433

REVISION .

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**Appendix 2**
**Site photographs**




Photo Point 1: Managed low-threat vegetation excluded under Clause 2.2.3.2 (f)

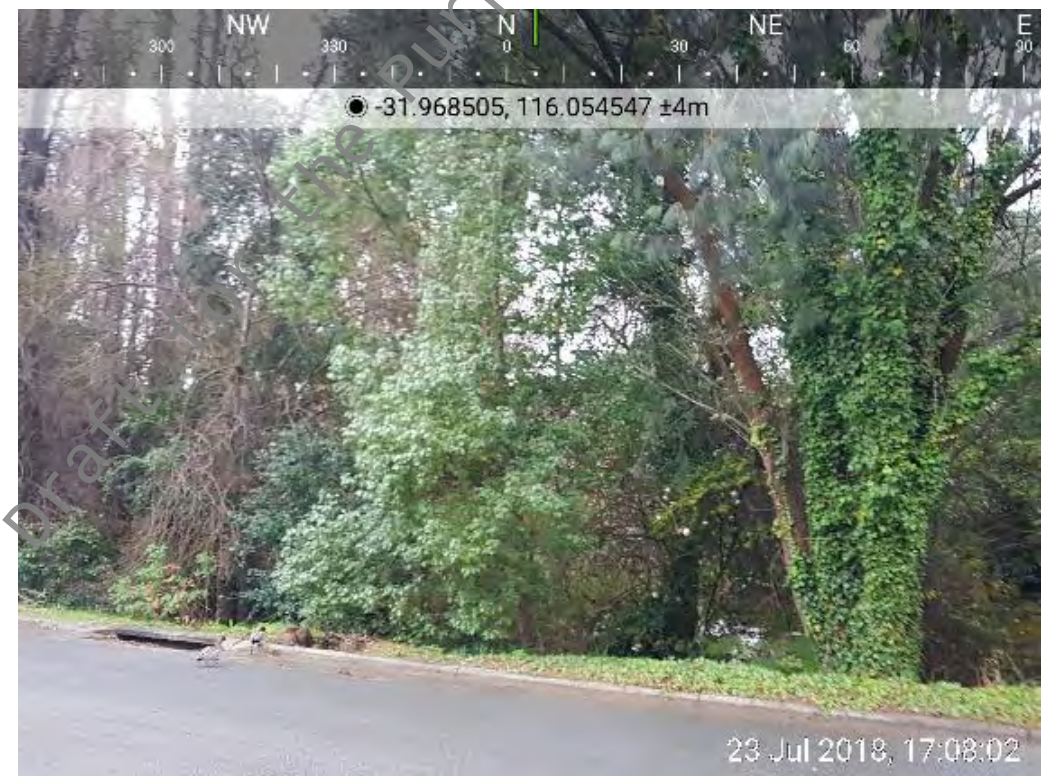



Photo Point 2: Class A forest within private property north of Elizabeth Street

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Photo Point 3: Class A forest within the Railway Road reserve

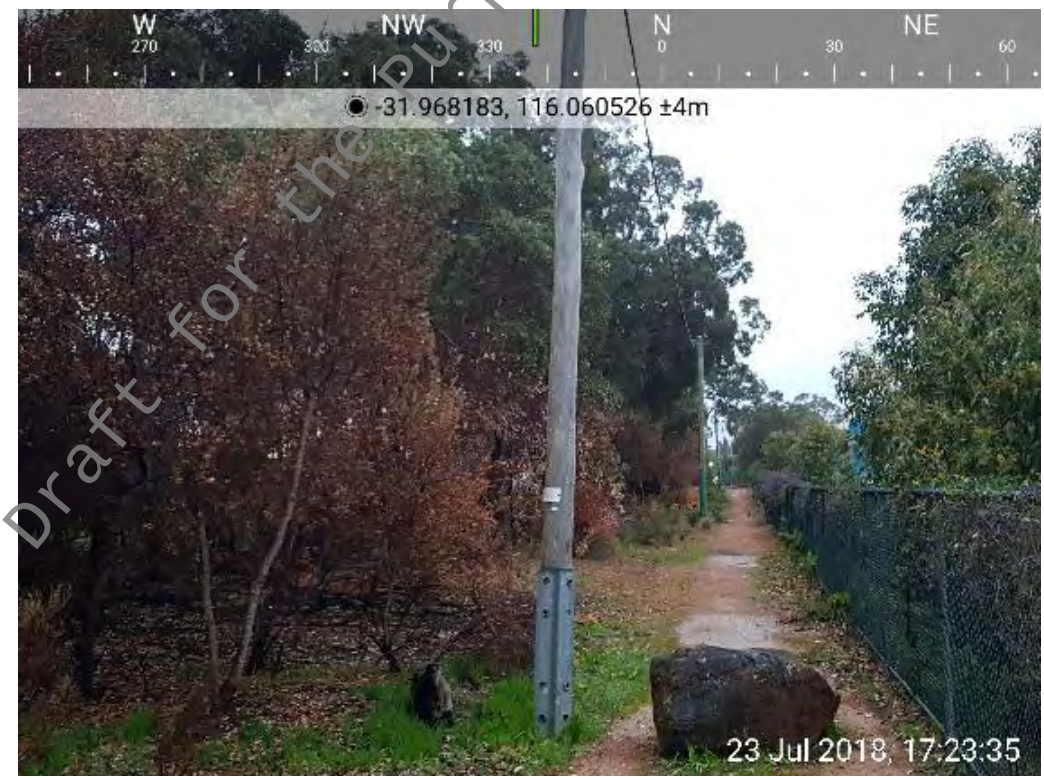



Photo Point 4: Class A forest within Byron Road reserve (recently burnt)

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Photo Point 5: Class A forest on steep slopes west of Echo Road




Photo Point 6: Class A forest along Dixon Road

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Photo Point 7: Class A forest along Dixon Road




Photo Point 8: Class A forest west of Spring Road

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Photo Point 9: Class A forest east of Railway Road

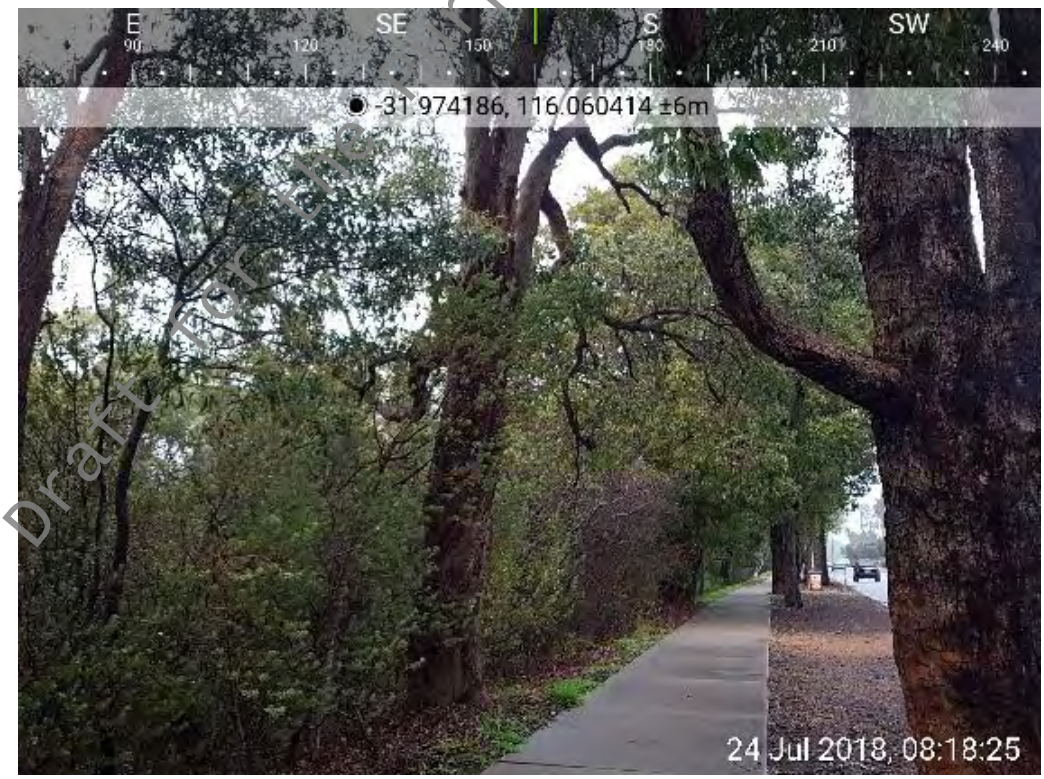



Photo Point 10: Class A forest east of Railway Road

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Photo Point 11: Managed vegetation excluded under Clause 2.2.3.2 (f) of AS3959




Photo Point 12: Class A forest within 'Parks and Recreation' reserve east of Railway Road

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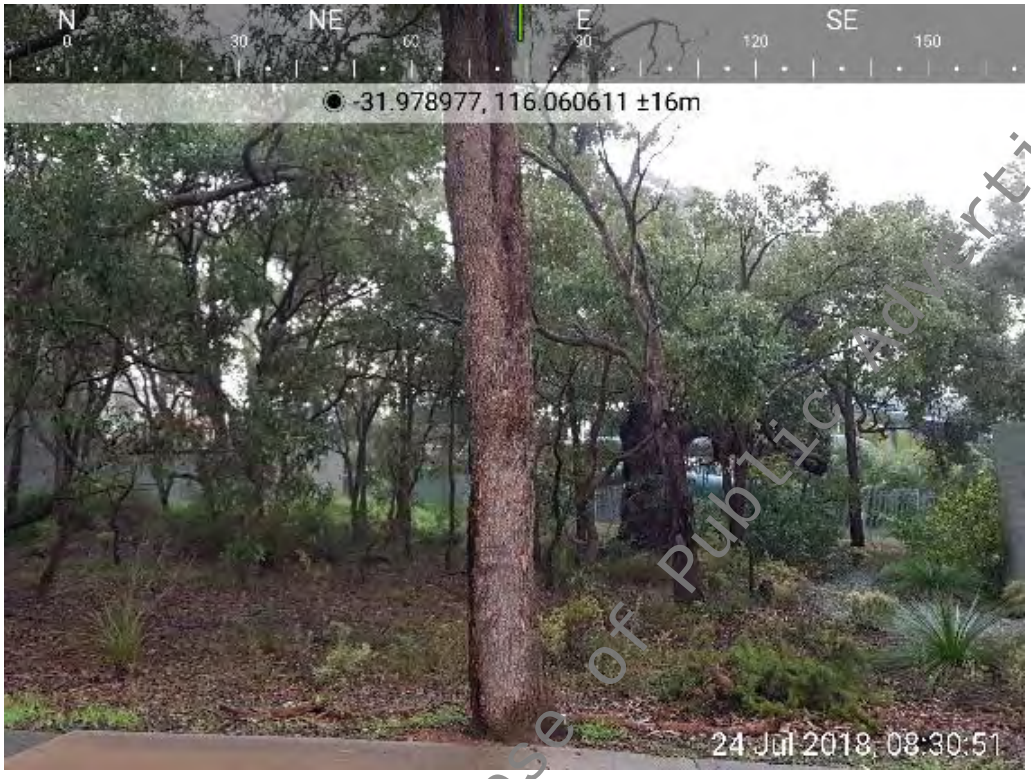



Photo Point 13: Class B woodland south of City of Kalamunda chambers




Photo Point 14: Class A forest west of Schmitt Road

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Photo Point 15: Areas excluded form classification under Clause 2.2.3.2 (e) and (f) of AS3959

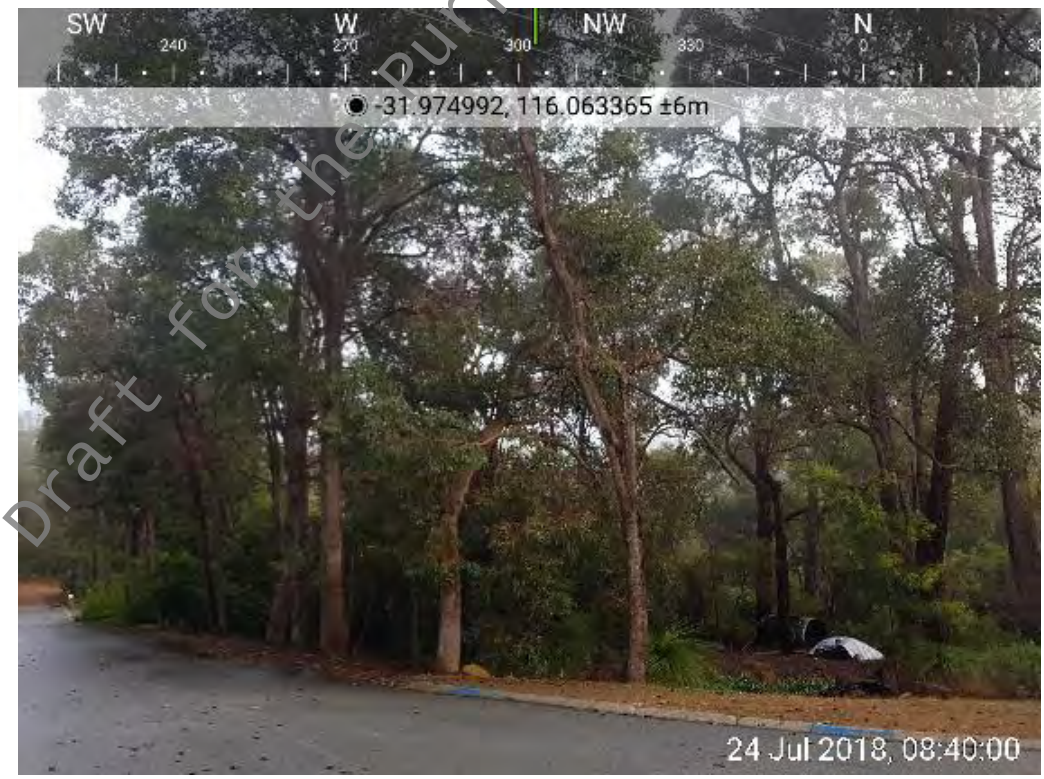



Photo Point 16: Class A forest within the Standen Court road reserve and private property

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Photo Point 17: Managed vegetation north of Kalamunda Senior Highschool

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**Appendix 3**
**City of Kalamunda Fire Hazard Reduction Notice**

# FIRE HAZARD REDUCTION NOTICE

*Bush Fires Act 1954*

Notice to Owners and/or Occupiers of Land situated within the City of Kalamunda



As a measure to assist in the control and prevention of bushfires and pursuant to the powers contained in Section 33 of the *Bush Fires Act 1954 (WA)*, as the property owner or occupier of land within the City of Kalamunda, you are hereby required **before 1 November 2018** to comply with the below conditions.

The applicable works outlined below, **must be completed before 1 November 2018** and maintained **up to and including 31 March 2019**.

**Persons who fail to comply with the requirements of this Notice may be issued with an infringement notice penalty ($250) or prosecuted with an increased penalty (Maximum penalty $5,000). Additionally, the City of Kalamunda may carry out the required work at cost to the owner/occupier.**

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## ALL VACANT LAND

☐ **SLASH GRASS**
Have all flammable matter except living trees, shrubs and plants under cultivation, slashed, mowed or trimmed down by other means to a height no greater than 50mm across the entire property.

## VACANT LAND OVER 2000m²

☐ **SLASH GRASS**
Have all flammable matter except living trees, shrubs and plants under cultivation, slashed, mowed or trimmed down by other means to a height no greater than 50mm across the entire property.

☐ **INSTALL FIRE BREAK**
Install and maintain a 3m wide by 4m high clearance, bare mineral earth, trafficable fire break immediately inside the entire perimeter. A reticulated and maintained green lawn may be accepted in lieu of a fire break.

## PROPERTIES 4000m² AND UNDER

☐ **SLASH GRASS**
Have all flammable matter except living trees, shrubs and plants under cultivation, slashed, mowed or trimmed down by other means to a height no greater than 50mm across the entire property.

☐ **CLEAN GUTTERS**
Ensure the roofs, gutters and walls of all buildings are free of flammable matter.

☐ **REMOVE DFM** (Dead Flammable Material)
Maintain all dead flammable material below 8 tonne per hectare. (See definition fuel load)

## PROPERTIES OVER 4000m²

☐ **SLASH GRASS**
Have all flammable matter except living trees, shrubs and plants under cultivation, slashed, mowed or trimmed down by other means to a height no greater than 50mm across the entire property.

☐ **CLEAN GUTTERS**
Ensure the roofs, gutters and walls of all buildings are free of flammable matter.

☐ **REMOVE DFM** (Dead Flammable Material)
Maintain all dead flammable material below 8 tonne per hectare. (See definition fuel load)

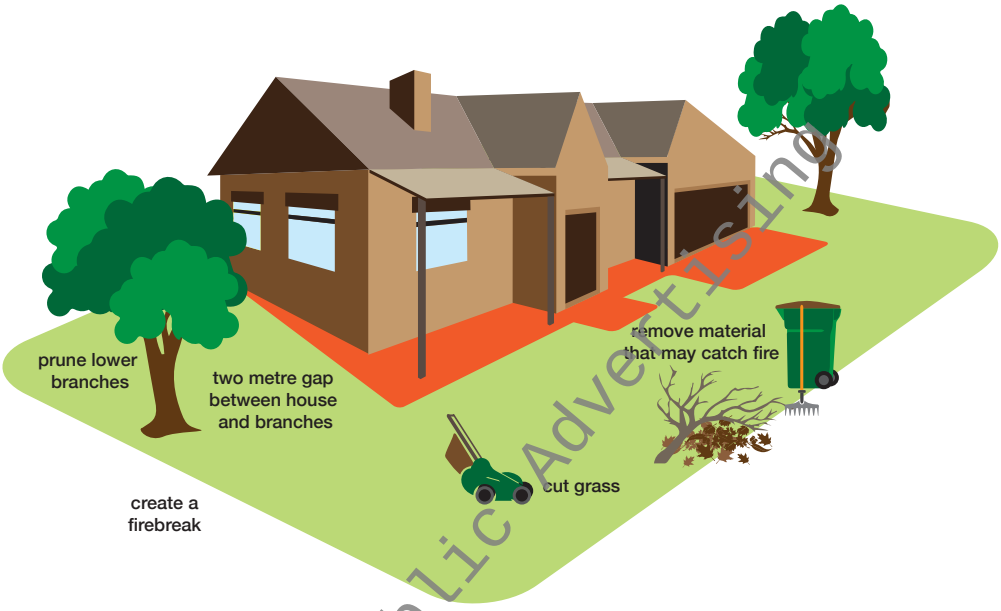
☐ **INSTALL FIRE BREAK**
Install and maintain a 3m wide by 4m high clearance, bare mineral earth, trafficable fire break immediately inside the entire perimeter. A reticulated and maintained green lawn maybe accepted in lieu of a fire break.

☐ **ASSET PROTECTION ZONE (APZ)**
Install and maintain an APZ 20m fuel reduced zone, around buildings or an asset of value which extends from the outermost point, whether residential, commercial, industrial or environmental. Fuel reduced is a reduction in the vegetation sufficient to reduce the impact of bushfire onto that asset.

- Trees over 5m in height must be under pruned to a height of 2m from the ground.
- Trees or shrubs within 2m of the asset, must be pruned to a height no greater than 2m.
- Fuel load within 20m of the asset must be kept to a minimum.

# City of Kalamunda 2018/2019 Fire Hazard Reduction Notice




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## ADDITIONAL WORKS

In addition to the noted requirements, regardless of land size and location, the City of Kalamunda or its duly authorised officer(s) may require you to undertake additional works on your property to improve access and/ or undertake further hazard reduction (Additional Works) where, in the opinion of the officer, such Additional Works are necessary to prevent the outbreak and/or the spread of a bush fire.

## FIREBREAK VARIATIONS

If you consider for any reason that it is impractical to clear firebreaks as required by this Notice, or if natural features render firebreaks unnecessary, you may apply in writing to the City of Kalamunda or its duly authorised officers, not later than 1 October 2018, for alternative positions, or other methods of fire prevention on your land.

If permission is not granted, you must comply with the requirements of this Notice. This applies to variations to the Asset Protection Zone as well. The Chief Bush Fire Control Officer reserves the right to review and revoke any variation granted at any time.



## FUEL DUMPS AND DEPOTS

You are required to remove all flammable matter within (10) metres of where fuel drums, fuel ramps or fuel dumps are located, and where fuel drums, whether containing fuel or not, are.

By order of the City of Kalamunda.

Rhonda Hardy
CHIEF EXECUTIVE OFFICER

**Phone** 9257 9999
**Email** enquiries@kalamunda.wa.gov.au
**Web** www.kalamunda.wa.gov.au/fire

## DEFINITIONS

**Fuel load**
This is the leaf litter on the ground inclusive of leaves, twigs (up to 6mm diameter) and bark. A litter depth of 15mm from the top of the layer to the mineral earth beneath is indicative of approximately 8 tonnes per hectare.

city of kalamunda

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# APPENDIX D EMPLOYMENT & RETAIL ANALYSIS

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# KALAMUNDA ACTIVITY CENTRE PLAN – EMPLOYMENT AND RETAIL ANALYSIS

# DRAFT REPORT

Draft for the Purpose of Public Advertising

Shire of Kalamunda

URBIS

MAY 2018

This report is dated May 2018 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of City of Kalamunda (Instructing Party) for the purpose of research and analysis (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events including wars, civil unrest, economic disruption, financial market disruption, business cycles, industrial disputes, labour difficulties, political action and changes of government or law, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

In preparing this report, Urbis may rely on or refer to documents in a language other than English which Urbis will procure the translation of into English. Urbis is not responsible for the accuracy or completeness of such translations and to the extent that the inaccurate or incomplete translation of any document results in any statement or opinion made in this report being inaccurate or incomplete, Urbis expressly disclaims any liability for that inaccuracy or incompleteness.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the belief on reasonable grounds that such statements and opinions are correct and not misleading bearing in mind the necessary limitations noted in the previous paragraphs. Further, no responsibility is accepted by Urbis or any of its officers or employees for any errors, including errors in data which is either supplied by the Instructing Party, supplied by a third party to Urbis, or which Urbis is required to estimate, or omissions howsoever arising in the preparation of this report, provided that this will not absolve Urbis from liability arising from an opinion expressed recklessly or in bad faith.

## Urbis staff responsible for this report were:

| | |
|---|---|
| Director | Tim Connoley |
| Associate Director | Michael Knight |
| Consultant | Dermott Carr |

| | |
|---|---|
| Project code | PA 1490 |
| Report number | Draft Report |

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# INTRODUCTION

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# INTRODUCTION

## BACKGROUND AND PURPOSE

This analysis has been prepared by Urbis to support the development of the Kalamunda Activity Centre Plan. The analysis is intended to provide the context and evidence base for the activity centre plan and to provide guidance on the appropriate quantum and timing of future floorspace provision within the town centre.

This analysis explores key demographic factors, household types, income distribution, dwelling distribution and population projections. The purpose of this task is to understand the current and future retail needs of local residents.

The analysis additionally explores the distribution of employment and floorspace within the activity centre based on the State Government's Land Use and Employment Survey (LUES). The purpose of this task is to explore the ability to concentrate employment uses over and above retail in the centre, which usually means attracting key population servicing uses like civic, health, administration and education functions as well as office-based businesses.

The retail needs assessment is the core focus of this analysis. This task considers the potential for supportable new floorspace in the town centre out to 2027 based on population and retail expenditure projections. The retail needs analysis also considers the extent of current and future competing retail supply in order to understand the future role and function of the activity centre's retail businesses.

## STUDY STRUCTURE

This study is comprised of the following sections:

- **Key Findings** – summary of the study's findings and recommendations;
- **Demographic Profile** – overview of demographic and socio-economic attributes of the surrounding residential neighbourhood;
- **Economics Profile** – overview of employment and worker attributes in Kalamunda;
- **Centre Floorspace Review** – review of floorspace and employment within the Kalamunda activity centre;
- **Trade Area Analysis** – analysis of the retail expenditure patterns in the Kalamunda activity centre's trade area;
- **Retail Competition** – overview of distribution of retail centres in the wider area and competitive positioning of the Kalamunda activity centre; and
- **Retail Needs Assessment** – assessment of current and future retail demand.

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# KEY FINDINGS

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## KEY FINDINGS

- **Convenience Offering**: The Kalamunda activity centre currently accommodates a mixture of stand-alone retail stores, small multi-tenancy retail properties and the Kalamunda Central Shopping Centre. The vast majority of retail shops are considered to be convenience retail offerings which is a reflection of the relatively low level of population density within Kalamunda and surrounds and the proximity of higher order centres (e.g. Midland).
- **Low Development Activity**: The activity centre was estimated to have 20,700 square metres of retail floorspace as of 2017. The only notable growth in retail over the past decade is an Aldi store (equivalent to 1,600 square metres). Unlike many of Perth's other district centres, the Kalamunda activity centre is not home to a discount department store or a large number of specialty non-food retailers.
- **Low Population Growth**: Across the defined retail trade area – which extends from Maida Vale to the west, Lesmurdie in the south, Pauls Valley in the East and Helena Valley in the north – population growth has been limited. Over the 2012 to 2017 period, the trade area' population increased by only 0.1% per annum. This represents relatively low growth compared to other outer-ring areas in Perth and reflects the established nature of the area and lack of major planned development areas and infill development activity. A moderate decline in the resident population in the surrounding suburbs (defined by the suburbs of Kalamunda, Maida Vale and Gooseberry Hill) is expected to be attributable to declining household sizes as residents age and increased rental vacancy rates, generally older families, couples and singles. There is a relatively low level of young families despite the housing stock consisting predominantly of large family homes.
- **Below Average Turnover**: Based on Property Council and Urbis databases, the activity centre is considered to be trading at levels approximately 20% below benchmark district centres and large neighbourhood centres. Moreover, the activity centre has a high level of vacant floorspace (equivalent to more than 3,000 square metres) of which some of this floorspace could accommodate retail uses.
- **Limited Retail Demand**: The lack of population growth combined with geographical constraints that limit visitation to the centre from the wider area are considered key reasons behind low levels of retail development activity in the centre and below average turnover volumes. Additionally, the retail offering is dispersed across a large area and it is not co-located with other destinational uses (e.g. hospital, administration building, etc.) and the public realm does not adequately encourage trip linking. The lack of residential population growth will limit the extent of retail demand growth in the catchment. Any future redevelopment or expansion of retail provision in the activity centre will thus likely require increased visitor / tertiary trade and / or increased market shares. That is, the activity centre will need to draw a greater share of spending in order to support redevelopment and / or expansion of the retail offering.

## RETAIL DEMAND PROJECTIONS

- **Low Demand Growth**: Based on forecast population growth levels in the trade area, per capita real expenditure growth and stable visitation levels, the need for additional retail floorspace is expected to be limited to approximately 1,500 to 2,500 square metres by 2027 on a business as usual basis. However, given below average trading levels and current high vacancy levels, this demand growth may not eventuate into development activity.
- **Focus on Increased Desirability and Visitation**: Given the retail modelling under a business as usual scenario suggests that retail expansion will be limited in the activity centre, the focus should be on measures that increase the desirability of the centre. Initiatives should focus on increasing population levels within the immediate area, increasing visitor expenditure and increasing trip-linking and co-location. Urbis assessed the potential demand if public realm and associated activation and policy control initiatives encourage increased expenditure in the activity centre. Under this scenario, both trading levels and market shares increase and translate into future additional demand equivalent to 2,800 to 3,800 square metres. Whilst this scenario is not a forecast, it provides an indication of the potential demand outcomes if the centre improves its desirability to residents and visitors as a place to visit and shop.

| Scenario | 2027 Market Share Capture | Indicative Spend Capture | Implied Sq.m | Implied Net New Floorspace Demand (approx.) |
|---|---|---|---|---|
| Business As Usual | 18% | $137,550,000 | 22,500 - 23,500 | 1,500 - 2,500 |
| Improved share, improved productivity | 21% | $157,200,000 | 24,000 - 25,000 | 2,800 - 3,800 |

*Source: Urbis*

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# DEMOGRAPHIC PROFILE

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# DEMOGRAPHIC SNAPSHOT

## POPULATION

| | |
|---|---|
| Population | 14,889 |
| Average Age | 41.3 |
| Dwellings | 5,973 |
| Av. Household Size | 2.6 |
| Area (sq.km) | 28.1 |
| Pop. Density (Persons per hectare) | 9 |
| Dependency Ratio (proportion of population between 0-14 and over 65 years) | 39% |

## HOUSEHOLD CHARACTERISTICS

| | | |
|---|---|---|
| Families with Children <15 | 1,348 | 31% |
| Born Overseas | 4,529 | 32% |

Top 3 Country of Birth (excluding Australia)

United Kingdom
New Zealand
South Africa

## HOME LIFE

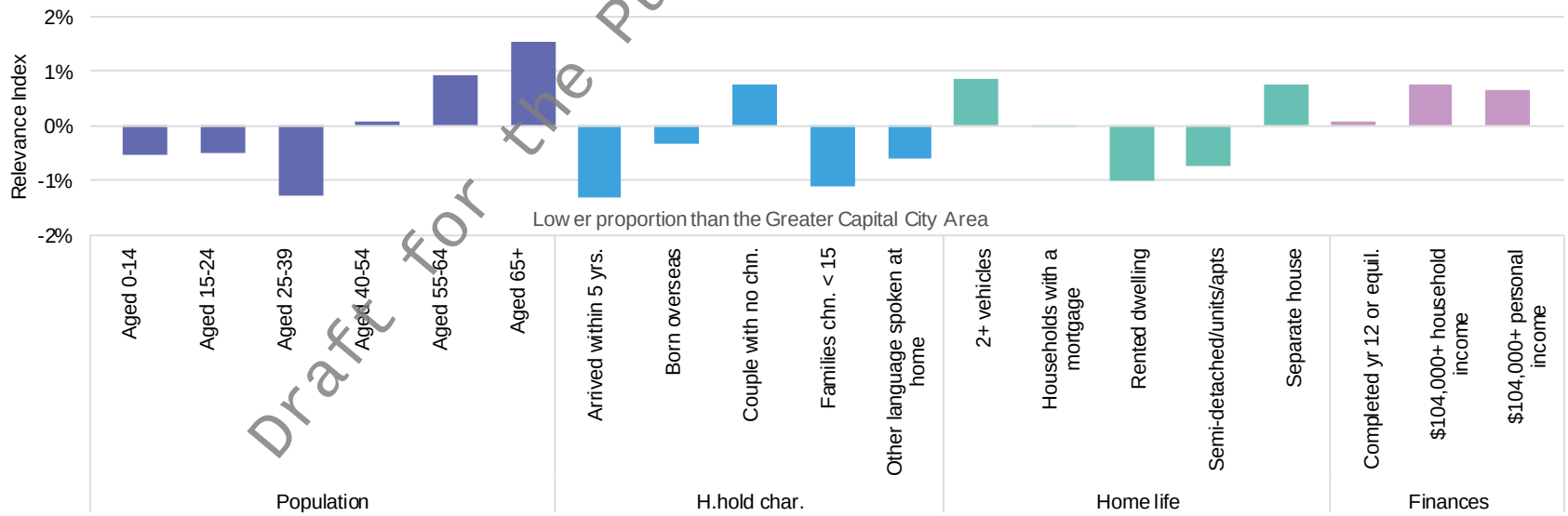
| Separate Houses | Semidetached & units | Apartments |
|---|---|---|
| 5,171 | 293 | 3 |
| 95% | 5% | 0% |

| Owned outright | Owned with a mortgage | Rented |
|---|---|---|
| 46% | 41% | 12% |

| Average no. Cars | No car households |
|---|---|
| 2.3 | 3% |

## FINANCES

| | |
|---|---|
| Av. working age income (people aged 14-64) | $53,514 |
| Per Capita Av Income | $47,956 |
| Av. Household Income | $92,799 |
| Av. Mortgage | $2,119 |
| Av. Rent | $344 |
| % Students | 22% |
| Housing cost indicator | 15% |




*Kalamunda - Maida Vale - Gooseberry Hill SA2's compared to the Greater Capital City Area*

*Source: Based on ABS 2016 Census Data*

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# POPULATION AND DEMOGRAPHIC ATTRIBUTES

## KEY FINDINGS

- Population levels have been relatively stable over the past five years in the region. An ageing population, declining household sizes and increased rental vacancy levels have resulted in a moderate decline in the estimated resident population over this period.

## ESTIMATED RESIDENT POPULATION



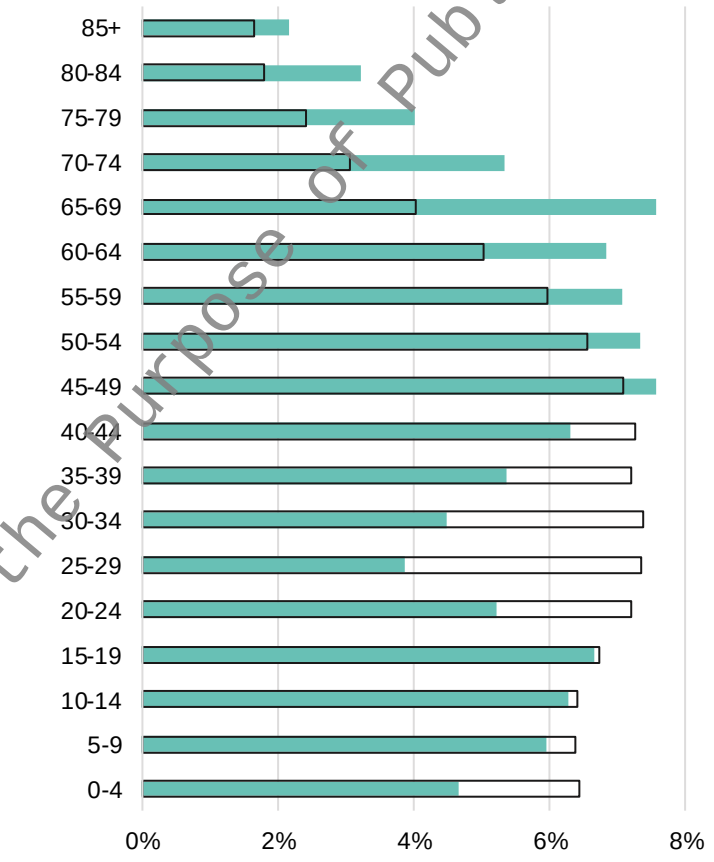

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# AGE STRUCTURE

## KEY FINDINGS

- The region was estimated to have a relatively older age profile than the Perth average. As shown to the right, the region had a particularly large baby boomer cohort as of 2016 and a large number of residents aged 80 and above.
- The demography points to the area being a location for older more settled families, coupes without children and lone person households. It is not a strong destination for younger families although presentation of the area as a viable lifestyle destination for such may improve this demographic over time.

## PROPORTION OF POPULATION BY AGE - SA2 VS GREATER PERTH




*SA2's compared to the Greater Capital City Area*

*Source: Urbis, based on ABS 2016 Census Data*

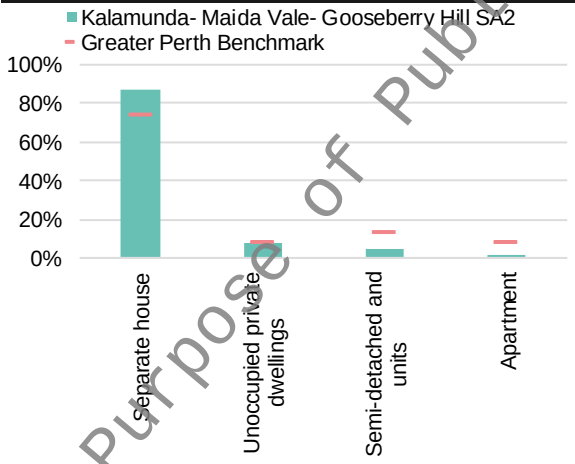
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# HOUSING STOCK ATTRIBUTES

## KEY FINDINGS

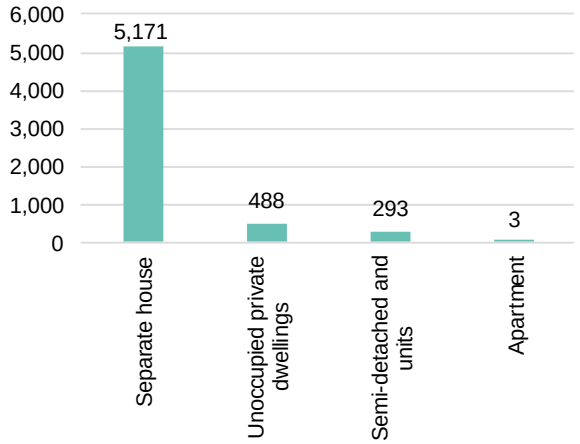
- The region had a larger proportion of separate houses accounting for 87% (5,171 houses) of all occupied dwellings as of 2016. This is above the Greater Perth benchmark by 14%. Moreover, nearly 55% (3,002 houses) of dwellings in the region had four or more bedrooms compared to 45% across Perth.
- The dwelling stock implies that the area is able to accommodate families however the lack of smaller and diverse housing products may potentially limit the retention and attraction of other cohorts.

## DWELLING STRUCTURE PROPORTION



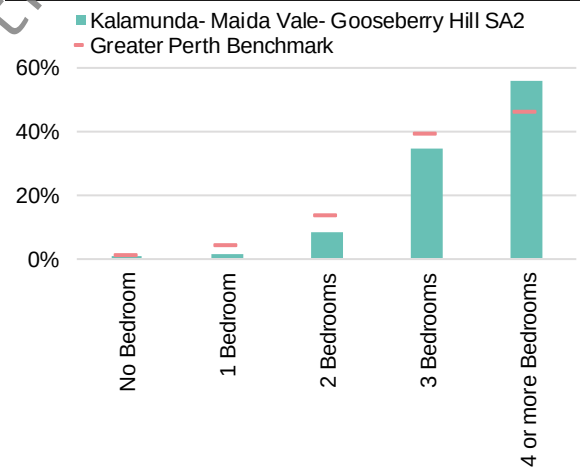

*Source: Based on ABS 2016 Census Data*

## TOTAL OCCUPIED DWELLINGS



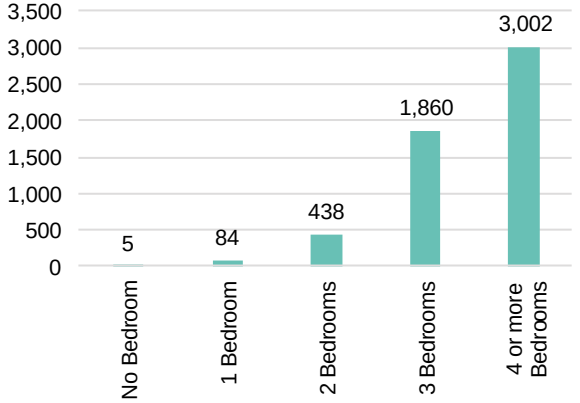

*Source: Based on ABS 2016 Census Data*

## NUMBER OF BEDROOMS PROPORTION




*Source: Based on ABS 2016 Census Data*

## DWELLING STOCK BY BEDROOMS




*Source: Based on ABS 2016 Census Data*

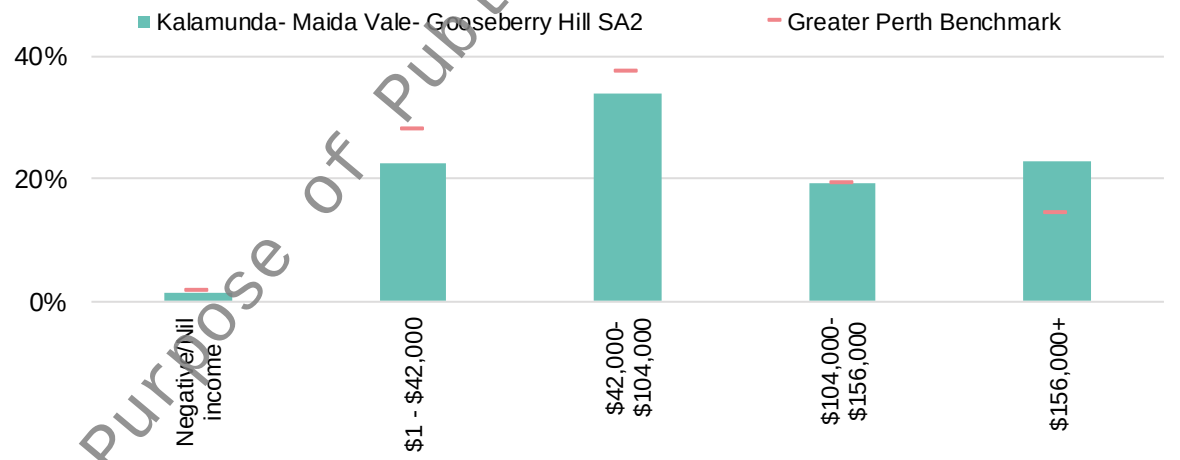
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# HOUSEHOLD INCOME ATTRIBUTES

## KEY FINDINGS

- Residents within the region were found to, on average, live in medium to high income households. There was a particularly large number of households found to be earning more than $156,000 per annum compared to Perth-wide averages.

## TOTAL HOUSEHOLD INCOME, 2016 (PER ANNUM)




*Source: Based on ABS 2016 Census Data*

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# ECONOMIC PROFILE

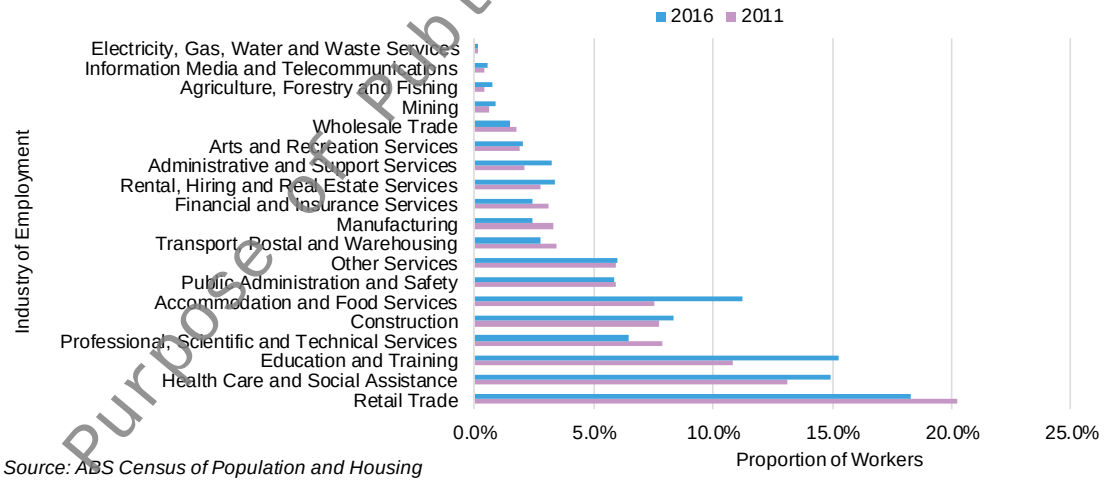
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# INDUSTRY COMPOSITION

## KEY FINDINGS

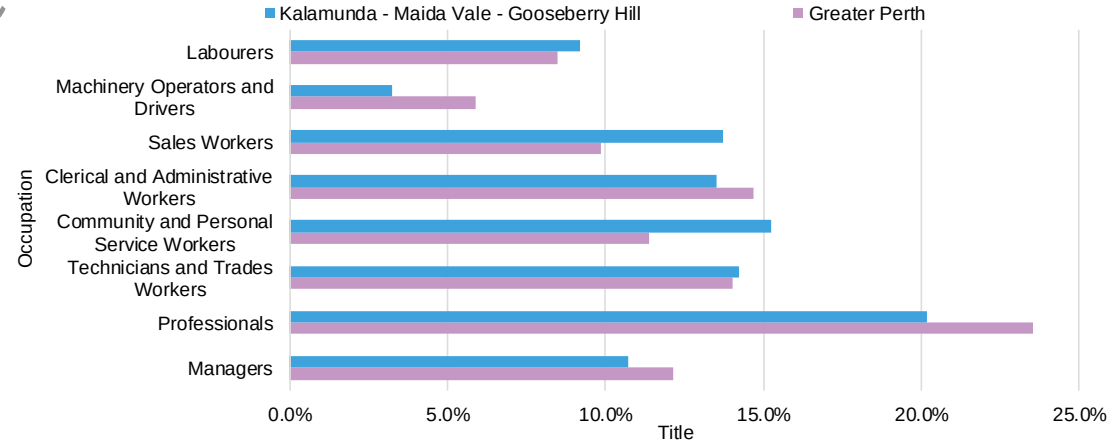
- As of the 2016 Census, there were estimated to be approximately 3,350 people working in the region (i.e. Kalamunda, Maida Vale and Gooseberry Hill). This number has increased from 3,000 jobs as of 2011, with growth driven by health, hospitality and education sectors. Of note, the number of retail sector jobs was steady over the five-year period.
- Worker Incomes are lower in Kalamunda than they are in Greater Perth, with 70.9% of all workers receiving incomes of under $65,000, while only 57.9% of all workers across Greater Perth had an income under $65,000 in 2016.
- In line with the lower incomes observed in Kalamunda, there is a relatively low proportion of high earning occupations, such as professionals and managers, and a higher proportion of typically lower paying occupations such as sales workers, and community service workers.

## EMPLOYMENT BY INDUSTRY




*Source: ABS Census of Population and Housing*

## EMPLOYMENT BY OCCUPATION




*Source: ABS Census Population and Housing*

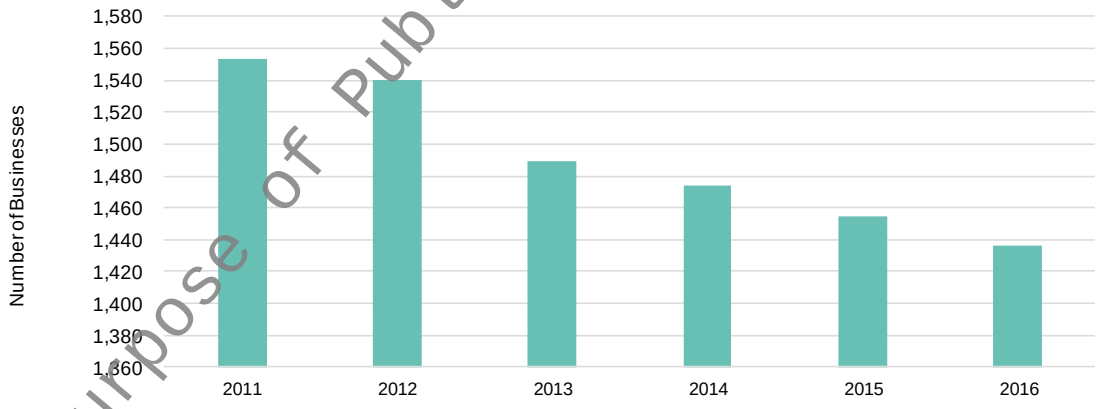
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# BUSINESS ATTRIBUTES

## KEY FINDINGS

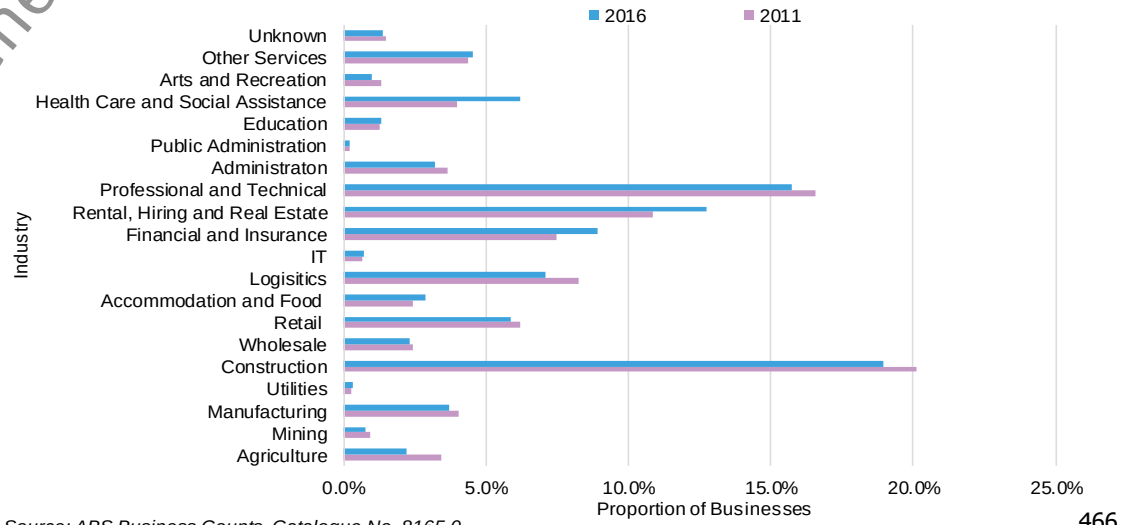
- The number of registered businesses in the region has been steadily decreasing over the past 5 years, falling from 1,553 to 1,436 during this period. The industry which saw the most substantial declines was the construction industry, losing 40 businesses from 2011 to 2016 (many of which were sole traders).
- The largest proportion of businesses are in the construction industry, followed by businesses in the professional and technical services industry. The proportion of all businesses in these sectors have been declining over the past five years, in line with deteriorating business conditions, particularly in residential construction. It is important to note that a large share of these businesses are sole traders (i.e. non employing businesses).
- The businesses that have increased in proportion of total businesses is health care and social assistance, as well as rental, hiring and real estate services, and financial and insurance services. Of note, 27 additional health care and social assistance businesses have been registered in the region since 2011.
- Employment self-sufficiency (ESS) is relatively low in the Kalamunda area, with approximately 6,881 workers residing in Kalamunda, while there are only 3,353 people working there. This gives a self-sufficiency rate of 48.7%. While this is not inherently problematic for economic development, higher levels of ESS can help to optimise investment in public infrastructure and support shorter commute times.

## REGISTERED BUSINESSES, 2011-16




*Source: ABS Business Counts, Catalogue No. 8165.0*

## BUSINESSES BY INDUSTRY SECTOR




*Source: ABS Business Counts, Catalogue No. 8165.0*

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# CENTRE FLOORSPACE REVIEW

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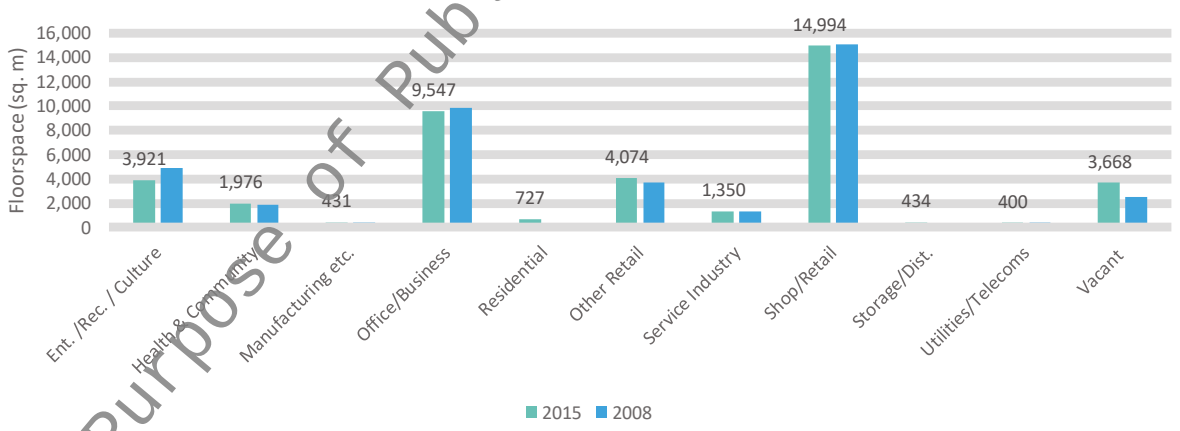
# FLOORSPACE AND EMPLOYMENT ATTRIBUTES

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## KEY FINDINGS

- According to the Department of Planning, Lands and Heritage's Land Use and Employment Survey, the land use composition of floorspace within the Kalamunda ACP has not changed substantially from 2008 to 2015, with only 2,800 sq. m of new floorspace over this period (note, Aldi was developed subsequent to the survey and is not included in this analysis).
- Notably, vacancy levels over this period increased significantly to the equivalent of 3,700 sq. m. as of 2015 (equivalent to 8.8%). Vacancy rates remain high, with an estimated 12 properties available for lease as of May 2018 in the activity centre.
- Shop retail forms the largest category of floorspace though there is a notable level of office-based uses, health and recreation uses and other retail (i.e. bulky goods).
- Within the shop retail floorspace, there were approximately 33 shops. The most significant floorspace was for supermarkets, followed by food catering (2,900 sq. m.).
- Kalamunda Central is approximately 23% larger than the comparable single supermarket centre benchmark however it is smaller than comparable with district centre shopping centres given the lack of a national brand discount department store. Based on reported turnover per square metre, this shopping centre is performing at approximately only about 80% of benchmark levels.
- There were an estimated 1,400 jobs within the activity centre as of 2015 according to this survey. This equates to 42% of employment in the broader region and 9.7% of jobs within the City of Kalamunda.

## DISTRIBUTION OF FLOORSPACE BY USAGE TYPE - 2015




## DISTRIBUTION OF FLOORSPACE BY USAGE TYPE - 2015

| Sector | Full Time Employment | Part Time Employment | Total | % |
|---|---|---|---|---|
| Entertainment/Recreation/Culture | 26 | 64 | 90 | 6% |
| Health/Welfare/Community Services | 18 | 39 | 57 | 4% |
| Manufacturing/Processing/Fabrication | 4 | 5 | 9 | 1% |
| Office/Business | 210 | 195 | 405 | 29% |
| Other Retail | 70 | 43 | 113 | 8% |
| Service Industry | 18 | 4 | 22 | 2% |
| Shop/Retail | 213 | 488 | 701 | 50% |
| Storage/Distribution | 1 | 2 | 3 | 0% |
| Utilities/Communications | 3 | 3 | 6 | 0% |

*** Analysis based on LUES complex number 750. This excludes community uses within the ACP boundary east of Railway Road.*

# TRADE AREA ANALYSIS

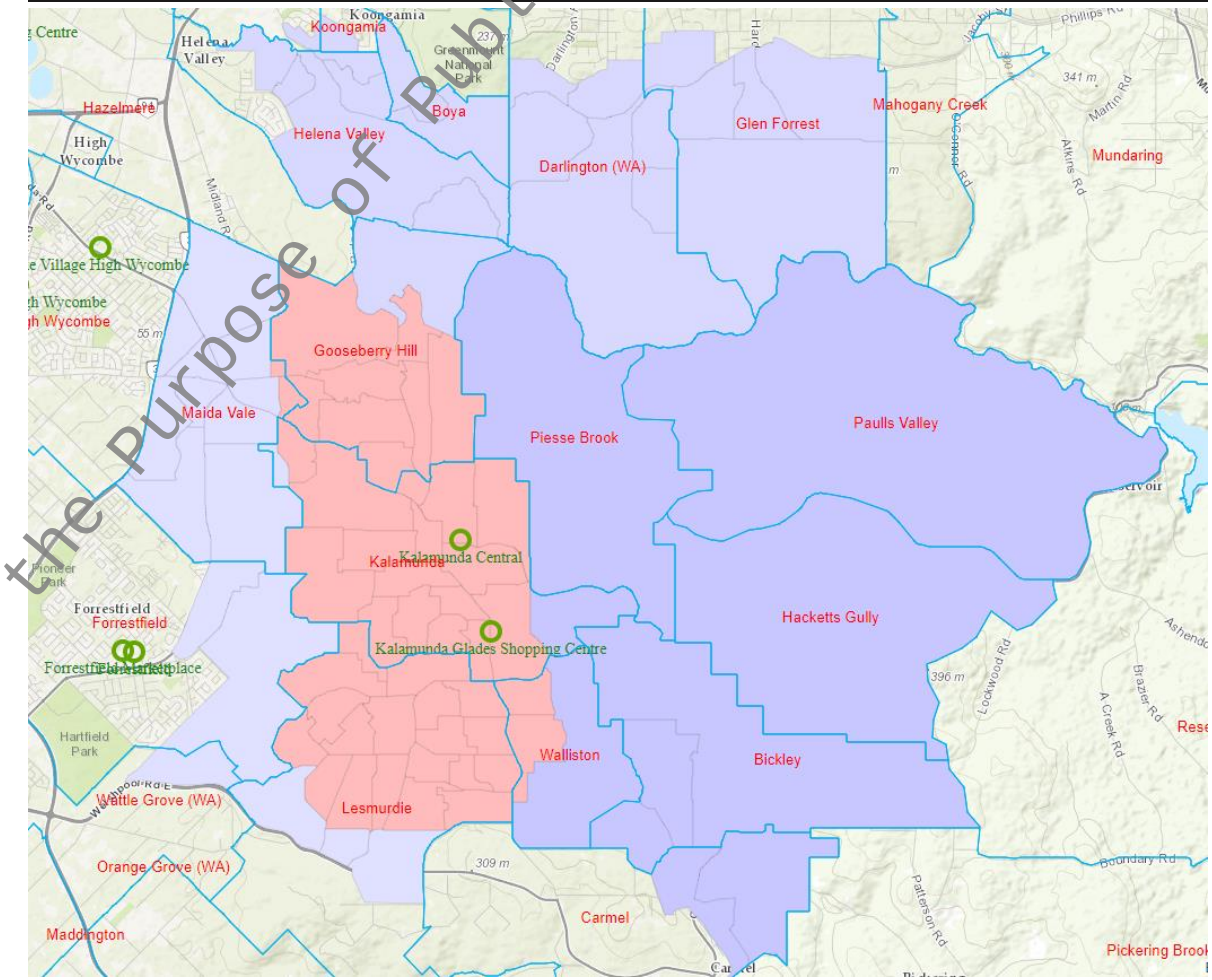
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# TRADE AREA DEFINITION

## KEY FINDINGS

- The definition of a trade area for a retail development is based on a range of factors including the strength, range and appeal of shops/services provided in the core area, the location, the quality and relative offer of competing centres/precincts, road and public transport accessibility, and physical and geographical barriers.
- Based on an assessment of these attributes, the Kalamunda activity centre trade area has been defined as a central primary catchment and three secondary catchments.
- The primary catchment broadly corresponds to the suburbs of Kalamunda, the majority of Gooseberry Hill to the north and Lesmurdie to the south and the western portion of Walliston. Depending on the role and scale of a centre, the primary catchment typically represents approximately 50% to 70% of spending in a centre.
- The extent of the secondary catchment west and secondary catchment north are limited by accessibility and the proximity of convenience-based centres in the wider area.
- In addition to the catchment areas, spending from residents residing outside these areas forms a considerable level of demand. Whilst visitation estimates are not accurately known, tertiary (i.e. non-resident) trade is expected to represent approximately 10-20% of spending in the activity centre.

## KALAMUNDA TOWN CENTRE MAIN TRADE AREA AND RETAIL SUPPLY




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# POPULATION GROWTH

## KEY FINDINGS

- The level of population growth in the trade area has been very low over the 2012 to 2017 period. Despite Perth's population increasing considerably over this period, population levels only moderately increased and are projected to increase by approximately 1,090 persons over the coming decade.
- The established nature of surrounding urban areas combined with an ageing profile implies that household sizes will decrease. Growth will therefore be driven by moderate infill development in Kalamunda and growth within the secondary north and west catchments.
- The lack of residential population growth will limit the extent of retail demand growth in the catchment. Any future redevelopment or expansion of retail provision in the activity centre will likely require increased visitor / tertiary trade and / or increased market shares.

## POPULATION PROJECTIONS

| | 2012 | 2017 | 2022 | 2027 |
|---|---|---|---|---|
| **Total Primary** | **18,840** | **18,850** | **18,980** | **19,190** |
| Secondary: | | | | |
| West | 6,310 | 6,270 | 6,450 | 6,810 |
| East | 2,110 | 2,030 | 2,090 | 2,220 |
| North | 7,780 | 8,000 | 8,090 | 8,020 |
| **Total Secondary** | **16,200** | **16,300** | **16,630** | **17,050** |
| **Total Trade Area** | **35,040** | **35,150** | **35,610** | **36,240** |

*1 As at June 30.*
*Source: ABS; Western Australia Tomorrow 2015; SAFi; Urbis*

## PROJECTED POPULATION GROWTH RATES

| | Annual Population Growth (no.) | | | Annual Population Growth (%) | | |
|---|---|---|---|---|---|---|
| | 12-17 | 17-22 | 22-27 | 12-17 | 17-22 | 22-27 |
| **Total Primary** | **2** | **26** | **42** | **0.0%** | **0.1%** | **0.2%** |
| **Total Secondary** | **20** | **66** | **84** | **0.1%** | **0.4%** | **0.5%** |
| **Total Trade Area** | **22** | **92** | **126** | **0.1%** | **0.3%** | **0.4%** |

*1 As at June 30.*
*Source: ABS; Western Australia Tomorrow 2015; SAFi; Urbis*

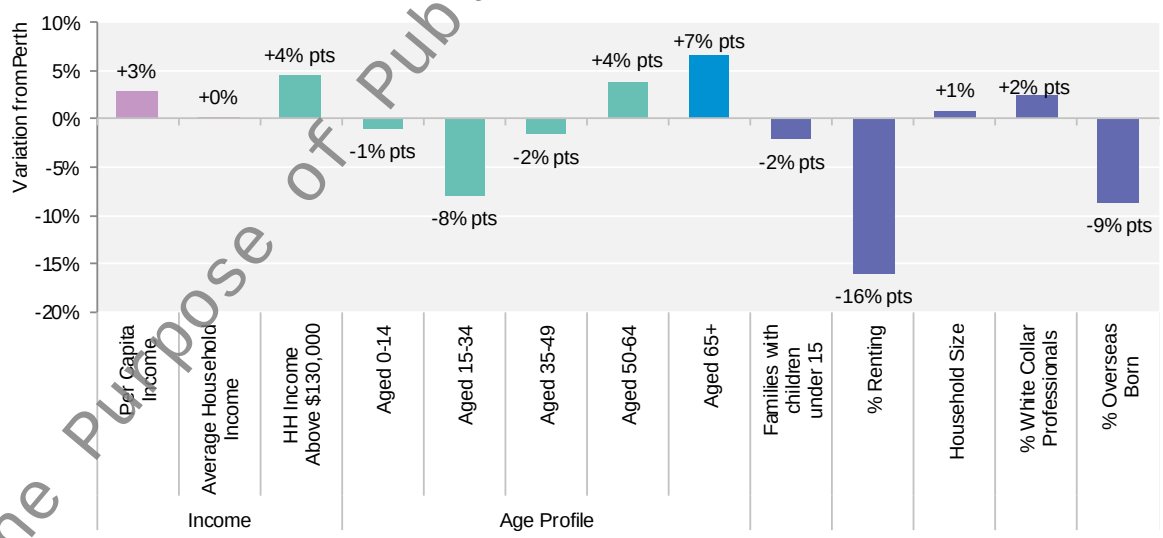
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# DEMOGRAPHIC ATTRIBUTES

## KEY FINDINGS

- In addition to the number of residents in the trade area, the demographic and socio-economic attributes are an important driver of the retail expenditure levels and needs in an area.
- Based on a review of trade area resident characteristics, there are a number of attributes that support above average retail expenditure. These include:
  - Marginally higher per capita and household incomes ( +3% and +4% respectively);
  - A lower than average incidence of younger persons and families with children; and
  - A higher incidence of home owners and purchasers (implying lower mortgage costs).

## CATCHMENT DEMOGRAPHICS VARIATION FROM PERTH AVERAGE




*Source: ABS; Urbis*

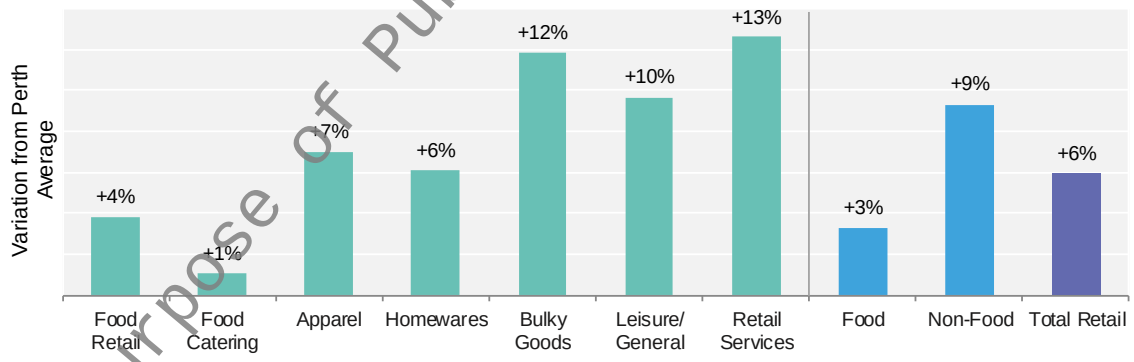
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# RETAIL EXPENDITURE ATTRIBUTES

## KEY FINDINGS

- Urbis derived estimates of the average retail expenditure of residents in the trade area using MarketInfo. MarketInfo is an independently formulated model and is used by the majority of retail economists in understanding the retail floorspace needs of an area. This model estimates an area's propensity to spend on retail goods based on a range of socio-economic characteristics.
- Within the trade area, there is a relatively high level of per capita expenditure across all spending categories, particularly in the non-food sector. Per capita retail expenditure, on average, is estimated to be 6% higher than the Perth average.

## RETAIL EXPENDITURE BY CATEGORY, TRADE AREA VERSUS PERTH AVERAGE




*Source: ABS; MarketInfo; Urbis*

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# RETAIL EXPENDITURE PROJECTIONS

## KEY FINDINGS

- It is important to note that the retail market is not immune to structural changes that are occurring in the economy and society. The retail sector in Australia is being tested by numerous factors, including, but not limited to:
  - Changing consumers – consumers are altering their trading patterns, with higher levels of retail spending devoted to experiential items such as sporting events, concerts, restaurants and cafes;
  - Online trading – online trading is increasing much faster than traditional 'bricks and mortar' stores, (additionally, retail outlets are devoting more resources to accommodating both online and in-store customers);
  - Low wage growth – with real growth in retail expenditure challenged by wage and other spending pressures; and
  - Regulatory changes – WA is playing catch up to more mature retail markets, with trading law changes activating centres for longer hours.
- Urbis adopted a set of assumptions that recognise changing expenditure patterns and growth. Based on these assumptions, retail expenditure across the trade area is expected to increase from $567m to $655m over the coming decade.
- The vast majority of this growth is expected to be driven by real expenditure growth (per capita). There is therefore a risk that – if economic conditions do not improve as expected – growth to this degree will not materialise.

## RETAIL EXPENDITURE PROJECTIONS BY CATEGORY ($ MILLIONS)

| | Food Retail | Food Catering | Apparel | Home wares | Bulky Goods | Leisure/ General | Retail Services | **Total Retail** | *Annual Growth* | = | *Pop Growth* | + | *Per Cap Spend Growth* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Primary Trade Area: | | | | | | | | | | | | | |
| **2017** | 135 | 32 | 28 | 22 | 36 | 39 | 12 | **305** | | | | | |
| **2022** | 140 | 35 | 30 | 24 | 39 | 42 | 13 | **322** | *1.3%* | | *0.2%* | | *1.1%* |
| **2027** | 148 | 38 | 33 | 27 | 42 | 45 | 15 | **348** | *1.5%* | | *0.2%* | | *1.3%* |
| Total Trade Area: | | | | | | | | | | | | | |
| **2017** | 252 | 60 | 52 | 41 | 68 | 71 | 22 | **567** | | | | | |
| **2020** | 257 | 63 | 54 | 43 | 71 | 74 | 23 | **584** | *1.2%* | | *0.3%* | | *1.0%* |
| **2027** | 280 | 72 | 62 | 51 | 80 | 83 | 28 | **655** | *1.6%* | | *0.3%* | | *1.3%* |

*Source: ABS; MarketInfo; Urbis*

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# RETAIL EXPENDITURE PROJECTIONS

## KEY FINDINGS

- As a relative share of overall catchment expenditure, in the ten years to 2027, food retail is projected to soften slightly to just under 43% of the total spend. All other sectors are forecast to experience a slight increase in their relative share.
- Proportionally, growth in retail services is expected to increase significantly. This reflects the changing nature of expenditure.
- It is important to note that this analysis does not include expenditure that occurs in the catchment by residents, but rather the quantum of expenditure of residents.

## TOTAL CATCHMENT RETAIL SPENDING - 2017

| | Food Retail | Food Catering | Apparel | Home-wares | Bulky Goods | Leisure/ General | Retail Services | **Total Retail** |
|---|---|---|---|---|---|---|---|---|
| Primary: | | | | | | | | |
| **Total Primary** | **135** | **32** | **28** | **22** | **36** | **39** | **12** | **305** |
| Secondary: | | | | | | | | |
| West | 45 | 11 | 9 | 7 | 13 | 12 | 4 | 100 |
| East | 15 | 3 | 3 | 2 | 4 | 4 | 1 | 33 |
| North | 58 | 14 | 12 | 9 | 16 | 16 | 5 | 129 |
| **Total Secondary** | **117** | **28** | **24** | **19** | **32** | **32** | **10** | **262** |
| **Total Trade Area** | **252** | **60** | **52** | **41** | **68** | **71** | **22** | **567** |

*Source: ABS; MarketInfo; Urbis*

## TOTAL CATCHMENT RETAIL SPENDING - 2027

| | Food Retail | Food Catering | Apparel | Home-wares | Bulky Goods | Leisure/ General | Retail Services | **Total Retail** |
|---|---|---|---|---|---|---|---|---|
| Primary: | | | | | | | | |
| **Total Primary** | **148** | **38** | **33** | **27** | **42** | **45** | **15** | **348** |
| Secondary: | | | | | | | | |
| West | 52 | 13 | 11 | 9 | 16 | 15 | 5 | 121 |
| East | 17 | 4 | 4 | 3 | 5 | 5 | 2 | 40 |
| North | 62 | 16 | 14 | 11 | 18 | 18 | 6 | 146 |
| **Total Secondary** | **132** | **34** | **29** | **23** | **38** | **38** | **13** | **307** |
| **Total Trade Area** | **280** | **72** | **62** | **51** | **80** | **83** | **28** | **655** |

*Source: ABS; MarketInfo; Urbis*

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# RETAIL COMPETITION

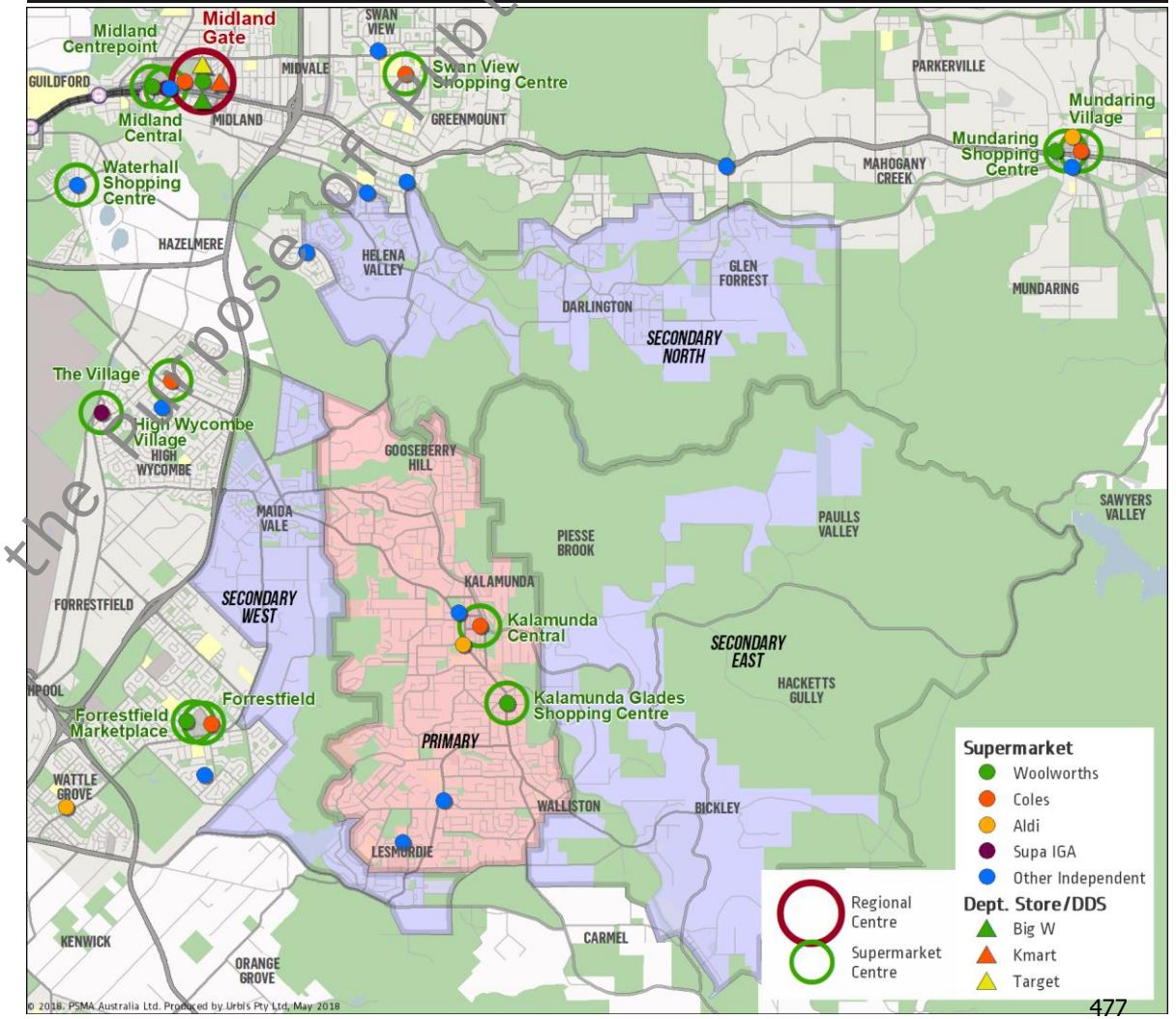
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# RETAIL HIERARCHY

## KEY FINDINGS

- The Kalamunda activity centre is located in the Perth's north-east corridor. The activity centre is defined as a district centre. Other district centres in the wider area include Forrestfield and Mundaring. Meanwhile, Midland – as a strategic metropolitan centre – is the largest centre in the corridor and caters to the largest range of retail, health, office and civic uses in the area.
- Competition within the trade area is limited to local convenience centres and Kalamunda Glades Shopping Centre – a Woolworths supermarket-anchored neighbourhood centre.
- Geographical and physical barriers have a much greater effect on the extent of the trade area than retail competition. Nonetheless, the proximity of Kalamunda Glades Shopping to the south and local and neighbourhood offerings in High Wycombe have a limiting impact on retail demand at the Kalamunda activity centre.

## CATCHMENT CENTRES AND KEY STORES




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# COMPETITION POSITIONING

## KEY FINDINGS

- Within the catchment as profiled there was a total of 28,200 sq. m of PLUC 5 Shop Retail floorspace (net lettable area) as of 2015. The table also illustrates the level floorspace within shopping centres in the catchment based on Urbis and Property Council databases equivalent to 19,000 sq.m.
- The dominant shopping centre in the catchment is the Kalamunda Central Shopping Centre with an estimated 7,300 sq. m of retail floorspace. Of note however, is that the centre accounts for just 40% of the total retail floorspace in the Kalamunda activity centre.
- A recent addition to the floorspace in the activity centre is a stand alone Aldi store with floorspace equivalent to approximately 1,600 sq. m.
- We note that while there are a number of plans and concepts to upgrade the presentation and access to centres within the catchment, including Kalamunda Central and the Sanderson IGA, it is our understanding that there are no plans to introduce new retail floorspace within the catchment.

## RETAIL SUPPLY - KEY CENTRES WITHIN AND OUTSIDE THE CATCHMENT

| Complex No. | Complex Name | Shop Retail and Other Retail Floorspace (Sq. m) | Key Centre | Key Centre Retail Floorspace (Sq. m) | Key Tenants |
|---|---|---|---|---|---|
| ***Within Catchment*** | | | | | |
| 750 | Kalamunda Centre | 19,068 | Kalamunda Central Shopping Centre | 7,300 | **Coles,** |
| 752 | Gooseberry Hill | 895 | Gooseberry Hill Village | 895 | |
| 754 | Kalamunda Glades | 3,760 | Kalamunda Glades | 4,983 | Woolworths |
| 755 | Sanderson | 2,197 | Sanderson IGA | 2,729 | IGA |
| 757 | Lesmurdie | 700 | Lesmurdie IGA | 1,080 | IGA |
| Not identified | Aldi Kalamunda | 1,600 | Aldi | 1,600 | Aldi |
| **Total** | | **28,220** | | **18,587** | |
| ***Outside Catchment (Key Centres Only)*** | | | | | |
| 751 | Forrestfield Forum | 13,271 | Forrestfield Forum & Market Place | 11,600 | Coles, Woolworths |
| 758 & 768 | High Wycombe & High Wycombe Hotel | 6,944 | The Village High Wycombe & High Wycombe Village | 5,809 | Coles, Supa IGA |
| **Total** | | **20,215** | | **17,409** | |

*Source: Urbis*

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# RETAIL NEEDS ASSESSMENT

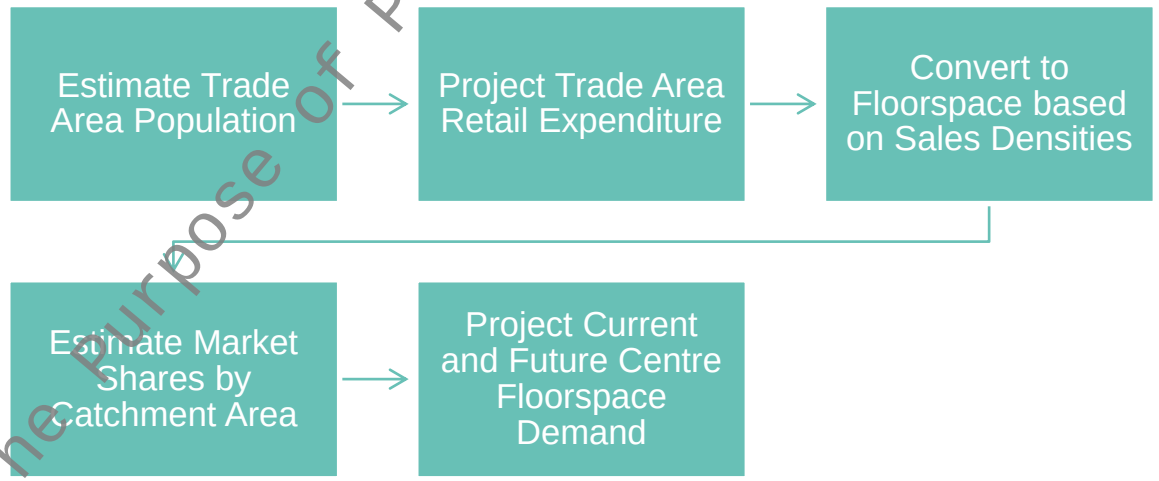
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# APPROACH

## METHODOLOGY

- Retail expenditure estimates noted earlier in the report form a core input into estimates of total retail floorspace demand. In order to convert these expenditure estimates to floorspace levels, Urbis applied sales densities to each retail category. Sales densities are the dollar sales per square metre of floorspace required to sustainably operate that use in the trade area.
- For example, an average supermarket may need $7,500 of sales per square metre per annum to continue to operate that space at a commercially viable level. This is a broad average, with some supermarkets in inner metropolitan markets requiring $8,500 of sales per square metre per annum to operate viably and regional areas requiring lower spending of approximately $6,500 per square metre.
- Industry sales densities are based on the Urbis Retail Benchmarks database. This database is an annual survey of operating turnover of thousands of retail tenancies across the country.
- In order to understand demand for floorspace within the Kalamunda activity centre, Urbis estimated current market shares by catchment area and tertiary trade levels.
- Urbis projected centre floorspace demand based on a business as usual scenario and a higher growth scenario.

## RETAIL FLOORSPACE DEMAND STEPS




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# FLOORSPACE DEMAND ESTIMATES

## KEY FINDINGS

- Retail tenancies are estimated to be underperforming, on average, compared to Perth-wide benchmarks. This is evidenced by turnover input for Kalamunda Central, the high level of vacancies in the centre and advertised lease costs. Overall, the activity centre is estimated to attract approximately $121 million of retail expenditure per annum (as of 2017).
- Current demand in the Kalamunda activity centre is expected to be driven heavily by the primary catchment. The primary catchment is estimated to support approximately 60-65% of expenditure in activity centre – equating to a market share of 25%.
- Whilst population growth is expected to be larger within the secondary north and west catchments, there is a high level of competition in these suburbs that captures a large – and potentially increasing – share of additional retail expenditure. As such, the secondary catchments are expected to support approximately 20-25% of expenditure in the catchment – equating to a market share of 10%.
- A review of Tourism Research Australia visitor data suggests that visitation levels are equivalent to approximately 350-400 day trips per day, on average. Additionally, input through community and business engagement suggest that visitation – especially weekend visitation – forms a critical component of patronage and revenue within the activity centre. As such, this analysis assumes that tertiary trade contributes approximately 15% of turnover within the activity centre.
- Given the relative under-trading performance of the activity centre, future redevelopment and expansion of retail provision will require increased population growth, market shares and / or visitor expenditure.

## TURNOVER ESTIMATES, 2017

| | Floorspace (sq. m.) | Turnover (p.a.) | Sales Density ($ / sq. m.) |
|---|---|---|---|
| Shop Retail | 16,600 | $106,738,000 | $6,430 |
| Other Retail | 4,100 | $14,350,000 | $3,500 |
| **Total Retail** | **20,700** | **$121,000,000** | **$5,845** |

## MARKET SHARE ESTIMATES, 2017

| | Primary Catchment | Secondary Catchments | Total Trade Area | Total Centre (inc. tertiary) |
|---|---|---|---|---|
| Retail Expenditure | $305,000,000 | 262,000,000 | $567,000,000 | - |
| Centre Sales | $76,250,000 | $26,200,000 | $102,450,000 | $121,000,000 |
| Market Shares | 25% | 10% | 18% | - |

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# FLOORSPACE SCENARIOS

## KEY FINDINGS

- Urbis assessed two scenarios in order to understand the likely level of future demand for retail floorspace within the activity centre.
- Scenario one is a business as usual scenario whereby the activity centre is able to maintain its market shares over the coming decade. Under this scenario, the overall retail expenditure captured by the centre is estimated to increase by $16.5 million to $137.5 million. This equates to an additional 1,500 – 2,500 sq. m of retail floorspace demand.
- Scenario two proposes a higher market share and visitor expenditure capture and a 10% improvement in the average turnover levels per square metre (to levels still below comparable benchmarks). Whilst this scenario is not a forecast, it provides an indication of the potential demand outcomes if the centre improves its desirability to residents and visitors as a place to visit and shop. Under this scenario, this overall retail expenditure capture increases by $36.1 million to $157.2 million. This scenario suggests an additional 2,800 – 3,800 sq. m of retail floorspace might be required by 2027.

## KALAMUNDA TOWN CENTRE FLOORSPACE SCENARIOS

| Scenario | 2027 Market Share Capture | Indicative Spend Capture | Implied Sq.m | Implied Net New Floorspace Demand (approx.) |
|---|---|---|---|---|
| Business As Usual | 18% | $137,550,000 | 22,500 - 23,500 | 1,500 - 2,500 |
| Improved share, improved productivity | 21% | $157,200,000 | 24,000 - 25,000 | 2,800 - 3,800 |

*Source: Urbis*

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# APPENDIX E HISTORICAL & ABORIGINAL BASELINE ASSESSMENT

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# KALAMUNDA ACTIVITY CENTRE

# HISTORICAL AND ABORIGINAL HERITAGE BASELINE ASSESSMENT

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15 DECEMBER 2017
PA1490
DRAFT
PREPARED FOR KALAMUNDA CITY COUNCIL

URBIS

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

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| Project Code | PA1490 |
| Report Number | 1 - Draft |

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# EXECUTIVE SUMMARY

This report has been prepared to provides an overview of the known historic the Aboriginal heritage values in and around the Study Area, to provide a baseline understanding of future investigation, planning, and consultation that may be required for delivery of the Kalamunda Activity Centre Plan (KACP).

Assessment has been desktop based and has involved research into the development of the area, searches of historic and Aboriginal heritage registers and databases and a review of previous cultural heritage assessments undertaken in and around the Study Area.

A total of 25 heritage listings for historic places were identified within the Study area, including one precinct comprising 11 places. Two places were identified as having a State level of heritage value – Stirk Cottage and the Kalamunda Hotel and Original Kalamunda Hotel. Remaining registered heritage places were recorded as having a local level of heritage value.

Aboriginal heritage searches identified three known sites within the Study Area, two of which are registered. The Poison Gully Creek site is located in the northern portion of the Study Area, while the Helena River site is located along the eastern boundary. Both sites are listed as mystical sites with intangible heritage values, and as such detailed information on their location and significance is unknown without further investigation or assessment.

It is recommended that known heritage places, including their heritage curtilages be mapped and recorded appropriately in the KACP. Consideration should also be given to consultation with the Kalamunda and District Historical Society and the Whadjuk People, to identify any sites of value within the Study Area that have not been included on heritage registers and to explore any opportunities for interpretation of the heritage values of the area in the future activity centre.

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# 1. INTRODUCTION

Urbis Pty Ltd (Urbis) has been commissioned by the City of Kalamunda to deliver an Activity Centre Plan for Kalamunda Town Centre (the Study Area).

This report presents a baseline assessment of the constraints and opportunities arising from the historic heritage and Aboriginal heritage values of the place.

## 1.1. SITE LOCATION

Kalamunda is located at the eastern limits of the Perth Metropolitan Area. It is approximately 25km east of the Perth CBC, and is generally sited between the Kalamunda National Park and Mundy Regional Park.

The irregularly-shaped Study Area generally comprises the town centre of Kalamunda. It is generally bounded at north by Elizabeth Street, east by the alignments of Dixon Road and Schmitt Road, south generally by Collins Road, and west by Canning and Kalamunda Roads.

The Study Area in relation to Perth is shown in Figure 1, and the Study Area boundary is shown in Figure 2.

## 1.2. REPORT PURPOSE

To deliver the Kalamunda Activity Centre Plan (KACP), a high-level identification of the constraints and opportunities arising from the place's existing planning framework, local environmental context, and physical site constraints is required. This will afford understanding of matters that require future investigation or analysis for the future planning of the Study Area.

This report provides an overview of the known historic heritage values of the Study Area, and the Aboriginal heritage values in and around the Study Area, to provide a baseline understanding of future investigation, planning, and consultation that may be required for delivery of the KACP.

## 1.3. METHODOLOGY

The preparation of this baseline assessment has involved the following:

- Search of the Western Australia 'inHerit' database of historic heritage places;
- Search of the Department of Planning, Lands and Heritage Aboriginal Heritage Inquiry System (AHIS) database;
- Review of relevant literature to provide a brief Ethnohistorical background of the Study Area and surrounds, to provide context for an understanding of the heritage values of the place.

### 1.3.1. Limitations

This assessment has been undertaken at desktop level only;

- A site inspection for the purposes of heritage assessment or identification has not been undertaken;
- No consultation with Aboriginal groups has been undertaken for the purposes of this assessment;
- Searching the AIHS database has been online only via the public search tool. No site files have been reviewed.

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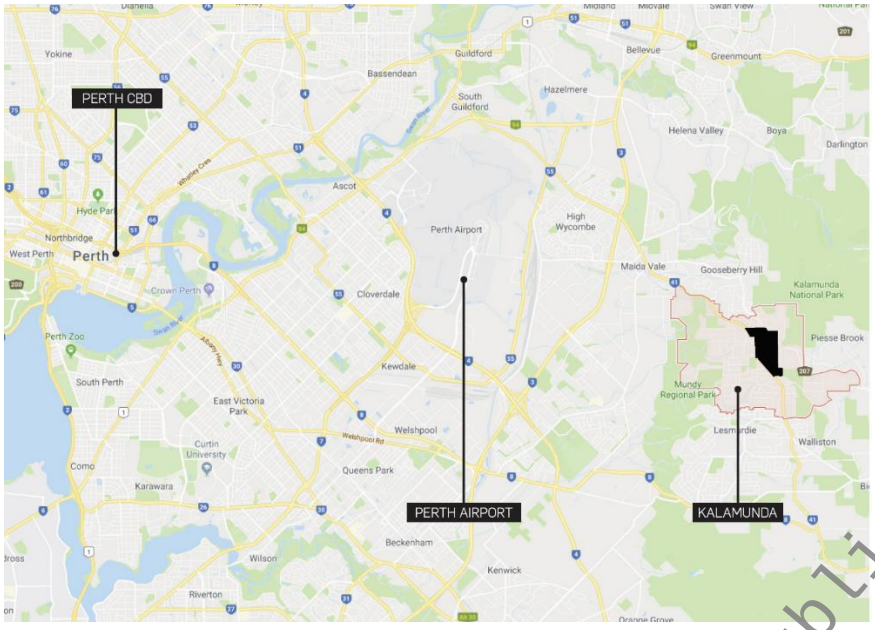



Figure 1 – Study Area, indicated in black, with proximity to Perth

*Source: Urbis 2017*

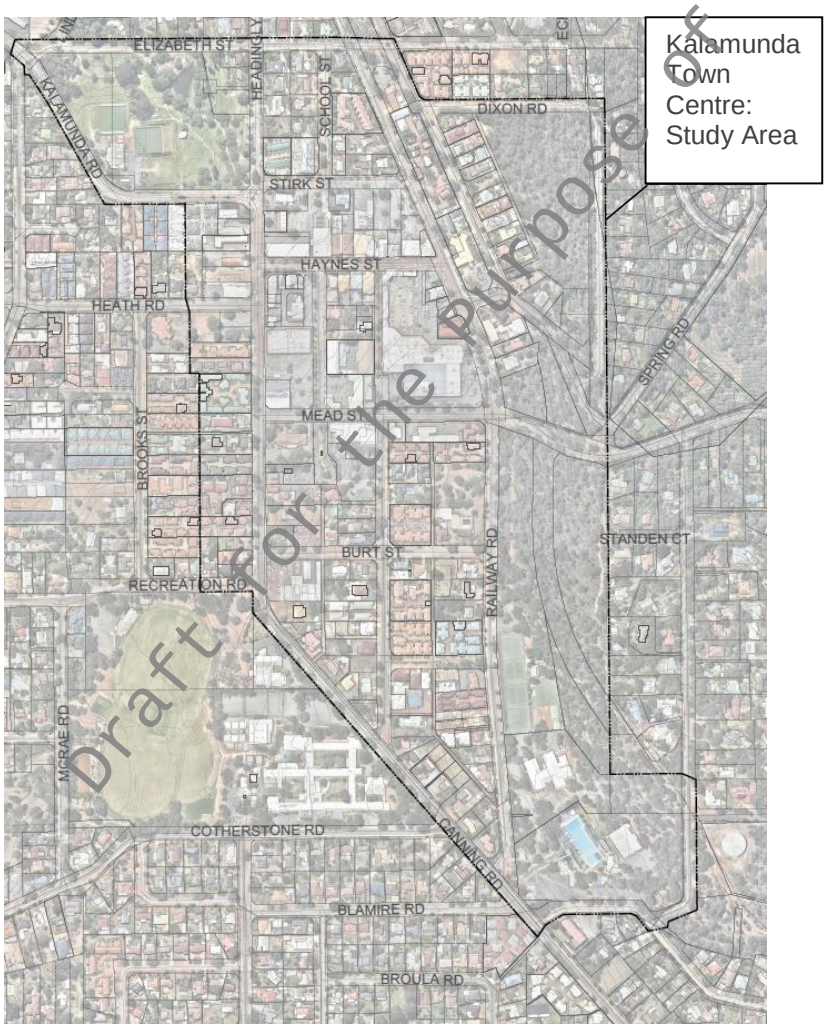



Figure 2 – Study Area

*Source: Urbis 2017*

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# 2. ETHNOHISTORICAL BACKGROUND

This Section is presented to provide context for an understanding of the heritage values of the Study Area.

The Shire of Kalamunda *Municipal Heritage Inventory* (Hocking Heritage Studio (HHS) 2015) provides a comprehensive documentation of the history and development of Kalamunda. The Section below is based on information contained in that document.

The brief background information about the Aboriginal history of the Study Area and surrounds has largely been adapted from the South West Aboriginal Land and Sea Council (2017), and previous archaeological or desktop assessments relevant to the area.

Limited additional research has been undertaken, and is referenced where necessary.

## 2.1. ABORIGINAL BACKGROUND

The south-west of Western Australia is recognised as having been originally inhabited by the Noongar peoples. The Noongar comprise 14 different language groups, with Whadjuk (or Wajuk) geographically sited in the Perth region. Whilst there are challenges to Tindale's allocation of tribal boundaries (Yates Heritage Consulting 2014), the territory of the Whadjuk is described by Tindale (1974 in Amergin Consulting 2013:21) as being *from the Swan River and northern and eastern tributaries inland to beyond Mount Helena; at Kalamunda, Armadale, Victoria Planes, South of Toodyay, and western vicinity of York; at Perth; south along the coast to near Pinjarra.*

Traditionally, the Noongar observed six seasons (first and second summers, autumn, first and second rains and wildflower season), which dictated subsistence patterns and occupational behaviour (South-West Aboriginal Land and Sea Council (SWALSC) 2017). Hunting and gathering of terrestrial resources was most common, as the south-west Aboriginal peoples were inland people rather than coastal (Yates Heritage Consulting 2014). Diet was diverse, including berries, honey, roots and tubers, goanna, witchetty grubs, kangaroo, emu and birds' eggs, and fishing was commonplace. Around Kalamunda these activities were mostly undertaken in the area's Karri and Jarrah forests. Production of stone tools was an important activity to aid resource procurement and use, with axes, scrapers, hafted blades and spears used for hunting and cutting of meats; and mullers and grindstones commonly used for working seeds and grains.

There was traditionally a strong division of labour for resource acquisition, with men undertaking fishing and hunting, and women usually conducting gathering, but women are also recognised as having specialised skills in hunting turtles and frogs (SWALSC 2017). These terrestrial resources were not only used for subsistence, but for all aspects of life, such as the use of skins for cloaks, sinew for stone tool hafting; and natural resources collected, such as bark, reeds and grasses were also used for making weapons, bags, ceremonial items such as head dresses, and some were used medicinally (SWALSC 2017).

Nature, and all natural features are believed to have been created by ancestral spirit beings, and by conducting ceremony as custodians of the land, Aboriginal people would regenerate and reinvigorate places of spiritual significance and continue generational links to ancestral spirit beings (Berndt 1979 in Human Terrains 2016; Yates Heritage Consulting 2014). The passing down of Dreaming stories and ceremony as part of oral tradition was an essential component of Noongar culture and spirituality.

Noongar spirituality is centred around the *Waugul*, the rainbow serpent and giver of all life. The Darling Ranges represent the body of the *Waugul*, and its movement across the landscape created the courses of the region's watercourses, particularly the Swan and Canning Rivers. The *Waugul* is present in all water sources of the south-west, including wetlands (SWALSC 2017; Human Terrains 2016).

Strang and Langton (2002,2004; 2006 in Amergin Consulting 2012) identify the central importance of water in Aboriginal cosmologies, and a cultural responsibility for Aboriginal people to look after water and associated spiritual beings. Watercourses often served as territorial 'boundaries', and sites of trade and ceremony. Amergin Consulting further cite researchers (2012:19) who note that notions of 'water is life' and 'water is the birth of everything' underpin Noongar beliefs about the natural order of all things. Many water sources, and tracks connecting them, are recognised sites of economic development, places of law, birth, marriage, occupation, camping, and death for Whadjuk people (Human Terrains 2016). The seasonal movement of family groups often followed water courses and associated tracks, believed to have been formed by ancestral spirit beings (Human Terrains 2016).

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The arrival of the British and establishment of the Swan River Colony encroached on the traditional lands of the Noongar, resulting in restriction of traditional subsistence practices. Where possible, the Noongar stayed on Country but this often required working for farmers for very little pay, and a gradual dependence on government rations.

## 2.2. 19TH CENTURY SETTLEMENT AND DEVELOPMENT

Initial British settlement in the early 19th Century was centred on the Swan River Colony, established on the Swan River at present-day Perth, in 1829. Settlement of the Kalamunda region did not occur until the late 1800s, likely on account of the difficult terrain and thickly timbered landscape of the Darling Range (HHS 2015).

In 1864, seeking to exploit the Jarrah timbers, a sawmill was established on the Canning River by Benjamin Mason. The families who came to the region to work at the mill eventually established the foundations of Carmel, Walliston and Pickering Brook (HHS 2015:21), and the Mason & Co tramway was the second railway in the Swan River Colony (Kalamunda and Districts Historical Society 2017).

The first blocks in Gooseberry Hill (Kalamunda) were taken up in the early 1870s, and generally used for sheep grazing. It was commonplace in the early years of settlement to have farming land, yet live in an alternative location; or to lease property to others to clear and establish (HHS 2015:22). William Mead was one of the first settlers to own and occupy his farm, establishing a dwelling in 1873. Small farms and dwellings were gradually established in the wider area, and in 1881, Frederick Stirk established his property, Headingly Hill, with his wife Elizabeth. The establishment of this property would ultimately lay the foundation for the future town site of Kalamunda.



Picture 1 – Stirk family outside the Stirk Cottage, c1898

Source: *Picture Kalamunda Image No 64900*



Picture 2 – Strawberry garden at Headingly Hill, with Stirk Cottage at rear, c1890s

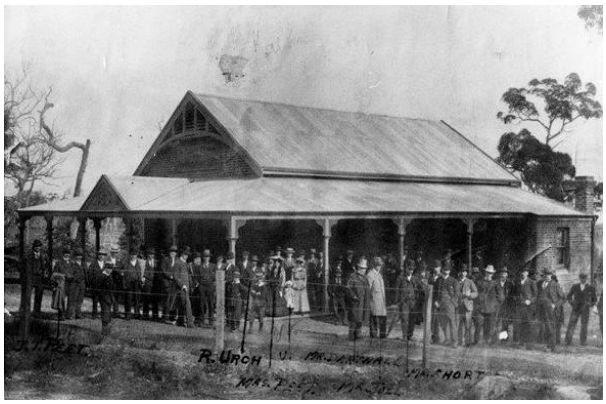
Source: *Picture Kalamunda Image No 112800*

The original mill established by Mason had ceased operation by the 1890s, but this industry was revived by Edward Keane, who established the settlement of Canning Mills and created a track between there and Gooseberry Hill which ultimately formed the alignment of present-day Canning Road. Keane also established the vital rail link between the area and Midland in 1891.

Two of Perth's wealthier citizens, Hon Septimus Burt KC and Colonel Edward William Haynes established a property near to the future township of Kalamunda, called Woodlupine. This property was leased to Ah Ling, a Chinese gardener who established an orange orchard. Legislation introduced in 1920 restricted the arrival of Chinese workers, but up until then, Chinese market gardens were a dominant feature of the local landscape particularly the flat lands near the Swan River. These market gardens, including orchards, not only supplied the local market but also the growing population of Perth (HHS 2015:23).

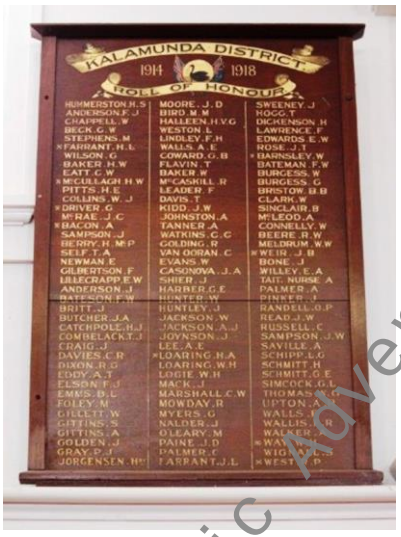
Local European settlers also took an interest in agricultural pursuits, many of whom set up their gardens following losses in the goldfields of Kalgoorlie. The success of the agricultural industry led to the formation of the Darling Range Vine and Fruitgrowers Association in 1895, and the following year the Kalamunda Agricultural Hall was established, becoming the site of the annual Gooseberry Hill Show until after WWII (HHS 2015:24). An Honour Roll would later be established at the Hall, commemorating those who served in WWI. It is noted that the original Roll was later replaced (Picture 4), likely in 1927 when the current Roll was dedicated. A second memorial would be established near the Agricultural Hall following WWII, commemorating those who served in the overseas battlefields.

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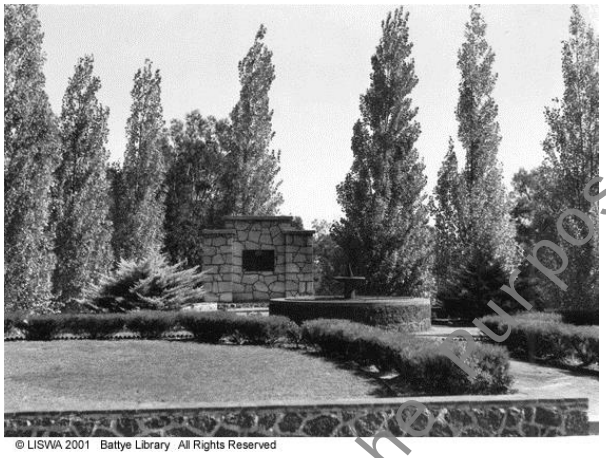
Picture 3 – Kalamunda Agricultural Hall, 1890s

Source: *All We Need is Right Here (allweneedisrighthere.org)*




Picture 4 – Honour Roll at Agricultural Hall

Source: *Monument Australia*




Picture 5 – Kalamunda WWII Memorial, 1949

Source: State Library of Western Australia, Call No 008070D

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## 2.3. EARLY 20TH CENTURY DEVELOPMENT

Arising from the establishment of the Stirk farm, the future town site of Kalamunda was surveyed c1898. In 1901 the town, "Kalamunnda", was officially declared and the first land auctions in the township took place that year. Figure 3 shows the eastern boundary of the surveyed town site as Railway Road, adjacent to the Upper Darling Range Railway line. This line was also known as the 'Zig-Zag railway line'. The figure also shows the location of a siding.

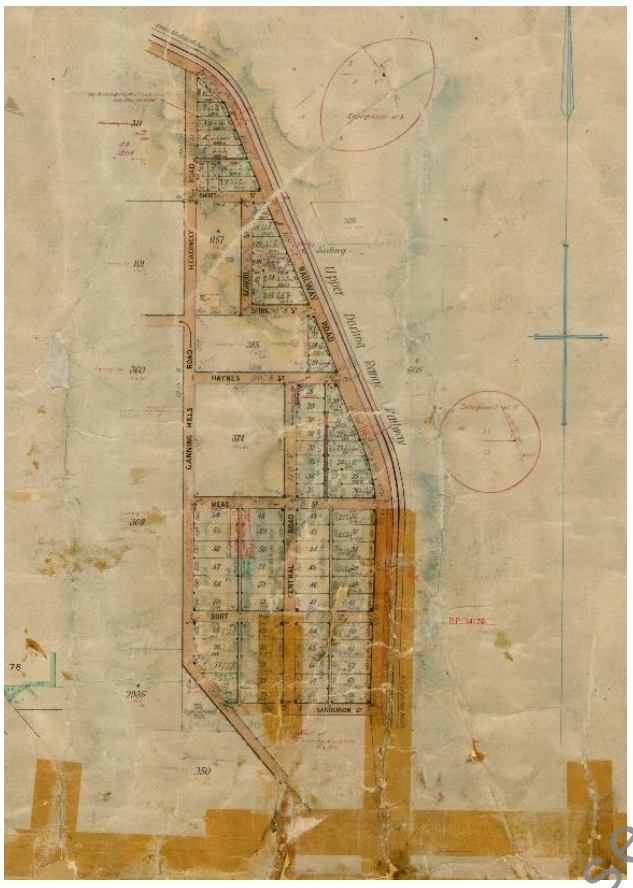
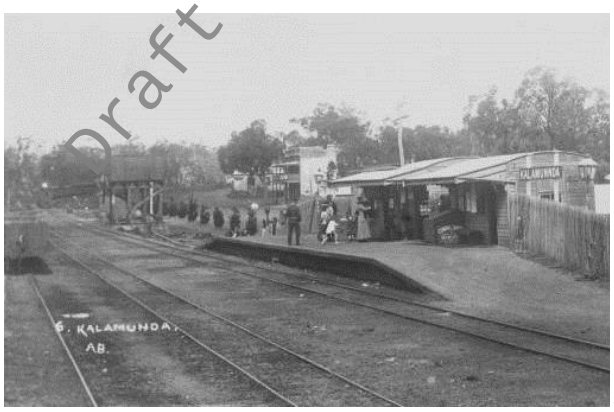



Figure 3 – Kalamunda subdivision 1898. The location shown is encompassed by the Study Area

*Source: State Records Office of Western Australia, Series 235, Cons 3868, Item 181*

The population of Kalamunda and the local area had been steadily increasing, in a large part on account of the success of the Jarrah mills at Canning. The siding could no longer support the capacity of the rail traffic, and a railway station was established at "Kalamunnda" in the early 1900s. The increased access to the township via rail provided further incentive for settlement, and the early 1900s saw much development in the township. This included a two-story brick hotel, commercial stores, private cottage with post office, and a Methodist Church.

Additionally, the Darling Range Roads Board delivered telephone services, sanitary service and a recreation area near the Agricultural Hall (HHS 2015:26-28). The Roads Board would become the Shire of Kalamunda in 1961 following the passing of the *Local Government Act 1961* (HHS 2015), and City of Kalamunda in 2017 (Picture Kalamunda, Image No 221602).




Picture 6 – Kalamunnda Railway Station, c1900

Source: *Picture Kalamunda, Image No. 19700*



Picture 7 – First Kalamunda Hotel, c1902

Source: *All We Need is Right Here (allweneedisrighthere.org)*

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Picture 8 – Synott's Shop, corner of Haynes and Railway Street, 1914.

Source: *Picture Kalamunda, Image No 12800*

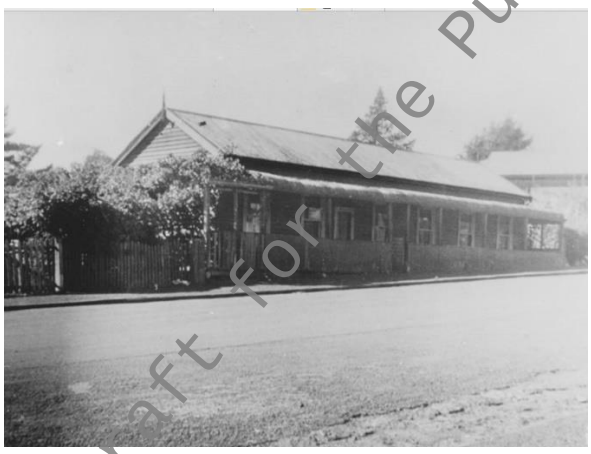


Picture 9 – Railway Street, c1918-1920

Source: *Picture Kalamunda, Image No 20400*

Medical facilities were established in Kalamunda in the 1920s. A residence and surgery was established in Central Road for Dr Yule in the early 1920s, however Picture Kalamunda notes that the rooms and resident of Dr Yule (Dr Smythe-Yule) was located on Railway Road (Image No. 231700). A small hospital was established in the 'Brown House' in Haynes Street and operated by a resident nurse who also provided medical assistance in nearby Lesmurdie. Additional surgical consulting rooms were constructed along Central Road for Dr Barber who occupied that premises for some 20 years.

The 1920s to 1940s saw the establishment of a number of community facilities for the local residents, including facilities for recreation, and facilities to serve community needs. Throughout the 1920s, recreational facilities included Mr Secrett's tennis courts in Haynes Street, and Mr Wallis' swimming pool, tennis courts, cricket pitch and croquet lawn at his property in Lawnbrook Street (HSS 2015:33). Dances and picture shows were held at the Agricultural Hall from 1926, and a variety of fund-raising events were held at the RSL Hall following its construction in c1940.



Picture 10 – The 'Brown House' at 2 Haynes Street, 1925

Source: *Picture Kalamunda, Image No 20600*



Picture 11 – Hayne's Street, showing Secrett's Tennis Courts

Source: *Picture Kalamunda, Image No 29100*

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Picture 12 – Opening of the RSL building, c1940

Source: Picture Kalamunda, Image No. 91600

Kalamunda first received electricity supply in 1921, and an official Post Office in 1923. The Post Office was located on Railway Road, but it was moved to the Kalamunda Historical Village in 1975. The image at Picture 13 shows the relocation of the building, and also shows that some modification occurred to the building over time, including a projecting gabled extension at the main elevation. A bus service began operating from 1926, and the town received a new railway station building in 1927. The new station building was erected next to the old, and was reported to be the largest and most important station on the Upper Darling Range Railway, and the only one with a raised platform (Picture Kalamunda Image No 193800). The rail and bus services to the area significantly increased tourism. In 1927 a new hotel was constructed on Railway Road, adjoining the original, and several guest houses were established in the area.



Picture 13 – Post and Telegraph Office, 1925

Source: *Picture Kalamunda, Image No. 192400*



Picture 14 – Relocation of the Post Office, 1974

Source: *Picture Kalamunda, Image No. 46800*




Picture 15 – Bus on the Kalamunda-Perth Bus Service, 1931

Source: State Library of WA, slaw_b3894783_1



Picture 16 – New railway station building, 1949

Source: Picture Kalamunda, Image No. 193800

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Picture 17 – Kalamunda Hotels, 1946

Source: Picture Kalamunda, Image No. 72400

A new Roads Board building was constructed in the 1930s, to serve as its administration office. The Board remained there until moving to new premises in Railway Road in 1978 (Picture Kalamunda Image No 221602). A Kalamunda Branch of the Bush Fire Brigade was formed by the Roads board in 1940, to attempt to reduce the almost constant risk of bushfire in the area; however, a fire station would not be established until the 1950s.



Picture 18 – Darling Range Roads Board, Canning Street

Source: *Picture Kalamunda, Image No. 221602*



Picture 19 – Kalamunda Registration and Police Office, formerly Roads Board Office

Source: *Picture Kalamunda, Image No. 99400*




Picture 20 – Kalamunda Fire Brigade 20th birthday, 1979

Source: Picture Kalamunda, Image No. 289600




Picture 21 – Haynes Street Kalamunda

Source: State Library of Western Australia call no 008065D

In 1948 the Roads Board purchased the block of land which formed the original land of the Stirk property to create a recreation reserve. Later, in 1959, the reserve known as Stirk Park was drained and landscaped, and the original cottage restored by community volunteers (HHS 2015).

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## 2.4. MID 20TH CENTURY TO PRESENT

Widespread road improvements in the 1940s led to increased accessibility to Kalamunda and environs by road. This also facilitated increased traffic of goods via road, and the increased accessibility of the interior by road led to the closure of many of the local guesthouses due to low patronage. These factors contributed to the closure of the railway in 1949.

Significantly, in 1953 a pipeline was laid, supplying reliable water to Kalamunda the following year. A police station was also opened in 1955, and a high school in 1959.

The Kalamunda Shire Council commenced an ambitious programme of residential construction and establishment of more community services from the 1960s (HHS 2015). A large Italian population arrived in the region under various Government schemes, and were instrumental in the establishment of Roman Catholic Churches and schools in the local area. A public library was constructed at the top of Haynes Street in 1963, which was later modified and functioned as the Zig Zag Cultural Centre until opening of a new centre c2011.

By the end of the 1960s, the Shire of Kalamunda was the second fastest growing suburb in Western Australia (HHS 2015:36). The town of Kalamunda rapidly became an urban residential area with a bush character, and its population comprised both permanent residents and commuters. Shopping centres, commercial offices, support services, a new post office and private hospital were constructed throughout the 1960s and 1970s. The Kalamunda History Village was created in 1970, and many of the town's older buildings were relocated to the village including the railway buildings, residences, school house and the post office. The History Village is one of the many pursuits of the Kalamunda and Districts Historical Society. Today, local industry includes orcharding, horticulture, animal agistment, poultry, grazing and some sawmilling (City of Kalamunda 2017).



Picture 22 – Holy Family Catholic Church, 1954

Source: *Picture Kalamunda, Image No. 169400*



Picture 23 – Public Library, 1969

Source: *State Library of Western Australia, Image slwa_b3430721_1*

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# 3. HISTORIC HERITAGE

This section provides an assessment of the known historic heritage values within the study.

## 3.1. LEGISLATIVE CONTEXT

### 3.1.1. State Legislation

The identification, conservation and protection of places and areas of State cultural heritage significance are provided for in the *Heritage of Western Australia Act 1990* (the Heritage Act). The Heritage Act identifies 'cultural heritage significance' as *in relation to a place, the relative value which that place has in terms of its aesthetic, historic, scientific, or social significance, for the present community and future generations.* Part 2, section 5 establishes the Heritage Council of Western Australia, and section 46 of provides for the Register of Heritage Places. Section 48 furthers this, affording the designation of Historic Precincts, which includes a group of places that together form a precinct which is of cultural significance, whether or not each individual place has heritage value in its own right.

Under the State Planning Policy 3.5 (Historic Heritage Conservation; prepared under Part 3 of the *Planning and Development Act 2005*) any development, including changes, works or demolition, to a state-registered place requires approval from the responsible planning authority – usually the Western Australian Planning Commission, or a local government, with advice provided by the Heritage Council. Any proposed development of heritage places requires assessment of whether the proposed act will adversely affect the significance of the heritage place, including effects from location, bulk, form or appearance of proposed development.

The State Planning Policy 3.5 provides relevant considerations for development assessment, and development control principles that cover alterations, extensions, chance of use or demolition affecting a heritage place; and development within heritage areas.

### 3.1.2. Local Legislation

Section 45 (1) of the Heritage Act requires local governments to compile and maintain an inventory of buildings within its district which in its opinion are, or may become, of cultural heritage significance. These local government inventories are widely known as 'municipal inventories'.

The conservation and protection of places and areas of local significance is provided for in the *Planning and Development Act 2005*, which enables local governments to protect heritage places and objects in local planning schemes. Local town planning schemes also enable to designation of Heritage Areas. Heritage places in Kalamunda are protected under the Part 7 of the Shire of Kalamunda Local Planning Scheme No. 3 (26/09/2017).

Building work on places entered in the Register of Heritage Places under the Heritage Act, requires approval of the relevant level of government, depending on the level of heritage listing of the place. This includes proposed demolition of a heritage place, and building work on the interior of a heritage building even if its exterior appearance will not be materially affected. A Heritage Impact Assessment is the most likely form of assessment required prior to granting any approvals to work on heritage places, including heritage areas.

## 3.2. INHERIT DATABASE

Searches of the Western Australia 'inHerit' database was undertaken in December 2017. This register provides a comprehensive database of heritage places and listing in the State, including the State Register, local government inventories, and other non-government lists.

The Municipal Heritage Inventory for the Shire of Kalamunda was also cross-referenced with the results of the inherit search.

## 3.3. SEARCH RESULTS

The database yielded 42 results for listed places within the Study Area. However, cross-referencing with the Municipal Inventory demonstrated that several entries were 'not recommended for inclusion', and there were some double-ups of numbering on account of multiple names/former names for places. Additionally, the History Village Precinct is entered as a Precinct, with its 11 individual places also entered.

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Two places within the Study Area are entered on the State Register. The results are shown below, and mapped at Figure 4.

Table 1: Historic Heritage Entries

| inHerit Database Number | Name | Location | Listing | Other Information/ Non-Statutory Listings |
|---|---|---|---|---|
| 1251 | Kalamunda Hotel and Original Kalamunda Hotel (24787) | 43-45 Railway Road | State Register | Also classified by the National Trust<br>Listed on the Fire & Rescue Service Heritage Inventory |
| 1253 | Stirk Cottage | 18 Kalamunda Road | State Register<br>Municipal Inventory | Register of the National Estate<br>Classified by National Trust |
| 1250 | Road Board Office (fmr) | 31 Canning Street | Municipal Inventory | Also known as Police Station/RTA Office |
| 1254 | Kalamunda Agricultural Hall | 48 Canning Road | Municipal Inventory | Register of the National Estate |
| 1257 | St Barnabas Anglican Church | 40 Railway Road | Municipal Inventory | Anglican Church Inventory |
| 10359 | Holy Family Church | 23 Railway Road | Municipal Inventory | Catholic Church Inventory |
| 10362 | Turner Residence (fmr) | 33 Canning Road | Municipal Inventory | Other Name: Kalamunda Toy Library |
| 10364 | RSL Hall | 35 Canning Road | Municipal Inventory | |
| 10365 | Kalamunda War Memorial | Kosta Oval, Canning Road | Municipal Inventory | |
| 10385 | St Barnabas Church | 6 Central Road | Municipal Inventory | Other Names: Ambulance Hall/ KADS Hall/Town Square Theatre |
| 10386 | Dr's Residence (fmr) | 26 Central Road | Municipal Inventory | |
| 10436 | Driscoll's Pharmacy | 14 Haynes Street | Municipal Inventory | |
| 10452 | Stirk Park (including Memorial Trees, | Stirk Park, Kalamunda Road | Municipal Inventory | Other Names: The Dairy Block, |

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| inHerit Database Number | Name | Location | Listing | Other Information/ Non-Statutory Listings |
|---|---|---|---|---|
| | Connie Anderson Memorial Seat) | | | Kalamunda Honour Avenue |
| 10512 | Burkhardt Seat and Pine Trees | 44 Railway Road | Municipal Inventory | |
| 10515 | The Hills Gallery | 55 Railway Road | Municipal Inventory | Other Names: Cefn, Kalamunda House, Mrs Heath's Boarding House |
| 10517 | History Village Precinct | | Municipal Inventory | Incorporates:<br>Chambers House (24796)<br>Post Office (24852)<br>Small Post Office (24781)<br>Small Station Building (25340)<br>Big Station Building (24784)<br>Ellis' Cottage (24795)<br>Kalamunda Public Library (24642)<br>Kalamunda State School Building (24800)<br>Kalamunda Railway Station (17584)<br>Herb Circle (17583)<br>McCullagh Cottage (24778) |
| 10536 | Secrett's House (fmr) | 4 School Street | Municipal Inventory | |
| 13123 | Methodist Church (fmr) | 7 Mead Street | Municipal Inventory | Other Name: Mundukal<br>Kalamunda Uniting Church (1256)<br>Register of the National Estate |

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| inHerit Database Number | Name | Location | Listing | Other Information/ Non-Statutory Listings |
|---|---|---|---|---|
| | | | | Classified by National Trust. |
| 24787 | Old Kalamunda Hotel | 43 Railway Road | Municipal Inventory | |
| 24797 | Kalamunda Hotel | 43 Railway Road | Municipal Inventory | |
| 10434 | Thai on the Hill Restaurant | 2 Haynes Street | Municipal Inventory | Other Name: Williners Restaurant (fmr) |
| 10513<br>10514 | Kalambra Open Air Picture Gardens (fmr) – site of | 47 Railway Road | Merryweather Oud Real Estate | Two separate entries on inHerit. Municipal Inventory identifies as the same site with alternative name. |
| 14520 | Kalamunda Fire Station | 38 Central Road | | Fire & Rescue Service Heritage Inventory |
| 17448 | Kalamunda Traffic Office | Cnr Mead Street & Central Road | | No information regarding listing is recorded |

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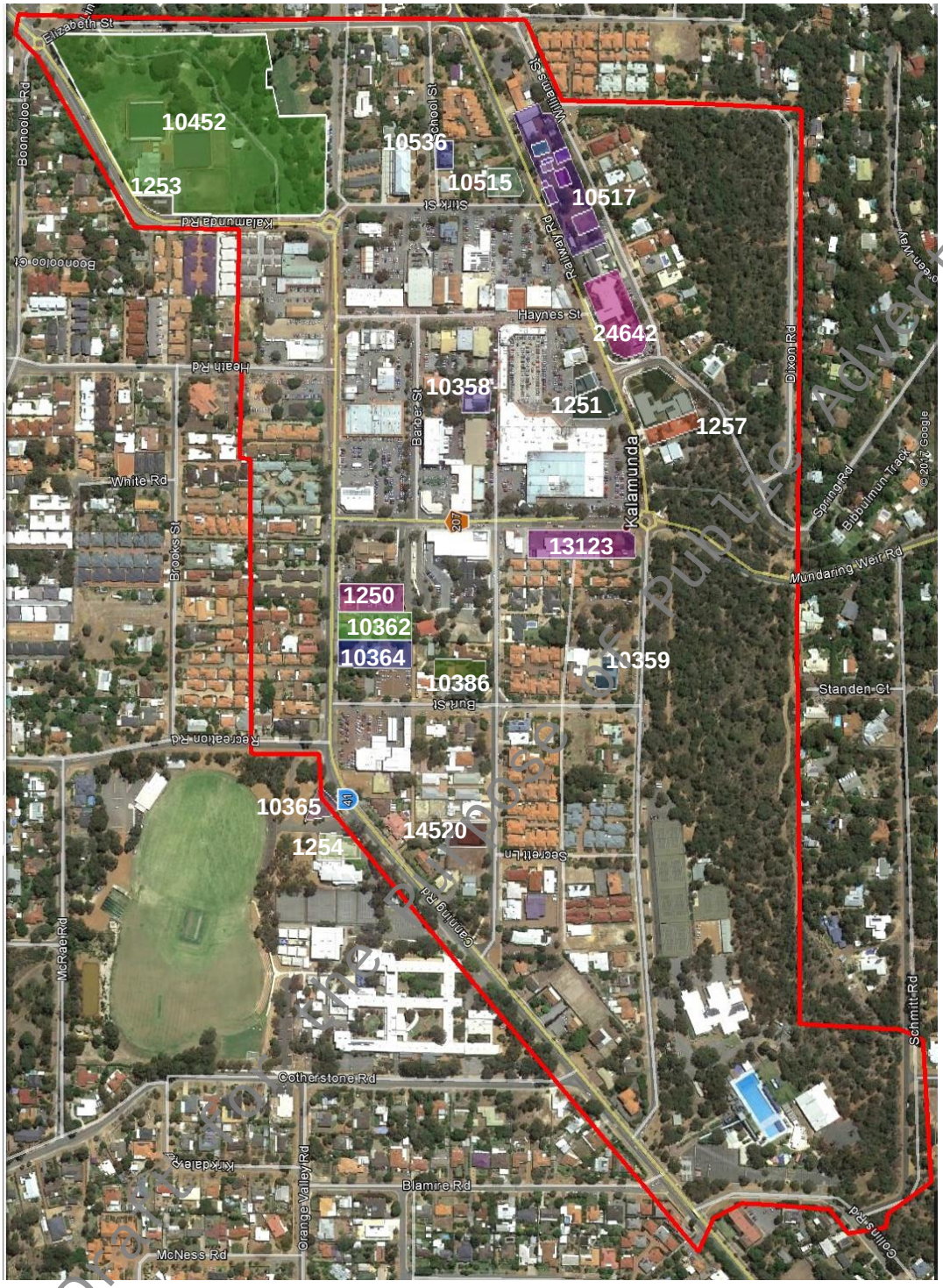



Figure 4 – Heritage Places

Source: Urbis 2017

# 4. ABORIGINAL HERITAGE

## 4.1. LEGISLATIVE CONTEXT

Aboriginal heritage in Western Australia is protected by the *Aboriginal Heritage Act 1972* (AHA). It is important to note that all Aboriginal sites that meet the definitions presented below are protected, regardless of whether or not they are officially registered sites.

Section 5 of the AHA defines an Aboriginal site as:

a) any place of importance and significance where persons of Aboriginal descent have, or appear to have, left any object, natural or artificial, used for, or made or adapted for use for, any purpose connected with the traditional cultural life of the Aboriginal people, past or present;
b) any sacred, ritual or ceremonial site, which is of importance and special significance to persons of Aboriginal descent;
c) any place which, in the opinion of the Committee, is or was associated with the Aboriginal people and which is of historical, anthropological, archaeological or ethnographical interest and should be preserved because of its importance and significance to the cultural heritage of the State; and
d) any place where objects to which this Act applies are traditionally stored, or to which, under the provisions of this Act, such objects have been taken or removed.

Aboriginal site types are diverse and can be in the form of artefacts, mythical sites, repositories, ceremonial sites, grinding grooves, burials, engravings, middens, paintings, or scarred trees (not an exhaustive list). The Aboriginal Heritage Due Diligence Guidelines (Department of Aboriginal Affairs 2013) notes that the views of Aboriginal people are a key factor in assessing and identifying sites. Appropriately qualified anthropologists, archaeologists and historians can also provide valuable assistance.

The Register of Aboriginal sites is established under section 38 of the AHA. All land users are obliged to comply with the provisions of the AHA. Under section 17 of the AHA, a person who excavates, destroys, damages, conceals or in any way alters any Aboriginal site commits an offence, unless he or she acts with the authorisation of the Registrar of Aboriginal Sites (Registrar) under section 16 or the consent of the Minister of Aboriginal Affairs (Minister) under section 18.

## 4.2. REGISTERED SITES

A search of the Aboriginal Heritage Information System (AHIS) was undertaken in December 2017, using a custom search area centred on the Study Area.

Two Registered sites were identified as potentially having curtilages which extend into the Study Area. These sites types include:

- Mythological site: a place that is connected to the great spirit ancestors, in their various manifestations, of the 'Dreamtime' which continues to the important and of special significance to persons of Aboriginal descent;
- Ceremonial site: a place used for a formal act or series of acts prescribed by ritual, belief in a mythological manifestation, religious belief or observance, protocol or convention that is connected with the traditional cultural life of Aboriginal people past or present;
- Repository/Cache: a place where cultural or utilitarian objects are/were taken, or stored, by Aboriginal people, either past or present.

One Other Heritage Place was also identified within the Study Area, a scarred tree, defined as *a place with one or more tree(s), living or dead, that has been modified by Aboriginal people by removing the bark or wood resulting in the formation of a scar. This sort of modification was and is frequently done for the making of implements, tools, or other materials that were used in traditional cultural practices.*

More detailed information on these sites is provided below.

### 4.2.1. Site 3758: Helena River

This site is a mythical site, identified as a ceremonial, mythical, repository/cache. Information about this site, including access to site file is restricted, with female access only. For the purposes of this assessment, the

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site has been identified through the public search tool (online AHIS) only. On account of the restricted nature of the site details, the exact site location and/or curtilage is not presented. The blue polygon shown in Figures 5 and 6 indicates the general location of the site. Figure 6 demonstrates the breadth of this site.

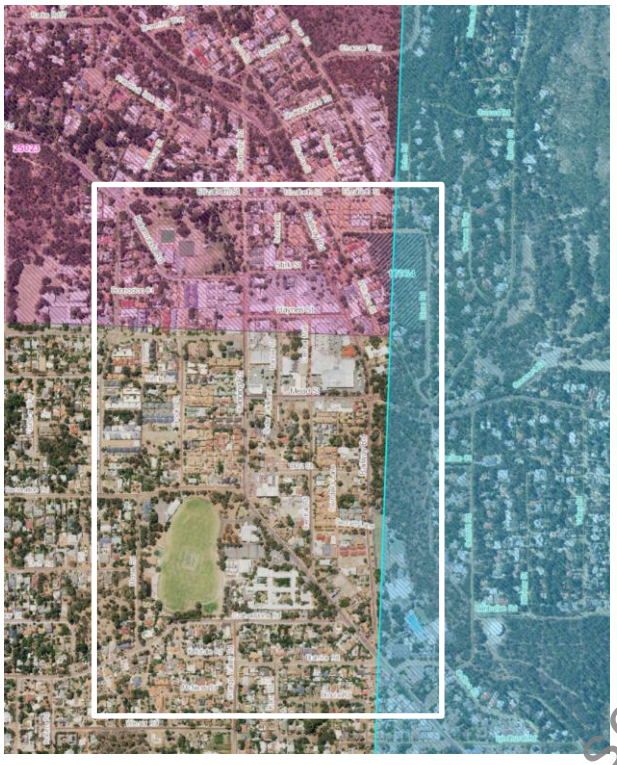


Figure 5 – Searched Area and site 3758. Site indicated by blue polygon, Study Area indicated by white rectangle

Source: *AHIS*

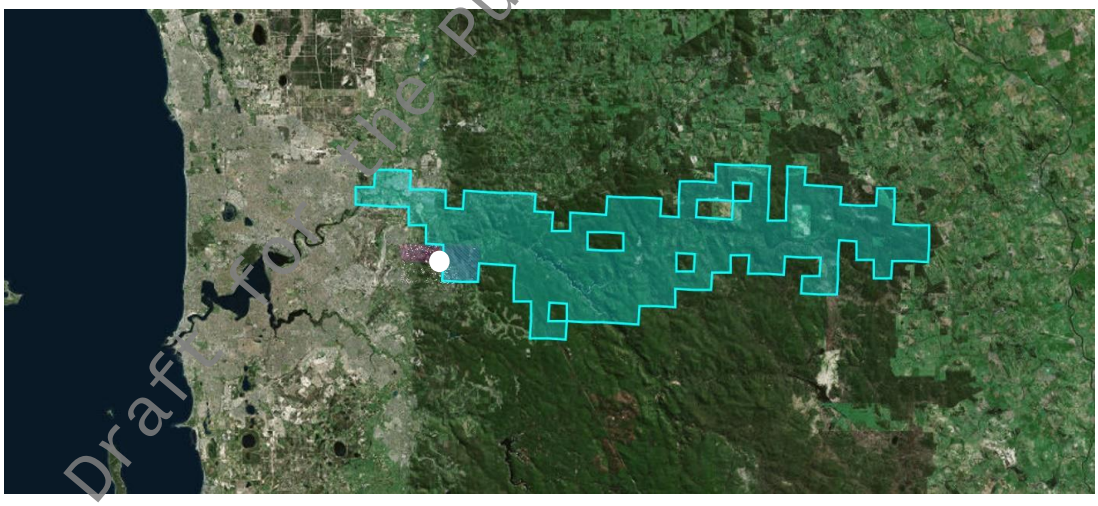


Figure 6 – Searched Area and site 25023. Site indicated by blue polygon, Study Area indicated by white circle

*Source: AHIS*

Although file access is restricted, several other Aboriginal heritage desktop reports and field assessments have been undertaken in the Kalamunda region, and information about this site has been ascertained from these sources.

Helena River site is a listed mythological site, understood to be based on the *Waugul*, and first identified in 1985 (Amergin 2013). The polygon designating the boundary of the site is broad, and presented as such in the public database on account of the restricted access to knowledge. Ethnosciences (2011) note that the boundary actually follows the contours of the Helena River, and Amergin (2013) note that in the South Guildford area the boundary corresponds with a drainage feature associated with the river system, and the

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boundary extends 30m either side of the centre line of the drain. It is further noted that specific areas along the river are identified as areas of significance.

### 4.2.2. Registered Site 25023: Poison Gully Creek

This site is a mythical site, identified as a birth place and water source. Information about this site, including access to site file is restricted, with female access only. For the purposes of this assessment, the site has been identified through the public search tool (online AHIS) only. On account of the restricted nature of the site details, the exact site location and/or curtilage is not presented. The blue polygon shown in Figures 7 and 8 indicates the general location of the site.




Figure 7 – Searched Area and site 25023. Site indicated by blue polygon, Study Area indicated by white rectangle

Source: *AHIS*



Figure 8 – Searched Area and site 25023. Site indicated by blue polygon, Study Area indicated by white rectangle

Source: *AHIS*

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As with site 3758 above, access to the knowledge about this site is restricted; however it has been discussed in other desktop assessments and field surveys. Information about the site is presented below and adapted from Amergin Consulting (2013).

Poison Gully Creek is a Registered mythological/ceremonial site. It is associated with a minor waterway which runs from the hills around Guildford to the east through Forrestfield. The aboriginal informants consulted with during the preparation of the Amergin report, stated in 2008 that the boundary for this site extends for 30m-50m on either side of the creek's back. The original path of the watercourse is heavily disrupted in places.

This site is understood to have been identified by an anthropologist during survey in 1995, but not registered until 2008 following consultation with senior Aboriginal women. According to the associated report, one group of Aboriginal informants from the Nyungar Circle of Elders identified the whole length of Poison Gully Creek as a site relating to 'women's business'. The informants reported the creek to be a significant site, with both mythological and historical significance. The Aboriginal women interviewed in 2008 stated the entire length of Poison Gully Creek from Kalamunda to Munday Swamp had been a popular place to camp with plentiful supplies of good fresh water, jilgies and turtles.

The informants believed Poison Gully Creek had a significance for Aboriginal women as an area related to 'birthing'. The area was a good place for 'birthing' with access to water, food and red gum medicine. Traditional use of red gum medicine mixed with water was discussed, as was the use of ash and goanna oil on babies. The Aboriginal women were concerned about the environmental impact on Munday Swamp due to the lack of flow into that wetland.

### 4.2.3. Other Heritage Place 17064: Lot 608 Dixon Road Kalamunda

This site lies within the Study Area. It is identified as a modified tree. Its status is an “Other Heritage Place” – Stored Data/ Not a Site. This shows that place 17064 does not meet the assessment under Section 5 of the AHA. The site location is shown in Figure 9 below.

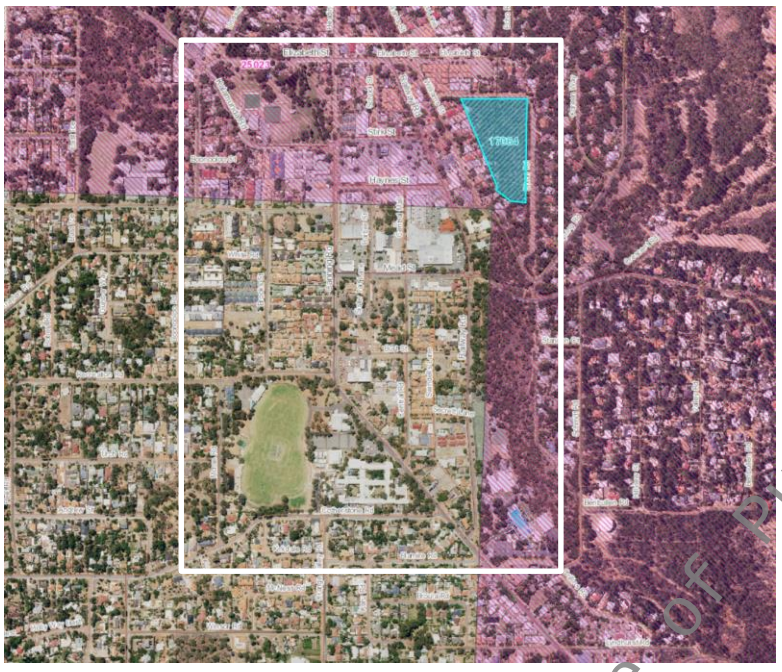



Figure 9 – Searched Area and site 17064

*Source: AHIS*

## 4.3. NATIVE TITLE

The *Native Title Act 1993* (Cwlth) (NTA) provides for the recognition and protection of native title rights and interests by which people have maintained a traditional connection to their land and waters since sovereignty. The NTA further provides that native title rights have been extinguished over land that has been subject to particular grants of land tenure (e.g. freehold and leasehold). By contrast, regardless of the underlying land tenure, the AHA applies to all land in Western Australia.

For the purposes of assessment of Aboriginal heritage places, it is important to note that Native Title applies to land tenure and land rights, whilst the AHA affords protection for tangible or intangible Aboriginal heritage sites.

The south-western area has a complex arrangement of Native Title and Indigenous Land Use Agreements (ILUAs). This will be summarised below.

### 4.3.1. Future Acts

A future act is a proposal to deal with land in a way that affects native title rights and interests. Under the NTA and future acts provisions, native title claim groups have the right to be consulted with, comment on, object and/or negotiate future acts. A future act will be invalid to the extent it affects native title unless it complies with the procedures set out in the NTA. These procedures vary depending on the nature of the future act. Future Acts can include:

- Exploration;
- Mining;
- Prospecting;
- Building public infrastructure;
- Tourist resorts;

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- Water licenses;
- Some legislative changes; and
- Some lease renewals.

### 4.3.2. Indigenous Land Use Agreements

An Indigenous Land Use Agreement (ILUA) is a voluntary agreement between a native title group and others about the use of land and waters. These agreements allow people to negotiate flexible, pragmatic agreements to suit their particular circumstances. ILUAs can cover topics such as:

- native title holders agreeing to a future development;
- how native title rights coexist with the rights of other people;
- access to an area;
- extinguishment of native title;
- compensation;
- employment and economic opportunities for native title groups;
- cultural heritage; and/or
- mining.

## 4.4. NATIVE TITLE: SEARCH RESULTS

A search of the National Native Title Tribunal (NNTT) 'Native Title Vision' (NTV) was undertaken in December 2017. An active native title claim, the Whadjuk People (WC2011/2009) exists over a broad area around Perth, including the Study Area. This area is shown in Figure 10 below.

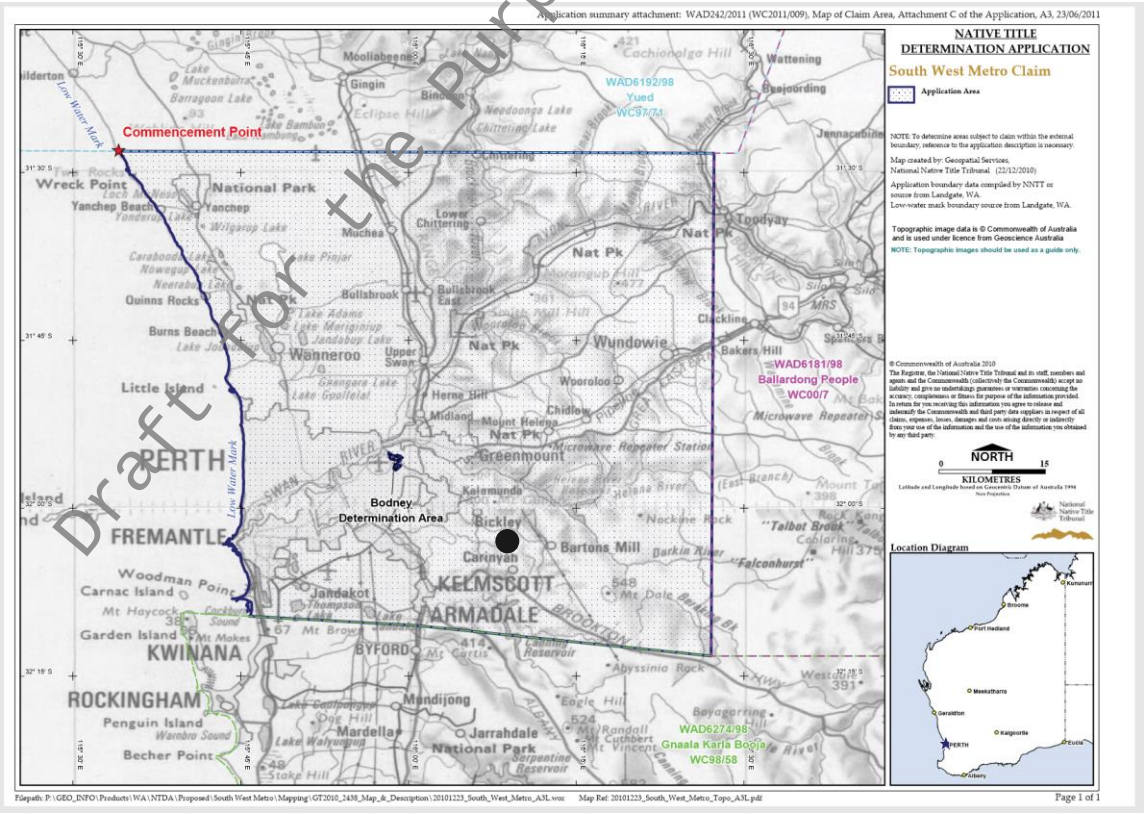



Figure 10 – Boundary of Native Title area WC2011/009, with approximate location of Study Area indicated by black circle

*Source: NNTT*

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## 4.4.1. South West Native Title Settlement

The South West Native Title Settlement (the Settlement) is the largest native title settlement in Australian history, and will encompass approximately 200,000 km2 of land in the south west of Western Australia. The Settlement will surrender Native Title over the determined area, in exchange for a multi-faceted package of benefits for the claimants. The Whadjuk People are one of six Noongar groups that are establishing ILUAs under the Settlement, and are represented by the South West Aboriginal Land and Sea Council. Application for registration of the Whadjuk ILUA was submitted in August 2017 and registration decision is pending.

Once the ILUA is in place, Native Title rights, as defined under the NTA will be annulled. However, the ILUA is presently unregistered, therefore Native Title is still presumed to exist over the Crown Lands subject to the native title claim presented in Section 4.4 of this report.

If the Settlement is overturned, Native Title may still be found to exist over the native title registration area. If this is the case, future development within this area may constitute a Future Act under s39 of the NTA.

### 4.4.1.1. Noongar Standard Heritage Agreement

The provisions of the Noongar Standard Heritage Agreement (NSHA) apply when proposing an Aboriginal heritage survey on Noongar land to assess potential impacts of a proposed action on Aboriginal heritage.

The NSHA is a new agreement for the south west that will provide a uniform and efficient approach to heritage surveys and land approvals under the AHA. The NSHA came into effect in 2015 and requires government departments, agencies and instrumentalities to enter into a NSHA with the relevant ILUA group when conducting Aboriginal heritage surveys in an ILUA area, unless they have an existing heritage agreement.

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# 5. SUMMARY AND RECOMMENDATIONS

The following section provides a summary of the potential historic heritage and Aboriginal heritage issues that may impact on the formation of the KACP, and future activities associated with its implementation.

## 5.1. HISTORIC HERITAGE

There are a number of known historic heritage places within the Study Area that are included on the WA State Register, and the Kalamunda Municipal Inventory. These places should be identified in the KACP, to ensure they are considered in any future development of the activity centre. Where future development is proposed, including new development adjacent to heritage places, internal refurbishment of heritage places, or proposed demolition of heritage places, impact assessments will be required to be prepared and approved by the relevant level of government prior to any works taking place.

The Kalamunda and District Historical Society manages a heritage trail in the town. Consideration could be given to consultation with the Society to investigate further interpretive opportunities in future.

## 5.2. ABORIGINAL HERITAGE

The Study Area is generally developed, and as such future works within these developed areas is unlikely to impact on any unknown Aboriginal sites.

However there are undeveloped areas within the Study Area where potential for Aboriginal cultural heritage significance to remain. Therefore, it is recommended that a full Due Diligence Assessment be prepared in accordance with the Due Diligence Guidelines to provide a more comprehensive understanding of the boundaries and significant aspects of the Registered sites 25023 and 3758 and whether any future works or development of the activity centre may impact on cultural values.

A scarred tree has been identified in the undeveloped land in the north-east of the Study Area. Its current condition is unknown. The eastern boundary of the Study Area includes two sections of relatively undeveloped land, which is mapped as native vegetation. There is potential for previously unknown tangible Aboriginal heritage sites, such as artefact scatters, to be present in these areas.

Where future works to those undeveloped areas is proposed, an Aboriginal heritage survey should be undertaken to assess its potential for Aboriginal heritage sites. The provisions of the NSHA are understood to apply if survey is proposed. Where works are proposed in the north-eastern undeveloped land, the scarred tree should be located and recorded if impacts to it are proposed.

Consideration should also be given to consultation with representatives of the Whadjuk People, to explore any opportunities for interpretation of the Aboriginal heritage values of the area in the future activity centre.

There are complex issues in the south west regarding native title, ILUAs and the Settlement. The application by the Whadjuk for registration of their ILUA is pending. It is recommended that consultation occur with the Land, Approvals and Native Title Unit of the Government of Western Australia, to understand and keep up to date with the progress of the ILUA, and associated future implications. Advice may also be sought from a qualified Native Title lawyer.

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# DISCLAIMER

This report is dated 15 December 2017 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Kalamunda City Council (**Instructing Party**) for the purpose of Heritage Assessment (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

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# APPENDIX F TRANSPORT ASSESSMENT

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# KALAMUNDA ACTIVITY CENTRE PLAN

## Transport Assessment

**Prepared for:**

City of Kalamunda

Draft for the Purpose of Public Advertising

SLR Ref: 620.12121.00000-R01
Version No: v1.1
March 2019

# EXECUTIVE SUMMARY

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## BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with City of Kalamunda (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

## DOCUMENT CONTROL

| Reference | Date | Prepared | Checked | Authorised |
|---|---|---|---|---|
| 620.12121.00000-R01-v1.0 | 13 September 2018 | Benjamin Park | Kris Stone | Kris Stone |
| 620.12121.00000-R01-v1.1 | 6 March 2019 | Benjamin Park | Kris Stone | Kris Stone |
| | | | | |
| | | | | |

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# 1 Introduction

The Kalamunda Activity Centre Plan will facilitate the ongoing development of the Kalamunda town centre, shaping its future positioning as a contemporary, attractive and functional centre for residents and visitors. The town centre is at a crossroad, whereby its future and function need an effective combination of vision and practical implementation to enable its ongoing relevance and commerciality whilst retaining key of its character and identity.

This Transport Assessment has been prepared in relation to the Kalamunda Activity Centre Plan which has been prepared in collaboration with a multi-disciplinary project team. The Activity Centre Plans include comprehensive:

- Design guidelines for private and public realms
- Economic and retail analysis
- Transport and parking analysis
- Infrastructure and servicing analysis
- Bushfire management plans; and
- Community and stakeholder engagement.

## 1.1 Purpose

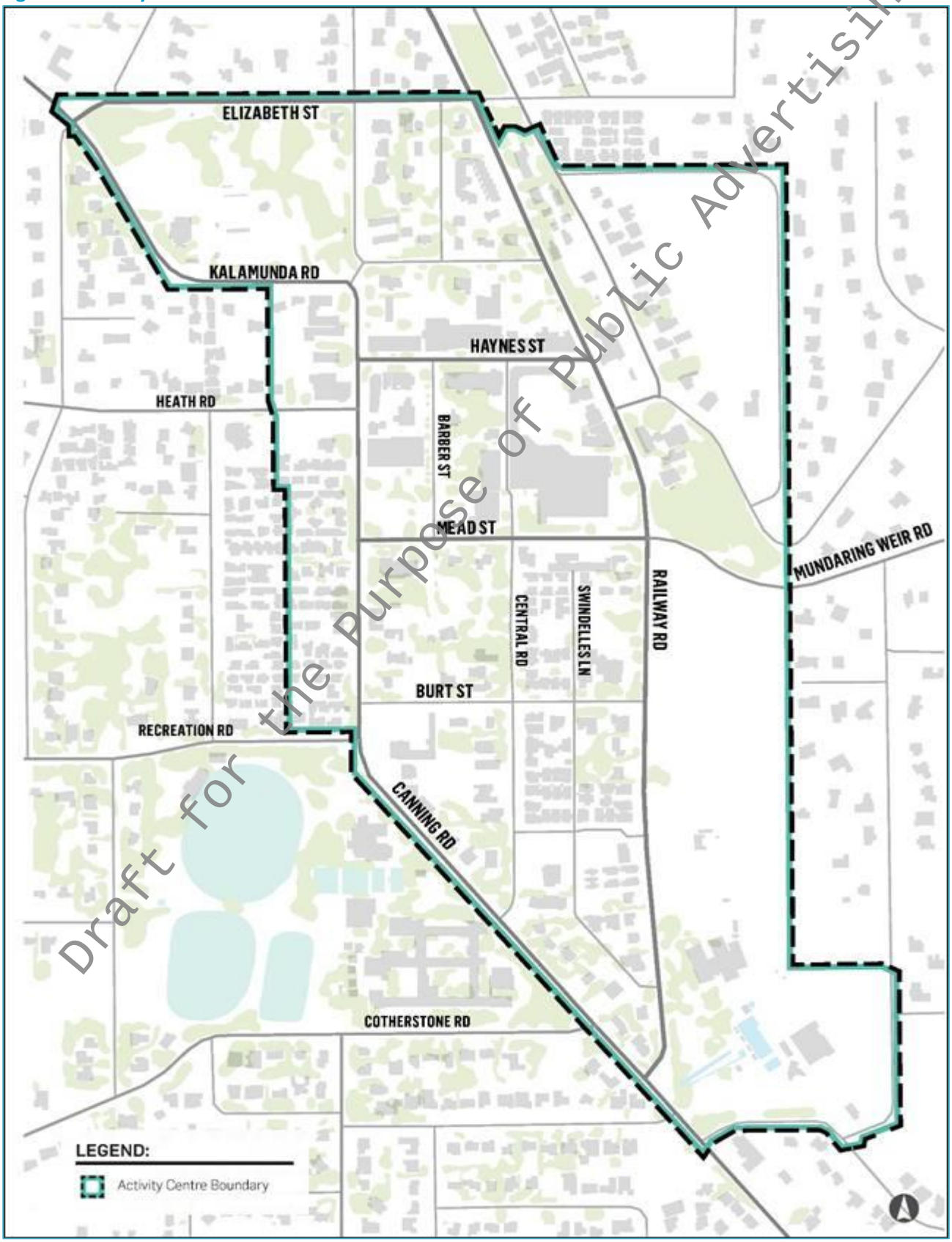
The purpose of the Kalamunda Activity Centre Plan is to facilitate the development of a district activity centre in Kalamunda, Western Australia, as contemplated and planned for in a variety of state and local planning documents.

This Transport Assessment accompanies the Kalamunda Activity Centre Plan.

## 1.2 Study Area

The Kalamunda Activity Centre Plan study area is illustrated on Figure 1 overleaf.

**Figure 1 Study Area Extent**



## 1.3 Transport Assessment Scope

This Transport Assessment outlines the key considerations and findings of the traffic and car parking analysis which has informed the activity centre planning. The key objectives of the assessment are to:

- Evaluate the proposed internal transport networks with respect to:
  - accessibility
  - safety
  - car parking
- Evaluate the level of non-vehicle integration (public and active transport)
- Determine the impacts of the traffic generated by the activity centre plan area on the surrounding land uses; and
- Determine the impacts of the traffic generated by the activity centre plan area on the surrounding transport networks.

## 1.4 Transport Assessment Structure

The Transport Assessment has been documented in the following structure:

1. Introductionss
2. Background
3. Existing situation
4. Road network
5. Public transport
6. Active transport
7. Traffic capacity
8. Car parking
9. Conclusions

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# 2 Background

Several key traffic engineering studies have been prepared on behalf of the City for the Kalamunda in the period 2011-present. SLR Consulting has reviewed, adopted, and expanded upon the findings of these studies in the process of developing and informing the activity centre planning.

- *Parking Study, Kalamunda Town Centre* (Shawmac, August 2011)
- *Intersection Layout and Level of Service Study* (Opus, May 2016)
- *Kalamunda Bicycle Plan* (Cardno and City of Kalamunda, November 2017)
- *Local Area Traffic Management Study* – Canning Road and Mead Street (Cardno, July 2018)
- *Kalamunda Town Centre Pedestrian Crossing Assessment* (GHD, July 2018).

## 2.1 Parking Study, Kalamunda Town Centre – Shawmac – 2011

Shawmac undertook a comprehensive parking study in 2011 with the purpose of developing a strategy for the management of parking supply within the Kalamunda town centre.

The study comprised physical surveys of parking supply and demand including the quantification of on/off-street parking utilisation. The assessment also involved a desktop analysis of the car parking requirement for the then current situation and a presumed redevelopment scenario. Comparisons were made between the observed parking demand and that required in accordance with the Local Planning Scheme (LSP 3).

The study also assessed the traffic generation and impact on the local road network in association with a presumed future development scenario. The key findings of the 2011 Shawmac study were:

- Surveyed parking demands are low in comparison to the available supply, generally
- On-street parking had a higher utilisation compared to off-street parking. Haynes Street was observed as having a peak utilisation of 98% on the surveyed weekday and weekend days
- Surveyed parking demands are low in comparison to the Planning Scheme requirement indicating that the rate specified in planning documents was too high
- A significant parking shortfall approximating 1,400 spaces was projected in association with the presumed future land use scenario
- The then current road network was determined as sufficient in catering for projected future traffic demands, albeit the Canning Road / Mead Street intersection would require upgrading.

## 2.2 Intersection Layout and Level of Service Study – Opus – 2016

Opus assessed the 2015 and 2031 road network operations with the aim of identifying intersection capacity improvements. The study comprised physical surveys of traffic demands and a desktop analysis of intersection performance utilising SIDRA. The study assumed a background demand growth rate of 1.5% per annum.

The key findings of the 2016 Opus study were:

- Traffic demands were established to be growing at approximately 1-3% per annum

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- The road network was determined as having sufficient capacity to cater for the surveyed 2015 traffic demands, albeit the right turn movements from Mead Street and Heath Road to Canning Road were assessed as having higher delays (26-37 seconds)
- The future road network was determined as generally operating within capacity thresholds, except at the intersections of Canning Road/Mead Street and Canning Road/Heath Road where Degrees of Saturation (DOS) and delays exceeded acceptable limits
- Capacity improvements were recommended at Canning Road/Mead Street and Canning Road/Heath Road.

## 2.3 Kalamunda Bicycle Plan – Cardno and City of Kalamunda – 2017

Cardno undertook the technical assessment which informed the City of Kalamunda's Bicycle Plan which, at the time of writing this report, has been finalised and available for review.

The study reviewed previous planning, key origins and destinations, bicycle demand and travelled route surveys and crashes involving bicycles to determine a recommended bicycle facility hierarchy which was then resolved into an infrastructure implementation schedule.

## 2.4 Local Area Traffic Management Study – Canning Road and Mead Street – Cardno – 2018

Cardno undertook an assessment of possible Local Area Traffic Management (LATM) solutions that would address stated resident concerns relating to the right turn from Mead Street into Canning Road, which as per the LOS Study completed by Opus, would ultimately exceed DOS thresholds in the future if its existing intersection configuration were to be retained.

The assessment recommended a capacity upgrade that would deliver an additional intersection approach lane on the Mead Street approach to Canning Road such that there are separate left and right turn lanes. Whilst there was no analysis of the upgrade benefit, the new lane would improve performance.

SLR understands that the City of Kalamunda is progressing with the installation of the Cardno recommended upgrade.

## 2.5 Kalamunda Town Centre Pedestrian Crossing Assessment – GHD – 2018

GHD was engaged to assess pedestrian crossings within the Kalamunda town centre, specifically located on, and in close proximity to Haynes Street. The study concluded that none of the eight subject locations met or exceeded the Main Roads Western Australia (MRWA) warrants for the installation of zebra crossing, principally because of a lack of combined traffic and pedestrian demands. Additional safety upgrades or optimisations were recommended based on the result of on-site inspections.

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# 3 Existing Situation

## 3.1 Road Network Infrastructure

The existing road network encapsulating the Kalamunda Activity Centre consists of a range of different road classifications, as defined by the Main Roads Western Australia (MRWA) *Road Information Mapping System.*

The functional hierarchy of the higher order routes including Canning Road, Mandaring Weir Road, Haynes Street and Mead Street is likely to remain consistent given their connectivity and role in the broader network. Whilst the form of the road connections may be altered as part of the activity centre plan, the hierarchical function of these connections is generally maintained, unless future road function is significantly altered.

The hierarchy of the key roads within the Kalamunda Activity Centre is illustrated overleaf on Figure 2.

It is anticipated that based on the form and function of the existing connections, the daily traffic demands utilising each road type can be classified as per this hierarchy. The daily traffic demands summarised in Table 1 should be considered for each road hierarchy designation.

**Table 1 Road Hierarchy Characteristics**

| Road Classification | Number of Lanes | Typical Speed Limits | Typical Volumes (vpd) |
|---|---|---|---|
| Regional Distributor | 2-4 | 60km/hr- 80km/hr | >15,000 |
| Distributor A | 2 | 60km/hr-70km/hr | 10,000 – 15,000 |
| Distributor B | 2 | 50km/hr | 5,000 - 10,000 |
| Local Distributor | 2 | 50km/hr | 3,000 – 5,000 |
| Access Road | 2 | 40km/hr-50km/hr | <3,000 |

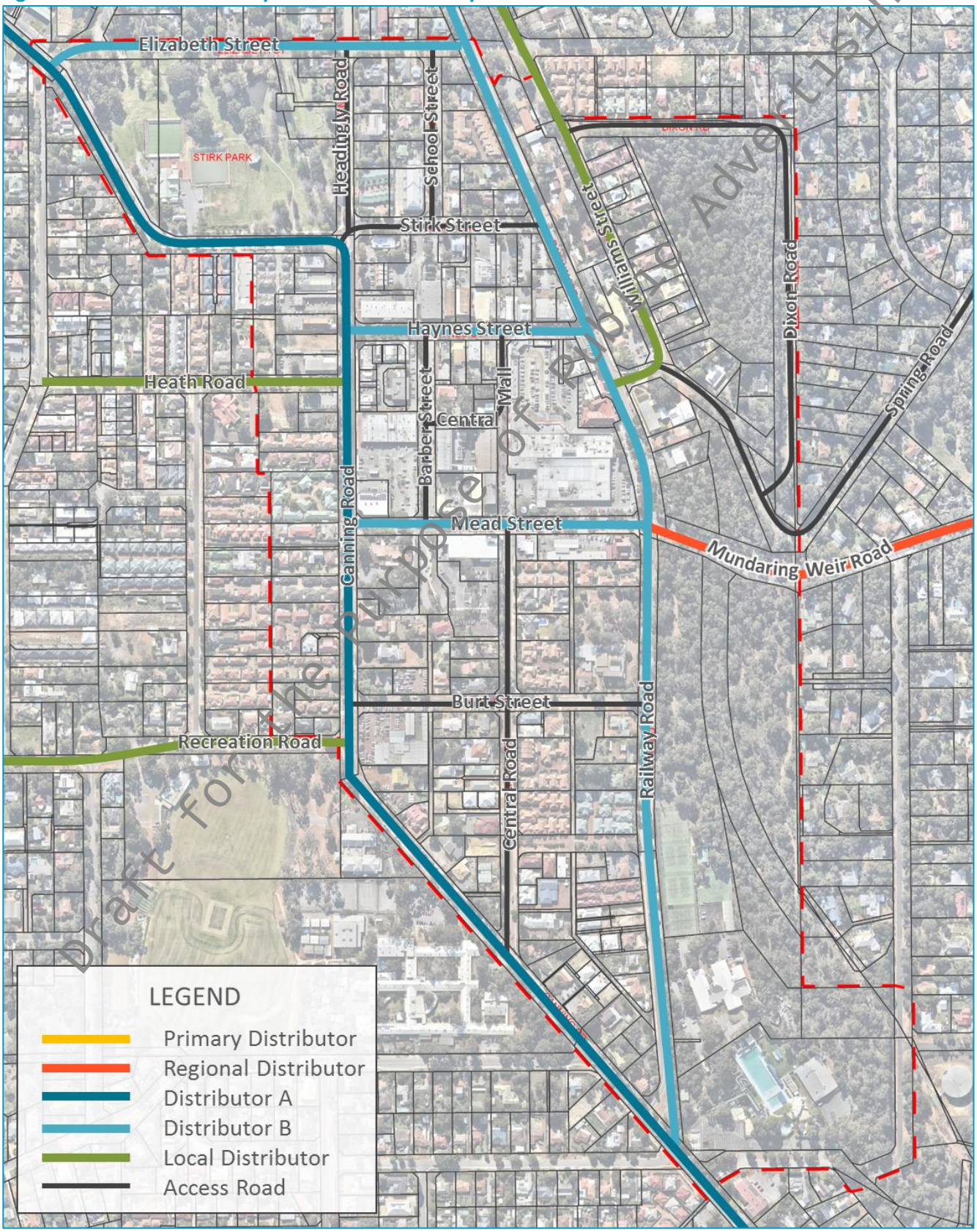
Recent traffic demand data was sourced from the City of Kalamunda by way of consultant investigations conducted on behalf of the City. The most pertinent demand data is summarised in Table 2.

**Table 2 Recent Surveyed Traffic Demands**

| Road | Count Location | Year of Data | Average Weekday Demand (vpd) | 85th Percentile Speed (km/h) |
|---|---|---|---|---|
| **Railway Road** | North **of Burt Street** | 2011 | 4,863 | 60.5 |
| | North **of Burt Street** | 2013 | 5,384 | 56 |
| | South **of Burt Street** | 2015 | 5,038 | 61 |
| **Canning Road** | North of Burt Street | 2012 | 11,255 | 57 |
| | North of Burt Street | 2015 | 7,857 | 57 |
| **Haynes Street** | West of Barber Street | 2015 | 3,726 | 30 |
| | West of Railway Road | 2015 | 3,081 | 31 |
| **Mead Street** | West of Railway Road | 2011 | 4,091 | 42.1 |
| | West of Railway Road | 2015 | 4,521 | 35 |
| | West of Central Road | 2015 | 4,543 | 45 |
| | West of Barber Street | 2015 | 4,209 | 41 |
| **Barber Street** | South of Nestobrae Lane | 2015 | 1,638 | 37 |
| | South of Haynes Street | 2015 | 1,789 | 28 |

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**Figure 2 Kalamunda Activity Centre Road Hierarchy**




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## 3.2 Traffic Operations

Based on turning movement surveys and analysis undertaken by Opus in 2016, the existing road network can be assessed as operating well within typically accepted performance thresholds during the peak hour periods. Table 3 reproduces the key performance metrics reporting by Opus for the study intersections situated within the study area.

**Table 3 2015 Road Network Intersection Performance**

| Intersection | Critical Intersection Approach Level of Service | Intersection Degree of Saturation | 95th Percentile Vehicle Queue (veh) |
|---|---|---|---|
| Haynes St / Barber St | A | 0.12 | 0.4 |
| Haynes St / Canning Rd | B | 0.33 | 1.1 |
| Haynes St / Railway Rd | A | 0.24 | 0.6 |
| Canning Rd / Heath Rd | C | 0.35 | 1.6 |
| Mead St / Barber St | A | 0.13 | 0.5 |
| Canning Rd / Mead St | C | 0.40 | 2.2 |
| Mead St / Railway Rd | A | 0.37 | 2.3 |
| Canning Rd / Stirk Rd | A | 0.49 | 3.6 |

The Table 3 results clearly indicate that recent traffic demands can be accommodated by the current road network with Degree of Saturation (DOS), Level of Service (Los) and queues all being within reasonable performance thresholds.

The 2015 Opus findings are still considered applicable to the current situation given recent traffic growth has been limited and there have been no significant local redevelopments or road network changes.

## 3.3 Safety (Crash History)

Crash data has been sourced from MRWA for the Kalamunda Activity Centre study extents for the periods between 1 January 2013 and 31 December 2017. Table 4 summarises all crashes within the extents based on severity and unit type (i.e. car, bicycle, pedestrian, etc).

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**Table 4 Crash History Matrix (2013-2017)**

| Unit Type Involved | Crash Severity | | | | | |
|---|---|---|---|---|---|---|
| | Fatal | Hospital | Medical | PDO Major | PDO Minor | Total |
| Bicycle | | | 1 | | 1 | **2** |
| Bus | | | | 2 | 4 | **6** |
| Car | 1 | 3 | 19 | 61 | 50 | **134** |
| Four Wheel Drive (Not Car Design) | | | 2 | 4 | 5 | **11** |
| Motor Cycle | | 3 | 1 | 4 | 2 | **10** |
| Multi - Seated Van | | | | 1 | | **1** |
| Panel Van | | | | 4 | 3 | **7** |
| Pedestrian | 2 | 2 | | | | **4** |
| Station Wagon | 1 | 1 | 3 | 15 | 18 | **38** |
| Truck | | | | 3 | 3 | **6** |
| Utility | | | 2 | 24 | 10 | **36** |
| Not Identified | | 1 | 3 | 19 | 9 | **32** |
| **Total** | **4** | **10** | **31** | **137** | **105** | **287** |

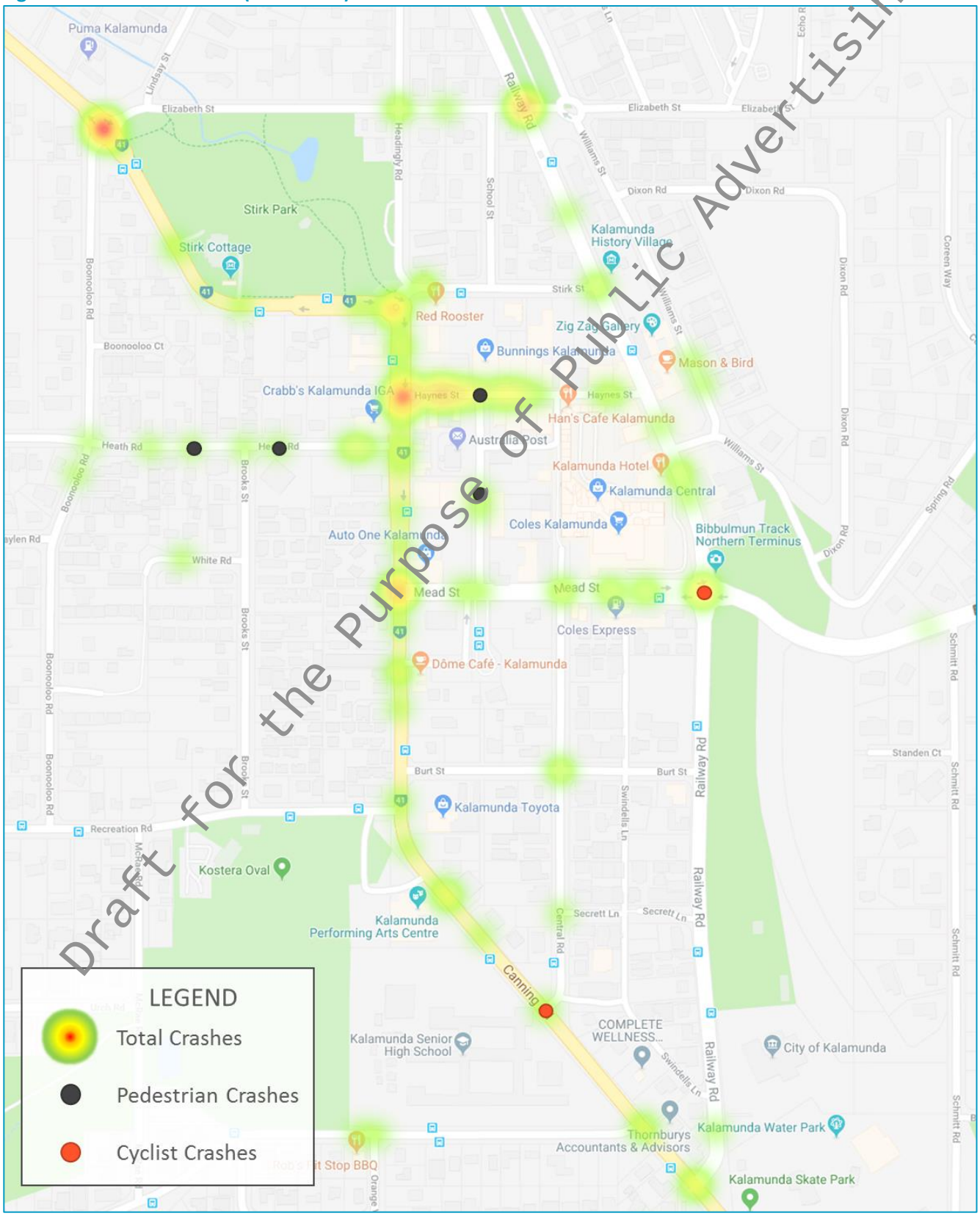
The data summarised in Table 4 indicates that the majority of crashes within the Kalamunda study extents involved multiple vehicle conflicts, and typically resulted in property damage only (PDO).

Of the four crashes resulting in a fatality (and of four total crashes involving pedestrians), it is understood that two of these occurred recently in December 2017, and involved elderly members of the community, aged between 86 and 93 (both drivers and pedestrians involved). Whilst this sudden spike in fatal pedestrian crashes is a substantial outlier from the remaining data-set, it is considered that the extreme ages of the road users involved have a significant role in the crash occurrence, potentially causing slower reaction times or lack of general road awareness. Nevertheless, these crashes have been considered in the overall road enhancement strategy, particularly in areas of high pedestrian traffic.

For ease of reference, the location of all crashes has been illustrated on Figure 3 overleaf, which includes heat mapping that represents clusters of crashes. In addition to these crash clusters, SLR has superimposed the crashes associated with pedestrians and cyclists to determine if there are any crash clusters for active transit users. It does not appear that there are any trends with regards to pedestrian or cyclist crashes that would be a result of existing design deficiencies.

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**Figure 3 Crash Locations (2013-2017)**

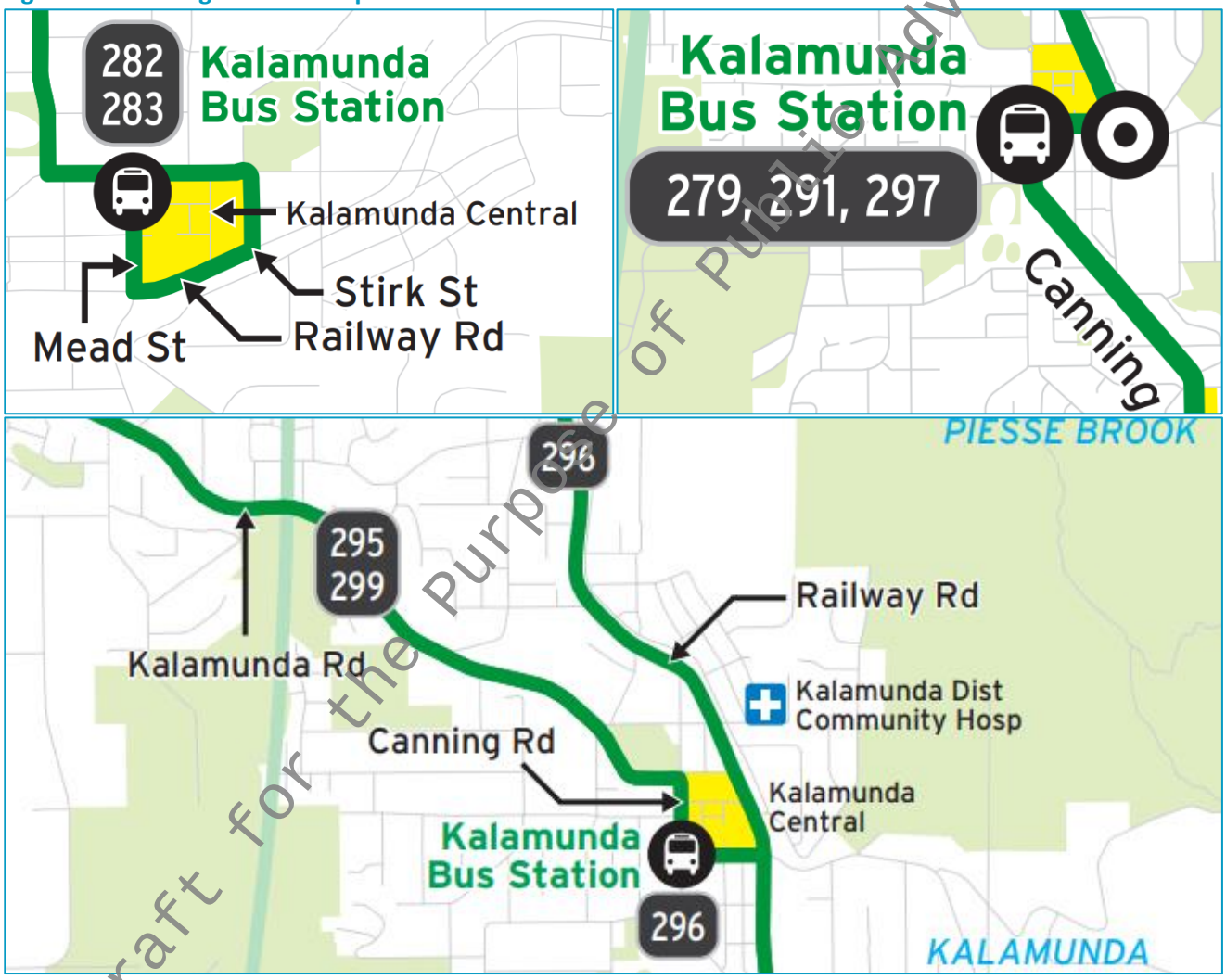



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## 3.4 Public Transport

The Kalamunda Bus Station is located on the southern leg of the Mead Street/Barber Street intersection. Eight bus services utilise the station with approach/departure routes travelling along Railway Parade and Canning Road. Bus routes that service the station include 279, 282, 283, 291, 295, 296, 297, and 299.

**Figure 4 Existing Public Transport Services**




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Other bus stops are also located on Canning Road (north/south bound), Mead Street (east/west bound), and Railway Road. There are no other public transport services within the study area. Service frequencies vary by time-of-day and by service but can approach <15 minutes in peak hour periods.

## 3.5 Active Travel

AS reported in Section 3.3, there have been several traffic crashes that have resulted in pedestrian fatalities, two of which occurred within the most recent 9-10 months.

Pedestrian path facilities located in verges are generally low quality and users are subject to numerous conflict points where vehicles must cross the verge to enter/exit development sites and intersections.

The format and design criteria of existing crossing facilities throughout the study area vary significantly and there is a lack of consistency of design philosophy or approach.

Mid-block connectivity/legibility is limited through development sites given existing buildings and significant off-street car parking facilities. The lack of midblock crossings is important as it requires pedestrians either travel significantly longer distances than desirable, or, forces users to navigate through car parking and vehicle circulation areas that at night have poor levels of passive surveillance.

On-street line-marked or dedicated off-street separated bicycle facilities are non-existent within the study area.

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# 4 Activity Centre Plan Proposal

## 4.1 Priorities

The *Kalamunda Visioning Document* prepared by Urbis for the purposes of informing the Activity Centre Plan development framework outlines a number of areas of improvement suggested by key stakeholders. The primary transport focus of these improvements included improving pedestrian connectivity and wayfinding. Representatives of the City also identified a series of priorities, the combined set summarised below as:

1. Improved accessibility to public transport facilities
2. Active transport connectivity, amenity, and safety
    a. Pedestrians
    b. Cyclists
3. Confirmation of current/projected traffic operations
4. Confirmation of current/projected car parking situation.

## 4.2 Key Transport Proposal of the Activity Centre Plan

The following is a summary of the key transport related items which form part of the Activity Centsre Plan:

- Enhanced integration of transport interchange with activity centre core
- Improvement to urban design and built form to support:
    - Pedestrian mobility and safety
    - Cyclist mobility and safety
    - Space activation and improvement in passive surveillance and security
- Sustainable car parking provision.

These items are addressed throughout this assessment.

## 4.3 Proposed Road Network Structure and Hierarchy

Table 5 outlines the key priorities that were noted during stakeholder engagement. These were used in the determination of the function and intended design intent of the recommended road hierarchy and cross-section forms that would also support the Activity Centre Plan urban design and economic revitalisation goals.

Investigations regarding road hierarchy also made reference to the projected traffic demands reported earlier herein in Section 3.

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**Table 5 Key Road Functions**

| Road Classification | Prioritised User Groups | Key Function | Future Considerations & Design Intent |
|---|---|---|---|
| Canning Road | • Private Vehicles<br>• Buses<br>• Cyclists | • Operates as the primary north-south route through Kalamunda<br>• Carries significant vehicle and cycle traffic through the town to south-eastern destinations from Perth | • General function to remain consistent with existing use<br>• Provision of enhanced pedestrian and cycle connectivity |
| Mead Street | • Private Vehicles<br>• Cyclists | • Operates as the primary east-west route through Kalamunda<br>• Carries significant vehicle and cycle traffic through the town to south-eastern destinations from Perth | • General function to remain consistent with existing use<br>• Provision of enhanced cycle facilities to the allow east-west travel. |
| Haynes Street | • Private Vehicles<br>• Pedestrians | • Activated lower order road that services pedestrian and vehicle access to surrounding retail tenancies | • Reduction in private vehicle emphasis along road connection<br>• Provision of enhanced tenancy frontages with wide verges encouraging pedestrian use<br>• Restrict servicing access for lots fronting Haynes Street such to minimise vehicle crossing on main pedestrian spine.[1] |
| Railway Road | • Private Vehicles<br>• Pedestrians<br>• Cyclists | • A north-south route that operates similarly to Canning Road with a smaller traffic throughput<br>• Provides pedestrian access to various community facilities along the eastern activity centre boundary. | • Enhanced road formation to encourage safe travel by pedestrians and cyclists. |
| Barber Street | • Private Vehicles<br>• Pedestrians | • Activated lower order road that services pedestrian and vehicle access to surrounding retail tenancies | • Existing functionality to generally be maintained. |
| Central Mall | • Pedestrians | • Provides pedestrian connectivity to a somewhat underutilised outdoor shopping mall<br>• Single one-way laneway for private vehicle and service vehicle access to rear of tenancies | • Provide an enhanced share-way street to reprioritise movements by active users encouraging connectivity to shops.<br>• Allow infrequent access from service vehicles and high priority private vehicles (i.e. PWD and Taxis / Rideshares) |
| Stirk Street | • Private Vehicles<br>• Pedestrians | • Minor east-west connection that services access to parking and servicing facilities for Haynes St tenancies<br>• Occasional pedestrian utilisation between Stirk Park and surrounding uses. | • Existing functionality to generally be maintained |

[1] Servicing strategy for individual lots to be determined during detailed application phase. Servicing access to primarily be gained via Stirk Street using access easements through various landholders, however would be assessed on a case-by-case basis.

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## 4.4 Pedestrian Facilities

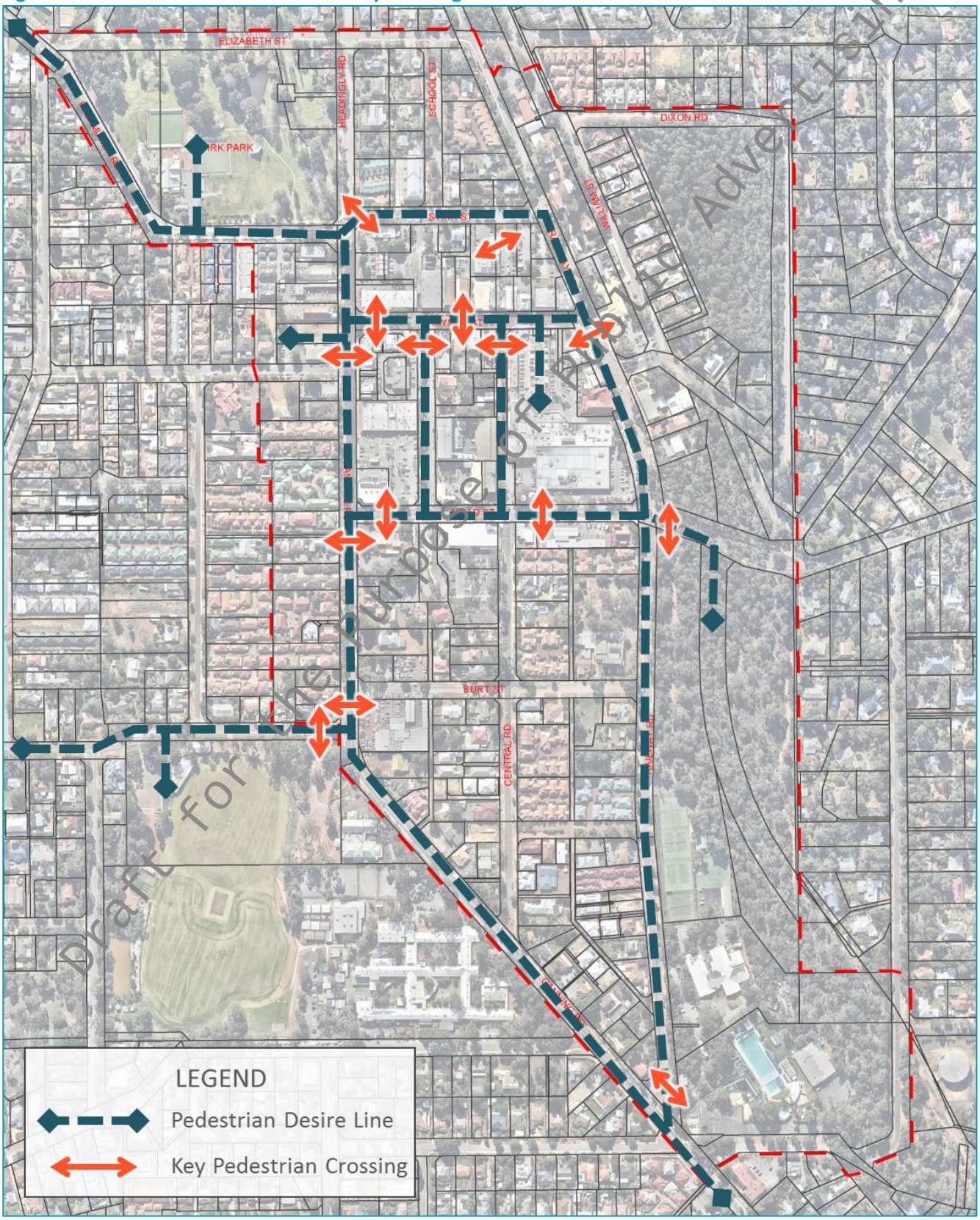
A series of pedestrian facilities improvements are warranted in response to existing deficiencies and also the increased demands likely to result from the Activity Centre Plan improvements. There is existing demand and potential increased demand for pedestrian trips between the following key land uses/destinations:

- Zig Zag Gallery and community services
- Bibbulmun Track entrance
- Coles Kalamunda and surrounding shops
- Kalamunda Bus Station
- Stirk Park
- Kalamunda IGA
- Jack Healey Centre
- City of Kalamunda offices; and
- Community pool.

The desire lines generated from the connection of these major uses has been illustrated on Figure 5, which highlights key pedestrian crossing locations along the central road network.

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**Figure 5 Pedestrian Desire Lines and Key Crossing Locations**




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Note: Key Pedestrian Crossings illustrated above do not necessarily confirm the suitability of an exiting crossing, however just confirm location of road crossings where the pedestrian desire line intersects with a significant roadway.

### 4.4.1 Investigation

In 2018, GHD undertook a study assessing the suitability of several pedestrian crossings within the town centre, principally on/near Haynes Street. The GHD *Pedestrian Crossing Assessment* report included traffic and pedestrian surveys and evaluated the demand of the eight crossing locations illustrated at Figure 6.

**Figure 6 Key Crossing Locations – Design Recommendations**




The GHD assessment concluded that none of the eight crossing locations strictly met the minimum demand thresholds for combined pedestrian and vehicle iteration that would warrant a line marked zebra crossing.

Furthermore, it has been identified by site observations that pedestrian crossing facilities are inconsistent in their location, design (dimensions and line marking/signage).

It is considered critical that pedestrian crossing facilities are improved such that they are as consistent across the activity centre area so that users (motorists and pedestrians) are aware of their responsibilities and intended actions do not require site specific interpretation on a case by case basis.

### 4.4.2 Recommendation

In addition to the rectification of the issues identified in the GHD pedestrian crossing study, SLR has identified a number of recommended upgrades to each of these key crossings based on the future demand anticipated throughout the activity centre.

Given the enhanced pedestrian focus envisaged along Haynes St as a part of the ACP, recommended design treatments have been provided in Table 6 to be provided as a part of the modified and revitalised street form. All crossing locations, except those located on Canning Road should comprise the following elements:

- Install TGSIs at all crossing points
- Raised crossing with contrasting pavement treatment
- Reduced crossing distance with kerb build-outs and lane narrowing
- Parking restrictions on approach/departure to improve sight lines.

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**Table 6 Summary of GHD Recommendations**

| Crossing ID | Street Name | Recommended Modifications |
|---|---|---|
| 1 | Canning Road | • Install TGSIs at all crossing points<br>• Install dedicated zebra crossing |
| 2 | Haynes Street | • Install TGSIs at all crossing points<br>• Implement raised crossing with contrasting pavement treatment<br>• Reduce crossing distance with kerb build-outs and lane narrowing<br>• Apply parking restrictions to improve sight lines |
| 3 | Haynes Street | • Install TGSIs at all crossing points<br>• Implement raised crossing with contrasting pavement treatment<br>• Reduce crossing distance with kerb build-outs and lane narrowing<br>• Apply parking restrictions to improve sight lines |
| 4 | Barber Street | • Install TGSIs at all crossing points<br>• Implement raised crossing with contrasting pavement treatment<br>• Reduce crossing distance with kerb build-outs and lane narrowing<br>• Apply parking restrictions to improve sight lines<br>• Repair kerb |
| 5 | Central Mall | • Install TGSIs at all crossing points<br>• Implement raised crossing with contrasting pavement treatment<br>• Reduce crossing distance with kerb build-outs and lane narrowing<br>• Apply parking restrictions to improve sight lines<br>• Align ramps with clear travel route<br>• Upgrade drainage treatment for safer crossing |
| 6 | Haynes Street | • Install TGSIs at all crossing points<br>• Implement raised crossing with contrasting pavement treatment<br>• Reduce crossing distance with kerb build-outs and lane narrowing<br>• Apply parking restrictions to improve sight lines |
| 7 | Railway Road | • Install TGSIs at all crossing points<br>• Reduce crossing distance with kerb build-outs and lane narrowing<br>• Apply parking restrictions to improve sight lines<br>• Repair kerb |
| 8 | Railway Road | • Install TGSIs at all crossing points<br>• Implement raised crossing with contrasting pavement treatment<br>• Reduce crossing distance with kerb build-outs and lane narrowing<br>• Apply parking restrictions to improve sight lines |

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It is recommended that all crossing locations on roads of similar function incorporate a consistent form so that users (motorists and pedestrians, etc.) expectations and behaviours are consistent. This will reduce confusion when comparing the current arrangements which consist of many different crossing treatments.

## 4.5 Cyclist Facilities

Previous studies and planning documents prepared on behalf of the City have outlined recommended improvements to the bicycle network. These studies, in combination with site observations and investigations have informed the Activity Centre Plan bicycle network.

### 4.5.1 Investigation

The City of Kalamunda Bicycle Plan identifies Canning Road and Railway Road as Strategic routes which "*provide safe and direct connections between Principal Routes and major trip generators such as shopping centres, industrial areas or major health, education, sporting and civic facilities" (City of Kalamunda 2017).* The Plan also defines Central Road and Headingly Street as a Safe Active Streets which are lower order, lower speed (<30km/h) routes where cyclists and vehicles share the street pavement.

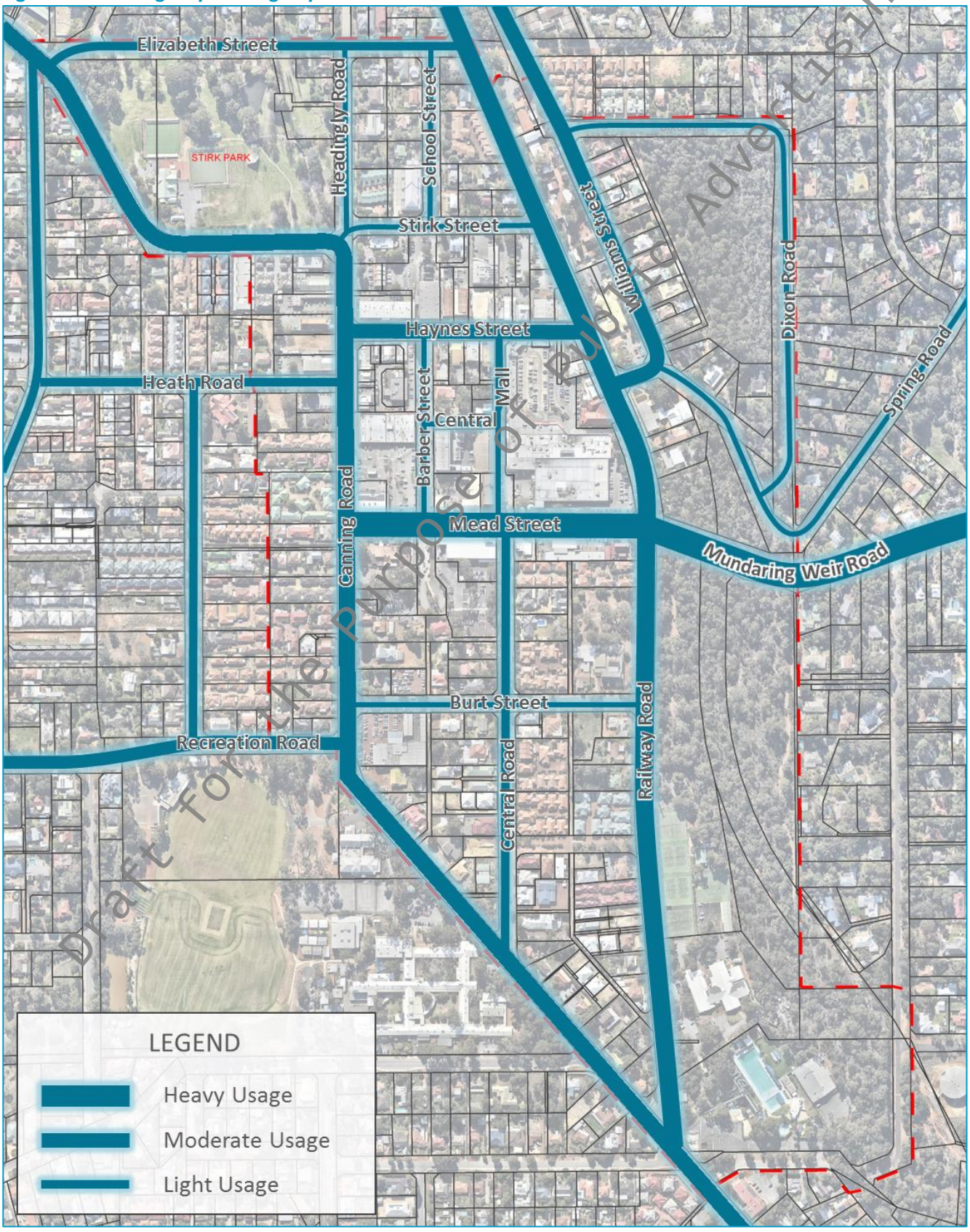
SLR Consulting sourced bicycle demand data from Strava to supplement the demands surveys collected by Cardno in their City of Kalamunda Bicycle Plan technical reporting. The Strava heat map data has been evaluated with recognition made of the fact that cyclists who typically use and post ride data to Strava are recreational or 'sport' cyclists, not commuters of convenience cyclists. Accordingly, certain routes may be overrepresented in terms of their relative use, i.e. mountainous ride favoured by recreational cyclists.

Figure 7 overleaf has been developed to categorise the existing bicycle demand by route based on a review of the prior studies and information collected by SLR.

It is evident from the bicycle data that there is a significant demand for trips along Canning Road, Mead Street, and Railway Road. Other, lower order connections cater for lower levels of rider demand and can be typically described as local or parallel routes.

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**Figure 7 Existing Bicycle Usage by Route**




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### 4.5.2 Recommendation

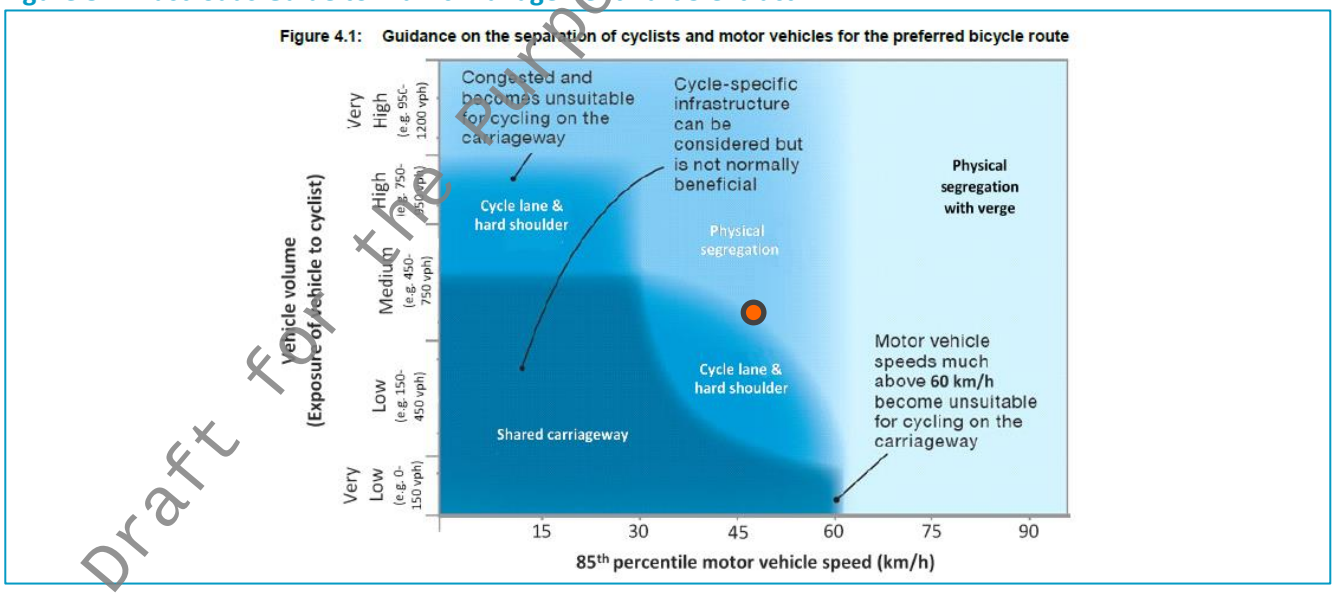
Whilst the Cardno technical report and City of Kalamunda Bicycle Plan do not identify specific facility upgrades within the Kalamunda town centre area, SLR has identified a number of road segments that warrant improved on-road facilities, including:

- Canning Road: dedicated on-street bicycle lanes
- Mead Street: dedicated on-street bicycle lanes

Whilst the Cardno technical reporting and City of Kalamunda Bicycle Plan do not identify upgrades on these specific segments, the installation of on-street facilities would be consistent with their designation as Strategic Routes (Canning Road) and an extension of a Training Route (Mundaring Weir Road). The designation of these dedicated on-street facilities is supported by the existing demand data available on Figure 8 overleaf that identifies this route as one of the most trafficable roads within the ACP area.

Austroads Guide to Traffic Management provides recommended cycle infrastructure based on existing traffic volumes and speeds along a subject road section. Based on available traffic data (referenced in Section 4.6 overleaf) Canning Road currently carries approximately 500vph in each direction during peak periods and has an 85th percentile speed of 47km/hr. Based on this data, the Austroads guidance would suggest that on-road cycle paths would be appropriate considering existing traffic demands, as illustrated in Figure 8.

**Figure 8 Austroads Guide to Traffic Management Part 5 extract**




Importantly, the design treatment recommended for Canning Road is consistent with that proposed in the Bicycle Plan for another segment approximately 500m south of the study area. The delivery of similar treatments on this route would ensure continuity for all road users, minimising the risk of unnecessary conflict. The road hierarchy and cross-section figures included at Appendix A and Appendix B respectively illustrate the extent and form of the recommended on-road cycle lanes.

Dedicated, on-street facilities are not strictly warranted on other roads/streets within the study area. An approach consistent with the previously defined Safe Active Streets would be reasonable on other lower order, connecting streets where speeds and demands permit, i.e. Central Road, Burt Street, Haynes Street, Stirk Street, Headingly Street, Heath Road, and Elizabeth Street.

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## 4.6 Network Performance and Capacity

Road network operational modelling of the current and anticipated land use scenarios projected to arise in the town centre have been conducted by SLR Consulting in addition to that undertaken previously by Opus and Shawmac.

The three prior technical studies completed in 2011, 2016 and 2018 have each addressed road performance during the peak hour periods in some respect.

- *Parking Study, Kalamunda Town Centre* (Shawmac, August 2011)
- *Intersection Layout and Level of Service Study* (Opus, May 2016)
- *Local Area Traffic Management Study* – Canning Road and Mead Street (Cardno, July 2018).

The most comprehensive road network modelling undertaken in 2011 (Shawmac) and 2016 (Opus) has been critically reviewed in resolving:

1. The need, or otherwise, for capacity upgrades
2. The road hierarchy and cross-sectional form.

### 4.6.1 Intersections

Prior studies have identified that the following intersection operations are constrained, at present and under future land use scenarios that are more conservative than that now projected as part of the current Activity Centre planning:

- Canning Road / Mead Street – right turn from Mead Street operating with excessive delays
- Canning Road / Heath Road – right turn from Heath Road operating with excessive delays.

With respect to Canning Road / Mead Street, the City of Kalamunda has advised that capacity improvements to address current deficiencies are planned. The upgrades consist of a new lane on the Mead Street approach which will provide dedicated lanes for left and right turning traffic.

Table 7 summarises SIDRA modelling prepared by SLR Consulting with respect to the proposed Mead Street upgrade.

**Table 7 Canning Road / Mead Street – Committed Upgrade to Mead Street Approach**

| Assessment Scenario | | Degree of Saturation | Average Delay | Critical Delay / Level of Service | 95th Percentile Vehicle Queue (veh) |
|---|---|---|---|---|---|
| 2015 | Existing (Single Lane) Approach | 0.418 | 3.9 | 28.5 / D | 2.1 |
| | Committed Dual Lane Approach | 0.414 | 3.7 | 26.1 / D | 2.1 |
| 2031 | Existing (Single Lane) Approach | 0.750 | 6.1 | 53.0 / F | 4.4 |
| | Committed Dual Lane Approach | 0.548 | 4.6 | 45.4/ E | 2.3 |

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It is clear from Table 7 that the committed upgrading of the Mead Street approach will not provide sufficient capacity at the 2031 time horizon assuming background growth approximating 1.5% per annum from 2015 is achieved. Only the right turn from Mead Street to Canning Road operates beyond typically accepted performance thresholds; therefore, there are two possible solutions that would address this capacity issue:

1. Signalise the intersection
2. Restrict right turn movement from Mead Street.

A roundabout option has not been identified as it formed part of prior recommendations made by Opus given SLR's understanding that it was not favoured by the City of Kalamunda because of possible land resumption requirements.

Option 1 is recommended on the basis of this study given the banning of the right turn would only shift demand to another, possibly more critical intersection like Haynes Street which is undesirable. Signalisation of the intersection could be accommodated with no additional land resumptions given the already wide road reserve. Signalisation would have the additional benefit of also improving pedestrian safety and amenity at the intersection.

SIDRA modelling of the Canning Road / Heath Road intersection was undertaken to evaluate and confirm the prior 2016 Opus finding which indicated over capacity operations, but no upgrading proposal.

**Table 8 Canning Road / Heath Road – Existing Arrangement**

| Assessment Scenario | Degree of Saturation | Average Delay | Critical Delay / Level of Service | 95th Percentile Vehicle Queue (veh) |
|---|---|---|---|---|
| 2015 | 0.402 | 2.9 | 32.3 / D | 1.8 |
| 2031 | 0.797 | 6.2 | 75.0 / F | 5.1 |

The Table 8 results indicate that the existing right turn delays will increase significantly by 2031, even with relatively low 1.5% per annum background traffic growth from 2015. Similar to that identified earlier for Canning Road / Mead Street, there are two possible solutions that could be progressed to mitigate the right turn issue being signalisation or the banning/restriction of the right turn movement out of Heath Road.

In this instance, the banning or restriction of the right turn movement is preferred (Option 2) given the proximity of the intersection to Haynes Street (55m) would introduce potential up/down stream consequences along Canning Road. Additionally, movements wishing to turn right out of Heath Road have the ability to redistribute to other reasonable routes.

Given the significance of road functions, further traffic analysis is recommended at the following intersections to investigate potential safety or operational upgrades that would provide network benefit:

- Canning Road / Railway Road intersection
- Canning Road / Recreational Road intersection.

It is anticipated that upgrades to these two intersections would include, but not be limited to the following:

- Channelised right turn treatments (short or full-length)
- Localised parking restrictions that would improve sight lines and allow vehicle passing
- Splitter island treatments on minor road legs including pedestrian refuge.

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### 4.6.2 Road Segments

The 2031 traffic demand projections made by Opus in 2016 and reproduced in Table 9 are considered reasonable and conservative with respect to the future demands projected in relation to the Activity Centre Plan.

**Table 9 Road Hierarchy Thresholds – Surveyed Daily Volumes**

| Road Name | Road Classification | Volume Thresholds | 2015 Surveyed Volumes | 2031 Forecast Volumes |
|---|---|---|---|---|
| Canning Road | Distributor A | 10,000 – 15,000 | 7,857 | 9,743 |
| Mead Street | Distributor B | 5,000 - 10,000 | 4,209 | 5,219 |
| Haynes Street | Distributor B | 5,000 - 10,000 | 3,081 | 3,820 |
| Railway Road | Distributor B | 5,000 - 10,000 | 5,038 | 6,247 |
| Barber Street | Access Road | <3,000 | 1,789 | 2,218 |
| Central Mall | Access Road | <3,000 | 0 | 0 |
| Stirk Street | Access Road | <3,000 | 2,827* | 3,505 |
| Heath Road | Local Distributor | 3,000 – 5,000 | 2,252 | 2792 |

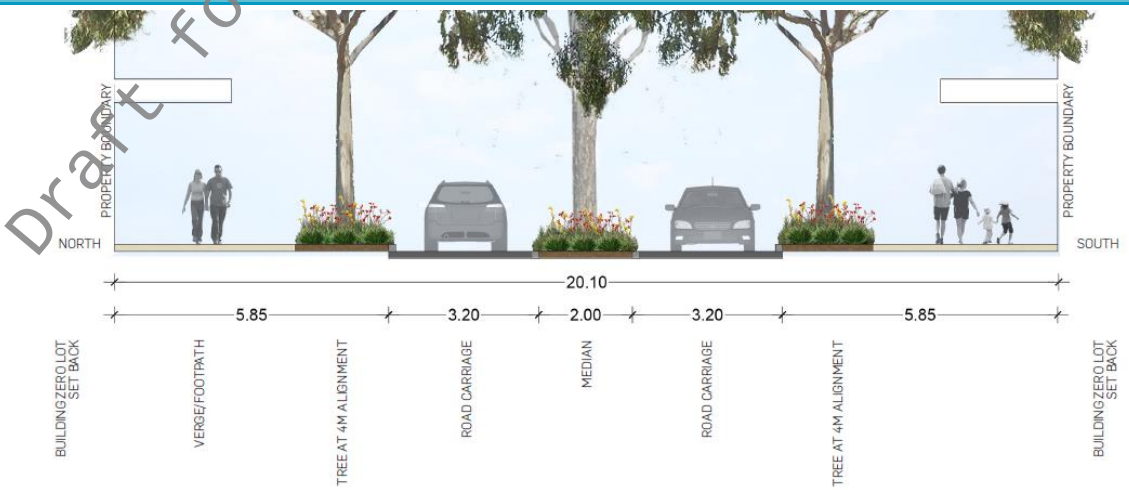
**Note: No data for 2015, supplemented with 2011 counts*

These road segment demand estimates have been adopted for the purposes of developing the Appendix A road hierarchy and Appendix B cross-section solutions – also discussed in the following section.

## 4.7 Road Network Cross-Sections

The street/road cross-sections introduced here and included at Appendix B have been developed by the combined team in response to the urban design priorities and also such that they are appropriate with regards to the anticipated function and demand of the roads/streets.

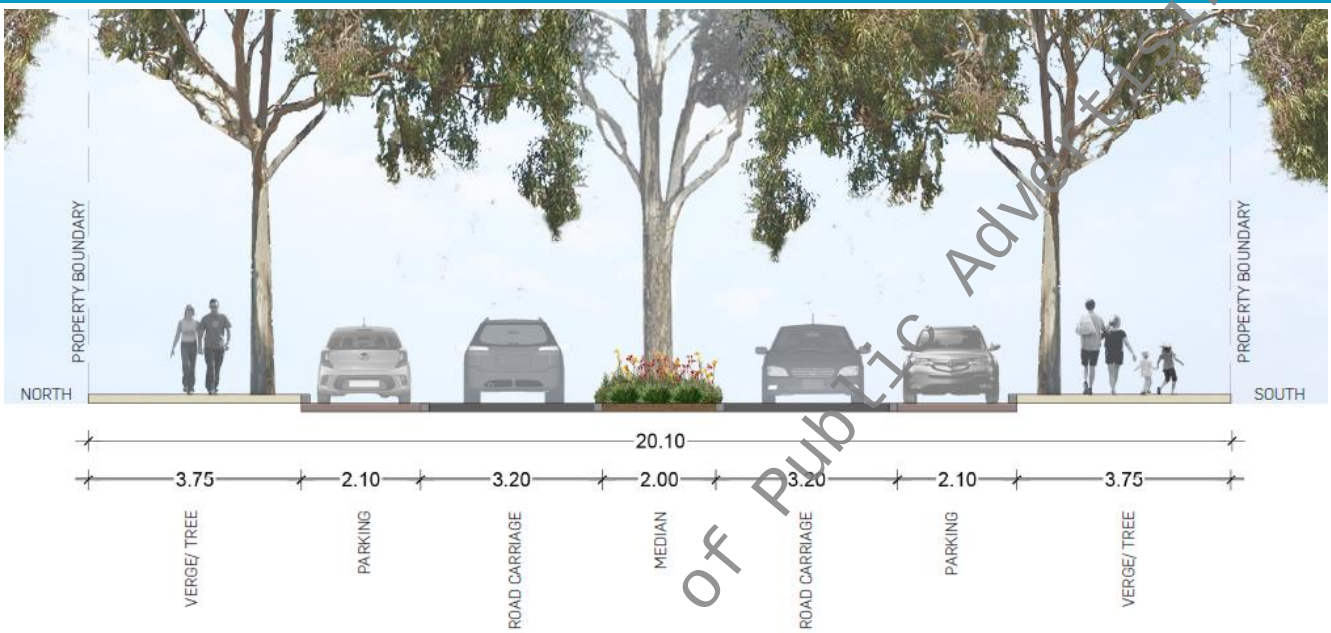
**Road Section A-A (Stirk Street Corners)**




- Wide verges to encourage shared pedestrian and cyclist use
- 2m wide median to provide separation between conflicting traffic streams and to provide a refuge for crossing pedestrians

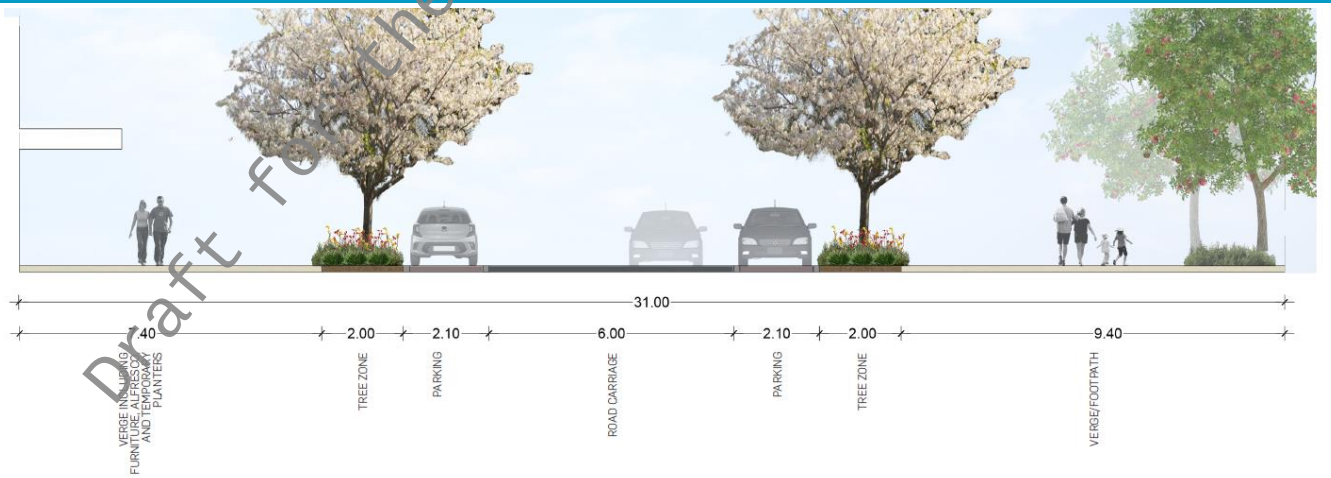
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**Road Section B-B (Stirk Street)**




- Wide verges to encourage shared pedestrian and cyclist use
- 2m wide median to provide separation between conflicting traffic streams and to provide a refuge for crossing pedestrians
- Parallel on-street parking to cater for retail tenancies to the south and residential properties to the north

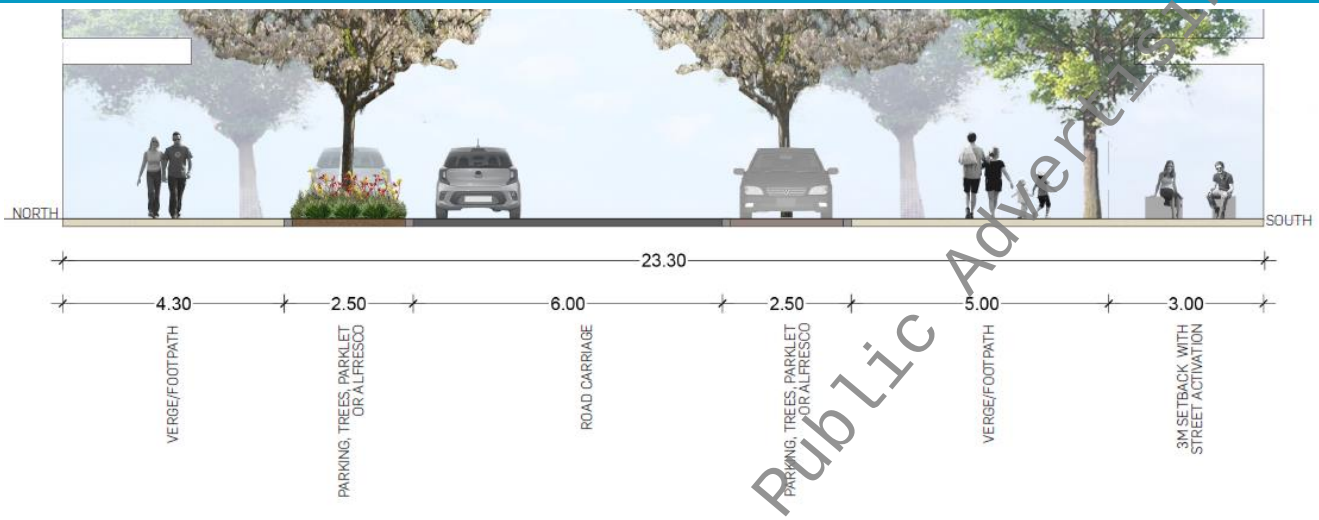
**Road Section C-C (Railway Road)**




- Wide verges to encourage shared pedestrian use alongside community facilities
- Wider than standard verges to allow for off-street cycle travel (potential protected lane) in lieu of an on-street lane
- Parallel on-street parking to cater for retail tenancies and community facilities
- Threshold treatment and shared space to town square to allow for community events.

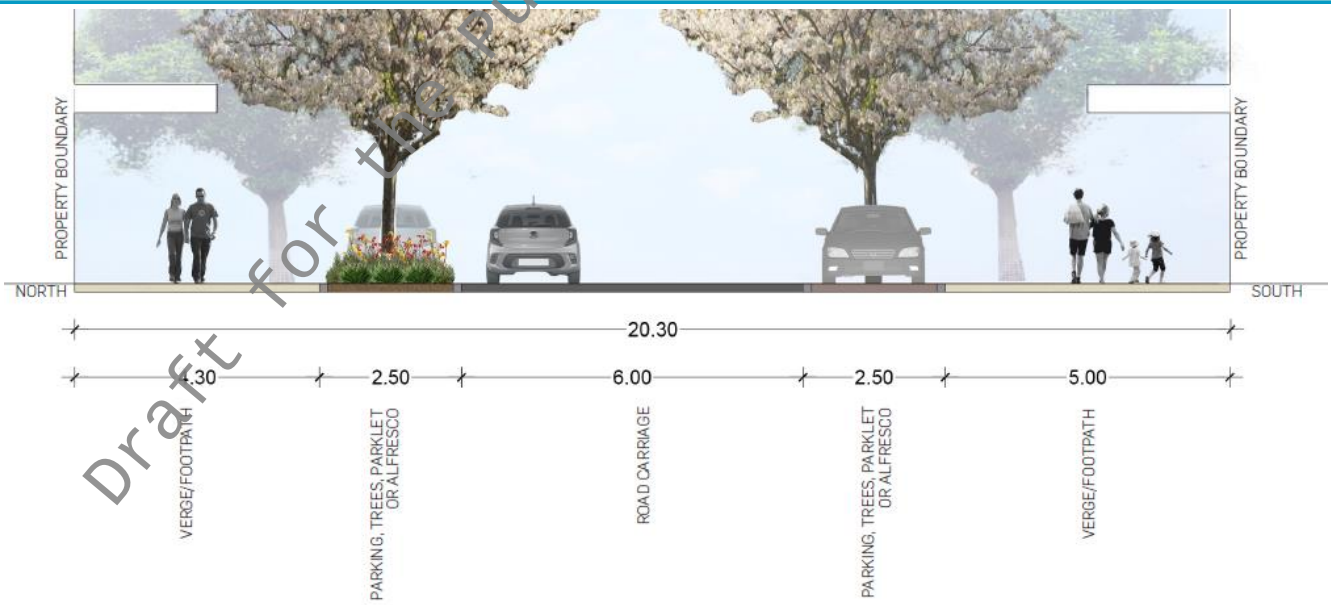
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**Road Section D-D (Haynes Street)**




- Increased verge width for potential alfresco spill for tenancies along this section
- Parallel on-street parking to cater for retail tenancies and food and beverage locations
- Suggest lower speed environment than surrounding streets to increase awareness for all users

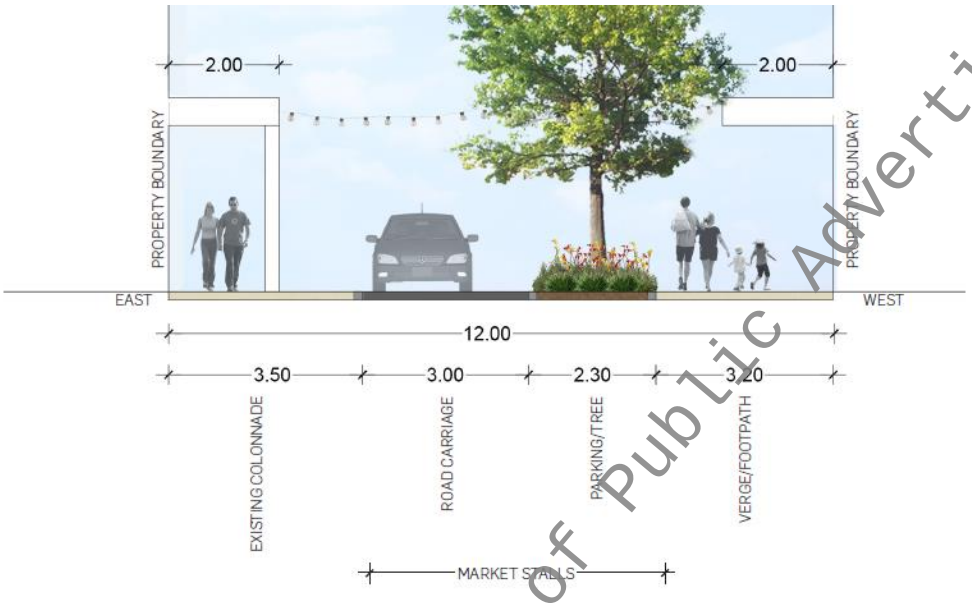
**Road Section E-E (Haynes Street)**




- As above

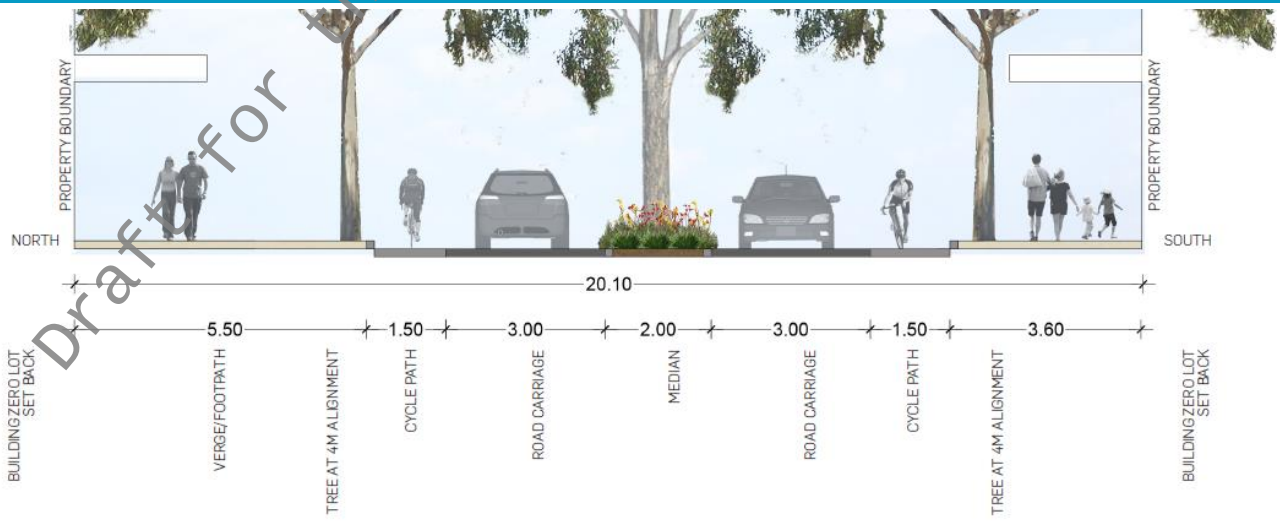
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**Road Section F-F (Central Mall)**




- Single southbound travel lane for vehicles
- Consistent pavement treatment across footpaths and road carriage to emphasis shared user environment
- Limited parking spaces to discourage unnecessary through-traffic
- Limited shared space width so as to reinforce low traffic speeds

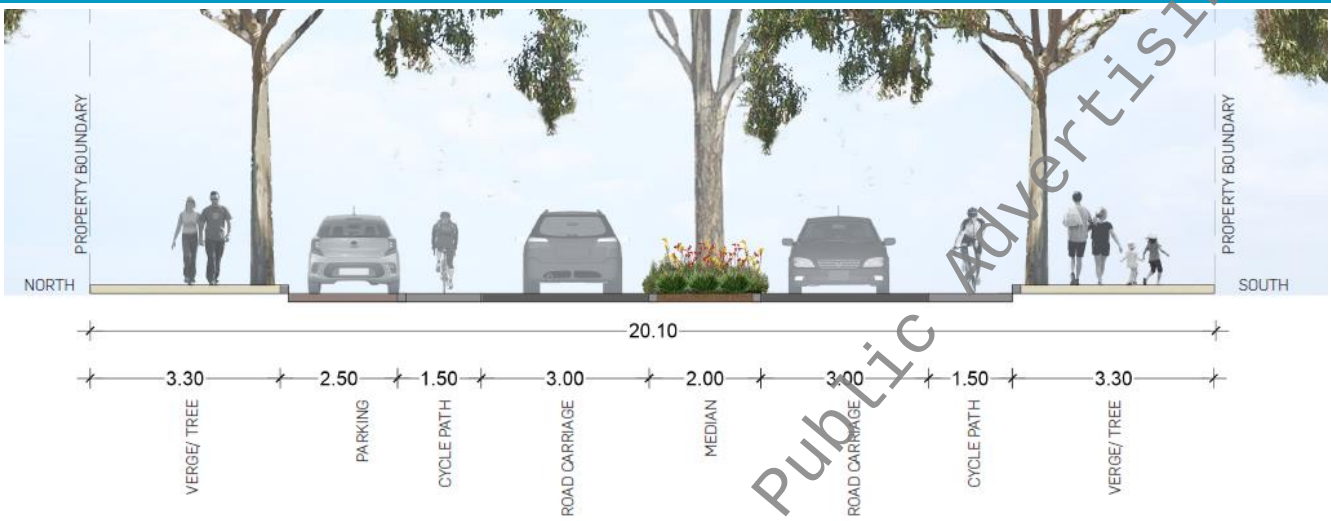
**Road Section G-G (Mead Street)**




- Dedicated 1.5m on-street cycle lanes to facilitiate higher demand along this major east-west connection
- 2m wide median to provide separation between conflicting traffic streams and to provide a refuge for crossing pedestrians

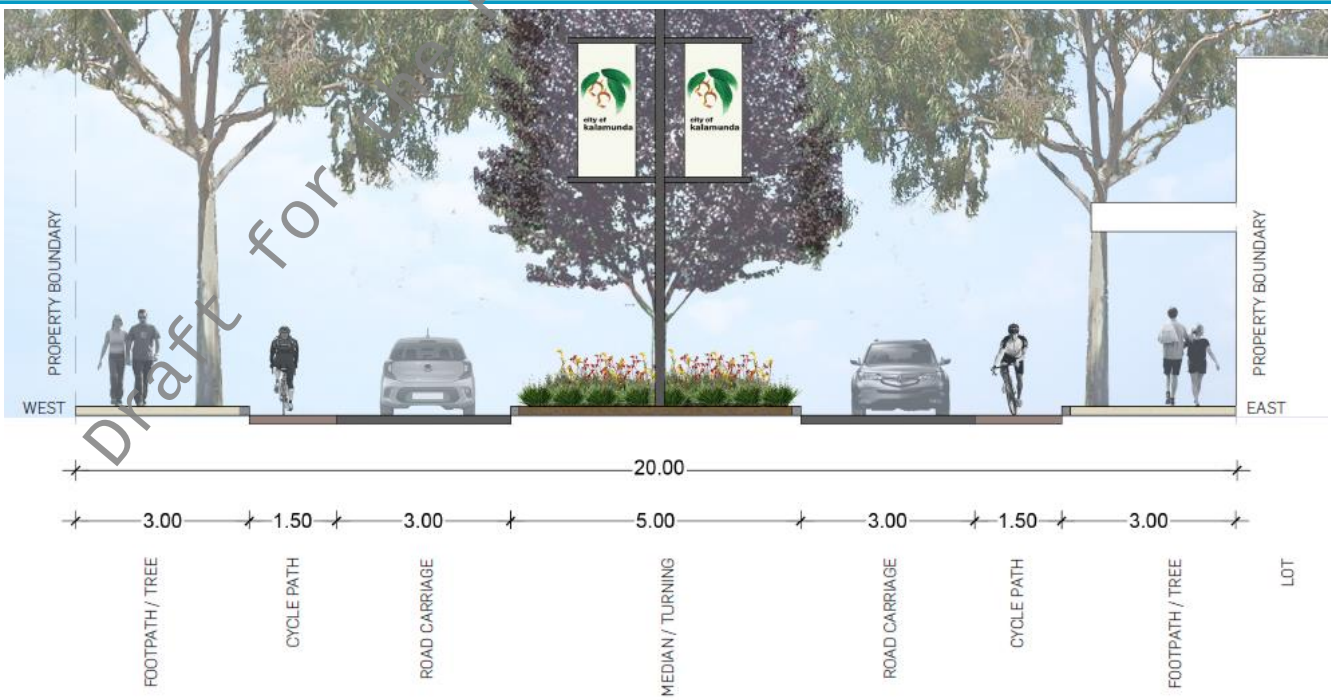
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## Road Section H-H (Mead Street)




- Dedicated 1.5m on-street cycle lanes to facilitiate higher demand along this major east-west connection
- 2.5m parking lane allowance provides a buffer between cycle and parked vehicles that would allow a reduction to the risk of bicycle collision with car doors
- 2m wide median to provide separation between conflicting traffic streams and to provide a refuge for crossing pedestrians
- Single parking lane to provide access to retail tenancies and activity centre core to the north

## Road Section I-I (Canning Road)




- Dedicated 1.5m on-street cycle lanes to facilitiate higher demand along this major north-south connection
- 5m wide median to provide separation between conflicting traffic streams and to provide a refuge for crossing pedestrians.
- Median will also accommodate dedicated turning lanes where required.

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**Road Section J-J (Canning Road)**




- As previous section
- Dedicated separated footpath for highly utilised north-south pedestrian connection to the activity centre core

**Road Section K-K (Barber Street)**




- Provision for long vehicle parking and loading zone along western frontage to service surrounding tenancies
- Retention of existing Australia Post parking and circulation aisle along the western section
- Wide footpaths on both sides to accommodate pedestrian movement to existing bus terminal from Haynes Street

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## 4.8 Road Network Connectivity

The Activity Centre Plan proposes the following major changes to the existing road network arrangements (layout and connectivity):

1. Central Mall reconfiguration to allow one-way vehicle movement
2. Town Square threshold treatment.

These changes were identified in response to urban design and revitalisation priorities/goals, being:

- Improve amenity and of the activity centre area
- Improve market holding capacity.

### 4.8.1 Central Mall Investigation

The Central Mall does not currently permit vehicle traffic between the Central Road (Kalamunda Central car park north of Mead Street) and Nestobrae Lane south of Haynes Street.

The Pedestrian Priority Zone (PPZ) / Shareway arrangement would differ to the current situation in that vehicles would be legally permitted to travel through the link formed between Mead Street and Haynes Street. Both north and southbound one-way options were examined.

The high-level findings of the north vs south review can be summarised as:

- A southbound arrangement would introduce:
  - Operational impacts on Haynes Street as vehicles entering the Shareway would queue and block Haynes Street while they are waiting for opposing pedestrians and westbound traffic
  - Operational and legibility issues at the Mead Street intersection which would be directly opposite the existing Central Road intersection, thereby creating an unsignalised four-way intersection
  - Safety concerns as vehicles entering the Shareway from Haynes Street would turn across the southern pedestrian verge at higher speeds compared given the preceding road environment
- A northbound arrangement would provide:
  - Flexibility for the intersection with Haynes Street to be reconfigured to left in/left out should this be desired to improve traffic flow and/or pedestrian safety. Sight distance would be achieved through the localised restriction of car parking in close proximity to the intersection
  - Safer interactions between vehicles and pedestrians given vehicles would only approach the conflict area from the 10km/h Shareway, perpendicular to Haynes Street with good sight lines
- The north and southbound arrangements are similar with respect to:
  - Their convenience and ability to service fronting development
  - Their ability to connect with the Central Mall that extends to Barber Street.

Whilst the reconfiguration of the pedestrian Central Mall isn't required to address or mitigate traffic or transport issues, it is seen to improve or provide for the following:

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- Increased amenity for pedestrians and cyclists given the higher standard of urban design and activation
- Potential for more convenient loading opportunities for fronting/nearby businesses
- Potential for improved parking opportunities for persons with a disability
- Potential for pick-up/set-down facilities for taxis and ride-share.

### 4.8.2 Recommendation

Whilst Perth specific examples are limited at this time, the PPZ / Shareway approach would be consistent with that recently approved by the City of Perth for the Hay Street Pedestrian Priority Zone project. Figure 9 outlines other Australian and New Zealand examples of similar installations.

**Figure 9 Shared Space (Pedestrian Priority Zone) Examples**




*Source: Google (2018)*

The urban design of the shared street should allow local traffic but discourage through or unnecessary trips. This can be achieved via a combination of the following:

- The PPZ/Shareway should be signed as a Shared Zone and vehicles accordingly be legally subjected to a 10km/h speed limit
- Adoption of design elements incorporating the following:

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- Contrasting surface/pavement treatment which reinforces that it is not a typical road with threshold treatments at vehicle entries/exits
- Flush levels between pedestrian spaces and shared spaces
- Bollards, paving and other streetscape furniture delineating exclusive pedestrian spaces from shared vehicle/pedestrian spaces
- Limited shared space width so as to reinforce low traffic speeds
- Constrained number of parking and loading opportunities
    - Parking only for persons with a disability or special purpose, i.e. emergency vehicles
    - Loading only during pre-determined periods and taxi/rideshare at other times of day.

### 4.8.3 Town Square Investigation

The raising of the Railway Road pavement surface between Haynes Street Williams Street has been investigated as an urban design treatment to improve pedestrian connectivity east of Haynes Street and which could be closed to vehicular traffic during events. The treatment would be approximately 40m in length.

### 4.8.4 Town Square Investigation

Traffic and pedestrian surveys undertaken in 2018 (Table 10) indicate traffic demands on Railway Road immediately south of Haynes Street exceed 400-500vph for the majority of the day whilst pedestrian movements are generally low.

**Table 10 Railway Road Traffic Demand South of Haynes Street**

| Time (hour starting) | Monday | | Tuesday | | Wednesday | | Thursday | | Friday | | Weekday Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:00 AM | 87 | (3) | 93 | (4) | 87 | (2) | 94 | (0) | 95 | (1) | 91 | (2) |
| 7:00 AM | 255 | (0) | 280 | (2) | 280 | (1) | 269 | (4) | 237 | (2) | 264 | (2) |
| 8:00 AM | 608 | (4) | 578 | (6) | 593 | (2) | 604 | (5) | 536 | (10) | 584 | (5) |
| 9:00 AM | 428 | (41) | 422 | (14) | 430 | (15) | 460 | (10) | 476 | (17) | 443 | (19) |
| 10:00 AM | 413 | (10) | 382 | (8) | 414 | (16) | 420 | (13) | 469 | (28) | 420 | (15) |
| 11:00 AM | 475 | (35) | 427 | (19) | 476 | (19) | 488 | (12) | 492 | (31) | 472 | (23) |
| 12:00 PM | 494 | (33) | 495 | (22) | 532 | (20) | 465 | (10) | 482 | (21) | 494 | (21) |
| 1:00 PM | 413 | (4) | 380 | (17) | 526 | (30) | 367 | (7) | 504 | (27) | 438 | (17) |
| 2:00 PM | 506 | (11) | 524 | (12) | 544 | (6) | 501 | (6) | 526 | (35) | 520 | (14) |
| 3:00 PM | 619 | (11) | 637 | (17) | 658 | (10) | 655 | (14) | 651 | (14) | 644 | (13) |
| 4:00PM | 535 | (5) | 513 | (12) | 541 | (14) | 557 | (2) | 600 | (8) | 549 | (8) |
| 5:00 PM | 439 | (5) | 517 | (9) | 455 | (3) | 507 | (6) | 516 | (8) | 487 | (6) |

## Vehicle demands

(##) Pedestrian crossing demands

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When closed to traffic during events, traffic otherwise using this segment of Railway Road would be required to divert via other routes north-south routes including either/both Canning Road and Williams Street. At this time, it isn't understood how frequently, how long, and on what days this section of road could be closed in support of events.

### 4.8.5 Town Square Recommendation

A Traffic Management Plan should be prepared with supporting analysis to determine impacts and mitigation strategies associated with closing the segment of Railway Road during events.

The existing combination of traffic and pedestrian movements is not projected to change materially on typical (non-market/non-event days). Accordingly, the facility should not be signed as a Shared Zone as it the overwhelmingly majority of use is by vehicles and is not 'shared'.

Pedestrians crossing Railway Road would therefore do so as per a typical road crossing which could be accommodated within the raised segment. A lower speed limit is recommended in this zone to support amenity improvements.

The design of the raised threshold should incorporate similar principles to that outlined in Section 4.9.2, being:

- Contrasting surface/pavement treatment
- Flush levels between pedestrian verge
- Bollards, paving and other streetscape furniture delineating exclusive pedestrian spaces roadway
- Limited road cross-section to reinforce low traffic speeds

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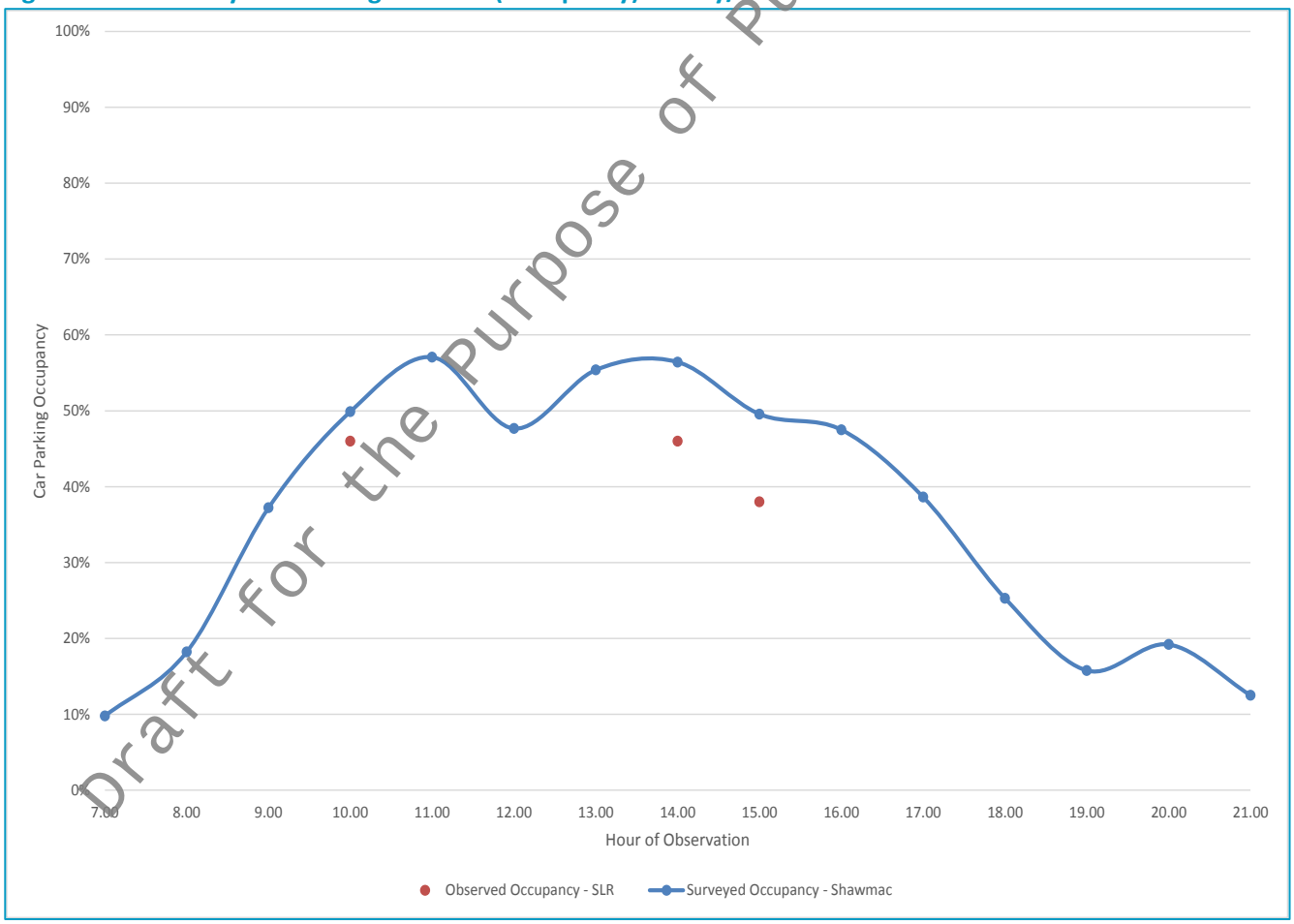
# 5 Car Parking

## 5.1 Existing Utilisation

Car parking surveys completed in 2011 by Shawmac indicate that whilst some parking areas were well utilised during peak periods, i.e. (75-100% occupancy), the cumulative peak demand observed across the wider activity centre area was relatively low and did not exceed ~60% of the available supply. Figures 10 and 11 summarise the parking demand profile surveyed by Shawmac in 2010 and also three discrete desktop observations made by SLR Consulting using aerial imagery.

Note, the Shawmac study area is smaller than that adopted for the Activity Centre Plan; hence, occupancy is reported as a comparative output for both data sets to enable some type of comparison to be made.

**Figure 10 Weekday Car Parking Demand (Occupancy) Survey/Observations**

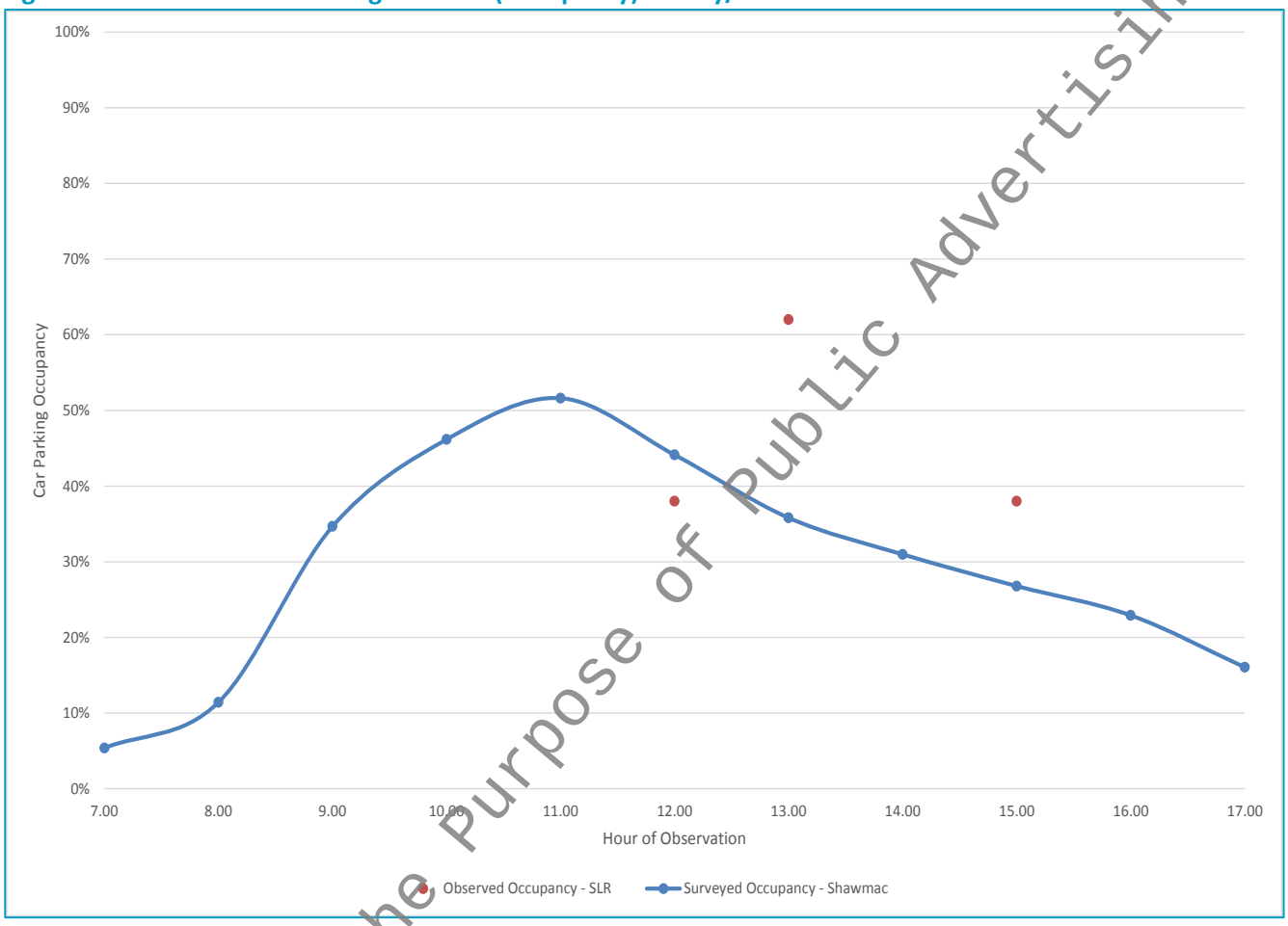



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The following can be surmised regarding the Figure 10 parking occupancy survey/observations:

- On and off-street parking demands across the activity centre area did not exceed 60%
- Despite observations being made across a period of several years and on different days, the occupancies are generally consistent
- The demand profile is reasonably flat between 10AM and 3-4PM.

**Figure 11 Weekend Car Parking Demand (Occupancy) Survey/Observations**




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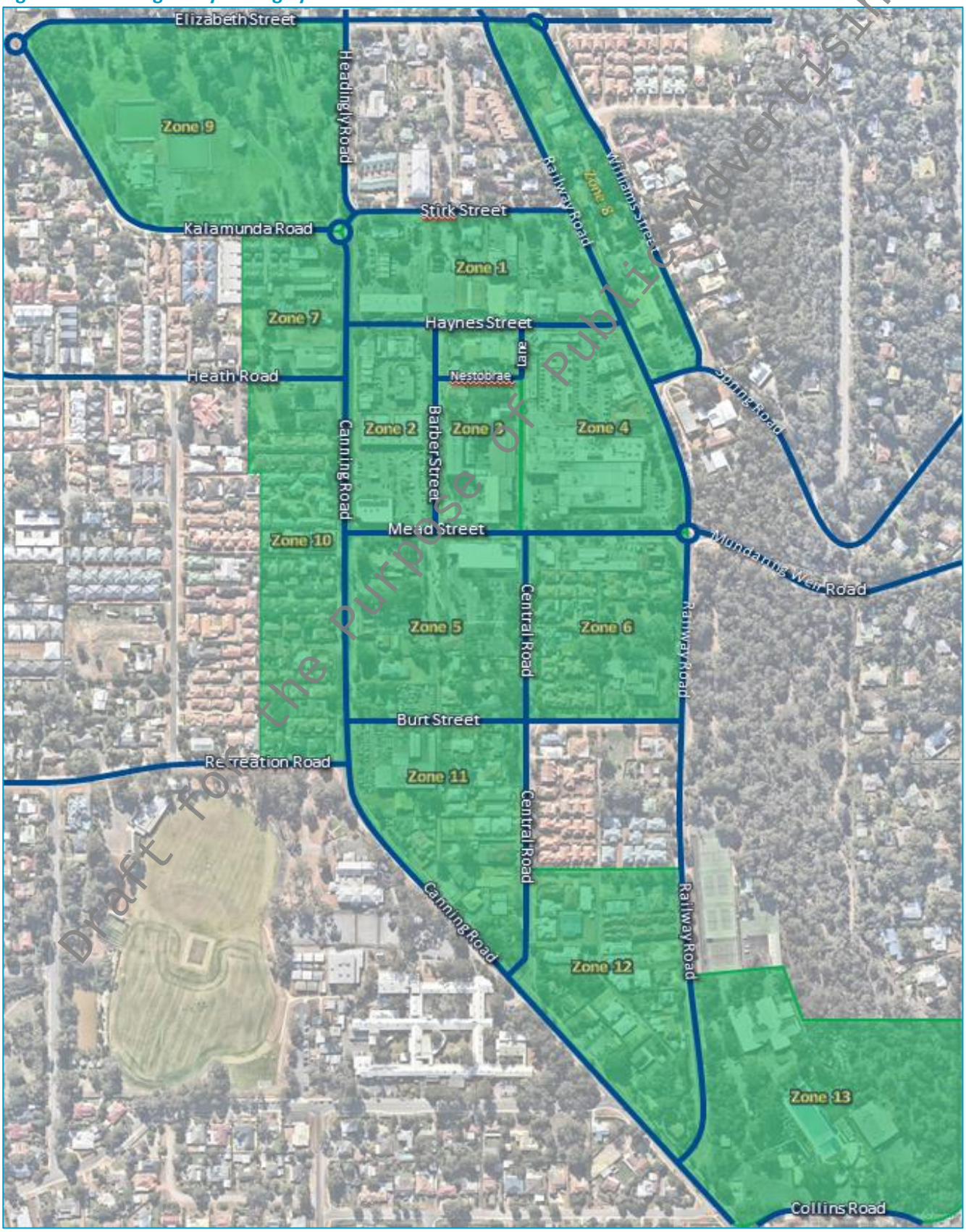
The following can be surmised regarding the Figure 11 parking occupancy survey/observations:

- On and off-street parking demands across the activity centre area did not exceed 60%, even on market days.
- Despite observations being made across a period of several years and on different days, the occupancies are generally consistent albeit there is greater variance when compared to the weekday sample.
- The demand profile has a pronounced peak occurring at 11AM and demands taper off into the afternoon/evening. SLR desktop observations confirm that the profile is less consistent than that reported for the weekday sample.

Many of the on-street parking supplies were surveyed as having peak occupancies in the order of 40-75%. Typically, on-street parking is much more heavily used and this result indicates that there is an oversupply of street parking. Based on the quantitative 2011 car parking demand surveys and a qualitative review of the study area, there also appears to be an oversupply of off-street car parking within the study area.

The SLR desktop assessment of parking demand utilised aerial imagery to expand upon the prior 2011 Shawmac findings. The car parking assessment zone categorisation is illustrated in Figure 12 which was developed as an extension of that originally prepared by Shawmac so zonal results could be compared.

**Figure 12 Parking Study Zoning System**




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Tables 11 and 12 summarise the SLR desktop parking occupancy findings for the instantaneous demand captured at the time of the aerial fly-over. These same findings are illustrated graphically at Appendix C.

**Table 11 Weekday Parking Occupancy**

| Zone | Observation Date | | | Average Occupancy |
|---|---|---|---|---|
| | 08/09/2011 | 02/04/2014 | 12/02/2018 | |
| 1 | 41% | 41% | 37% | 40% |
| 2 | 55% | 45% | 41% | 47% |
| 3 | 51% | 40% | 37% | 43% |
| 4 | 59% | 62% | 54% | 58% |
| 5 | 45% | 54% | 27% | 42% |
| 6 | 68% | 46% | 58% | 57% |
| 7 | 71% | 56% | 47% | 58% |
| 8 | 34% | 42% | 34% | 37% |
| 9 | 9% | 52% | 18% | 26% |
| 10 | 50% | 35% | 61% | 49% |
| 11 | 77% | 81% | 50% | 69% |
| 12 | 35% | 48% | 44% | 42% |
| 13 | 26% | 22% | 23% | 24% |
| **Average Occupancy** | **48%** | **48%** | **41%** | |

**Table 12 Weekend (Market Day) Parking Occupancy**

| Zone | Observations Date | | | Average Occupancy |
|---|---|---|---|---|
| | 27/05/2012 | 02/11/2013 | 04/06/2017 | |
| 1 | 72% | 34% | 44% | 50% |
| 2 | 89% | 51% | 36% | 59% |
| 3 | 87% | 59% | 40% | 62% |
| 4 | 94% | 71% | 76% | 80% |
| 5 | 42% | 19% | 39% | 33% |
| 6 | 55% | 8% | 33% | 32% |
| 7 | 23% | 10% | 21% | 18% |
| 8 | 83% | 41% | 61% | 62% |
| 9 | 75% | 65% | 25% | 55% |
| 10 | 79% | 44% | 45% | 56% |
| 11 | 0% | 18% | 0% | 6% |
| 12 | 2% | 0% | 0% | 1% |
| 13 | 0% | 0% | 10% | 3% |
| **Average Occupancy** | **54%** | **32%** | **33%** | |

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Consistent with the Shawmac findings, the expanded desktop observations made by SLR Consulting also confirm that the current/recent demand for car parking is materially lower than the available off and on-street supply. Peak weekday parking utilisation approaches 70-80% only for a few zones.

In comparing the Table 13 and 14 findings, it is evident that parking demands are higher on weekends, particularly during market events. Parking occupancy approaches 90-100% in central areas on market days; however, it is still <50% in outer zones. Accordingly, it can be determined that:

- The demand for parking on weekdays and non-market weekend days is comparatively low, lower than that which can be determined in accordance with the Planning Scheme rates
- The demand for parking on market weekend days is significantly higher than other days, however, there is still underutilised parking available in the outer zones of the study area.

The 2011 Opus study identified that for core Zones 1-8, a theoretical parking requirement of 1,987 spaces when calculated in accordance with the then current Planning Scheme. This equated to a requirement rate of 6.1 spaces per 100sq.m of then current floor area.

For the same core Zones 1-8, Opus also identified an off-street parking supply of 1,575 spaces which equated to a supply rate of 4.8 spaces per 100sq.m of combined use. The SLR desktop audit relied on aerial imagery and hence may be prone to some survey error. To address this issue, the same aerial imagery review process was also undertaken for the 2011 situation so the observable difference could be quantified.

This approach identified only minor changes in the available off-street car parking supply within the core Zones 1-8. The most significant change occurred as a result of the development of Central Heights at 10 Barber Street which redeveloped a pre-existing at-grade car park. For the purposes of this study, the supply rates are assumed to be generally the same given there has been an opposing increase in floor area.

## 5.2 State Planning Policy 4.2 Comparison

The State Planning Policy 4.2 *Activity Centres for Perth and Peel* describes a sustainable car parking rate of provision:

- 2 spaces per 100sq.m for showrooms and office
- 4-5 spaces per 100sq.m for shops.

Based on the car parking studies completed to date, the existing rate of requirement and supply for parking exceeds these rates within the Kalamunda Activity Centre area.

## 5.3 Local Government Car Parking Rate Comparison

A comparison of the planning scheme requirements/rates for car parking provision has been undertaken with regard to the City of Kalamunda and a selection of other Western Australian local government areas. The reason for the review or benchmarking is due to the Shawmac and SLR parking demand assessments both confirming that the actual car parking demand is significantly less than that which would be required in accordance with the City's Planning Scheme.

The parking requirement rates for similar/comparative uses is summarised in Table 13 overleaf.

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**Table 13 Comparison of Local Government Car Parking Requirements**

| Land Use | Local Government Area | | | | |
|---|---|---|---|---|---|
| | Kalamunda | Belmont | Gosnells | Mundaring | South Perth |
| Amusement Parlour | 7 spaces per 100sq.m | 10 spaces per 100sq.m | N/A | 1 space per 10sq.m | N/A |
| Art Gallery | 1 space per employee | N/A | N/A | N/A | N/A |
| Bed & Breakfast | 1 space per bedroom plus 2 spaces for the primary residence | N/A | N/A | 1 space per bedroom plus residential requirement | N/A |
| Betting Agency | 7 spaces per 100sq.m | 10 space per 100sq.m | N/A | N/A | N/A |
| Childcare Centre | 1 space per employee plus 1 space per 10 children | 1 space per employee plus 1 space per 8 children | 1 space per employee plus 1 space per 10 children | 1 space per employee plus 1 space per 8 children | 1 space per employee plus 1 space per 10 children |
| Cinema / Theatre | 1 space per 2.5sq.m (seating area) | N/A | 1 space per 2.5sq.m (seating area) | 1 space per 4 persons | 1 spaces per 5sq.m auditorium area |
| Civic Use | 1 space per 5 persons | 1 space per 4 persons | 1 space per 4 persons | N/A | N/A |
| Community Purpose | 1 space per 5 persons | N/A | N/A | N/A | N/A |
| Consulting Rooms | 4 spaces per medical practitioner plus 1 space per staff | 4 spaces per medical practitioner | 4 spaces per medical practitioner | 5 spaces per 1 consulting room | 1 space per 19sq.m plus 1 space per employee |
| School | 1 space per staff member, plus:<br>1 space per 3 students (pre-primary)<br>14 drop-of spaces per 100 students (primary)<br>7 drop-off spaces per 100 students (secondary) | 1 space per 4 students (pre-primary)<br>1 space per classroom (primary)<br>1 space per 25 year 12 students (secondary) | 1 space per staff member, plus:<br>1 space per 2 students (pre-primary)<br>14 drop-of spaces per 100 students (primary)<br>7 drop-off spaces per 100 students (secondary) | 1 space per staff member, plus:<br>1 space per 2 students (pre-primary)<br>14 drop-of spaces per 100 students (primary)<br>7 drop-off spaces per 100 students (secondary) | N/A |
| Fast Food | 10 spaces per 100sq.m | 1 space per 4 persons | 1 space per 2.5sq.m queueing area plus 1 space per 5sq.m dining area | The greater of:<br>1 space per 10sq.m or 6 spaces | N/A |
| Health/Fitness | 5 spaces per 100sq.m | 5 spaces per 100sq.m | 1 space per 20sq.m | N/A | N/A |
| Hotel/Motel | 1 space per unit plus 1 space per 4 restaurant seats plus 1 space per 5sq.m bar/other public area | 1 space per bedroom | 1 space per bedroom plus 1 space per 2sq.m bar area plus 1 space per 4sq.m lounge area | 1 space per employee plus 1 space per 2.5sq.m indoor licenced area plus 1 space per 5sq.m outdoor licensed area plus the greater of 1 space per 6 seats of 1 space per 4.5sq.m | 1 space per bedroom plus 1 space per 3sq.m of public area |
| Market | 6 spaces per 100sq.m | N/A | N/A | N/A | N/A |
| Medical Centre | 6 spaces per practitioner plus 1 per staff | 4 spaces per practitioner plus 5 spaces per 100sq.m public space | N/A | 5 spaces per consulting room | N/A |
| Night Club | 1 space per 2.5sq.m bar/public area plus 1 space per 5sq.m lounge area | 1 space per 4 persons | 1 space per 2sq.m bar area plus 1 space per 4sq.m lounge area | N/A | 1 space per 5sq.m |
| Office | 4 spaces per 100sq.m | 1 space per 30sq.m or 1 space per employee, whichever is greater | 1 space per 30sq.m plus 1 space per 10sq.m for public areas | 1 space per 35sq.m | 1 space per 25sq.m |
| Place of Worship | 1 space per 5sq.m | 1 space per 4 persons | Greater of 1 space per 4 seats/persons or 1 space per 2.5sq.m seating area | 1 space per 4 persons | 1 space per 5sq.m |
| Reception Centre | 1 space per 4 persons or 1 space per 5sq.m of dining area, whichever is greater | 1 space per 4 persons | 1 space per employee plus the greater of:<br>1 space per 4 seats / 4 persons / 4sq.m seating area | N/A | 1 space per 5sq.m |
| Restaurant | 1 space per 4 persons | 1 space per 4 persons | 1 space per employee plus the greater of:<br>1 space per 4 seats / 4 persons / 4sq.m seating area | The greater of:<br>1 space per 10sq.m or 6 spaces | 1 space per 5sq.m dining area |
| Shop | 5 spaces per 100sq.m | 6 spaces per 100sq.m | 1 space per 15sq.m | 1 space per 12.5sq.m | 1 space per 25sq.m |
| Tavern | 1 space per 5sq.m bar and public area | 1 space per 2sq.m bar and public area or 1 space per 4sq.m lounge area | 1 space per bedroom plus 1 space per 2sq.m bar area plus 1 space per 4sq.m lounge area | N/A | 1 space per 3sq.m public area |

## 5.4 Recommendation and Strategies

Generally, the City of Kalamunda Planning Scheme rates are comparable to those required in other local government areas; however, based on the level of current parking oversupply, it may be reasonable that some of the land use rates are reduced.

The combined rate of existing requirement and supply are higher than that noted in SPP 4.2.

It is recommended that Planning Scheme rates could be reduced based on the comparative requirement stated in other planning instruments, and also the parking study results which confirm an existing oversupply of parking.

Whilst the determination of a suite of land use parking rates is outside the scope of this study; it would be reasonable to adopt an upper limit range rate of 4.2-4.5 spaces per 100sq.m for retail uses and 2 spaces per 100sq.m for office uses. These rates represent a reduction in the requirement and supply parking rate approximating 7-40% respectively.

On the basis of the above, the overall parking strategy for the Centre is as follows:

- Provide an integrated set of land uses that will enable reciprocal parking, thereby reducing overall demand
- Transition towards more consistent seven-day trading as opposed to the current weekday and weekend disparity arising from market led trade, assisting to spread traffic and parking demands over an extended period
- Prepare, implement and commit to a parking management strategy
- Prioritise the provision (location and quantum) for older persons and those with disabilities in response to the current and projected Kalamunda demographics
- Conceal parking in basements and behind or above street level to promote an active street environment and one that reduces significant at-grade car parking supplies.
- Dedicated parking for persons with disabilities (PWD) to be provided in several locations across the Kalamunda Town Centre, located ideally proximate to land uses that would be visited by these user groups (including to, but not limited to, medical centres, community facilities, post office, banks, shopping centres).
- On-street or public PWD parking should always be located in areas that feature a substantial clearance zone within the verge (equal to the size of the carpark) that would allow PWD to enter and exit vehicles without obstructions.

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# 6 Conclusions

This study has provided an assessment of the transport network impacts associated with and determined a framework by which to develop the various uses of the Kalamunda Activity Centre. In undertaking this study, various policy and guideline documents have been used, of particular note:

- State Planning Policy 4.2
- Transport Assessment Guidelines for Developments – Volume 2 – Structure Plans; and
- City of Kalamunda Planning Scheme.

The assessment has been based on a future design horizon (2031) consistent with prior transport studies. A review of the transport networks concluded the following:

- The existing centre has good access to higher order roads for vehicles from local and regional areas
- The roads and intersections within the Kalamunda centre operate well within typically adopted performance thresholds, except for:
  - The right turn from Mead Street to Canning Road
  - The right turn from Heath Road to Canning Road
- The Kalamunda centre is serviced by moderate frequency public transport services (bus), with appropriate pedestrian connections to and from the bus terminal to surrounding uses.
- Pedestrian facilities and amenity are generally average-poor with road crossings and mid-block connections being limited
- Dedicated cycling facilities are not provided
- Road crashes are not atypical, although there have been several fatal pedestrian crashes in recent history and all involve persons aged older than 80 which may require a more detailed evaluation
- There is significant, underutilised on and off-street car parking, albeit occupancy does increase on market days. Reductions in the rate of supply for parking should be adopted to promote both sustainable travel choices and an improved urban design outcome.

Improvements to the Central Mall are also proposed and would accommodate one-way traffic movement. This change is proposed in response to urban design goals/priorities that seek to improve amenity and vibrancy in the activity centre core.

A comprehensive assessment of the future traffic impacts was not undertaken specifically as part of this study, instead prior analysis undertaken by Shawmac (2011) and Opus (2016) was critically examined to ensure that it was still fit for purpose and adequately addressed the now current projections for land use, yield and population projected as part of the Kalamunda Activity Centre Plan. The findings identified that upgrade works were warranted at the following locations:

- Canning Road / Mead Street
- Canning Road / Heath Road

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Based on discussions with City Kalamunda officers, capacity improvement works are already proposed and committed on the Mead Street approach. In the future, this intersection may also need to be signalised should the improvements not provide sufficient capacity. At the intersection of Heath Road, the restriction of the right turn out to Canning Road is recommended at such time that delays are deemed to be too great.

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# APPENDIX A

Kalamunda Activity Centre Plans

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ELIZABETH ST
KALAMUNDA RD
BOONOOLOO RD
HEADINGLY RD
SCHOOL ST
RAILWAY RD
WILLIAMS ST
DIXON RD
COREEN WAY
STIRK PARK
STIRK ST
HAYNES ST
HEALTH RD
BARBER ST
CENTRAL MALL
CANNING RD
MEAD ST
BROOKS ST
SPRING RD
SCHMITT RD
BURT ST
CENTRAL RD
SWINDELLS LANE
SECRETT LANE
CANNING RD
R40
R60
RAC-3
RAC-4
K
CO
AQ

## LEGEND

ACTIVITY CENTRE BOUNDARY (70.72 HECTARES)

## LAND USE

- RESIDENTIAL (7.92 ha)
- CENTRE (13.58 ha)
- MIXED USE (11.14 ha)
- LOCAL PUBLIC OPEN SPACE (14.93 ha)
- PUBLIC PURPOSE (5.58 ha)
  - CO - COUNCIL OFFICE
  - AQ - AQUATIC
  - K - KINDERGARDEN

## MOVEMENT

- PRIMARY VEHICULAR FOCUS
- MAIN STREET
- SHARED STREET (ONE WAY)

## PRECINCTS/ FOCUS AREAS

- MIXED USE
- TOURISM
- MAIN STREET
- ANCHOR
- FRAME
- FOOD AND BEVERAGE FOCUS

## OTHER

- PROMINENT SITE
- TOWN SQUARE
- LDP SITES

PLOT STYLE: URBIS_A3.CTB
PAGE SETUP: ---
PLOTTED BY: LARA VARTOUKIAN
PLOT DATE: 28.02.2019
PATH: T:\003 Projects\Current\PA 1490 - Kalamunda Activity Centre Plan\06 Design\04 Design\4.2 CAD\4.22 Working Drawings\PA1490_Kalamunda_Activity_Centre_Plans.dwg

# KALAMUNDA ACTIVITY CENTRE DRAFT

ACTIVITY CENTRE PLAN

City of Kalamunda

URBIS
Level 14, The Quadrant, 1 William Street | Perth WA 6000 Australia | +61 8 9346 0500 | URBIS Pty Ltd | ABN 50 105 256 228

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CLIENT
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1:4,000 @ A3
0 10 50 100m

PROJECT NO. PA1490
DATE 28.02.19
DRAWING NO. 564
REVISION .

ELIZABETH ST
KALAMUNDA RD
STIRK PARK
HEADINGLY RD
SCHOOL ST
RAILWAY RD
WILLIAMS ST
DIXON RD
COREEN WAY
STIRK ST
BOONOOLOO RD
HAYNES ST
BARBER ST
CENTRAL MALL
HEALTH RD
K
SPRING RD
CANNING RD
MEAD ST
BROOKS ST
SCHMITT RD
BURT ST
RECREATION RD
CENTRAL RD
SWINDELLS LANE
RAILWAY RD
SECRETT LANE
CANNING RD
CO
AQ

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## LEGEND

ACTIVITY CENTRE BOUNDARY (70.72 HECTARES)

## MOVEMENT

- PRIMARY VEHICULAR FOCUS
- MAIN STREET (RESTRICTED SERVICING ACCESS)
- PUBLIC TRANSPORT FOCUS
- SERVICE ACCESS EXISTING
- SHARED STREET (ONE WAY)
- KEY PEDESTRIAN CROSSING POINTS
- PROPOSED PEDESTRIAN LINKAGE
- PEDESTRIAN FOCUS
- CYCLE FOCUS
- EXISTING BUS STATION
- THRESHOLD TREATMENT

PATH: T:\003 Projects\Current\PA 1490 - Kalamunda Activity Centre Plan\08 Design\04 Design\4.2 CAD\4.22 Working Drawings\PA1490_Kalamunda_Activity_Centre_Plans.dwg
PLOT DATE: 28.02.2019
PLOTTED BY: LARA VARTOUKIAN
PAGE SETUP: ----
PLOT STYLE: URBIS_A3.CTB

# KALAMUNDA ACTIVITY CENTRE DRAFT

MOVEMENT

City of Kalamunda

URBIS

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0 10 50 100m

| PROJECT NO. | DATE |
|---|---|
| PA1490 | 28.02.19 |
| DRAWING NO. | REVISION |
| 565 | . |

ELIZABETH ST

KALAMUNDA RD

STIRK PARK

HEADINGLY RD

SCHOOL ST

STIRK ST

DIXON RD

WILLIAM ST

RAILWAY RD

HAYNES ST

CANNING RD

MEAD ST

BURT ST

CENTRAL RD

RAILWAY RD

CANNING RD

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## LEGEND

ACTIVITY CENTRE BOUNDARY
(70.72 HECTARES)

## PRECINCTS/ FOCUS AREAS

- MIXED USE
- TOURISM
- MAIN STREET
- ANCHOR
- FRAME
- FOOD AND BEVERAGE FOUCS

PLOT STYLE: URBIS_A3.CTB

PAGE SETUP: _PDF_A3P_M

PLOTTED BY: LARA VARTOUKIAN

PLOT DATE: 21.08.2018

PATH: T:\003 Projects\Current\PA 1490 - Kalamunda Activity Centre Plan\08 Design\04 Design\4.2 CAD\4.22 Working Drawings\PA1490_Kalamunda_Activity_Centre_Plans.dwg

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# KALAMUNDA ACTIVITY CENTRE DRAFT

PRECINCTS

City of Kalamunda

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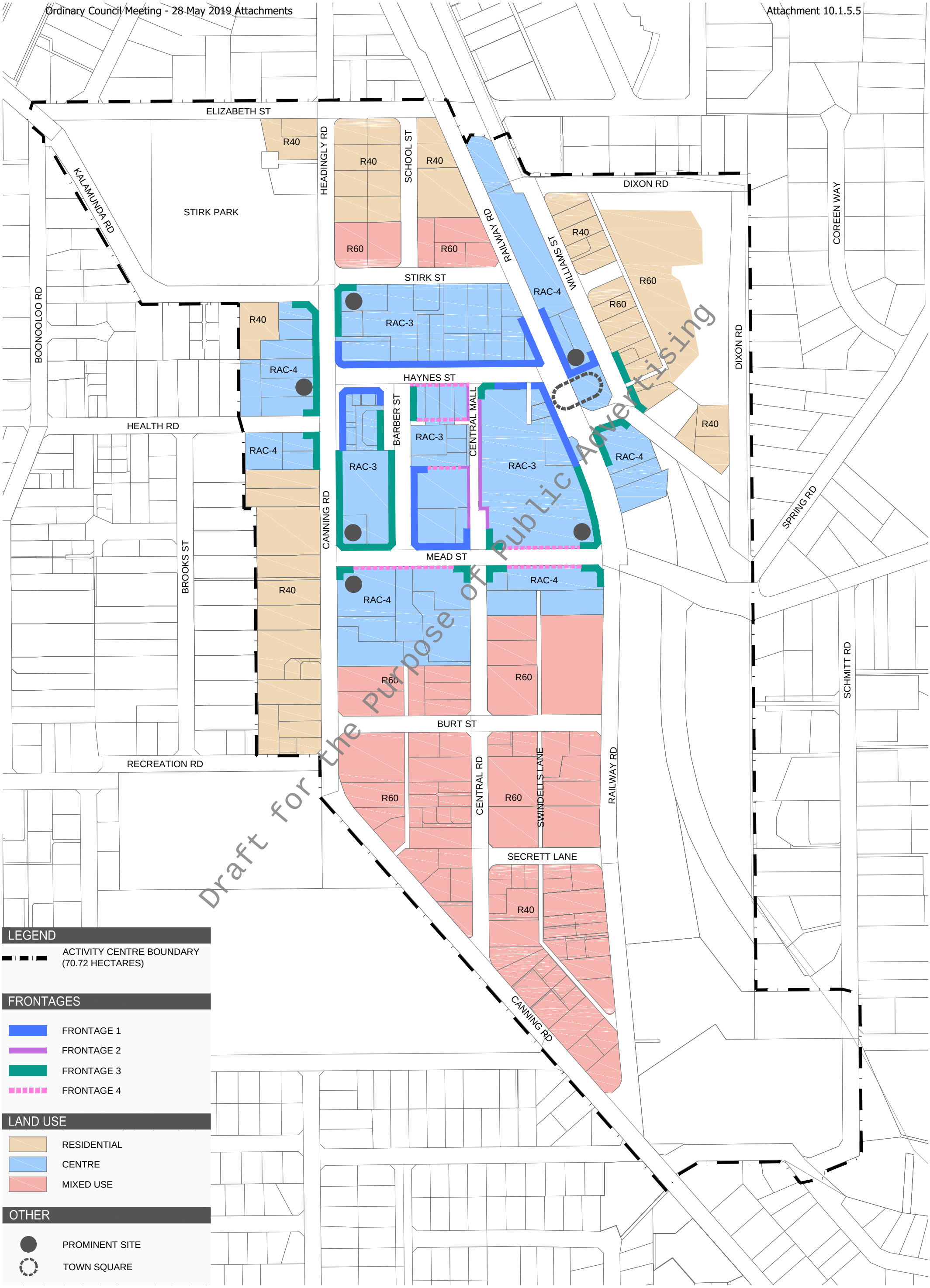
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PROJECT NO. .

DATE .

DRAWING NO. 566

REVISION .




## LEGEND

ACTIVITY CENTRE BOUNDARY (70.72 HECTARES)

### FRONTAGES

- FRONTAGE 1
- FRONTAGE 2
- FRONTAGE 3
- FRONTAGE 4

### LAND USE

- RESIDENTIAL
- CENTRE
- MIXED USE

### OTHER

- PROMINENT SITE
- TOWN SQUARE

PLOT STYLE: URBIS_A3.CTB
PAGE SETUP: ---
PLOTTED BY: LARA VARTOUKIAN
PLOT DATE: 28.02.2019
PATH: T:\003 Projects\Current\PA 1490 - Kalamunda Activity Centre Plan\08 Design\04 Design\4.2 CAD\4.22 Working Drawings\PA1490_Kalamunda_Activity_Centre_Plans.dwg

# KALAMUNDA ACTIVITY CENTRE DRAFT

BUILT FORM

City of Kalamunda

URBIS

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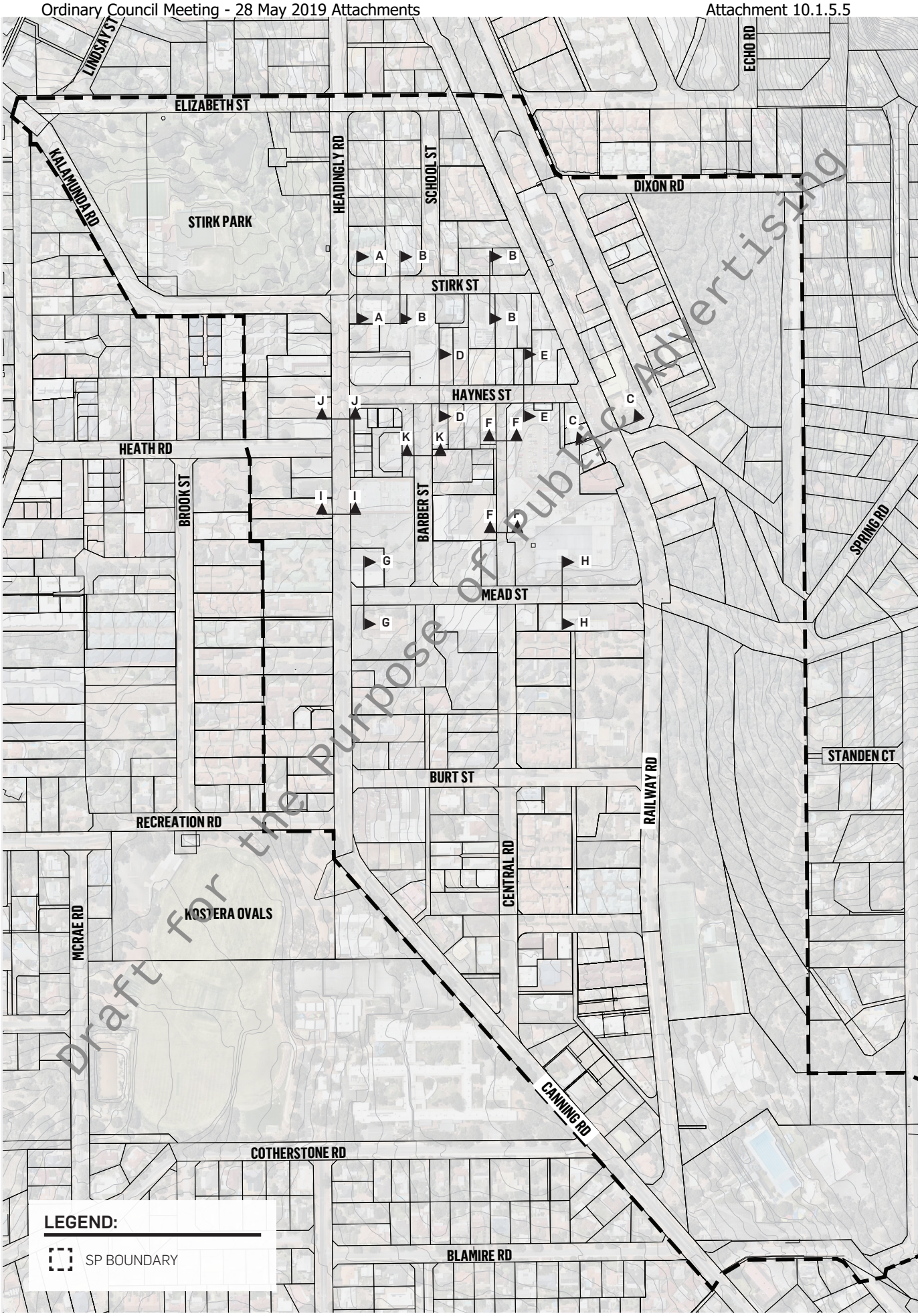
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| PROJECT NO. | DATE |
|---|---|
| PA1490 | 28.02.19 |
| DRAWING NO. | REVISION |
| 567 | . |

# APPENDIX B

Road Cross-Section Plans

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# KALAMUNDA ACTIVITY CENTRE
## STREET TYPOLOGIES SECTIONS

City of Kalamunda

1:6000 @ A4

0 50 100 150 200 250 300

**DATE:** 23.08.18
**JOB NO:** PA1490
**DWG NO:**
**REV:** A




URBIS

# KALAMUNDA ACTIVITY CENTRE

## STREET SECTION A-A (CORNERS)

City of Kalamunda

1:100 @ A3

0 1 2 3 4 5

**DATE:** 22.08.2018
**JOB NO:** PA1490
**DWG NO:** SC-001
**REV:** A




URBIS

# KALAMUNDA ACTIVITY CENTRE

## STREET SECTION B-B

1:100 @ A3

0 1 2 3 4 5

**DATE:** 22.08.2018
**JOB NO:** PA1490
**DWG NO:** SC-002
**REV:** A




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City of Kalamunda

# KALAMUNDA ACTIVITY CENTRE

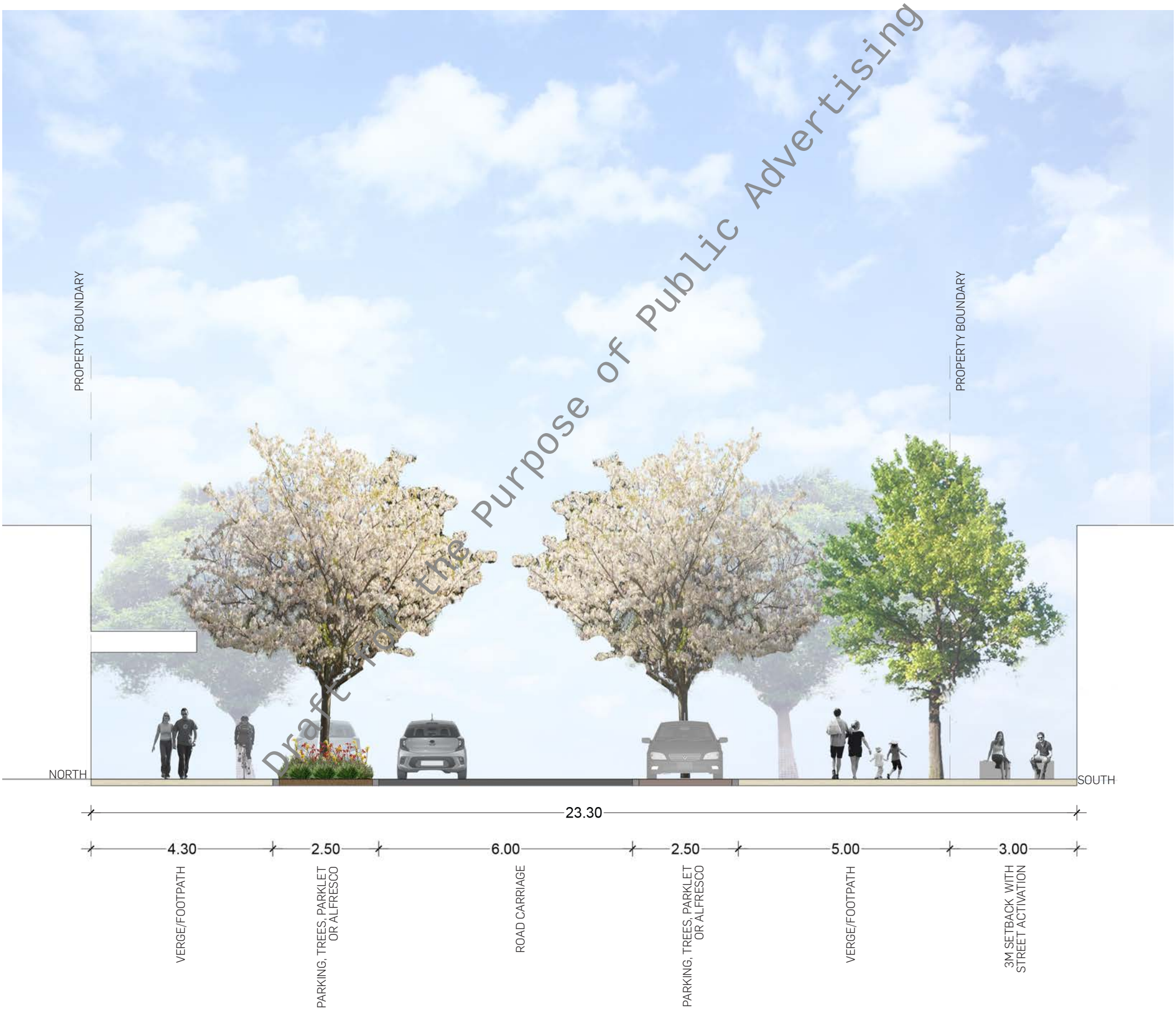
## STREET SECTION C-C

**DATE:** 22.08.2018
**JOB NO:** PA1490
**DWG NO:** SC-003
**REV:** A

1:100 @ A3

0 1 2 3 4 5

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# KALAMUNDA ACTIVITY CENTRE

## STREET SECTION D-D

1:100 @ A3

0 1 2 3 4 5

**DATE:** 22.08.2018
**JOB NO:** PA1490
**DWG NO:** SC-004
**REV:** A

Draft for the Purpose of Public Advertising




URBIS

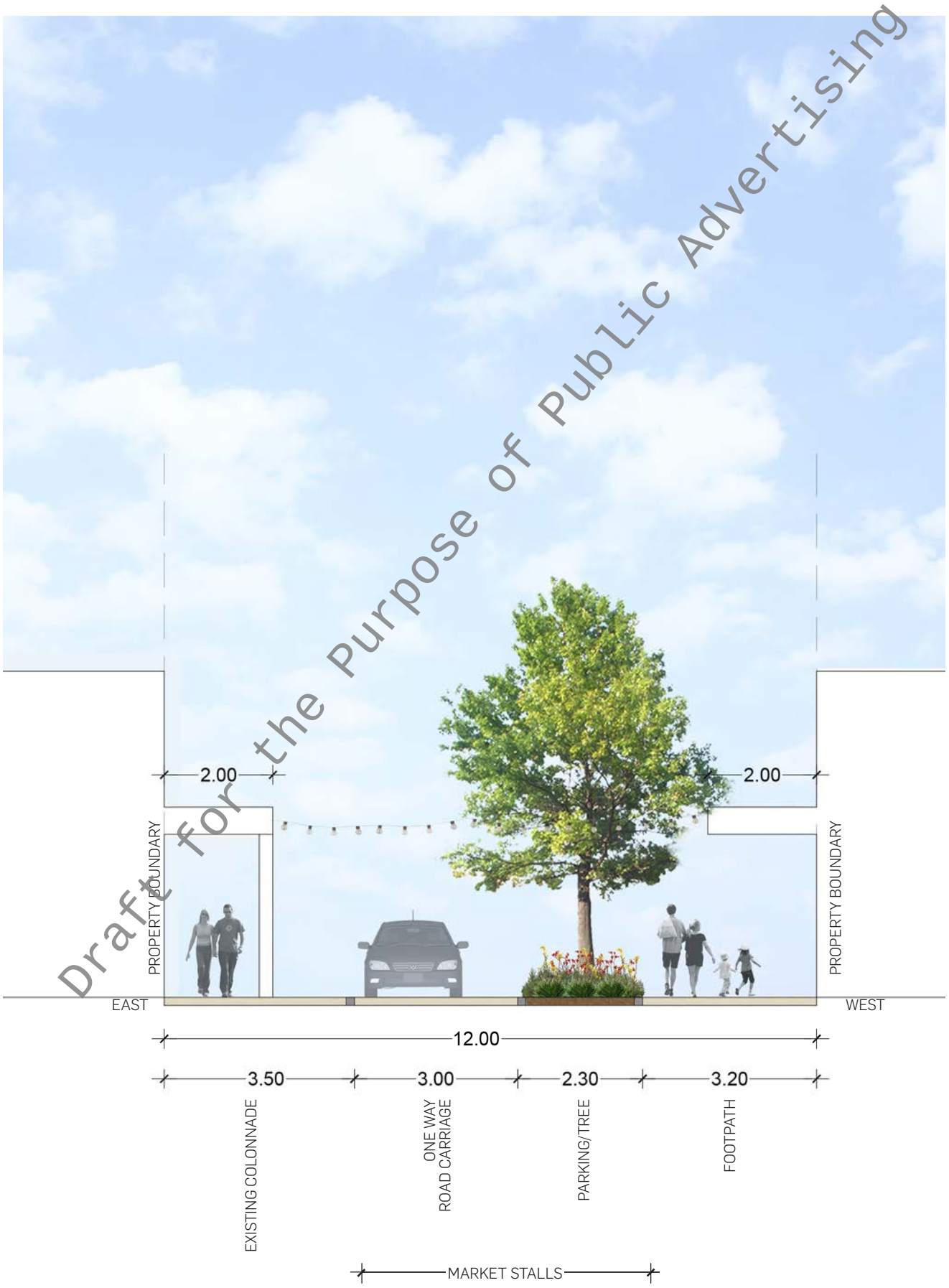
City of Kalamunda

# KALAMUNDA ACTIVITY CENTRE
## STREET SECTION E-E

1:100 @ A3

0 1 2 3 4 5

**DATE:** 22.08.2018
**JOB NO:** PA1490
**DWG NO:** SC-005
**REV:** A




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City of Kalamunda

# KALAMUNDA ACTIVITY CENTRE
## STREET SECTION F-F

1:100 @ A3
0 1 2 3 4 5

**DATE:** 22.08.2018
**JOB NO:** PA1490
**DWG NO:** SC-006
**REV:** A

Draft for the Purpose of Public Advertising




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# KALAMUNDA ACTIVITY CENTRE

## STREET SECTION G-G (CORNERS)

City of Kalamunda

1:100 @ A3

0 1 2 3 4 5

**DATE:** 22.08.2018
**JOB NO:** PA1490
**DWG NO:** SC-007
**REV:** A

Draft for the Purpose of Public Advertising




URBIS

City of Kalamunda

# KALAMUNDA ACTIVITY CENTRE

## STREET SECTION H-H

1:100 @ A3

0 1 2 3 4 5

**DATE:** 22.08.2018
**JOB NO:** PA1490
**DWG NO:** SC-008
**REV:** A

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# KALAMUNDA ACTIVITY CENTRE

## STREET SECTION I-I

URBIS

City of Kalamunda

1:100 @ A3

0 1 2 3 4 5

**DATE:** 05.09.2018
**JOB NO:** PA1490
**DWG NO:** SC-009
**REV:** A




URBIS

# KALAMUNDA ACTIVITY CENTRE

## STREET SECTION J-J

1:100 @ A3

0 1 2 3 4 5

**DATE:** 05.09.2018
**JOB NO:** PA1490
**DWG NO:** SC-010
**REV:** A

Draft for the purpose of Public Advertising

PROPERTY BOUNDARY

POS BOUNDARY

WEST

EAST

33.20

| 2.00 | 5.20 | 4.20 | 5.20 | 2.60 | 6.00 | 2.60 | 5.40 |
|---|---|---|---|---|---|---|---|
| VERGE/FOOTPATH | ANGLED PARKING | PARKING ACCESS ROAD | VERGE/FOOTPATH | LONG VEHICLE PARKING / DROP-OFF | ROAD CARRIAGE | PARKING | VERGE/FOOTPATH |

URBIS

# KALAMUNDA ACTIVITY CENTRE

## STREET SECTION K-K

City of Kalamunda

**DATE:** 22.08.2018
**JOB NO:** PA1490
**DWG NO:** SC-0011
**REV:** A

1:100 @ A3

0 1 2 3 4 5

# APPENDIX C

## Car Parking Demand Observations

Draft for the Purpose of Public Advertising

Elizabeth Street
Heading Road
Railway Road
Williams Street
Stirk Street
Kalamunda Road
Haynes Street
Lane
Nestobrae
Heath Road
Spring Road
Canning Road
Barber Street
Mead Street
Mundaring Weir Road
Central Road
Railway Road
Burt Street
Recreation Road
Canning Road
Railway Road
Collins Road

Zone 9
Zone 8
Zone 1
Zone 7
Zone 2
Zone 3
Zone 4
Zone 10
Zone 5
Zone 6
Zone 11
Zone 12
Zone 13

**Legend**

Off-Street Occupancy (08/09/11)

- 0-50%
- 50-70%
- 70-80%
- 80-90%
- 90-100%

Draft for the Purpose of Public Advertising

| | | |
|---|---|---|
| PROJECT NO. | 620.12121 | SLR |
| SKETCH TITLE | Figure C1 - 08/09/2011 | |
| DESCRIPTION | Off-Street Parking Occupancy | |
| AUTHOR | | |
| DATE | REV. | |

City of Kalamunda

## Legend

Off-Street Occupancy (27/05/12*)

- 0-50%
- 50-70%
- 70-80%
- 80-90%
- 90-100%

* indicates market day

Elizabeth Street
Heading Road
Zone 9
Kalamunda Road
Stirk Street
Railway Road
Zone 8
Williams Street
Zone 1
Zone 7
Haynes Street
Heath Road
Nestobrae
Lane
Spring Road
Canning Road
Zone 2
Barber Street
Zone 3
Zone 4
Mead Street
Zone 10
Mundaring Weir Road
Zone 5
Central Road
Zone 6
Railway Road
Burt Street
Recreation Road
Zone 11
Central Road
Canning Road
Zone 12
Railway Road
Zone 13
Collins Road

Draft for the Purpose of Public Advertising

| | |
|---|---|
| PROJECT NO. | 620.12121 |
| SKETCH TITLE | Figure C2 - 27/05/2012 |
| DESCRIPTION | Off-Street Parking Occupancy |
| AUTHOR | |
| DATE | REV. |

SLR

## Legend

Off-Street Occupancy (02/11/13*)

- 0-50%
- 50-70%
- 70-80%
- 80-90%
- 90-100%

* indicates market day

Elizabeth Street
Heading Road
Zone 9
Kalamunda Road
Stirk Street
Railway Road
Zone 8
Williams Street
Zone 1
Zone 7
Haynes Street
Heath Road
Nestobrae Lane
Spring Road
Zone 2
Zone 3
Zone 4
Canning Road
Barber Street
Mead Street
Zone 10
Mundaring Weir Road
Zone 5
Central Road
Zone 6
Railway Road
Burt Street
Recreation Road
Zone 11
Central Road
Canning Road
Zone 12
Railway Road
Zone 13
Collins Road

Draft for the Purpose of Public Advertising

| | |
|---|---|
| PROJECT NO. | 620.12121 |
| SKETCH TITLE | Figure C3 - 02/11/2013 |
| DESCRIPTION | Off-Street Parking Occupancy |
| AUTHOR | |
| DATE | REV. |

Elizabeth Street
Heading Road
Railway Road
Williams Street
Stirk Street
Kalamunda Road
Haynes Street
Heath Road
Nestobrae
Lane
Spring Road
Canning Road
Barber Street
Mead Street
Mundaring Weir Road
Central Road
Railway Road
Burt Street
Recreation Road
Canning Road
Railway Road
Collins Road

Zone 9
Zone 8
Zone 1
Zone 7
Zone 2
Zone 3
Zone 4
Zone 10
Zone 5
Zone 6
Zone 11
Zone 12
Zone 13

**Legend**

Off-Street Occupancy (02/04/14)

- 0-50%
- 50-70%
- 70-80%
- 80-90%
- 90-100%

Draft for the Purpose of Public Advertising

| | |
|---|---|
| PROJECT NO. | 620.12121 |
| SKETCH TITLE | Figure C4 - 02/04/2014 |
| DESCRIPTION | Off-Street Parking Occupancy |
| AUTHOR | |
| DATE | REV. |

SLR

Elizabeth Street
Heading Road
Railway Road
Williams Street
Stirk Street
Kalamunda Road
Haynes Street
Heath Road
Nestobrae
Lane
Spring Road
Canning Road
Barber Street
Mead Street
Mundaring Weir Road
Central Road
Railway Road
Burt Street
Recreation Road
Canning Road
Central Road
Railway Road
Collins Road

Zone 9
Zone 8
Zone 1
Zone 7
Zone 2
Zone 3
Zone 4
Zone 10
Zone 5
Zone 6
Zone 11
Zone 12
Zone 13

## Legend

Off-Street Occupancy (04/06/17*)

- 0-50%
- 50-70%
- 70-80%
- 80-90%
- 90-100%

* indicates market day

Draft for the Purpose of Public Advertising

| | |
|---|---|
| PROJECT NO. | 620.12121 |
| SKETCH TITLE | Figure C5 - 04/06/2017 |
| DESCRIPTION | Off-Street Parking Occupancy |
| AUTHOR | |
| DATE | REV. |

SLR

Elizabeth Street
Heading Road
Railway Road
Williams Street
Stirk Street
Kalamunda Road
Haynes Street
Heath Road
Nestobrae Lane
Spring Road
Canning Road
Barber Street
Mead Street
Mundaring Weir Road
Central Road
Railway Road
Burt Street
Recreation Road
Canning Road
Railway Road
Collins Road

Zone 9
Zone 8
Zone 1
Zone 7
Zone 2
Zone 3
Zone 4
Zone 10
Zone 5
Zone 6
Zone 11
Zone 12
Zone 13

**Legend**

Off-Street Occupancy (12/02/18)

- 0-50%
- 50-70%
- 70-80%
- 80-90%
- 90-100%

Draft for the Purpose of Public Advertising

| | |
|---|---|
| PROJECT NO. | 620.12121 |
| SKETCH TITLE | Figure C6 - 12/02/2018 |
| DESCRIPTION | Off-Street Parking Occupancy |
| AUTHOR | |
| DATE | REV. |

Elizabeth Street

Williams Street

Haynes Street

Railway Road

Barber Street

Mead Street

Central Road

## Legend

On-Street Occupancy (08/09/11)

- 0-50%
- 50-70%
- 70-80%
- 80-90%
- 90-100%

Draft for the purpose of Public Advertising

| | |
|---|---|
| PROJECT NO. | 620.12121 |
| SKETCH TITLE | Figure C7 - 08/09/2011 |
| DESCRIPTION | On-Street Parking Occupancy |
| AUTHOR | |
| DATE | REV. |

SLR



nearmap

Elizabeth Street

Williams Street

Haynes Street

Railway Road

Barber Street

Mead Street

Central Road

## Legend

On-Street Occupancy (27/05/12*)

- 0-50%
- 50-70%
- 70-80%
- 80-90%
- 90-100%

* indicates market day

Draft for Public Advertising
Draft for the purpose of Public Advertising

| | |
|---|---|
| PROJECT NO. | 620.12121 |
| SKETCH TITLE | Figure C8 - 27/05/2012 |
| DESCRIPTION | On-Street Parking Occupancy |
| AUTHOR | |
| DATE | REV. |

SLR



nearmap

Elizabeth Street

Haynes Street

Barber Street

Mead Street

Williams Street

Railway Road

Central Road

## Legend

On-Street Occupancy (02/11/13*)

- 0-50%
- 50-70%
- 70-80%
- 80-90%
- 90-100%

* indicates market day

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| | |
|---|---|
| PROJECT NO. | 620.12121 |
| SKETCH TITLE | Figure C9 - 02/11/2013 |
| DESCRIPTION | On-Street Parking Occupancy |
| AUTHOR | |
| DATE | REV. |

SLR



nearmap

Elizabeth Street

## Legend

On-Street Occupancy (02/04/14)

- 0-50%
- 50-70%
- 70-80%
- 80-90%
- 90-100%

Williams Street

Haynes Street

Railway Road

Barber Street

Mead Street

Central Road

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| | |
|---|---|
| PROJECT NO. | 620.12121 |
| SKETCH TITLE | Figure C10 - 02/04/2014 |
| DESCRIPTION | On-Street Parking Occupancy |
| AUTHOR | |
| DATE | REV. |

SLR



nearmap

Elizabeth Street
Headingly Road
Williams Street
Haynes Street
Railway Road
Barber Street
Mead Street
Central Road

## Legend

On-Street Occupancy (04/06/17*)

- 0-50%
- 50-70%
- 70-80%
- 80-90%
- 90-100%

* indicates market day

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| | |
|---|---|
| PROJECT NO. | 620.12121 |
| SKETCH TITLE | Figure C11 - 04/06/2017 |
| DESCRIPTION | On-Street Parking Occupancy |
| AUTHOR | |
| DATE | REV. |

SLR



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Elizabeth Street
Headingly Road
Williams Street
Railway Road
Haynes Street
Barber Street
Mead Street
Central Road

**Legend**

On-Street Occupancy (12/02/18)

- 0-50%
- 50-70%
- 70-80%
- 80-90%
- 90-100%

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| | |
|---|---|
| PROJECT NO. | 620.12121 |
| SKETCH TITLE | Figure C12 - 12/02/2018 |
| DESCRIPTION | On-Street Parking Occupancy |
| AUTHOR | |
| DATE | REV. |

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# APPENDIX G ENGINEERING SERVICES REPORT

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CONSULTING ENGINEERS

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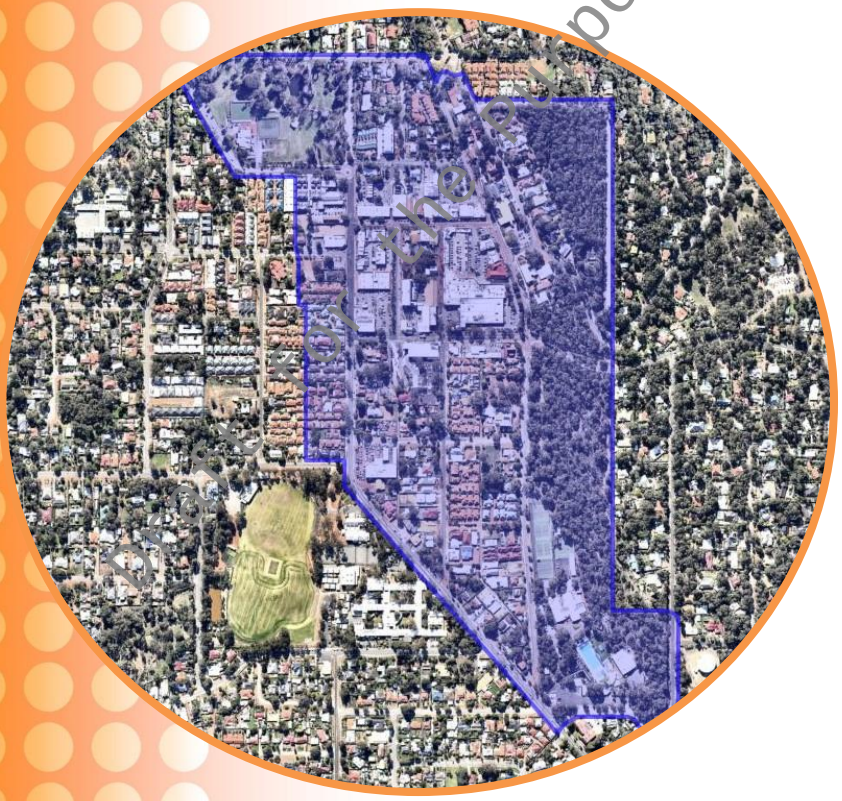
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# Kalamunda Activity Centre

# ENGINEERING SERVICING REPORT



**JDS171397**

**February 2019**

**INTEGRITY**

We are open, honest, and consistent in our principles and conduct, so we're able to build trusted relationships with our clients and partners.

**RESPECT**

We treat everyone with respect and dignity and develop relationships founded on understanding and trust.

**ACCOUNTABILITY**

We always assume responsibility for our actions and make decisions in line with our economic, social, and ethical obligations.

**EXCELLENCE**

We pursue excellence in everything we do, challenging ourselves to look beyond the obvious and ensure ongoing improvement.

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# 1 Key Objectives

This engineering report has been prepared by JDSi to assist with the compilation of the Kalamunda Activity Centre Plan (KACP). The key objectives of this report are to:

- Undertake all necessary infrastructure and servicing investigations and assessments to support the Activity Centre Plan.
- Identify infrastructure and servicing constraints and issues to be addressed as part of the implementation.

This engineering report is based on a desktop study which covers the existing infrastructure servicing the KACP. The study incorporates a review of site characteristics, stormwater drainage and utility services including sewer, water, power, telecommunications and gas.

The findings in this report are largely based on preliminary advice from relevant authorities. The information is current as of October 2018 and may be subject to change as development and planning proceeds in the locality.

# 2 Introduction

The subject site is located approximately 19km east of the Perth CBD in the Shire of Kalamunda and comprises an area of approximately 70ha. The site area is shown on Figure 2.1 and is located within and surrounding the town centre of Kalamunda.

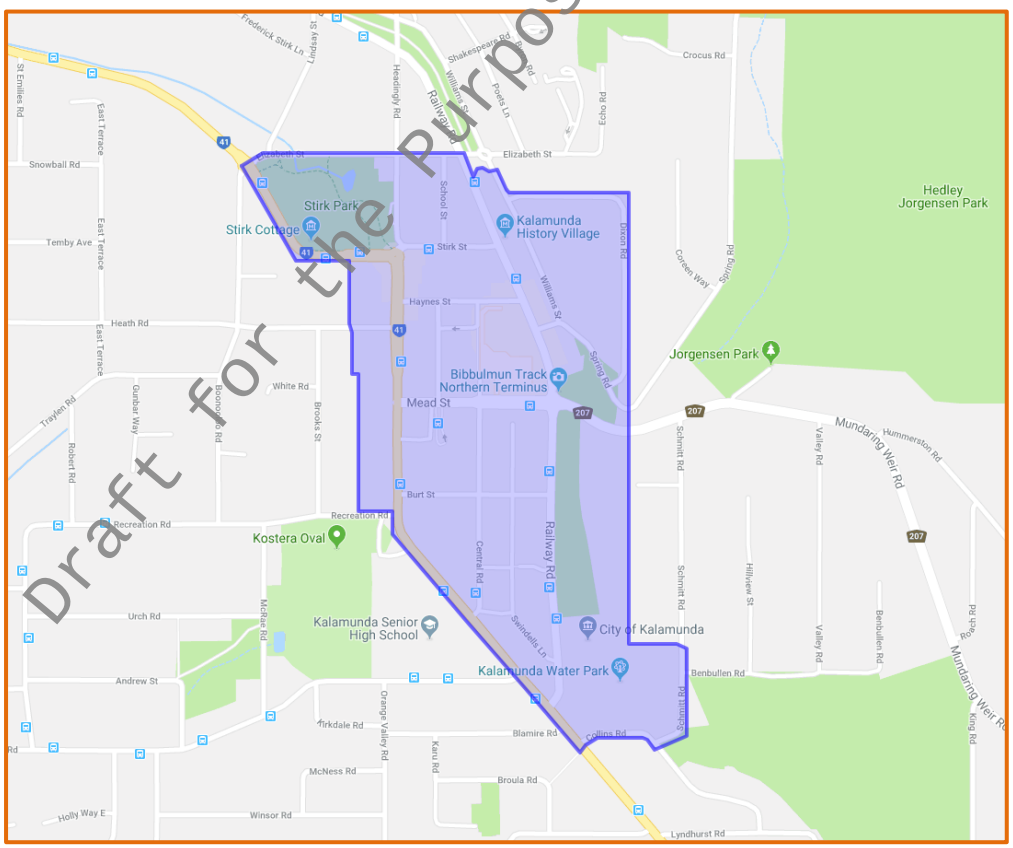



**Figure 2.1: Site location (Nearmap, September 2018)**

The KACP has been divided into smaller precincts to help identify the different density and building heights forecast across the area (as shown in Figure 2.2 and Table 2.1). JDSi has used this information to determine probable ultimate demands for water, sewer and power utilities. This has been summarised in Table 2.2.

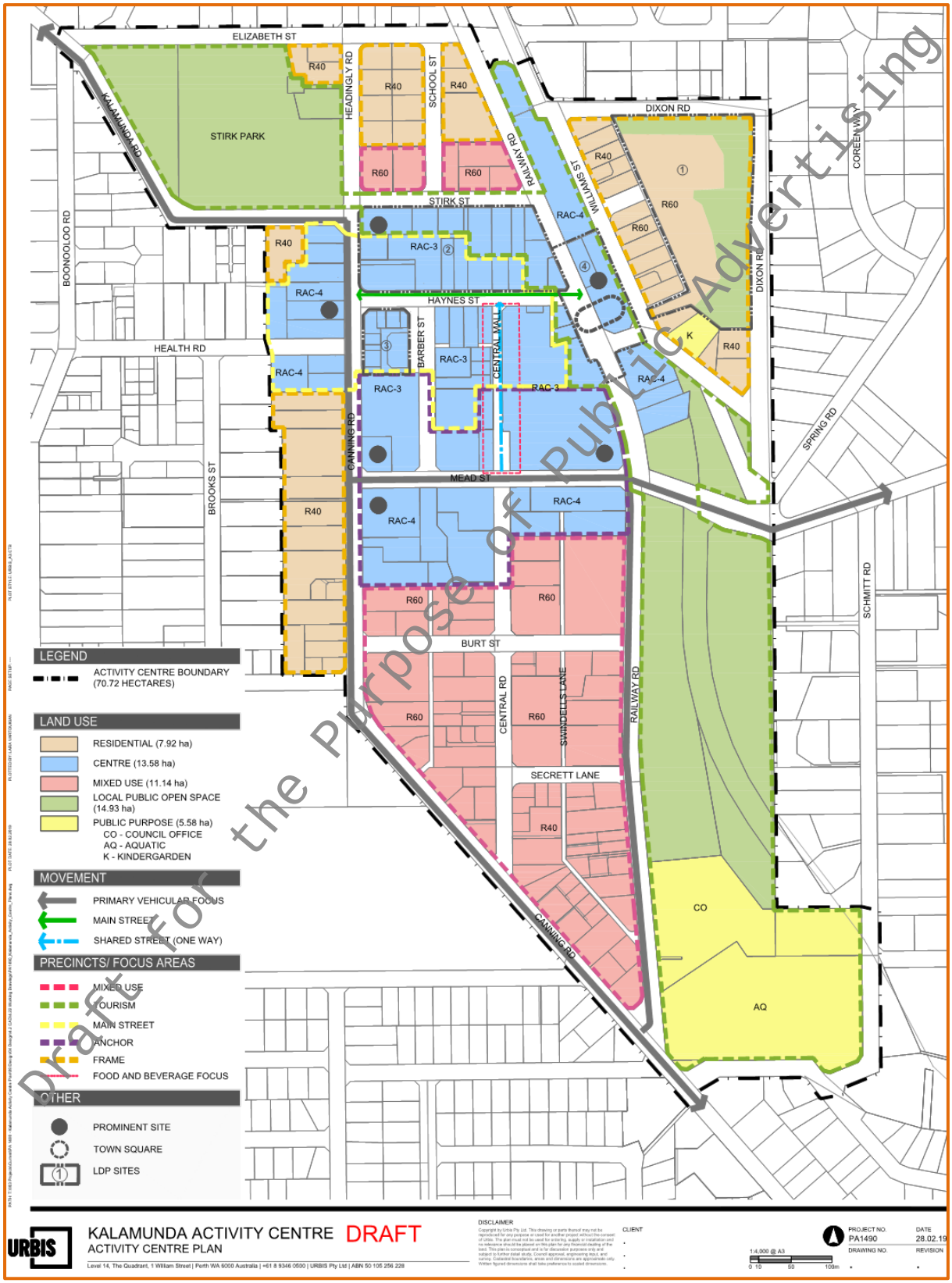



**Figure 2.2: Activity Centre Plan (Urbis, February 2019)**

**Table 2.1 Proposed Precinct Densities**

| Precinct | Areas | | | Residential Equivalent R-Code |
|---|---|---|---|---|
| | Commercial | Utilities | Conservation | |
| | (ha) | (ha) | (ha) | |
| Mixed Use - R40 | 3.4 | 0.0 | 0.0 | R-40 |
| Mixed Use - R60 | 9.7 | 0.0 | 0.0 | R-60 |
| Tourism - RAC4 | 8.7 | 0.0 | 0.0 | RAC-4 |
| Tourism - POS | 0.0 | 0.0 | 13.4 | N/A |
| Tourism - Public Purpose | 6.6 | 0.0 | 0.0 | R-60 |
| Main Street - RAC4 | 3.2 | 0.0 | 0.0 | RAC-4 |
| Main Street - RAC3 | 7.2 | 0.0 | 0.0 | RAC-3 |
| Anchor - RAC4 | 4.9 | 0.0 | 0.0 | RAC-4 |
| Anchor - RAC3 | 6.1 | 0.0 | 0.0 | RAC-3 |
| Frame - R40 | 0.0 | 0.0 | 0.0 | R-40 |
| Frame - R60 | 0.0 | 0.0 | 0.0 | R-60 |
| Frame - POS | 0.0 | 0.0 | 1.5 | N/A |
| | **49.8** | **0.0** | **14.9** | |

**Table 2.2 Probable Ultimate Demands for Water, Sewer, Power and Gas**

| Precinct | Dwellings (no.) | Demands | | |
|---|---|---|---|---|
| | | Water (L/s) | Sewer (L/s) | Power (MVA) |
| Mixed Use - R40 | 133 | 13 | 2 | 2 |
| Mixed Use - R60 | 548 | 37 | 6 | 8 |
| Tourism - RAC4 | 204 | 21 | 3 | 6 |
| Tourism - POS | 0 | 0 | 0 | 0 |
| Tourism - Public Purpose | 370 | 26 | 5 | 5 |
| Main Street - RAC4 | 74 | 9 | 1 | 2 |
| Main Street - RAC3 | 204 | 20 | 2 | 5 |
| Anchor - RAC4 | 116 | 13 | 2 | 3 |
| Anchor - RAC3 | 171 | 17 | 3 | 4 |
| Frame - R40 | 220 | 13 | 0 | 1 |
| Frame - R60 | 98 | 7 | 0 | 0 |
| Frame - POS | 0 | 0 | 0 | 0 |
| **Total** | **2,138** | **176** | **23** | **37** |

Please note the probable ultimate demands shown in Table 2.2 are the forecast demands once the area is completely developed to the proposed KACP, and includes already existing dwellings in the forecast model.

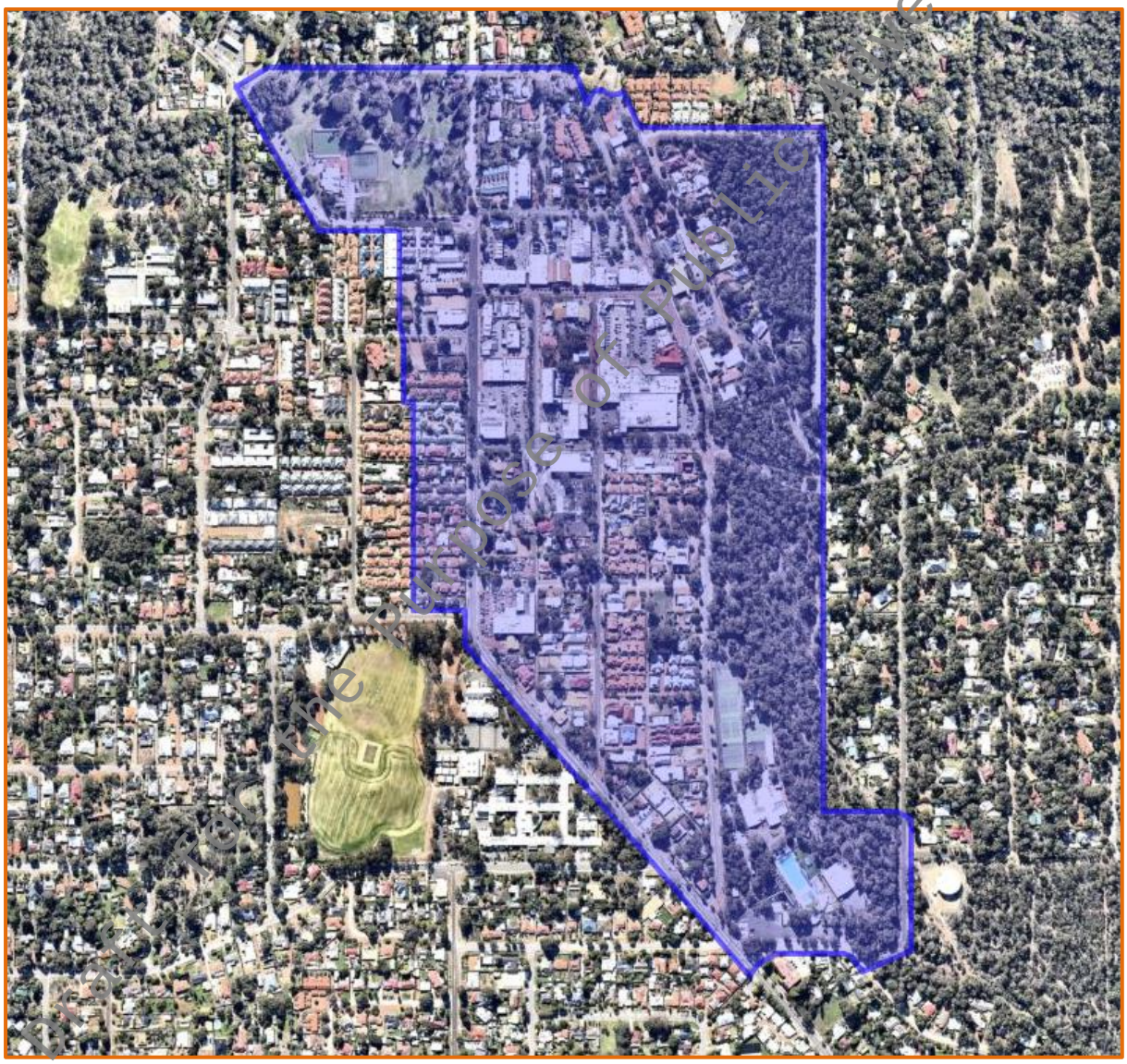
This report documents the existing and future servicing requirements to support the planned development. It has been based on JDSi's site observations, local experience gained from various projects and advice received from the various infrastructure stakeholders and utility providers.

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# 3 Site Characteristics

## 3.1 Existing Structures and Vegetation

An aerial of the subject site is shown on Figure 3.1 and provides an overview of the existing structures and extent of vegetation on the site. The site predominantly consists of low rise commercial and residential dwellings along with public and community facilities. To the east of the subject area is significant undeveloped crown reserve.



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**Figure 3.1: Site aerial (Nearmap, September 2018)**

## 3.2 Topography

Low resolution topographical data sourced from the Water Corporation's Electronic Submissions Interface indicates the site comprising of undulating land with grades of up to 1 in 10 in some areas. An excerpt of the topographical data is shown on Figure 3.2 The topographical data is consistent with our visual assessment of the site undertaken utilising "street view" photography sourced from Nearmap

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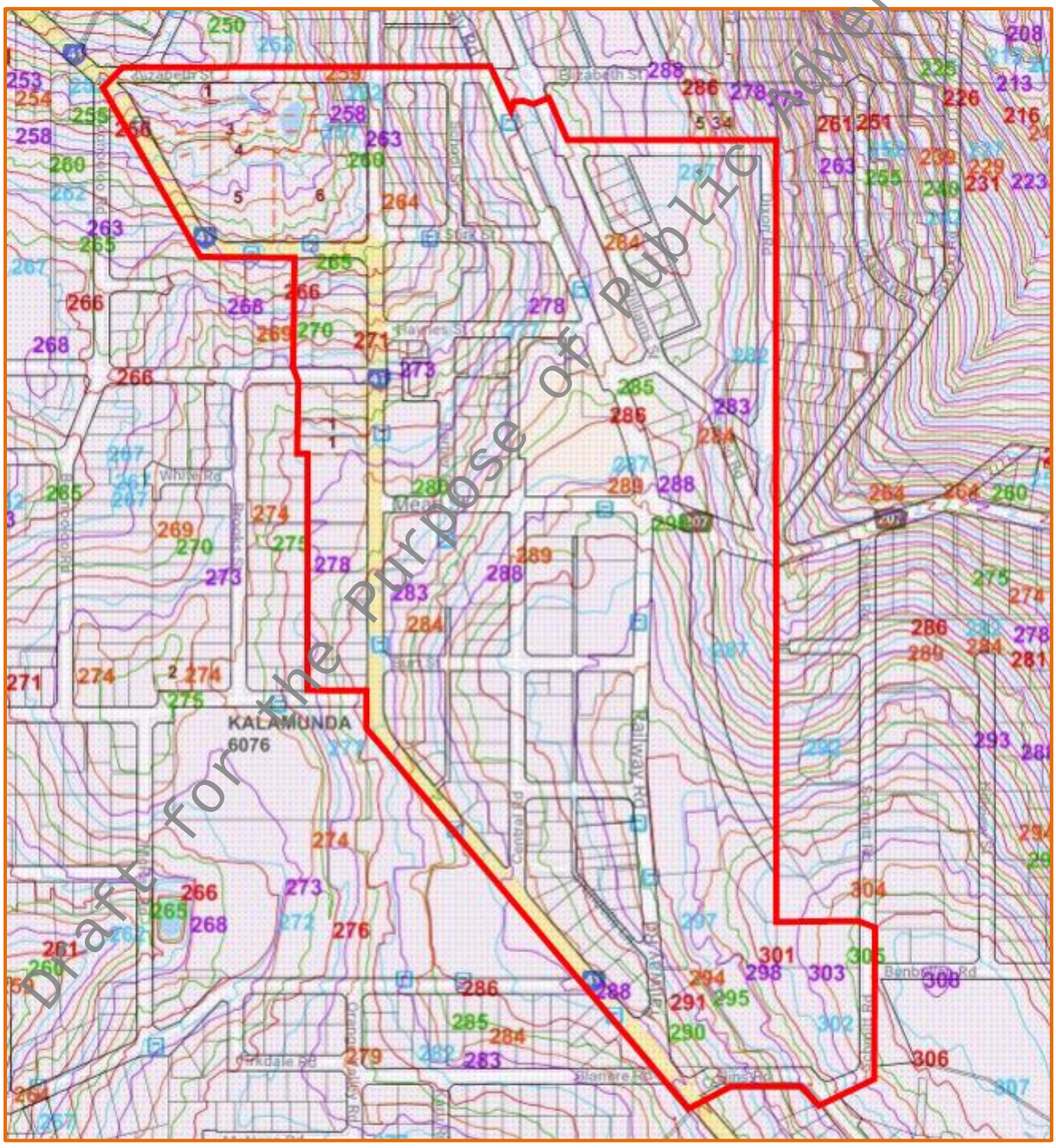



**Figure 3.2: Topography (Water Corporation, September 2018)**

# 4 Sewer

## 4.1 Existing Situation

The Water Corporation owns and maintains the sewerage reticulation system across the Perth Metropolitan area.

The subject area possesses several operational Water Corporation gravity sewer lines and two privately owned pump stations. Existing sewer reticulation can be seen in Figure 4.1 highlighted in red. There is the potential for existing sewer lines to be extended in order to service all lots within the site area. Currently the sewer network in the area is collecting and flowing downstream west of the subject area. An investigation would need to be undertaken to determine what amendments to the existing sewer infrastructure would be required to service additional lots and increased lot densities.

All sewer lines in the subject area are standard DN150 PVC pipe, with the exception of a single DN300 gravity line extending from the Kalamunda District Hospital (to the North East of the KACP), south along Williams St, across Haynes Rd and finally exiting the area to the West.

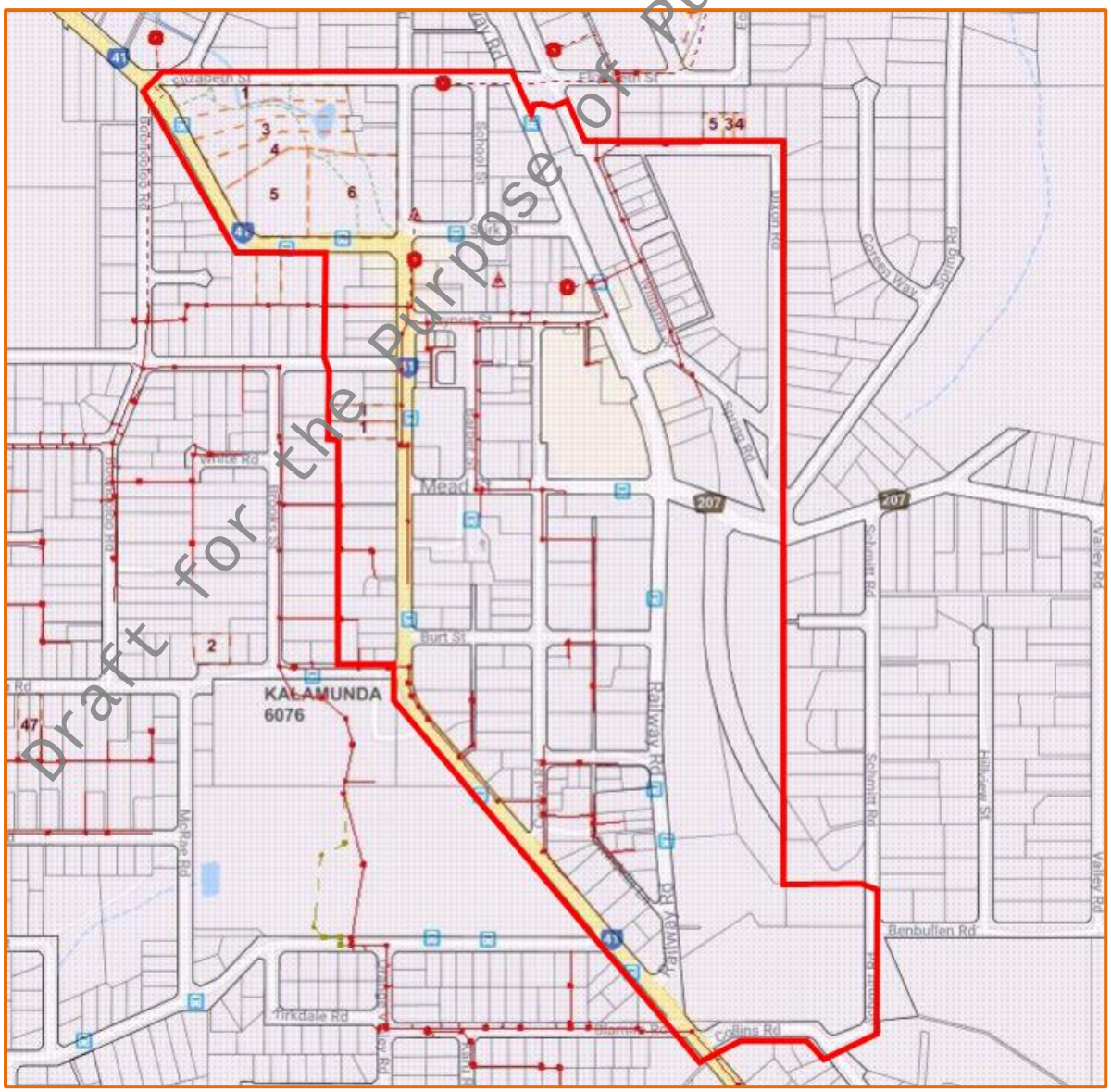



**Figure 4.1: Water Corporation Sewer Reticulation Assets (Water Corporation, December 2017)**

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### 4.2 Current Planning

Whilst the Water Corporation has planning in place across the Perth Metropolitan region, it requires updating as revised re-zoning and Council planning occurs to ensure additional loads are taken into account. The Water Corporation have carried out a review of the current planning based on the forecast dwelling numbers and developable areas for each of the precincts and have provided preliminary advice for the ultimate development. These are outlined in Section 4.3.

### 4.3 Future Requirements

The Water Corporation's adopted, long term wastewater planning for the Kalamunda Sewer District is attached in Appendix A. The green linework shows the various sub-catchments and assumed SDF's based on ultimate flows arising from the full development at the zonings and density codings shown in the City's current Town Planning Scheme.

The capacity limits of the various 150mm and 225mm retic. sewers will be based on the gravity hydraulic characteristics of gravity sewers (150 sewers typically can accept up to 6 L/s SDF depending on grade; 225 sewers can accept up to 22L/s SDF depending on grade).

JDSi have overlayed the Water Corporation sub-catchments and assumed SDF flows onto the Activity Centre Plan, and it appears the long-term flows from the full development of the proposed land uses can be accommodated in the downstream gravity sewers. However, this would need to be confirmed by Water Corporation following a review of the entire Kalamunda SD planning at some point in the future should the zoning changes be accepted and included in a revised TPS.

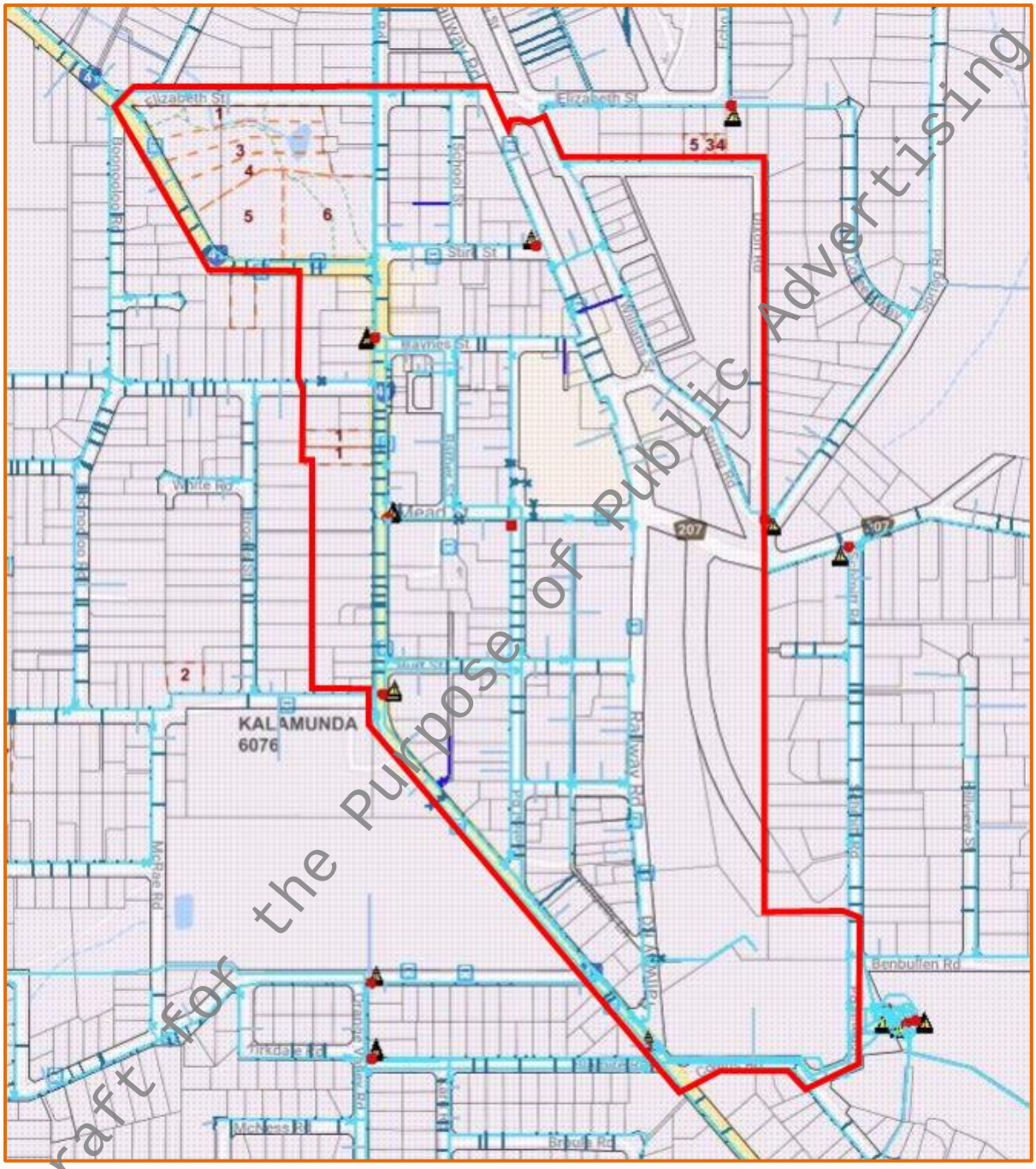
## 5 Water Supply

### 5.1 Existing Situation

The water supply assets owned by the Water Corporation within the vicinity of the site are shown on Figure 5.1. No water supply assets owned by other potable water providers were identified by Dial Before You Dig (DBYD) checks of the study area. The subject area is currently well serviced by a network consisting of steel, cast iron and asbestos cement pipes.

Of note, there is a DN460/535/610 steel distribution main running north to south through site towards a water storage facility in the south east corner. Stretching from Headingly Rd, down through Barber St, Central Rd and Canning Rd and across Collins Rd.

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**Figure 5.1: Water Corporation water reticulation assets (Water Corporation, September 2018)**

## 5.2 Current Planning

The Water Corporation undertook a review of its current water distribution network across a large portion of the Perth Metropolitan Region as part of their Pressure Management Program and are looking at implementing District Metered Areas (DMA's) to help identify where losses in their system may be occurring. A DMA is defined as a discrete part of a water distribution network and is created by closing boundary valves or permanently disconnecting pipes to neighbouring areas. This will then allow the Water Corporation to control and meter water into a particular DMA in order to calculate the water balance for that area. This in turn will help to identify any losses within a particular system to allow the Water Corporation to prioritise any maintenance and upgrade works required.

### 5.3 Future Upgrades

Water Corporation have advised that it is not possible to determine if any of this network will need to be upgraded to support servicing of the land use categories indicated in the draft townsite strategy. Depending on the hydraulic demands of individual land uses or buildings, it is possible that some short sections of retic. main may need to be upgraded, replaced, re-laid or duplicated as necessary.

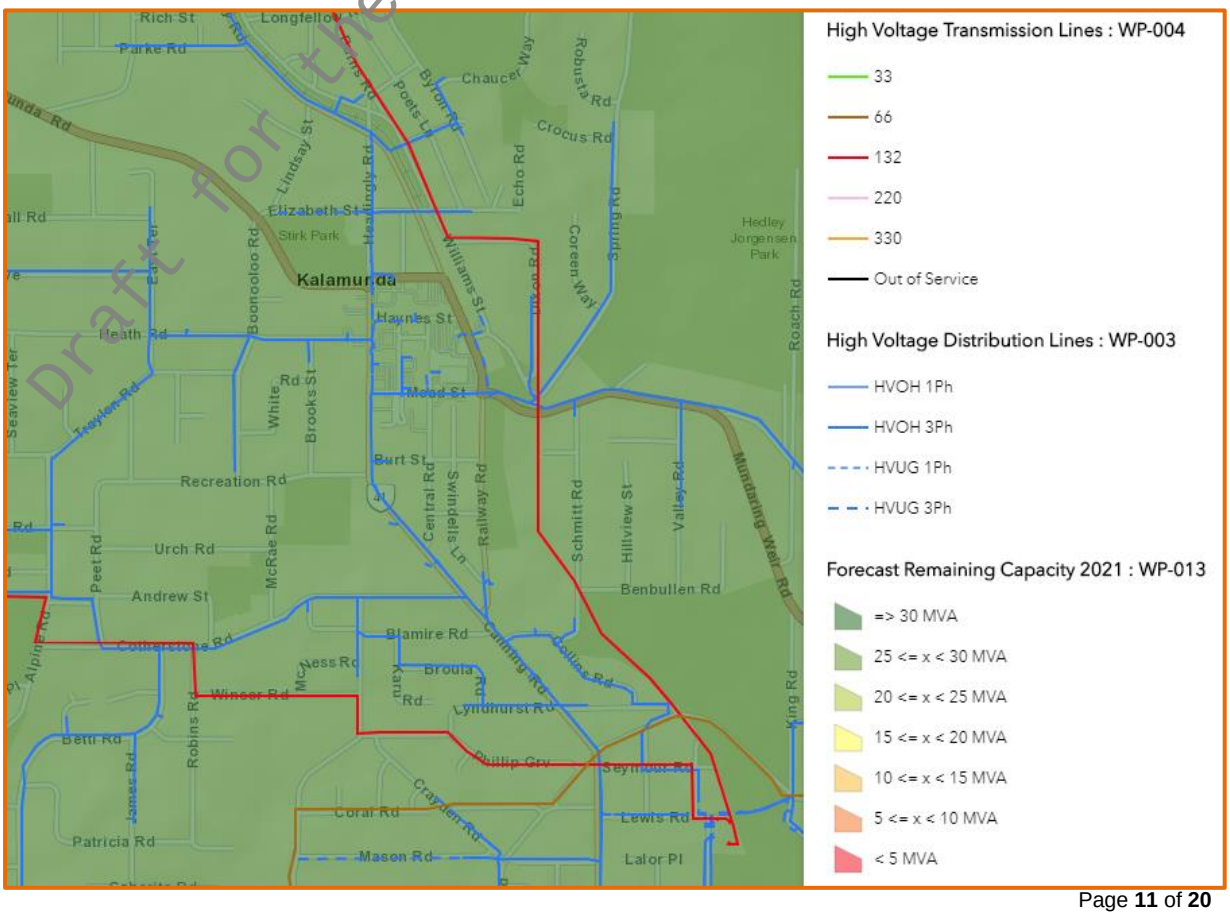
In Water Corporation's experience, most domestic water services can be adequately provided off 100 or 150mm retic mains. In some instances, particularly with mixed use class buildings under the BCA, or high rise, multi-storey buildings, the fire servicing requirements under the BCA drive the need for a large domestic fire service which can't be provided off a 100mm main. In these cases, the developer/builder/landowner will need to fund and undertake a water retic. main upgrade.

## 6 Power Supply

### 6.1 Existing Situation

Western Power owns and operates the electrical supply network within the area and therefore all electrical supply equipment and cables will need to be installed in accordance with Western Power UDS specifications. Western Power's high voltage (HV) assets located within the study area are shown on Figure 6.1. These include an existing 132kV transmission line and several high voltage distribution line assets.

The site area currently uses a combination of overhead and underground power networks. To improve the amenity of the town centre overhead lines may be moved underground. As planning progresses, discussion with Western Power and the City of Kalamunda would need to occur regarding this.




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**Figure 6.1: HV Assets and Forecasted Capacity (Western Power Network Capacity Mapping Tool), September 2018)**

## 6.2 Current Planning

Western Power regularly monitor their current network demand and take into account proposed Council Structure Plans to forecast potential network shortfalls across their expansive network. While they currently have planning forecasts showing remaining capacity until 2036, Western Power will not allow the reservation of power supply for any future development. It is on a "first come, first serve" basis and, therefore, Western Power cannot advise with any certainty where the power supply to support the future development of the KACP will come from.

## 6.3 Future Upgrades

Based on the forecast loading, JDSi has calculated the required power demand for the ultimate development of the KACP to be in the order of 37MVA. A summary of the forecast demands is shown in Table 6.1 below.

**Table 6.1 – Forecast Power Demands for the KACP**

| Precinct | Dwellings [no.] | Areas | | | Demands |
|---|---|---|---|---|---|
| | | Commercial [ha] | Utilities [ha] | Conservation [ha] | Power [MVA] |
| Mixed Use - R40 | 133 | 3.4 | 0.0 | 0.0 | 2 |
| Mixed Use - R60 | 548 | 9.7 | 0.0 | 0.0 | 8 |
| Tourism - RAC4 | 204 | 8.7 | 0.0 | 0.0 | 6 |
| Tourism - POS | 0 | 0.0 | 0.0 | 13.4 | 0 |
| Tourism - Public Purpose | 370 | 6.6 | 0.0 | 0.0 | 5 |
| Main Street - RAC4 | 74 | 3.2 | 0.0 | 0.0 | 2 |
| Main Street - RAC3 | 204 | 7.2 | 0.0 | 0.0 | 5 |
| Anchor - RAC4 | 116 | 4.9 | 0.0 | 0.0 | 3 |
| Anchor - RAC3 | 171 | 6.1 | 0.0 | 0.0 | 4 |
| Frame - R40 | 220 | 0.0 | 0.0 | 0.0 | 1 |
| Frame - R60 | 98 | 0.0 | 0.0 | 0.0 | 0 |
| Frame - POS | 0 | 0.0 | 0.0 | 1.5 | 0 |
| **Total** | **2,138** | **49.8** | **0.0** | **14.9** | **37** |

The Western Power Network Capacity Mapping Tool indicates forecasted capacity of the subject area to be in excess of 30 MVA in 2021 and remains over 30 MVA in the 2026 and 2031 projections. This suggests that there would be sufficient capacity to service a rise in power demand following an increase in zoning density.

Western Power have advised they are willing to set up a working group with the City to work through planning of the area and review timing of developments to better inform both the City and themselves of the future upgrades required, and to help plan the upgrades through either their future network upgrading program, or working with the City and developers should upgrades be required due to specific development projects.

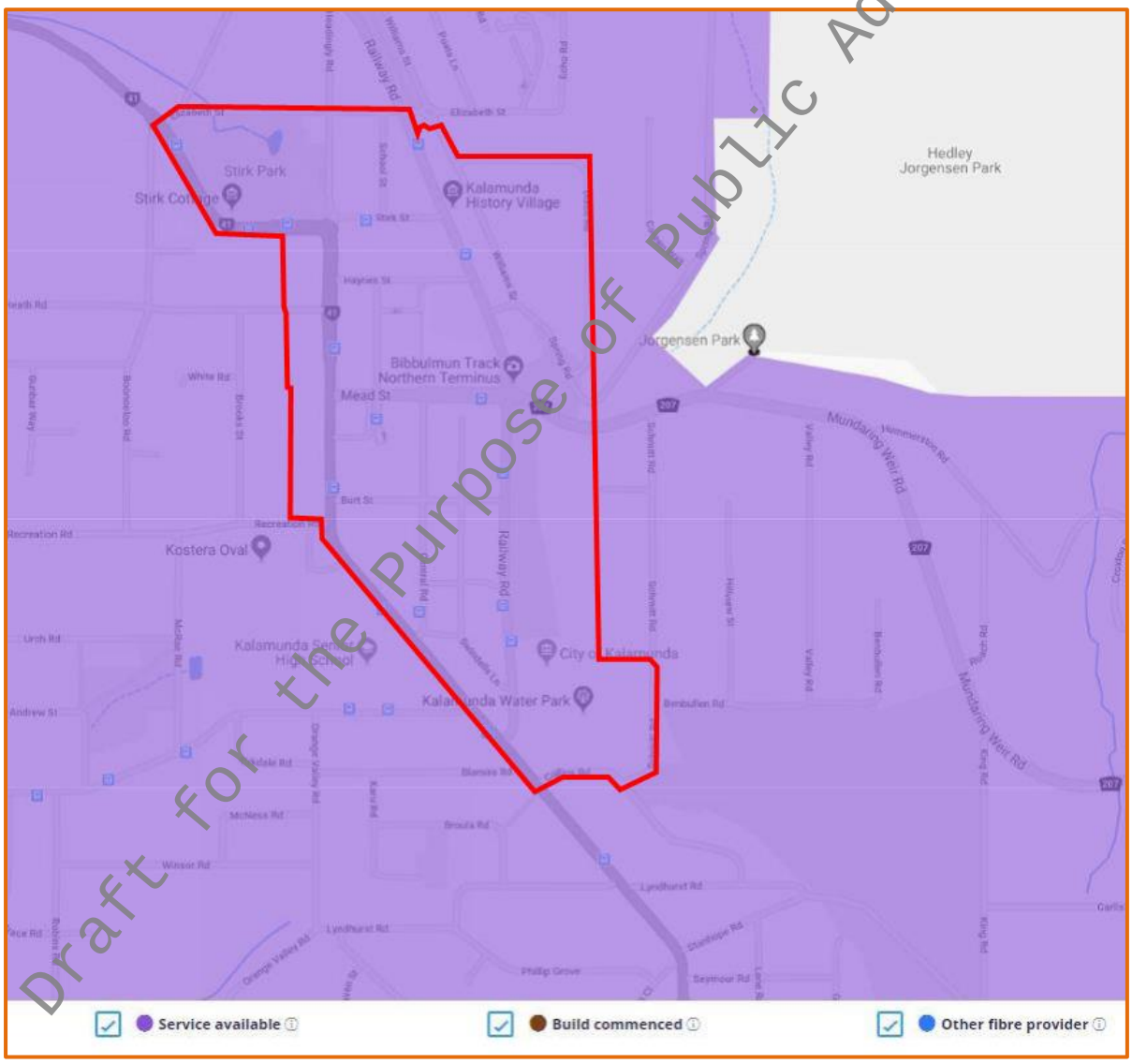
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# 7 Telecommunications

## 7.1 Existing Situation

The National Broadband Network (NBN) rollout map indicates that the KACP is well serviced with NBN currently. An excerpt of the rollout map is shown on Figure 6.1. Early discussions with NBN should be undertaken to ensure adequate servicing for future planning requirements.

In addition to NBN there is an Optus fibre cabling along the entire length of Railway Road within the site, continuing along Canning Road to the south. There are also widespread Telstra assets present throughout the subject area.




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**Figure 7.1: NBN rollout map (NBN Co, September 2018)**

## 7.2 Future Upgrades

NBN have advised they have capacity to meet the required demands of the KACP as development occurs. It will assess each application on a case by case basis to determine load demand and will work with the developer to provide the relevant infrastructure.

General communication services for development will consist of the installation of a standard pit and pipe network in accordance with NBN Co guidelines and standards. The current design practice for road reserves, pavement and verge provisions will make adequate allowance for services including broadband in accordance with the agreed Utilities Service Providers handbook. There will be some local land requirements for equipment sites, similar to current provisions which

will be accommodated at detailed subdivision stage. In addition to headworks charges for development works, developers will be required to cover the costs of trenching and ducting for the infrastructure, however NBN Co will cover the other costs of installing fibre infrastructure, including backhaul. All communication assets within the development will remain in the ownership of the provider and easements will need to be granted in favour of the service provider.

# 8 Gas

## 8.1 Existing Infrastructure

ATCO Gas infrastructure is well reticulated through the KACP area. No High-pressure mains exist, however an extensive network of medium pressure 70kPa PVC lines and lot connections are present throughout the site. ATCO gas will provide additional advice on the capacity to service the subject area once proposed changes to the current planning are finalised.

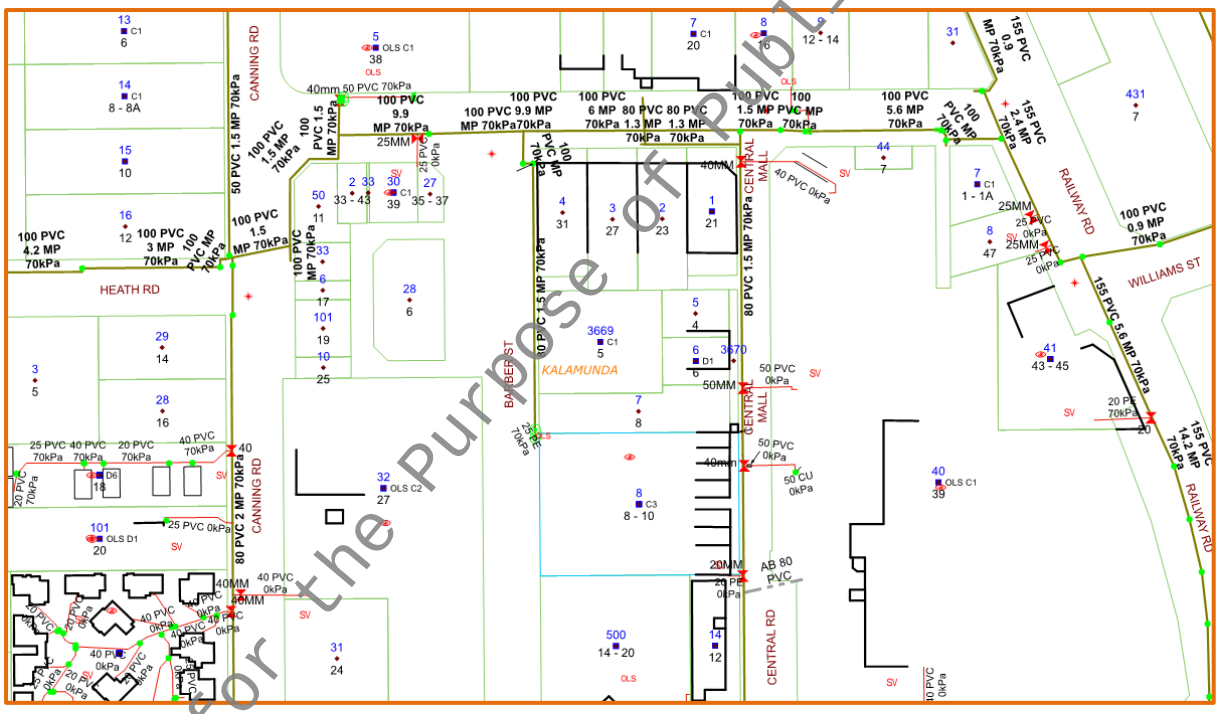



**Figure 8.1: ATCO Gas Infrastructure Plan Excerpt**

## 8.2 Future Upgrades

ATCO Gas has advised the existing gas network has capacity to supply most of the proposed growth. Any growth above current capacity has been identified in ATCO Gas' forward planning, and reinforcement will be undertaken as part of standard network growth. This will ensure gas is available to this area as it grows.

# 9 Drainage

## 9.1 Existing Situation

The City of Kalamunda have advised they do not have any planning / management strategies currently in place for the subject area. They do, however, have plans to upgrade drainage within Barber Street, Haynes Street, Canning Road and Kalamunda Road as per Figure 9.1.

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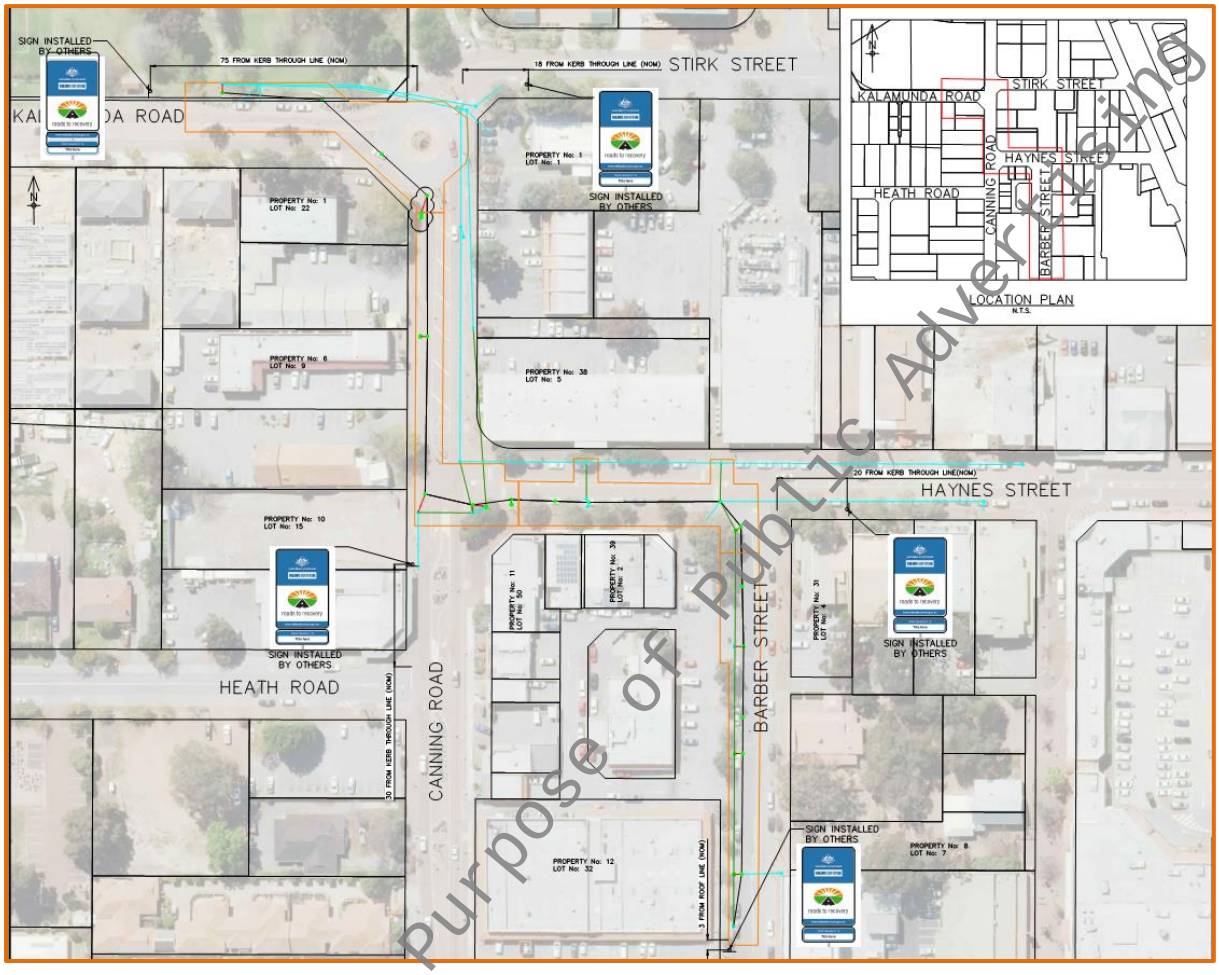



**Figure 9.1: Proposed Drainage Upgrades, Kalamunda City Centre (City of Kalamunda, 2017)**

A portion of the proposed upgrade works have been completed to date.

## 9.2 Future Requirements

It is recommended that a detailed drainage study of the KACP area is completed to provide guidance on any further upgrades that may be required to allow future development of the area. It is recommended that this is carried out prior to any further road upgrades within the KACP, to avoid potential reworks being required should drainage infrastructure require upgrading.

Discussions with the City indicated a desire for lot owners to manage their drainage within their lot (up to a 1 in 100 ARI event), with the City to deal with road and POS drainage. However, this would pose quite an onerous condition on the lot owners due to the very low permeability of the ground in the area. Large onsite storage tanks would be required with low flow outlets still needing to be permitted into the City's stormwater drainage network to allow for emptying of the on-site storage. Alternatively, a DCP could be considered for the area to allow the City to maintain/upgrade the drainage network as required. More discussion with the City should be undertaken to determine a direction forward with this issue.

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# 10 Key Drivers and Risks

There are a number of key drivers and risks for a project the magnitude of the KACP upgrade. Some of these are outlined below.

## 10.1 Key Drivers

The KACP is currently well serviced with power, water, wastewater, telecommunications and gas reticulation, based on the current land use status. However, the proposed increase in population, commercial and retail space, and associated increases in transport, energy and water use, as well as the incorporation of large public areas to attract more visitors to the area, are the key driver forces affecting the existing infrastructure capacities.

These drivers exert direct pressure onto these utilities and ultimately produce a number of challenges which are described below.

### 10.1.1 Overhead Power

While a number of overhead power lines have been converted to underground, there are still several HV & LV overhead lines within the KACP precinct. These will restrict road upgrade and verge treatments in these areas, as well as greatly detract from the amenity of the area. JDSi recommend the City liaise with Western Power to discuss opportunities for inclusion in their future State Underground Power Program (SUPP). This program presents an opportunity to share the cost of undergrounding power between the State Government, Western Power, local councils and property owners.




**Figure 9.1: Overhead HV & LV Lines in Mead Street (Google Street View, August 2018)**

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### 10.1.2 Staging of Works

With over 50Ha of developable land being rezoned, and with a major portion of the area being owned by individual lot owners, staging of the works becomes a very complex situation. Should a majority of landowners wish to develop within a very short timeframe, a significant pressure would be put on a majority of services, forcing upgrades to be required earlier than would be expected through "organic growth". Western Power, ATCO Gas, and to a lesser extent the Water Corporation develop their forward works programs based on a steady rate of development. By staging the re-zoning of particular precincts, and reducing the "instant" impact on services, service reinforcements are more likely to be funded by the utilities as opposed to needing to be funded upfront by the developer.

### 10.1.3 Collaborative Approach

Due to the size of the proposed KACP and the impact it will have on multiple service provider assets, JDSi recommends a working group be formed between the City of Kalamunda and the relevant Authorities. This will enable open dialogue between all parties, and help identify required upgrades, critical timing of upgrades, and any potential fatal flaws or network modifications.

The following people would be the initial contact people from the relevant authorities:

- Water Corporation: Ian Kininmonth, Senior Urban Planner
  Ian.Kininmonth@watercorporation.com.au
- Western Power: Julie Hodges, Customer Relations Consultant
  julie.hodges@westernpower.com.au
- ATCO Gas: Chris Pemberton, Senior Business Development Representative
  chris.pemberton@atcogas.com.au
- NBN Co: Gillian Murphy, Customer Delivery Specialist
  gillianmurphy@nbnco.com.au

## 10.2 Key Risks

### 10.2.1 Community Consultation

Due to the scale of the required upgrades to roads and services, and the extent of time over which these upgrades will need to occur, community consultation will be key to ensuring residents are well informed of the proposed changes, and more importantly timing of any changes that will have a direct impact on those affected. Early community consultation, including public information sessions, community workshops, newsletter drops etc, allows residents to better prepare themselves for any disruptions that will affect their circumstances, which should allow for a smoother rollout of upgrades throughout the KACP.

### 10.2.2 Health

Because of the brownfield redevelopment nature of the KACP upgrades, it is imperative that appropriate Dust, Noise and Vibration management plans are implemented during construction works so as to minimise any impact on the existing residents. These management plans should comply with all statutory requirements and guidelines, and closely monitored for compliance during the construction works.

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# 11 Conclusion

While the area is well serviced by all utilities to meet current demands, several upgrades will be required to meet the ultimate development requirements. These include:

- Potential upgrades to water reticulation subject to development demands (particularly for fire water requirements)
- Potential upgrades to sewer reticulation subject to development demands
- Undergrounding of power as required by Western Power during redevelopment of land
- Potential upgrades to ATCO Gas reticulation subject to development demands

Some of the above upgrades will be carried out by the relevant service authority as "organic growth" of the area occurs (such as pump station upgrades, power and gas reinforcements). However, if there is a development with a singularly high demand, then some or all of the cost to upgrade infrastructure to service the development may be borne by the developer.

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# Appendix A – Water Corporation Sewer Conceptual Planning Long Term Scheme

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Draft For the Purpose of Public Consultation

KALAMUNDA P.S. D
PUMP STN. '27 - 037'
REDUCTION 'U3882 - 037'
SEWER DESIGN FLOW - 18.1 L/s
LONG TERM PUMP RATE - 24.1 L/s

KALAMUNDA DISTRICT HOSPITAL PRIVATE

KALAMUNDA P.S. B
PUMP STN. '35 - 037'
REDUCTION 'X8272 - 037'
SEWER DESIGN FLOW - 4.7 L/s
LONG TERM PUMP RATE - 6.3 L/s

'38 - 037'
SDF - 0.7 L/s

'29 - 037'
SDF - 9.7 L/s

'U3872 - 037'
SDF - 0.4 L/s

'36 - 037'
SDF - 1.0 L/s

'8 - 037'
SDF - 4.7 L/s

'11 - 037'
SDF - 0.9 L/s

'10 - 037'
SDF - 0.2 L/s

'9 - 037'
SDF - 0.8 L/s

'4 - 037'
SDF - 3.8 L/s

'5 - 037'
SDF - 1.1 L/s

'1 - 037'
SDF - 1.2 L/s

'2 - 037'
SDF - 3.2 L/s

'7 - 037'
SDF - 1.7 L/s

X8791 - 037
SDF - 1.0 L/s

X8589 - 037
SDF - 5.4 L/s

W9049 - 037
SDF - 1.4 L/s

'18 - 037'
SDF - 4.0 L/s

'33 - 037'
SDF - 1.6 L/s

'32 - 037'
SDF - 3.4 L/s

X7899 - 037
SDF - 1.6 L/s

X8021 - 037
SDF - 3.1 L/s

KALAMUNDA P.S. C
PUMP STN. '22 - 037'
REDUCTION 'U3877 - 037'
SEWER DESIGN FLOW - 3.4 L/s
LONG TERM PUMP RATE - 6.0 L/s

KALAMUNDA P.S. A
PUMP STN. '25 - 037'
REDUCTION 'X8023 - 037'
SEWER DESIGN FLOW - 4.0 L/s
LONG TERM PUMP RATE - 6.0 L/s

'19 - 037'
SDF - 4.1 L/s

AUTHOR: - CROFTS JO
FILE: \\svrpts1-39\infrastpln\active\SpatialSystems\Projects\WPAIPM-CNM-1843_Kalamunda\3_Kalamunda.mxd\Kalamunda_SD037_Overall.mxd
VERTICAL DATUM: AHD
COORDINATE SYSTEM: GDA 1994 MGA ZONE 50

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THE INFORMATION ON THIS PLAN IS BASED ON THE BEST DATA AVAILABLE AT DATE OF PRINTING AND IS SUBJECT TO ONGOING REVIEW AND AMENDMENT. NO RESPONSIBILITY IS ACCEPTED BY THE WATER CORPORATION FOR ACCURACY OF DATA SUPPLIED BY EXTERNAL AGENCIES.

## LEGEND

- Existing Access Chamber
- Proposed Access Chamber
- Existing Vacuum Chamber
- Proposed Vacuum Chamber
- Existing Pump Station
- Proposed Pump Station
- Existing Gravity Sewer
- Proposed Gravity Sewer
- Existing Vacuum Sewer
- Proposed Vacuum Sewer
- Existing Pressure Main
- Proposed Pressure Main
- Node Catchment
- PS and Sewer Catchments
- Sewer District / WWTP Catchment
- Existing Sewered Areas
- Sewered By Private PS
- Parks and Public Open Space
- Bush Forever
- Cut / Fill
- Floodway / Flood Fringe
- Flood Plain

## NOTATION

SEWER DISTRICT NUMBER
CATCHMENT NODE
CATCHMENT '7001 - 121'
R15 - 108.4 @75% (W)
'R' CODE ZONING
GROSS AREA (ha)
% OF LAND DEVELOPMENT
(W) - WET CONDITIONS
(D) - DRY CONDITIONS

0 100 200 300 400 500 Metres

| DATE | REVISION DESCRIPTION | DRN | APPD |
|---|---|---|---|
| 06/17 | UPDATE KALAMUNDA PRIMARY SCHOOL SITE TO DISCHARGE INTO DN375 | LG | TZ |

SHEET INDEX

N

AQUA No. XXXXXX
AQUA VERSION V1

WATER CORPORATION

ISSUED WITH THE AUTHORITY OF THE MANAGER ASSET PLANNING GROUP

629 NEWCASTLE STREET, LEEDERVILLE 6007
WESTERN AUSTRALIA.

TELEPHONE (08) 9420 2420, FAX (08) 9420 3179

# WASTEWATER SCHEME PLANNING SERIES

## KALAMUNDA - SD037

CONCEPTUAL PLANNING
LONG TERM SCHEME

| PLANNING BY | COMPILED BY | ACCEPTED BY |
|---|---|---|
| M. FLYNN | L. GABRIEL | R. APPOLONI |
| SCALE: 1:10,000 | FULL REVIEW: 10 FEBRUARY 1999 | FILE NO: JT1 2015 04054 V01 |

A1

# Appendix B – Water Corporation Advice

Draft for the Purpose of Public Advertising

## Peter Royle

**From:** Brett Coombes <Brett.Coombes@watercorporation.com.au>
**Sent:** Wednesday, 24 October 2018 12:36 PM
**To:** Peter Royle
**Subject:** RE: Kalamunda City Centre - Planning Advice Submission
**Attachments:** Kalamunda SD conceptual ww planning.pdf; Kalamunda water networks.pdf; Kalamunda sewer network.pdf

Draft for the Purpose of Public Advertising

Peter,

Chas is still away from the office.

Without water demands for all the proposed land uses and long term wastewater flows, it is difficult to provide any useful response to the City's draft strategy in the against the water Corporation's planning. Here are some general comments and issues that you will need to consider and possibly examine further.

Water servicing
The Kalamunda town centre area has an established network of water distribution and reticulation mains. The town centre area straddles two water supply zones: the Kalamunda-Lesmurdie High Level zone (generally west of Canning Rd), and the Walliston Lower High Level Zone. The zones are separated by closed zone valves at key points in the system (see attached screen image – purple line is the zone boundary).

The network of existing water reticulation mains (<300mm dia) along local streets that provide services to existing customers are typically 100 or 150mm cast iron, 100 or 150mm AC, with some short lengths of 100PVC in a couple of locations. It is not possible to determine if any of this network will need to be upgraded to support servicing of the land use categories indicated in the draft townsite strategy. Depending on the hydraulic demands of individual land uses or buildings, it is possible that some short sections of retic. main may need to be upgraded, replaced, re-laid or duplicated as necessary.

In our experience, most domestic water services can be adequately provided off 100 or 150mm retic mains. In some instances, particularly with mixed use class buildings under the BCA, or high rise, multi-storey buildings, the fire servicing requirements under the BCA drive the need for a large domestic fire service which can't be provided off a 100mm main. In these cases, the developer/builder/landowner will need to fund and undertake a water retic. main upgrade.

Wastewater servicing
The Water Corporation's sewerage network covers only a part of Kalamunda, including most of the town centre area – see attached image.

The gravity sewers through the town centre area are typically 150 and 225 PVC. The 300PVC Kalamunda Collector Sewer extends from Elizabeth St in the north (takes private pump discharge form the hospital) heading south along Williams St and Railway Rd, and west along Haynes St traversing the town centre.

The Corporation's adopted, long term wastewater planning for the Kalamunda Sewer District is attached for your use. The green linework shows the various sub-catchments and assumed SDF's based on ultimate flows arising from the full development at the zonings and density codings shown in the City's current TPS.

The capacity limits of the various 150mm and 225mm retic. sewers will be based on the gravity hydraulic characteristics of gravity sewers (150 sewers typically can accept up to 6 L/s SDF depending on grade; 225 sewers can accept up to 22L/s SDF depending on grade).

You will need to overlay our sub-catchments and assumed SDF flows onto the City's strategy and determine if the long term flows from the full development of the proposed land uses can be accommodated in the downstream gravity sewers.

If the flows arising from the draft town centre strategy are higher than what is allowed for in our planning, then we will need to undertake a review of the entire Kalamunda SD planning at some point in the future. We would usually get our planners to do this review when the zoning actually changes in the City's TPS.

Ultimately, the maximum wastewater flow out of the Kalamunda Sewer District is limited by the capacity of the DN375 outlet sewer. There are no plans or projects on our capital program to duplicate or upgrade the outlet sewer.

Regards

***Brett Coombes***
*Senior Urban Planner*
*Assets Planning Group*
***Water Corporation***
***T:*** *(08) 9420 3165*

---

**From:** Peter Royle [mailto:Peter.Royle@jdsi.com.au]
**Sent:** Tuesday, 23 October 2018 11:36 AM
**To:** Chas.Sabato@watercorporation.com.au
**Cc:** Brett Coombes
**Subject:** RE: Kalamunda City Centre - Planning Advice Submission

Hi Chas,

Just wanted to touch base with you to see if we would be able to get some comments back this week?

Please feel free to give me a call to discuss if needed.

Kind regards

**Peter Royle**
SENIOR CIVIL ENGINEER

**M: 0413 025 039**
P: 08 9227 0595
F: 08 9227 8617

Workzone
Level 6, 1 Nash Street
Perth WA 6000

PO Box 8523
Perth BC WA 6849

JDSi CONSULTING ENGINEERS

www.jdsi.com.au

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Draft for the Purpose of Public Advertising

**From:** Brett Coombes [mailto:Brett.Coombes@watercorporation.com.au]
**Sent:** Wednesday, 17 October 2018 11:52 AM
**To:** Peter Royle <Peter.Royle@jdsi.com.au>
**Subject:** RE: Kalamunda City Centre - Planning Advice Submission

Good morning Peter.

We are down a couple of people this week, so we haven't managed to get around to your query. The turnaround time we aim for is 20 days, but we can usually get a first pass advice to you pretty quickly if we have the resources.

Chas Sabato in our team will be your contact point when he returns next week. In the meantime I have attached an excerpt of the Kalamunda Sewer District conceptual wastewater planning showing assumed maximum flows into various gravity reticulation sewers (150 and 225) that head west towards the DN375 outlet main sewer. The green linework shows the various sub-catchments and assumed SDF's based on ultimate flows arising from the full development at the zonings and density codings shown in the City's current TPS. I suggest that you overlay these sub-catchments and flows over the city centre plan and see how your flow yields and flow estimates are apportioned across the various sewers.

If the flows are higher than what is allowed for in our planning (i.e. if SDF's into the 150 sewers are going to be >6/ls and flows into the 225 sewers are going to be >20l/s) then we will need to undertake a review of the entire Kalamunda SD planning at some point in the future. We would usually get our planners to do this review when the zoning actually changes in the City's TPS.

Regards

Brett Coombes
Senior Urban Planner
Development Services Branch

**From:** Land Servicing
**Sent:** Wednesday, 17 October 2018 8:51 AM
**To:** Land Planning
**Subject:** FW: Kalamunda City Centre - Planning Advice Submission

**Jan Pryce**
Support Officer – Business Services
Development Services
Water Corporation

**E:** Jan.Pryce@watercorporation.com.au
**T:** (08) 9420 2099
**F:** (08) 94203193
**A:** 629 Newcastle St Leedervile WA 6007
**P:** P O BOX 100 Leederville WA 6902

**Keep in touch** **W:** watercorporation.com.au

Draft for the Purpose of Public Advertising

**From:** Peter Royle [mailto:Peter.Royle@jdsi.com.au]
**Sent:** Wednesday, 17 October 2018 8:45 AM
**To:** Land Servicing; Building Services
**Subject:** Kalamunda City Centre - Planning Advice Submission

Hi there,

I submitted an online application for planning advice for the proposed rezoning of the Kalamunda City Centre precinct area, however, I never received a receipt for the online application. I have attached a copy of the proposed changes which was also attached in the application. Also below is a table showing probable dwellings and demands.

| | | Demands | | |
|---|---|---|---|---|
| **Precinct** | **Dwellings (no.)** | **Water (L/s)** | **Sewer (L/s)** | **Power (MVA)** |
| Mixed Use - D1 | 195 | 16 | 2 | 3 |
| Mixed Use - D2 | 685 | 42 | 7 | 8 |
| Tourism - D2 | 307 | 26 | 4 | 6 |
| Tourism - POS | 0 | 0 | 0 | 0 |
| Tourism - Public Purpose | 370 | 26 | 5 | 5 |
| Main Street - A1 | 89 | 10 | 1 | 2 |
| Main Street - A2 | 255 | 22 | 2 | 5 |
| Anchor - A1 | 140 | 14 | 2 | 3 |
| Anchor - A2 | 171 | 17 | 3 | 4 |
| Frame - D1 | 323 | 18 | 0 | 1 |
| Frame - D2 | 98 | 7 | 0 | 0 |
| Frame - POS | 102 | 8 | 0 | 0 |
| **Total** | **2,733** | **206** | **26** | **38** |

I have been asked by our client to provide an update on when we may receive advice. It would be good if someone could call to discuss with me to make sure we are on the same track with what is proposed.

Kind regards

**Peter Royle**
SENIOR CIVIL ENGINEER

**M: 0413 025 039**
P: 08 9227 0595
F: 08 9227 8617

Workzone
Level 6, 1 Nash Street
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URBIS

City of Kalamunda

# KALAMUNDA ACTIVITY CENTRE

## OPC- STAGING PLAN

1:1500 @ A3

**DATE:** 06.03.2019
**JOB NO:** PA1490
**DWG NO:** LP-002
**REV:** B

**Kalamunda Activity Centre Plan – Landscape Master Plan – Summary of Opinion of Probable Cost**

| Precinct | Items | Approximate Opinion of Probable Cost (rounded to nearest $1,000) | Total |
|---|---|---|---|
| **Haynes Street** | Landscaping | $1,438,000 | **$2,272,000** |
| | Civil | $455,000 | |
| | 20% Contingency | $379,000 | |
| **Central Mall** | Landscaping | $1,417,000 | **$2,158,000** |
| | Civil | $381,000 | |
| | 20% Contingency | $360,000 | |
| **Green Square Gardens** | Landscaping | $360,000 | **$432,000** |
| | 20% Contingency | $72,000 | |
| **Barber Street** | Landscaping | $1,130,000 | **$2,147,000** |
| | Civil | $659,000 | |
| | 20% Contingency | $358,000 | |
| **Barber Street carpark** | Landscaping | $92,000 | **$185,000** |
| | Civil | $62,000 | |
| | 20% Contingency | $31,000 | |
| **Mead Street** | Landscaping | $1,481,000 | **$4,308,000** |
| | Civil | $2,109,000 | |
| | 20% Contingency | $718,000 | |
| **Canning Road** | Landscaping | $2,297,000 | **$3,630,000** |
| | Civil | $728,000 | |
| | 20% Contingency | $605,000 | |
| **Stirk Street** | Landscaping | $689,000 | **$2,308,000** |
| | Civil | $1,234,000 | |
| | 20% Contingency | $385,000 | |
| **Railway Road** | Landscaping | $1,666,000 | **$2,420,000** |
| | Civil | $351,000 | |
| | 20% Contingency | $403,000 | |
| **Town Square** | Landscaping | $637,000 | **$5,096,000** |
| | Civil | $880,000 | |
| | Architectural (library refurbishment) | $2,730,000 | |
| | 20% Contingency | $849,000 | |
| **Corner Park** | Landscaping | $352,000 | **$602,000** |
| | Civil | $150,000 | |
| | 20% Contingency | $100,000 | |
| | | | **$25,558,000** |

FOR PURPOSES OF PUBLIC ADVERTISING

**Notes:**

1. All items include a 20% contingency given detailed designs have not been prepared.
2. Landscaping includes soft and hard landscaping, trees, street furniture, irrigation, pedestrian paving, and signage.
3. Civil items Include road pavements, services (excluding street lighting replacement), underground power and drainage where appropriate.

**Assumptions:**

1. Irrigation – no allowance for bore infrastructure. A normal allowance included for connection to scheme water system.
2. Roads
    a. Red asphalt to roadways
    b. Unit paving to thresholds, pedestrian crossings and parking bays
    c. Pavement rehabilitation to Mead Street, Haynes Street, Railway Road and Barber Street.
    d. Excludes resurfacing Canning Road.
3. Allowance for on-road cyclist treatment (line marking and contrasting pavement) to Mead Street and Railway Road.
4. Street typologies as per the Kalamunda Activity Centre – Landscaping Master Plan.
5. Drainage – allowance for upgrade where proposed kerb alignment amendment occurs only.
   Asset replacement to reflect current pipe and pit system, based on asset registry data export provided by the City of Kalamunda.
6. Electrical – allowance to underground power to Stirk Street and Mead Street only.
7. Architectural – building footprints (m2) are based on Kalamunda Activity Centre - Landscape Master Plan; design aesthetic to reflect Zig Zag Cultural Centre, Kalamunda, provisional allowance for sustainable / green building rating.
8. Site conditions – rates have been adjusted to allow for hard digging.
9. Cost assume a Competitive Tender process with local builders using basic pallet of materials.

**Exclusions:**

1. GST.
2. Consultancy fees, legal costs, site costs, agent fees, financing costs.
3. Bulk earthworks.
4. Abnormal ground conditions/ contamination including remediation of contaminated.
5. CCTV.
6. Additional bores and filtration plant.
7. Fill required +/- 100mm
8. Maintenance.
9. Scheme water supply.
10. Land purchase.
11. Escalation / inflation – costs are current at March 2019.

DRAFT FOR THE PURPOSES OF PUBLIC ADVERTISING

# Milner Road/Maida Vale Rd Intersection, High Wycombe

## Traffic Treatment Options

## Community Survey

The City of Kalamunda has received safety, noise and vibration concerns relating to heavy vehicle usage at the Milner Road/Maida Vale Road intersection in High Wycombe. To address these concerns, the City is investigating three traffic treatment options to help reduce the number of heavy vehicles using this intersection.

The City is mindful of delivering a treatment option that suits the needs of the whole community. Which option would you prefer to see implemented?

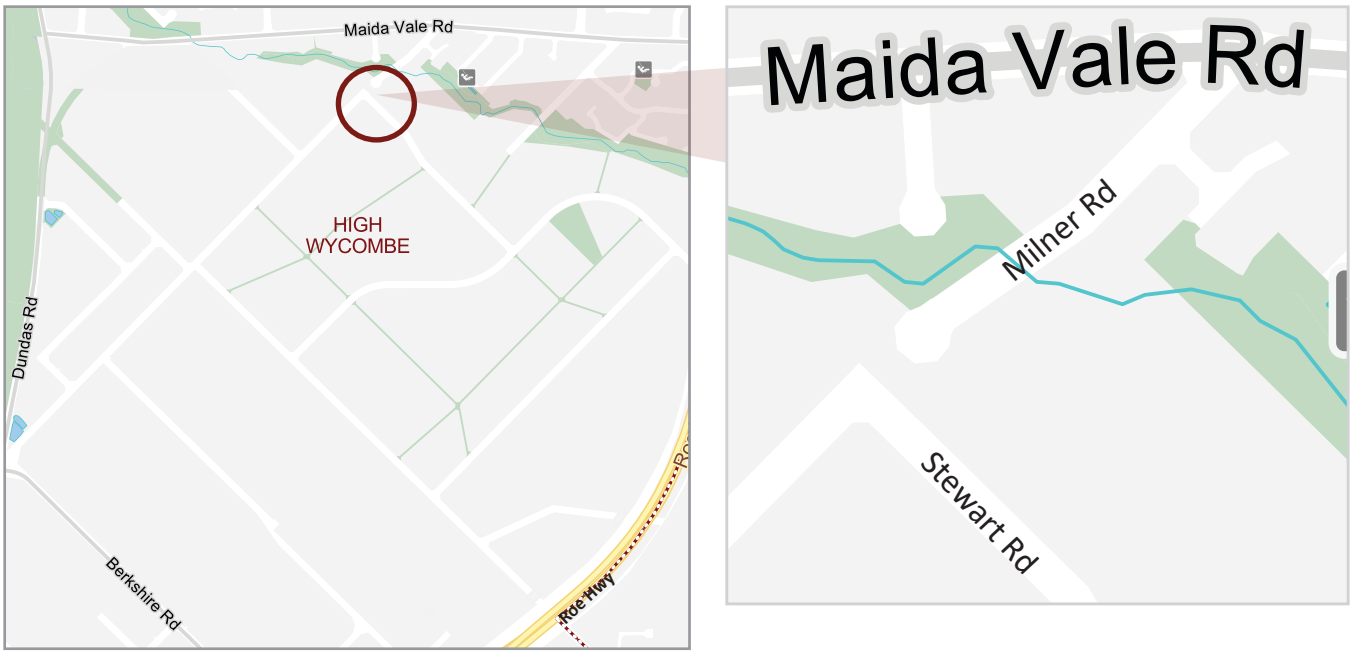
Have your say by completing the survey below. **Comments close 15 March 2019.**

**1. Of the three treatment options, which would you like to see implemented?**
(You may select one or more options)

☐ Option A ☐ Option B ☐ Option C ☐ I would like it to remain as is (no change)

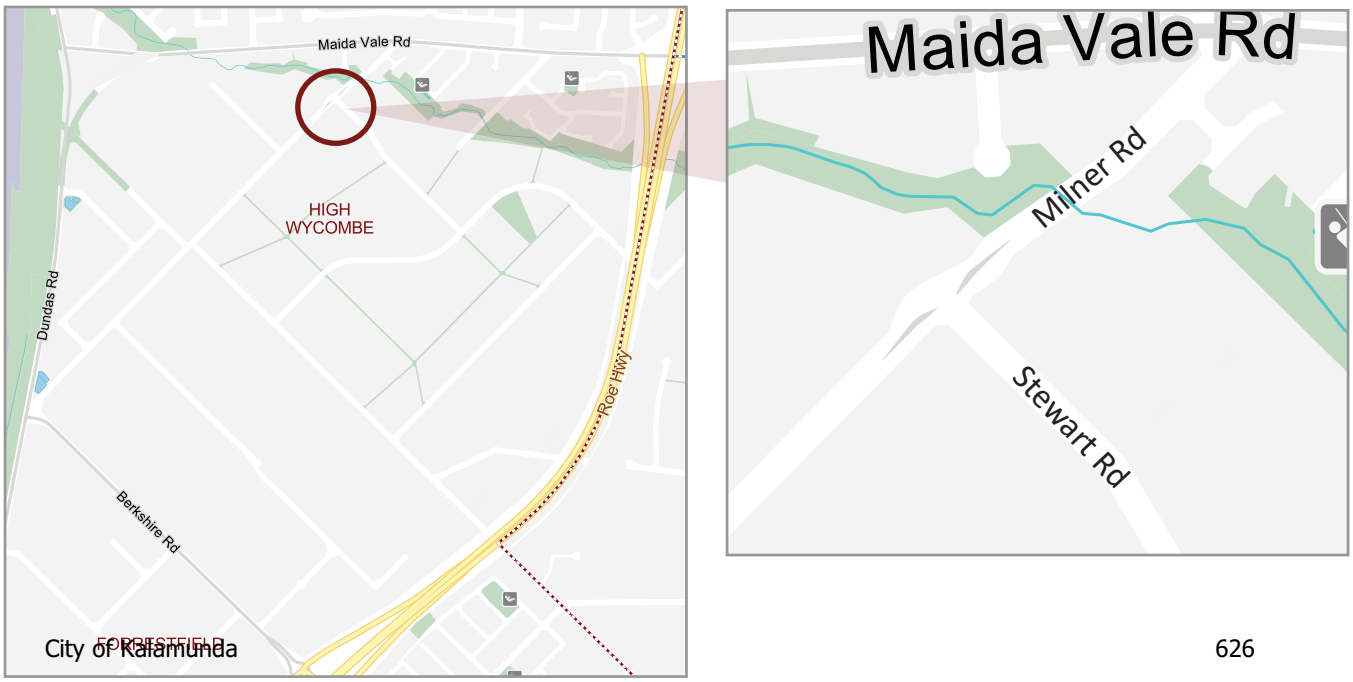
### Option A

*Modify Milner Road to a cul-de-sac at the intersection with Stewart Road.*
Cost: $30,000 Potential delivery: Late 2019

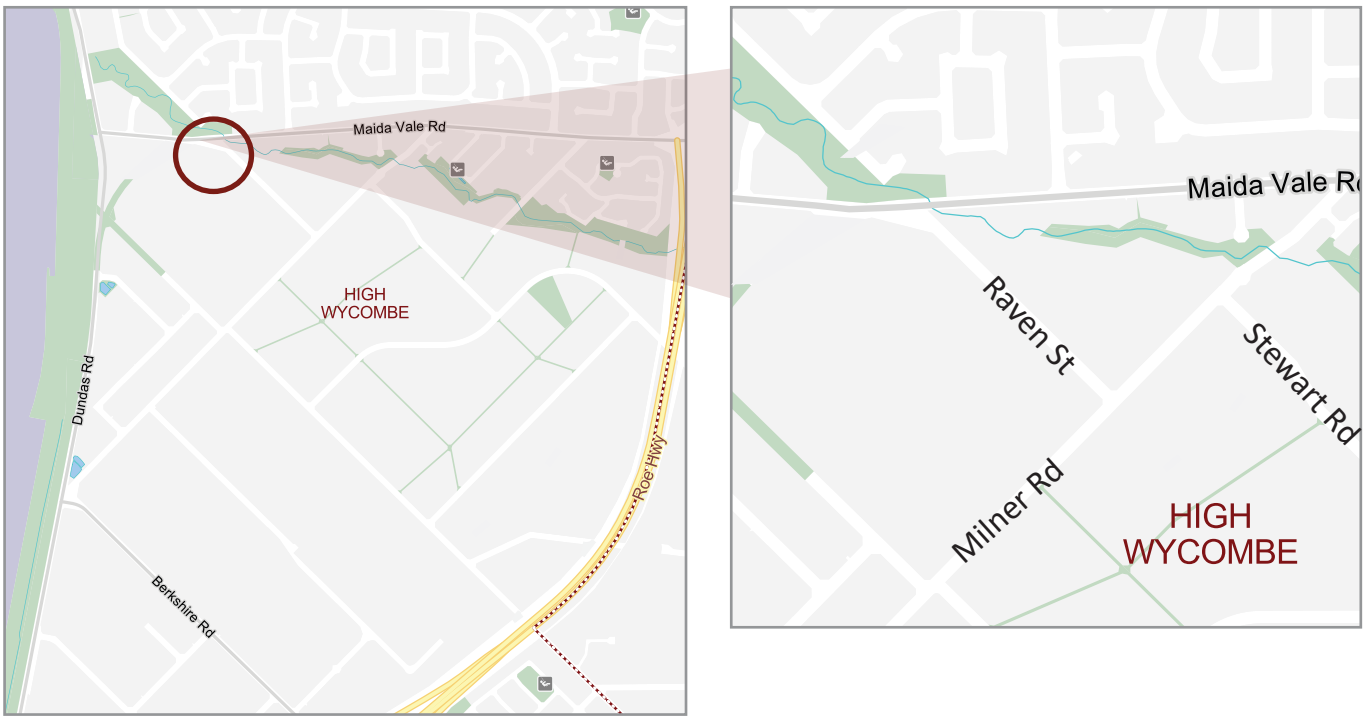



### Option B

*Modify road alignment and install median islands (traffic calming measures) on Milner Road at Stewart Road.* Cost: $82,000 Potential delivery: Late 2019/Early 2020



**Option C** Widen and extend Raven Street to Maida Vale Road.
Cost: $200,000 Potential delivery: Mid 2020




## 2. Please provide the reason for your selection:

## 3. Any further comments/concerns you would like to raise regarding the above?

## 4. About You

**Gender**

☐ Male ☐ Female

**What is your age bracket?**

☐ 15 years and under ☐ 16-25
☐ 26-35 ☐ 36-45
☐ 46-55 ☐ 56-65
☐ 66-75 ☐ 76 +

**Contact details:**

Name: _____

Email: _____

Phone number: _____

Address: _____

_____

**Tick all that apply to you:**

☐ I live in the area
☐ I own a property in the area
☐ I work at a business in the area
☐ I travel through the area
☐ I own a business in the area

**You can return this survey:**

By Post: City of Kalamunda, PO Box 42 Kalamunda WA 6926

In Person: Administration, 2 Railway Road Kalamunda WA 6926

By Email: environment@kalamunda.wa.gov.au

**Detailed design drawings and this survey are available online:**
engage.kalamunda.wa.gov.au/milner-road

# Thank you

**For completing our survey!**

city of kalamunda

# MINUTES

# KALAMUNDA ENVIRONMENTAL ADVISORY COMMITTEE
# SPECIAL MEETING
# 6PM THURSDAY 4 April 2019
# OPERATIONS CENTRE, 10 RAYMOND ROAD, WALLISTON

---

**1.0** **OPENING OF MEETING –** Presiding Member

The Chairperson opened the meeting at 6:05pm

Mr Rod Strang, the new Manager Parks & Environment was introduced to the meeting.

**2.0** **ATTENDANCE AND APOLOGIES -** Presiding Member

**Attendance**

| | |
|---|---|
| Kevin Goss | Presiding Member |
| Mark Schilling | Deputy Chairperson |
| Peter Forrest | Community Representative |
| Rupert Duckworth | Community Representative |
| Allison McGilvray | Community Representative |
| Councillor Sara Lohmeyer | Councillor Delegate |
| Councillor Brooke O'Donnell (at 6:23pm) | Councillor Delegate |

**Staff**

| | |
|---|---|
| Rod Strang | Manager Parks & Environment Services |
| Dallas Lynch | Coordinator Natural Areas |
| Brett Byfield | KEAC Support Officer |
| Stephanie Brokenshire | Strategic Planning Officer |

**Apologies**

| | |
|---|---|
| Victoria Laurie | Community Representative |
| Councillor Cameron Blair | Deputy Councillor Delegate |

**3.0** **DISCLOSURE OF INTERESTS**

| | |
|---|---|
| 3.1 | **Disclosure of Financial and Proximity Interests:**<br><br>a) Members must disclose the nature of their interest in matters to be discussed at the meeting. (Section 5.65 of the *Local Government Act 1995)*<br>b) Employees must disclose the nature of their interest in reports or advice when giving the report or advice to the meeting. (Section 5.7 of the *Local Government Act 1995*)<br><br>Mark Schilling noted a proximity interest, as an employee of the Perth Airport Corporation. The Perth Airport had provided a submission on ELUPS. |
| 3.2 | **Disclosure of Interest Affecting Impartiality**<br><br>a) Members and staff must disclose their interests in matters to be discussed at the meeting in respect of which the member or employee has given or will give advice.<br>Nil |
| **4.0** | **CORRESPONDENCE**<br>Nil |
| | |
| **5.0** | **ITEMS FOR COMMITTEE CONSIDERATION –** Presiding Member |
| | |
| 5.1 | **ENVIRONMENTAL AND LAND USE PLANNING STRATEGY (ELUPS)**<br><br><u>Background</u><br><br>At the KEAC meeting of the 7 February 2019 KEAC resolved:<br>1. Working group members meet with Peter Forrest to complete a review of KEAC's submission.<br>2. Hold a special KEAC meeting Thursday 4 April to consider Planning Officers' summary of submissions and KEAC's finalised report with recommendations to Council.<br><br><u>Details</u><br><br>A summary of details and an update from Planning Officers following the closure of the submission period to be discussed. A report from the working group of Mark Schilling, Cr Sara Lohmeyer and Kevin Goss to be brought to the meeting. Drawing on these reports and discussion, KEAC to make recommendations to Council.<br><br><u>Member Comment</u><br><br>A presentation was provided by Stephanie Brokenshire, the Strategic Planning Officer on the Environmental and Land Use Planning Strategy (ELUPS). Of the 25 submissions received to the draft ELUPS, most were positive and concerned with protection of trees and biodiversity.<br><br>Discussion took place on how the Local Environment Strategy and ELUPS interacted, on how ELUPS would be made enforceable through Scheme |

| | |
|---|---|
| | Amendments, on and how community education, incentives and enforcement would each play a role in the protection of vegetation.<br><br>Resolution<br><br>THAT KEAC endorses the ELUPS for Council decision. KEAC notes the feedback from the community and stakeholders that stressed the importance of the protection of trees and biodiversity in the City, as was the case with the Local Environment Strategy, and therefore strongly supports those elements in ELUPS. Specifically, the Committee:<br><br>- Supports Action 8.2.4, with the preference that it be part of a Scheme Amendment, or a Local Planning Policy.<br>- Supports Action 8.2.5 as currently proposed.<br>- Supports Action 8.3.1 as currently proposed.<br>- Supports Action 8.3.2, as part of the consideration of how vegetation is protected, and recommend expansion of the Local Biodiversity Strategy to include private properties. Mapping of vegetation is required to ensure effectiveness.<br>- Recommends an additional action; 'to investigate how the three distinct areas identified in Section 3.1 are zoned, with the zones referenced in planning policy and future strategies such as the Housing Strategy and Rural Strategy'.<br>- Recommends that an environmental layer on the City of Kalamunda's Online Mapping Module be developed from the maps appended to ELUPS, and from the ecological reassessment of the reserves through the Local Biodiversity Strategy, and that the public version be made more user friendly.<br>- Recommends that Action 3.1.1 of ELUPS be split into two actions. 1. To promote and provide incentives for eco-friendly built forms and energy micro-grids, 2. To manage the impact of renewable energy developments. |
| 5.2 | **LOCAL ENVIRONMENT STRATEGY (LES)** |
| | Background<br><br>The public review period of the LES will close on the 1st April 2019. A brief overview of the review process, including a brief summary of submissions will be delivered by City officers. City Officers will also detail the next steps in having the document finalised by next KEAC ordinary meeting on the 2nd May.<br><br>Member Comment<br>Dallas Lynch, Coordinator Natural Areas, advised the Committee that relatively few submissions had been received by the due date, despite the strong effort by the City to engage the community.<br><br>Resolution<br>THAT KEAC:<br>Notes the work completed by the working group on the Local Environment Strategy, and that the working group will provide an update on the 2 May 2019. |

| | |
|---|---|

| | |
|---|---|
| **6.0** | **URGENT BUSINESS WITH THE APPROVAL OF THE PRESIDING MEMBER** |
| | |
| **7.0** | **DATE OF NEXT MEETING** |
| | |
| **8.0** | 2 May 2018<br><br>Meeting closed 8:42pm<br><br>**CLOSURE** |

4031-LOT 441-1-01/1

Lot 441
1240 CANNING RD
CANNING MILLS 6111
NATIONAL PARK (VESTING)
R 47881

Lot 3622
1244 CANNING RD
CANNING MILLS 6111
R 6853
TOTAL AREA = 744.07m²

11.668

63.77

CANNING RD

CANNING MILLS RD

Lot 3071
CANNING MILLS 6111
NATIONAL PARK
R 47881

## LEGEND

- ROAD CENTRELINE
- CADASTRAL BOUNDARY (EXISITNG)
- CADASTRAL BOUNDARY (PROPOSED FUTURE– ACQUIRED)
- CADASTRAL BOUNDARY (PROPOSED FUTURE– DIVESTED)

## SERVICES

- OVER HEAD POWER TRANSMISSION LINES
- POWER POLE

NOTES:

1. CADASTRAL INFORMATION APPROXIMATE ONLY.
2. ALL UNITS IN METRES U.N.O
3. PRELIMINARY ONLY
4. SERVICES LOCATIONS ARE INDICATIVE ONLY

# PLAN – A

SCALE 1:250

City of Kalamunda

# ASSET SERVICES

## LAND ACQUISITION

CANNING RD / CANNING MILLS ROAD
LOT 3622
CARMEL / CANNING MILLS ROAD

DETAIL
1 OF 1

| No. | REVISION | BY | DATE | AUTH |
|---|---|---|---|---|
| 1 | ISSUED FOR ADVERTISING | CC | 18/10/18 | |

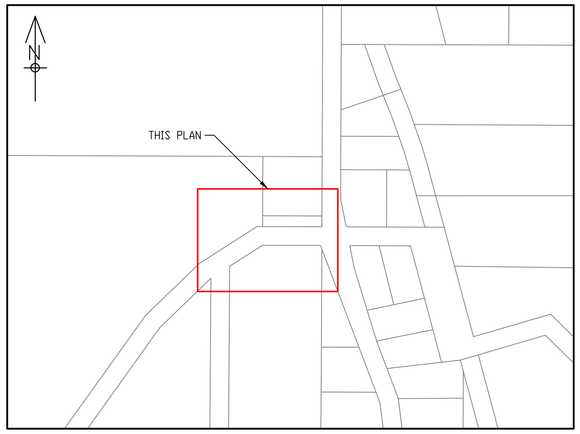
City of Kalamunda

SCALE: 1:250 (2.5 0 2.5 5.0 7.5 10.0 12.5 SCALE IN METRES)
DATUM: AHD
GRID: PCG94

SURVEYED: /2017 ENGINEERING SURVEYOR
DESIGNED: C. CARRILLO 18/10/2017 INFRASTRUCTURE DESIGN OFFICER
DRAWN: C. CARRILLO 18/10/2017 INFRASTRUCTURE DESIGN OFFICER
CHECKED: L. PUDHOTA 18/10/2017 COORDINATOR DESIGN SERVICES
AUTHORISED: R. KORENHOF 25/10/2018 MANAGER ASSET DELIVERY
APPROVED: B. JACKSON 25/10/2018 DIRECTOR ASSET SERVICES

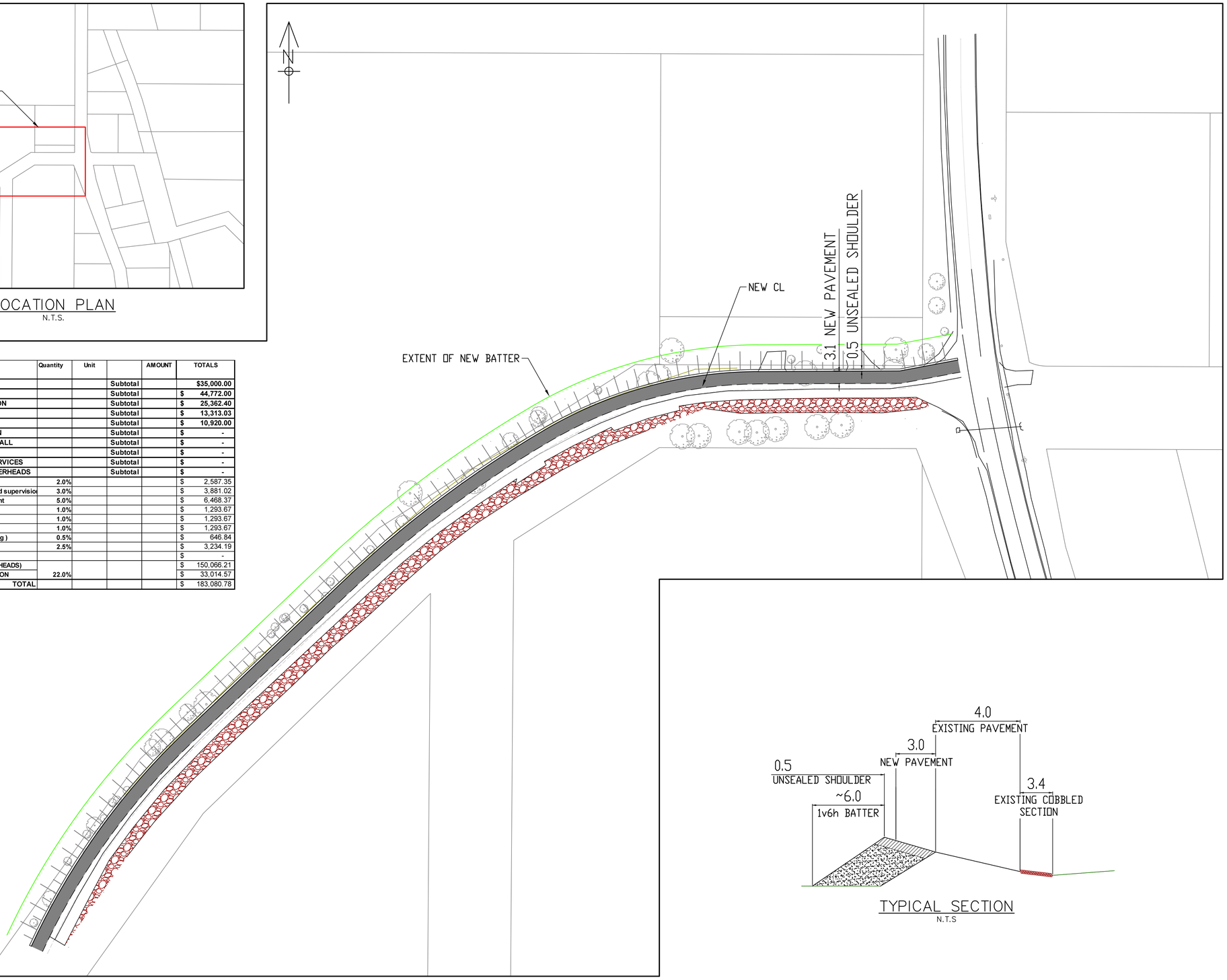
Discipline: CI
Structure Code: 420
JOB No. –

DRAWING–No. 4031-LOT 441-1-01/1 –SHEET /REVISION
ORIGINAL DRG. SIZE A3




LOCATION PLAN
N.T.S.

| Description | Quantity | Unit | | AMOUNT | TOTALS |
|---|---|---|---|---|---|
| CLEARING AND DISPOSAL | | | Subtotal | | $35,000.00 |
| EARTHWORKS | | | Subtotal | | $ 44,772.00 |
| ROAD BASE CONSTRUCTION | | | Subtotal | | $ 25,362.40 |
| ROAD SURFACING | | | Subtotal | | $ 13,313.03 |
| KERBING | | | Subtotal | | $ 10,920.00 |
| ROADSIDE CONSTRUCTION | | | Subtotal | | $ - |
| DRAINAGE SUPPLY & INSTALL | | | Subtotal | | $ - |
| REINSTATEMENTS | | | Subtotal | | $ - |
| PUBLIC UTILITIES AND SERVICES | | | Subtotal | | $ - |
| INDIRECT COSTS AND OVERHEADS | | | Subtotal | | $ - |
| Construction Survey | 2.0% | | | | $ 2,587.35 |
| Construction management and supervisio | 3.0% | | | | $ 3,881.02 |
| Temporary Traffic Management | 5.0% | | | | $ 6,468.37 |
| mobilisation/demobilization | 1.0% | | | | $ 1,293.67 |
| Stores issue | 1.0% | | | | $ 1,293.67 |
| Asphalt / concrete cutting | 1.0% | | | | $ 1,293.67 |
| Quality assurance ( incl. testing ) | 0.5% | | | | $ 646.84 |
| Contingency | 2.5% | | | | $ 3,234.19 |
| | | | | | $ - |
| SUB TOTAL (EXCLUDES OVERHEADS) | | | | | $ 150,066.21 |
| OVERHEADS & ADMINISTRATION | 22.0% | | | | $ 33,014.57 |
| TOTAL | | | | | $ 183,080.78 |




PLAN
SCALE: 1:500




TYPICAL SECTION
N.T.S

LEGEND:

CADASTRAL BOUNDARY

NEW PAVEMENT CONSTRUCTION
200mm LIMESTONE @ 95% MDD
65mm ROADBASE @ 98% MDD
25mm ASPHALT AC10

EXISTING COBBLED PAVEMENT

PRELIMINARY
UNCHECKED

NOT FOR CONSTRUCTION

DRAFT

NOTES:

1. SERVICES SHOWN IN APPROXIMATE LOCATIONS ONLY. REFER TO SERVICE AUTHORITY PLANS BEFORE COMMENCING WORKS.
2. ALL REINSTATEMENTS MATERIALS TO BE OF THE SAME TYPE PRIOR TO COMMENCEMENT OF WORKS
3. SHEET ### REFERS TO SHIRE OF KALAMUNDA STANDARD DETAIL DRAWING NUMBER.
   - TRENCHES TO BE BACKFILLED TO SHEET 11/30
   - MANHOLE CONSTRUCTION TO SHEET 9/30
   - GULLY CONSTRUCTION TO SHEET 5/30.

0 5 10 15 20 25 50m
Scale 1:500

| NO. | DATE | REVISION | BY | CHKD | APPR | DATE |
|---|---|---|---|---|---|---|
| A | 28/05/14 | ISSUED FOR COMMENT | AG | | | 28/05/14 |

SURVEYED
BY GP
DATE 04/04/2014
DATUM
PCG94

NOT TO BE USED FOR CONSTRUCTION UNTIL SIGNED APPROVED.
APPROVED .....
POSITION .....
DATE .....

DESIGNER TO COMPLETE

| | | DATE |
|---|---|---|
| DESIGNED | | |
| DRAWN | AG | 28/05/14 |
| DRAFT CHECK | | |
| DESIGN ENGINEER | | |

ENGINEERING SERVICES
DIRECTORATE

JOB NO. 3644

Shire of Kalamunda

# CANNING MILLS ROAD PICKERING BROOK UPGRADE CONCEPT PLAN

SCALE: AS SHOWN | A1 | DWG NO. 3644-001-001/A

PLOTTED: Adam Gregory ; 5/28/2014 11:18:32 AM FILE: J:\3. MANAGER TECHNICAL OFFICE\1. DESIGN & DEVELOPMENT\1. PROJECTS\14-15_3644 CANNING MILLS ROAD\ADMIN & DESIGN\3644-001.DWG

**Summary of Submissions**

**Proposed Dedication of Reserve 6853, Lot 3622 (1244) Canning Road, Canning Mills**

| Submitter No. | Nature of Submission | Response/Recommended Modifications |
|---|---|---|
| Submission 1 | Query:<br><br>"*[We are] very concerned about any works happening on the corner of Canning Rd and Canning Mills Rd as per the City of Kalamunda's recent notice for submissions advertised in the local paper.*<br><br>*This location relates to a very important part of our pioneering history in the form of the cobblestones along the road and is a significant historical link to our timber industry. The area was already damaged in 2011, note the attachments sent to the City at the time.*<br><br>*We attempted to find out more information on Thursday from your website and from a call to the City but without success.*<br><br>*We would appreciate contact from one of your staff to give us some further information about this proposal.*" | City of Kalamunda Response:<br><br>"*The dedication of Reserve 6853 as road is for the purposes of the realignment of Canning Mills Road (including adjustments to the intersection with Canning Road) in order to remove the vehicle impact on the cobblestones. The proposal is intended to protect the cobblestones.*<br><br>*The dedication will also accommodate a proposed roadside memorial in honour of the pioneers of Canning Mills.*<br>*The construction works relating to the proposal are subject to the necessary land acquisitions and transfers occurring.*<br><br>*Once land related matters have been finalised and capital works budget approval by Council for construction has been obtained, public tender advertisement, tender award consideration and, thereafter, construction, can then be advanced.*" |
| Telstra | No objection, subject to condition.<br><br>Telstra's plant records indicate that there are no Telstra assets within the area of the proposal. | Noted. |

| | | |
|---|---|---|
| | Subject to compliance with Telstra's standard conditions, Telstra has no objection to the dedication of land as road reserve.<br><br>Telstra would also appreciate due confirmation when this proposed acquisition proceeds so as to update its Cadastre records. | |
| ATCO Gas | No objection.<br><br>ATCO Gas does not operate gas mains within the vicinity of the nominated area.<br><br>ATCO Gas has no objection to the proposal for the road dedication, from the City of Kalamunda, to facilitate the proposed change in land tenure to accommodate the development of a roadside memorial and will not be requesting any relocation of services nor additional protection of any services. | Noted. |
| Western Power | No objection.<br><br>Western Power does not have any objection at this time to the proposal but would appreciate being kept informed of developments. | Noted. |
| Water Corporation | No objection.<br><br>Water Corporation has no objection to this dedication. | Noted. |

# City of Kalamunda

# Strategic Plan Progress Report

*Period:* Quarter 3, *18/19*

January to March 2019

# Strategic Plan Progress Report

***Goal:*** ***1 Kalamunda Cares & Interacts***

***Outcome:*** ***1.1 To be a community that advocates, facilitates and provides quality lifestyle choices***

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***1.1.1 Facilitate the inclusion of the ageing population and people with disability to have access to information, facilities and services.*** | | | | | | |
| 1.1.1.1 Resource and implement the Age Friendly Strategy Action Plan (2017-2021). | None | In Progress | 85% | The Community Development team delivered a variety of activities, workshops and events for seniors including:<br><br>- Accommodation Options in Retirement presented by Centrelink on 2 April - 12 attendees at Forrestfield Library.<br>- Yoga Gold (senior Yoga) classes at Hartfield Park Recreation Centre - 20 participants attending weekly. | Manager Community Development (DE00007) | 30/06/2019 |
| 1.1.1.2 Resource and implement the Disability Access & Inclusion Plan (2017-2022). | None | In Progress | 85% | The Disability and Inclusion Plan (DAIP) established priorities and strategies to provide a framework for implementation of initiatives.<br><br>Initiatives that have been developed include:<br>- Yoga Gold (senior Yoga) classes at Hartfield Park Recreation Centre - 20 participants attending weekly.<br><br>Staff have also commenced the annual reporting process for the Disability Access and Inclusion Plan (DAIP) which is expected to be completed in June. | Manager Community Development (DE00007) | 30/06/2019 |
| ***Actions*** | ***RISK*** | ***STATUS*** | ***% COMP*** | ***PROGRESS COMMENTS*** | ***RESP. OFFICER*** | ***COMP DATE*** |
| ***Strategy:*** ***1.1.2 Empower, support and engage with young people, families and our culturally diverse community.*** | | | | | | |
| 1.1.2.1 Resource and implement the Youth Plan (2017-2019). | None | In Progress | 40% | The Youth Action Kalamunda (YAK) have delivered several new projects to the City of Kalamunda community including:<br><br>- The YAK supported City staff for The Jump, | Manager Community Development (DE00007) | 01/07/2020 |

# Strategic Plan Progress Report

***Goal:*** ***1 Kalamunda Cares & Interacts***

***Outcome:*** ***1.1 To be a community that advocates, facilitates and provides quality lifestyle choices***

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***1.1.2 Empower, support and engage with young people, families and our culturally diverse community.*** | | | | | | |
| | | | | Climb, Create festival (youth week event) held on 14 April - over 300 attendees at Kostera Oval.<br><br>The Dome Barista workshop was a popular activity with over 20 expressions of interest forms completed. Four Youth were selected to attend the workshop held at Dome Café - Kalamunda on 15 April.<br><br>The City's Skate, Scooter and BMX Clinic have been well attended in April:<br>- Thursday 26 April, High Wycombe Skate Park - 27 participants | | |
| 1.1.2.2 Develop the Reconciliation Action Plan 2018. | None | In Progress | 65% | In April 2018, the City engaged a consultant (CDS Network) to develop the first Reconciliation Action Plan (RAP) for the City of Kalamunda.<br>Progress to date includes:<br><br>- Presentation of a strategic reconciliation training session with the City of Kalamunda Staff.<br>- The Draft RAP was endorsed by Council 26 February for the purpose of seeking public comment.<br>- Minster Ben Wyatt attended the RAP community consultation workshop on 25 March at Lesmurdie Hall with 20 community members and staff attending.<br>- The period for community comment closed 3 | Manager Community Development (DE00007) | 30/10/2019 |

# Strategic Plan Progress Report

**Goal: 1 Kalamunda Cares & Interacts**

**Outcome: 1.1 To be a community that advocates, facilitates and provides quality lifestyle choices**

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 1.1.2 Empower, support and engage with young people, families and our culturally diverse community.** | | | | | | |
| | | | | April 2019.<br><br>The Draft RAP will be sent to Reconciliation Australia for comment in May 2019. Once returned, the Draft RAP will be represented to Council for final consideration. | | |
| **Actions** | **RISK** | **STATUS** | **% COMP** | **PROGRESS COMMENTS** | **RESP. OFFICER** | **COMP DATE** |
| **Strategy: 1.1.3 Facilitate opportunities to pursue learning.** | | | | | | |
| 1.1.3.1 Ensure maximum utilisation of the City's Libraries by providing high quality activities and support services. | None | In Progress | 85% | A variety of events inclusive of all ages were held across the City's four Libraries this April including:<br><br>- Discover your own authentic style!<br>- Library School Holiday - Radical Reptiles<br>- Author Talk with Minnie Darke | Manager Community Development (DE00007) | 30/06/2019 |

**Outcome: 1.2 To provide safe and healthy environments for the community to enjoy**

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 1.2.1 Facilitate a safe community environment.** | | | | | | |
| 1.2.1.1 Develop the Community Safety and Crime Prevention Plan (2019-2024) and deliver the 2018 initiatives. | None | In Progress | 60% | The draft plan has been workshopped with committee members and is in final stages of review. | Senior Ranger (AC00075) | 24/06/2019 |
| 1.2.1.2 Annual Community Bushfire Readiness Program for owners/occupiers is developed and executed, with input from key stakeholders, DFES and local volunteer services.<br>Ensure community interactions are customer centric, staff are using | None | In Progress | 75% | Bushfire readiness program for 2018-2019 is now complete. Officers are now conducting a post implementation review and identifying required changes for 2019-2020. | Senior Ranger (AC00075) | 24/06/2019 |

# Strategic Plan Progress Report

**Goal:** 1 Kalamunda Cares & Interacts

**Outcome:** 1.2 To provide safe and healthy environments for the community to enjoy

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy:** 1.2.1 Facilitate a safe community environment. | | | | | | |
| discretion and working toward compliance before compliance is initiated. | | | | | | |
| 1.2.1.3 Ensure the City's Emergency Management Arrangements, including the Local Recovery Plan, are in place and comply with the Emergency Management Act 2005. | None | Completed | 100% | The review of the Emergency Management Arrangements is now complete and has been sent to the Department of Fire and Emergency Services for their consideration. | Senior Ranger (AC00075) | 26/11/2018 |
| 1.2.1.4 Review Local Emergency Management Arrangements and compliance with State Emergency Management Policy 2.5. | None | Completed | 100% | The Emergency Management Arrangements were recently updated and were submitted to the Department of Fire and Emergency Services for their comment in November. Once the comments are received, the plan will be sent to Council for approval. | Senior Ranger (AC00075) | 31/12/2018 |
| 1.2.1.5 Develop the City's Bushfire Risk Mitigation Plan in collaboration with key stakeholders. | None | In Progress | 50% | The City's Bushfire Risk Mitigation Plan (BRMP) is being developed in consultation with the State Office of Bushfire Risk Management. The framework of the BRMP has been completed. Mapping of natural areas has achieved 100% completion. Specific mitigation plans are now being developed. | Manager Parks & Environment | 26/07/2020 |
| 1.2.1.6 Deliver the CCTV Strategy and CCTV Infrastructure on time, on budget and consistent with grant funding requirements. | None | Completed | 100% | The CCTV Strategy was approved at April 2019 OCM. The strategy complies with the Surveillance Devices Act 1998, and the City's IT Security policy and Asset management policy. WA police and community members consulted. | Senior Ranger (AC00075) | 30/06/2019 |
| **Actions** | **RISK** | **STATUS** | **% COMP** | **PROGRESS COMMENTS** | **RESP. OFFICER** | **COMP DATE** |
| **Strategy:** 1.2.2 Advocate and promote healthy lifestyle choices by encouraging the community to become more physically active. | | | | | | |
| | | | | | | |

# Strategic Plan Progress Report

**Goal:** 1 Kalamunda Cares & Interacts

**Outcome:** 1.2 To provide safe and healthy environments for the community to enjoy

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 1.2.2 Advocate and promote healthy lifestyle choices by encouraging the community to become more physically active.** | | | | | | |
| 1.2.2.1 Review the Local Community Health & Wellbeing Plan and deliver the 2018/19 initiatives. | None | In Progress | 75% | - The plan was approved at the December 2018 OCM.<br>- The implementation of the plan has in on track. | Coordinator Environmental Health Services (CS00006) | 24/06/2019 |
| **Actions** | **RISK** | **STATUS** | **% COMP** | **PROGRESS COMMENTS** | **RESP. OFFICER** | **COMP DATE** |
| **Strategy: 1.2.3 Provide high quality and accessible recreational and social spaces and facilities.** | | | | | | |
| 1.2.3.1 Implement the Bicycle Plan initiatives for 2018/19. Finalise development of the Bicycle Plan initiatives and associated funding program. | None | Completed | 100% | The Bicycle Plan was endorsed by Council in June 2018. WA Bike Network Grant funding applications for 2019/2020 and 2020/2021 totalling $300K have been successful and included in the LTFP. Designs of other projects for future funding rounds are ongoing. | Manager Asset Planning & Management (TO00018) | 01/03/2019 |
| 1.2.3.2 Advocate for funding in 2019 for Scott Reserve. Develop a Master Plan to guide future development of the reserve and consult with user groups. | None | In Progress | 75% | A Balanced View (ABV) Leisure Consultancy was appointed in June 2018 to develop the Scott Reserve Mater Plan. Progress to date includes:<br><br>- ABV completing a literature review, demographic analysis, site analysis and facilities audit.<br>- The City and ABV held two community drop in sessions and a stakeholder workshop in October 2018.<br>- The survey closed in November 2018 with 135 survey responses received by the City with a summary of results provided to ABV for consideration.<br>- A closed council briefing session was held on 19 March 2019 to discuss the community consultation findings and recommendations | Manager Community Development (DE00007) | 31/08/2019 |

# Strategic Plan Progress Report

***Goal:*** ***1 Kalamunda Cares & Interacts***

***Outcome:*** ***1.2 To provide safe and healthy environments for the community to enjoy***

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***1.2.3 Provide high quality and accessible recreational and social spaces and facilities.*** | | | | | | |
| | | | | with a further<br>- Presentation held on 16 April 2019. Officers will now workshop the proposed master plan concept with reserve users prior to seeking public comment. | | |
| 1.2.3.3 Advocate to secure external funding to deliver Stage 1 of the Perth Hills Trails Loop Master Plan - Kalamunda to Pickering Brook. If achieved, progress design and approvals for stage 2. | None | Completed | 100% | The detailed Design of Stage 1 of the Perth Trails Loop has been completed by the Kalamunda Mountain Bike Collective.<br>A financial agreement has been developed and construction is due to be completed by the end of the calendar year. | Manager Community Development (DE00007) | 30/06/2019 |
| 1.2.3.4 Develop the Maida Vale Reserve Master Plan for Council Approval by 30 June 2019. | None | Completed | 100% | TheMaida Vale Reserve Master Plan was endorsed by Council at the 18 December 2018, Ordinary Council Meeting. | Manager Community Development (DE00007) | 22/12/2018 |
| 1.2.3.5 Implement the Ray Owen Master Plan, subject to securing suitable funding source. | None | In Progress | 85% | In 2015 the Ray Owen Master Plan was developed with the City currently seeking external funding to implement the plan. The key projects currently being progressed by the City include:<br>- Four court extension to the Ray Owen Sports Stadium.<br>Consultation with Kalamunda & Districts Netball Association Inc. (KDNA) and Kalamunda & Districts Basketball Association Inc. (KDBA) has occurred to inform the functional brief to appoint architectural services to develop concept designs, with a Request for Quotation advertised in April 2019.<br>- Revised carpark design.<br>The public consultation period for the Ray | Manager Community Development (DE00007) | 30/06/2019 |

# Strategic Plan Progress Report

## Goal: 1 Kalamunda Cares & Interacts

### Outcome: 1.2 To provide safe and healthy environments for the community to enjoy

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 1.2.3 Provide high quality and accessible recreational and social spaces and facilities.** | | | | | | |
| | | | | Owen car park design closed on 11 April 2019. The City will now collocate and assess all feedback received with draft car park design to be amended accordingly for representation to Council.<br>- Investigation into water availability for future playing field space.<br>The investigation into water availability is currently ongoing.<br>- Power distribution.<br>A power upgrade has occurred however it is yet to be distributed across the site. | | |
| 1.2.3.6 Oversee effective management of the Kalamunda Water Park by Belgravia Leisure, to ensure maximum utilisation of the facility and that the operational budget is maintained. | None | In Progress | 85% | The 2018/2019 summer season successfully began in November and finished in March. Attendances for the season, compared to last season, increased by 3.4% (43,050 compared to 41,637). | Manager Community Development (DE00007) | 30/06/2019 |

### Outcome: 1.3 To support the active participation of local communities

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 1.3.1 Support local communities to connect, grow and shape the future of Kalamunda.** | | | | | | |
| 1.3.1.1 In consultation with the Strategic Sport and Recreation Committee (SSRC), facilitate the provision of the City's Capital Grants Program in accordance with set funding rounds. | None | Completed | 100% | The Strategic Sport and Recreation Committee (SSRC) considers Capital Grant requests from sport and recreation groups on an annual basis. Capital Grant applications closed on 30 September 2018 with the City receiving 8 Expressions of Interest under the revised two stage application process. All Capital Grant applications have been reviewed by the City's technical officers. The | Manager Community Development (DE00007) | 06/07/2019 |

# *Strategic Plan Progress Report*

***Goal:*** ***1 Kalamunda Cares & Interacts***

***Outcome:*** ***1.3 To support the active participation of local communities***

| *Actions* | *RISK* | *STATUS* | *% COMP* | *PROGRESS COMMENTS* | *RESP. OFFICER* | *COMP DATE* |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***1.3.1 Support local communities to connect, grow and shape the future of Kalamunda.*** | | | | | | |
| | | | | SSRC endorsed progressing 7 Expression Of Interest applications to submit a Stage Two detailed submission by 31 January 2019.<br><br>Since then two applications have been withdrawn by the applicants, leaving the City and the SSRC to assess five Stage Two detailed submissions. The SSRC's final recommendations will be considered by Council through the budget deliberation process. | | |
| 1.3.1.2 Implement the "Creating Active Citizens Plan" initiatives for empowering community to engage in activity that delivers measurable increases in local capacity and active citizenship. | None | In Progress | 75% | Implementation of the 2018-2020 Active Citizens Plan is progressing well. Current activities in progress include:<br>- Launch of Adopt a Patch<br>- Launch of Town Teams<br>- Planning for the Kalamunda Connected Community Building Conference - 27 Sep 19<br>- Participation in the Australia Day Awards<br>- Freeman of the City (to be awarded in July 2019)<br>- Local Volunteering Award Celebrations (May 2019)<br>- Implementation of the Local Heroes and Good Neighbours program<br>- Implementation of the Social Media Campaign Promoting Active Citizenship | Manager Customer & Public Relations (DE00008) | 31/07/2019 |
| 1.3.1.3 Review Community Advisory Committee effectiveness and terms of reference at least 6 months prior to each LG election, with involvement of key | None | Completed | 100% | All committee terms of reference have been standardised and updated. All committee membership has been reviewed and the register has been updated. Effectiveness of | General Counsel & Executive Advisor, Governance and Legal Services (DE00005) | 30/06/2019 |

# Strategic Plan Progress Report

***Goal:*** ***1 Kalamunda Cares & Interacts***

***Outcome:*** ***1.3 To support the active participation of local communities***

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***1.3.1 Support local communities to connect, grow and shape the future of Kalamunda.*** | | | | | | |
| stakeholders and current committee members. | | | | minuting assessed and settled by Governance to ensure provision to Council according to legislative requirements. | | |
| **Actions** | **RISK** | **STATUS** | **% COMP** | **PROGRESS COMMENTS** | **RESP. OFFICER** | **COMP DATE** |
| ***Strategy:*** ***1.3.2 Encourage and promote active participation in social and cultural events.*** | | | | | | |
| 1.3.2.1 Develop and implement the Community Events Program for 2018/19, delivering high quality community events. | None | In Progress | 90% | Key events this quarter included:<br>- 2019 Corymbia Multicultural Festival in March<br>- Summer Series Movie Fesitval between January and April | Manager Customer & Public Relations (DE00008) | 27/04/2019 |
| 1.3.2.3 Subject to Council support and budget allocation:<br>- Develop an Arts Strategy;<br>- Conduct an Operational Effectiveness Review of KPAC, Visitor Centre and Zig Zag Gallery. | None | In Progress | 75% | - Draft Arts Strategy and Public Arts Policy have been prepared and referred for Public Comment. Both the Strategy and Policy will be considered at the June OCM.<br>The reviews of KPAC and the Zig Zag Gallery have also been completed with the findings to be considered by Council at June OCM. | Coordinator Economic & Tourism Development (AC00017) | 30/06/2019 |
| 1.3.2.4 Remediate and restore the Kalamunda History Village Locomotive. | None | Completed | 100% | The remediation of the History Village locomotive has been completed. | Coordinator Economic & Tourism Development (AC00017) | 30/04/2019 |

# Strategic Plan Progress Report

***Goal:*** ***2 Kalamunda Clean & Green***

***Outcome:*** ***2.1 To protect and enhance the environmental values of the City***

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***2.1.1 Enhance our bushland, natural areas, waterways and reserves.*** | | | | | | |
| 2.1.1.1 Develop policy and practices to protect trees of significance across the City (follows Local Environmental Strategy). | None | In Progress | 25% | This project is due to follow on from the adoption of the Local Environment Strategy (LES). The LES has been endorsed, in draft form, for final community consultation. It is anticipated that the LES will be presented to Council in June 2019 for adoption. The policy for protection of trees of significance will also need to inform, and be informed, by proposed Urban Forest Strategy, Streetscape Strategy and Local Law reviews - all of which are underway | Manager Parks & Environment | 31/10/2020 |
| 2.1.1.2 Develop and implement a Local Environment Strategy to provide strategic direction in the delivery of best practice environmental stewardship in the City. | None | In Progress | 95% | The final Draft of the Local Environment Strategy (LES) was endorsed by Council for final community comment in Feb 2019.<br>Community comment has now been incorporated into a final document.<br>KEAC, at their 2 May meeting, have endorsed the draft LES with minor changes, and the final strategy will be reported to Council in June 2019. | Manager Parks & Environment | 30/09/2019 |
| ***Actions*** | ***RISK*** | ***STATUS*** | ***% COMP*** | ***PROGRESS COMMENTS*** | ***RESP. OFFICER*** | ***COMP DATE*** |
| ***Strategy:*** ***2.1.2 Support the conservation and enhancement of our biodiversity.*** | | | | | | |
| 2.1.2.1 Review the 2008 Local Biodiversity Strategy and report on implementation progress in keeping with the objectives of the adopted Local Environment Strategy. | None | In Progress | 75% | Draft Local Biodiversity Strategy on target to be considered by Council, for endorsement of community consultation, in June 2019.<br>To date, mapping of natural assets is largely complete.<br>A working group drawn from KEAC members has been formed and actions are underway to have an external resource appointed to assist | Manager Parks & Environment | 30/06/2019 |

# Strategic Plan Progress Report

## Goal: 2 Kalamunda Clean & Green

### Outcome: 2.1 To protect and enhance the environmental values of the City

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 2.1.2 Support the conservation and enhancement of our biodiversity.** | | | | | | |
| | | | | in the review and provide expert advice. | | |
| **Actions** | **RISK** | **STATUS** | **% COMP** | **PROGRESS COMMENTS** | **RESP. OFFICER** | **COMP DATE** |
| **Strategy: 2.1.3 Community engagement and education in environmental management.** | | | | | | |
| 2.1.3.1 Environmental Education Program<br>[A] Deliver targeted environmental education events to improve community skills and awareness<br>[B] Engage local schools in the Adopt-A-Spot program | None | Completed | 100% | All programs for 2018-19 are implemented, and the "adopt a spot of bushland" school program is now underway.<br><br>Completed 29 March 2019 ahead of schedule. | Manager Parks & Environment | 30/06/2019 |

### Outcome: 2.2 To achieve environmental sustainability through effective natural resource management

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 2.2.1 Facilitate the appropriate use of water and energy supplies for the City.** | | | | | | |
| 2.2.1.1 Develop a plan for fit for purpose water resources to meet the City's needs. | None | In Progress | 75% | Water Strategy overview presented to the Council Retreat held in Feb-2019, with positive feedback received. It was requested that the "draft" Non-Potable Water Strategy be progressed, with the draft document to be presented for consideration by Council at the June 2019 Ordinary Council Meeting. | Manager Asset Delivery (PD00004) | 02/03/2019 |
| 2.2.1.2 Undertake a rolling program of energy audits to identify mitigating actions to reduce energy consumption. | None | Deferred | 5% | Project has not started in Feb due to competing priorities. Project plan being developed.<br>This will be rolled forward to 2019-2020 for planning and implementation. | Manager Asset & Waste Operations (TO00017) | 30/04/2020 |

### Outcome: 2.3 To reduce the amount of waste produced and increase the amount of reuse and recycling of waste

# Strategic Plan Progress Report

***Goal:*** ***2 Kalamunda Clean & Green***

***Outcome:*** ***2.3 To reduce the amount of waste produced and increase the amount of reuse and recycling of waste***

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***2.3.1 Identify and implement strategies to reduce waste.*** | | | | | | |
| 2.3.1.1 Waste Avoidance and Resource Recovery (WARR) Strategy | None | In Progress | 15% | The State Government released the WARR strategy in Feb 2019.<br>The City is now preparing its project plan for consideration by Council in June 2019. This will engage the community in the development of the City's own WARR Strategy and Plans, which then need to align and be compliant in format and content with the State WARR Strategy and Plans | Manager Asset & Waste Operations (TO00017) | 31/07/2019 |
| 2.3.1.2 Ensure the City's waste operations integrate with the EMRC's resource recovery projects at Red Hill, Hazelmere and East Rockingham. | None | Completed | 100% | Changes to operation of Walliston Transfer Station now integrate with the EMRC operated facilities that the City disposes of waste to. Action completed 23 April 2019, ahead of schedule. | Manager Asset & Waste Operations (TO00017) | 30/06/2019 |
| 2.3.1.3 Walliston Resource Recovery Facility review - Investigate and develop options for upgrading the Walliston Resource Recovery in accordance with licencing conditions. | None | In Progress | 75% | In consultation with the Department of Water and Environmental Regulation (DWER), the City has prepared a proposed Operating Plan for the Walliston Transfer Station (WTS). This is designed to satisfy the needs of DWER for them to assess and issue the WTS with a licence. It is expected that the licence will have conditions relating to noise mitigation which have been factored into the draft 19/20 Budget for implementation | Manager Asset & Waste Operations (TO00017) | 01/09/2019 |

***Outcome:*** ***2.4 To ensure contaminated sites are safe and managed to ultimate use***

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***2.4.1 Identify, examine and manage risk associated with contaminated sites.*** | | | | | | |
| | | | | | | |

# *Strategic Plan Progress Report*

***Goal:*** ***2 Kalamunda Clean & Green***

***Outcome:*** ***2.4 To ensure contaminated sites are safe and managed to ultimate use***

| *Actions* | *RISK* | *STATUS* | *% COMP* | *PROGRESS COMMENTS* | *RESP. OFFICER* | *COMP DATE* |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***2.4.1 Identify, examine and manage risk associated with contaminated sites.*** | | | | | | |
| 2.4.1.1 Investigate all City controlled contaminated sites and identify potential risks and issues that require mitigation in line with DEC requirements. Source funding for remediation and establish appropriate management plans. Includes Alan Anderson and Ledger Reserve asbestos management plans. | None | In Progress | 80% | The City has engaged consultants and a contaminated sites auditor to proactively advance the management of its contaminated sites. Works are well underway on all of the sites.<br><br>Site investigations are continuing. | Coordinator Environmental Health Services (CS00006) | 24/06/2019 |

# Strategic Plan Progress Report

**Goal:** 3 Kalamunda Develops

**Outcome:** 3.1 To plan for sustainable population growth

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy:** 3.1.1 Plan for diverse and sustainable housing, community facilities and industrial development to meet changing social and economic needs. | | | | | | |
| 3.1.1.1 Review the Local Planning Strategy ensuring sustainable development and preservation of environmental values are recognised. (Sub-strategies are incorporated) | None | In Progress | 50% | Public Open Space Strategy:<br>- Public Open Space Strategy adopted by Council in July 2018 and is currently in implementation phase.<br><br>Industrial Development Strategy:<br>- Industrial Development Strategy adopted by Council in December 2018.<br><br>Environmental Land Use Planning Strategy:<br>- Draft Environmental Land Use Planning Strategy adopted for public advertising in September 2018. Public advertising is now complete.<br>- The draft Strategy is in the process of being finalised in light of submissions received.<br>- Scheduled by to be presented to Council for final adoption by the end of Q2 2019.<br><br>Activity Centres Strategy:<br>- Draft Activity Centre Strategy has been prepared.<br>- Feedback from Councillor's Strategic Retreat in Feb 2019 has been assimilated into the document.<br>- Scheduled to be presented to Council by the end of Q2/early Q3 2019 for public advertising.<br><br>Housing Strategy:<br>- The draft Housing Strategy has been | Director Development Services (DE00004) | 20/06/2019 |

# Strategic Plan Progress Report

***Goal:*** ***3 Kalamunda Develops***

***Outcome:*** ***3.1 To plan for sustainable population growth***

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***3.1.1 Plan for diverse and sustainable housing, community facilities and industrial development to meet changing social and economic needs.*** | | | | | | |
| | | | | prepared and preliminary community engagement is complete.<br>- Scheduled to be presented to Council during Q3/Q4 2019 for public advertising.<br><br>Rural Strategy:<br>- Draft Rural Strategy has been scoped with parts progressed.<br>- Considers preliminary outcomes from investigations undertaken by Department of Primary Industries and Regional Development and the Department of Water and Environment Regulation.<br>- Further progress is pending outcomes from the State Government Taskforce and Working Group into the investigation of planning in the Pickering Brook area and surrounds.<br><br>Infrastructure and Servicing Strategy:<br>- Draft scope of works to be prepared and aligned with development potential outlined by accompanying strategies. | | |
| 3.1.1.2 (A) Kalamunda Activity Centre is substantially progressed.<br>(B) Preparation begins for Forrestfield Activity Centre which is progressed in 2019/20.<br>- Both plans require Council endorsement prior to public advertising, after which it is formally adopted by Council.<br>- Plans will comply with the requirements | None | In Progress | 60% | Preliminary community engagement complete. Draft Activity Centre Plan is scheduled to be presented to Council, seeking endorsement for public advertising in Q2 2019.<br>Workshops have been conducted with Council around potential public realm improvements. | Director Development Services (DE00004) | 30/12/2020 |

# *Strategic Plan Progress Report*

***Goal:*** ***3 Kalamunda Develops***

***Outcome:*** ***3.1 To plan for sustainable population growth***

| *Actions* | *RISK* | *STATUS* | *% COMP* | *PROGRESS COMMENTS* | *RESP. OFFICER* | *COMP DATE* |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***3.1.1 Plan for diverse and sustainable housing, community facilities and industrial development to meet changing social and economic needs.*** | | | | | | |
| of State Planning Policy 4.2 (Activity Centres for Perth and Peel). (Sub-strategies are incorporated) | | | | | | |
| 3.1.1.3 Forrestfield North structure Plans: Plan for sustainable land use options around the future railway station. Manage consultant team to deliver structure plans to facilitate subdivision and development. | None | In Progress | 60% | Residential Precinct Local Structure Plan:<br>- Draft LSP adopted by Council and forwarded to WAPC in Dec 2018.<br>- MRS Amendment initiation request also forwarded to WAPC.<br>- WAPC were scheduled to consider Residential Precinct LSP by April 2019.<br>- WAPC advised the City late March 2019 that they require the MRS amendment to be considered before the Residential Precinct LSP can be considered. Council considered best alternatives for progress at 30 April 2019 Ordinary Council Meeting.<br><br>Transit Oriented Development Precinct Local Structure Plan:<br>- TOD Precinct LSP in the process of being prepared with key inputs required by State Government agencies.<br>- Preliminary Draft TOD Precinct LSP presented to Council at Feb Strategic Retreat.<br>- Preliminary Draft TOD Precinct LSP forwarded to METRONET for State Government Agency review March 2019.<br>- Scheduled for presentation to Council by Q2/Q3 2019. | Director Development Services (DE00004) | 30/06/2021 |
| 3.1.1.4 Pickering Brook Town Centre urban investigation area. | None | In Progress | 60% | Draft Rural Strategy has been scoped. Parts of the strategy have been progressed, with | Director Development Services (DE00004) | 30/08/2019 |

# *Strategic Plan Progress Report*

***Goal:*** ***3 Kalamunda Develops***

***Outcome:*** ***3.1 To plan for sustainable population growth***

| *Actions* | *RISK* | *STATUS* | *% COMP* | *PROGRESS COMMENTS* | *RESP. OFFICER* | *COMP DATE* |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***3.1.1 Plan for diverse and sustainable housing, community facilities and industrial development to meet changing social and economic needs.*** | | | | | | |
| | | | | preliminary outcomes from investigations undertaken by Department of Primary Industries and Regional Development and the Department of Water and Environment Regulation.<br><br>Further progress is pending outcomes from the State Government Taskforce and Working Group into the investigation of planning in the Pickering Brook area and surrounds. Some key milestones are being met through the Taskforce and will be reported to Council in time as matters are progressed through the Taskforce. | | |
| 3.1.1.5 Undertake an annual review of the Cell 9 Development Contribution Plan - Consolidate Cell 9 Annual DCP review, Cell 9 project management. | None | In Progress | 75% | Draft DCP Report adopted by Council for public comment in March 2019 and is currently being advertised.<br>Scheduled for presentation to Council by the end of Q2 or early Q3 2019. | Director Development Services (DE00004) | 30/06/2019 |
| 3.1.1.6 Forrestfield/High Wycombe (FF/HW) Stage 1 Annual DCP review, FF/HW Stage 1 Project Management, Planning Design Guidelines. Additionally, incorporate review and respond to Government policy at strategic level, monitor and implement innovative strategic planning practice. (Sub-strategies are incorporated) | None | Completed | 100% | DCP Report annual review adopted by Council December 2018.<br>Next annual review is currently underway and scheduled for adoption in Q3 2019.<br>Completed 14 January 2019. | Director Development Services (DE00004) | 03/12/2018 |
| 3.1.1.7 Planning investigation areas incorporate the Maida Vale South investigation area. | None | Completed | 100% | Metropolitan Region Scheme Amendment 1344/57 Maida Vale Urban Precinct:<br>On 10 September 2018, the Chairman of the | Director Development Services (DE00004) | 01/02/2019 |

# *Strategic Plan Progress Report*

***Goal:*** ***3 Kalamunda Develops***

***Outcome:*** ***3.1 To plan for sustainable population growth***

| *Actions* | *RISK* | *STATUS* | *% COMP* | *PROGRESS COMMENTS* | *RESP. OFFICER* | *COMP DATE* |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***3.1.1 Plan for diverse and sustainable housing, community facilities and industrial development to meet changing social and economic needs.*** | | | | | | |
| | | | | Environmental Protection Authority published the determination to formally assess the proposed amendment and requested that an Environmental Review be undertaken for the proposed rezoning.<br><br>Local Structure Plan:<br>Discussion are on-going with the proponent in relation to the progression of the draft Local Structure Plan. It is not envisaged that the Local Structure Plan will be progressed until such time as the environmental issues have been further progressed.<br><br>Completed 24 April 2019. | | |
| 3.1.1.8 Planning investigation areas incorporate Wattle Grove South district structure plan. | None | In Progress | 40% | Wattle Grove South Feasibility Study complete.<br><br>Preliminary consultation prior to preparation of a draft District Structure Plan has been completed.<br><br>Concept Planning process scoped and scheduled for presentation to Council 30 April 2019 Ordinary Council Meeting. Community input assimilated into the scope of works.<br><br>Scope of works for environmental investigations (flora and fauna / water monitoring) are progressing in parallel with the Concept Planning process. | Director Development Services (DE00004) | 01/03/2021 |
| | | | | | | |

# Strategic Plan Progress Report

**Goal:** 3 Kalamunda Develops

**Outcome:** 3.1 To plan for sustainable population growth

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy:** 3.1.1 Plan for diverse and sustainable housing, community facilities and industrial development to meet changing social and economic needs. | | | | | | |
| 3.1.1.9 Include Cambridge Reserve and Heidelberg Park as POS transfer and improvement investigation areas. | None | In Progress | 60% | Cambridge Reserve:<br>- Preliminary community engagement complete.<br>- Community engagement on the draft plan complete.<br>- Modification to Concept Plan finalised with internal staff workshop and having regard for community engagement outcomes.<br>- Presented to Council for adoption and authority to proceed with the project in Feb 2019.<br>- Currently working through Department of Planning, Lands and Heritage and Department of Biodiversity, Conservation and Attractions (DBCA) referral comments prior to Scheme Amendments being progressed.<br><br>Heidelberg Park:<br>- Preliminary concepts have been developed with key technical studies including flora and fauna and geotechnical investigations complete.<br>- Project is being reviewed in the context of Schmitt Road and broader State Government aged care strategies in the hills area.<br>- Confidential item scheduled for presentation to Council April 2019 with key project updates and process moving forward. | Director Development Services (DE00004) | 30/01/2020 |
| 3.1.1.10 Regularly review, map, benchmark and improve planning approval processes with a view to | None | In Progress | 75% | Process mapping has been undertaken for stautory planning and building processes. There is an ongoing review of existing | Manager Approval Services (TO00016) | 30/06/2019 |

# Strategic Plan Progress Report

***Goal:*** ***3 Kalamunda Develops***

***Outcome:*** ***3.1 To plan for sustainable population growth***

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***3.1.1 Plan for diverse and sustainable housing, community facilities and industrial development to meet changing social and economic needs.*** | | | | | | |
| increasing customer satisfaction levels. | | | | processes and identification of new processes, which has identified improvements.<br><br>- Development application process - applications now identified as basic (20 days), standard (60 days) and complex (90 days) and assigned individual processing times through City systems.<br>- Compliance investigations - development applications are now targeted for compliance actions through the Development Control process. Consideration given to more targeted compliance action for higher risk applications. | | |
| 3.1.1.11 Create a customer service charter for Approval Services and supply this with every new application via acknowledgement letter. Information to be compiled and reported on bi-annually. | None | In Progress | 75% | A planning survey has been prepared with a view to determining customer feedback on planning applications. The survey forms are sent with every development application processed (approval letter). The feedback is received and collated on a monthly basis for the manager Approval Services to review. The Survey form also includes a link to the Kalamunda Website.<br><br>The survey feedback is then used to improve our processes and ultimately the service customers can expect from Approval Services. | Manager Approval Services (TO00016) | 30/06/2019 |
| 3.1.1.12 Develop customer friendly process maps and guidelines and make them readily available to the public. | None | In Progress | 50% | Once planning processes have been reviewed and improved (refer to 3.1.1.10) we will organise user friendly communications to | Manager Approval Services (TO00016) | 30/06/2020 |

# Strategic Plan Progress Report

**Goal: 3 Kalamunda Develops**

**Outcome: 3.1 To plan for sustainable population growth**

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 3.1.1 Plan for diverse and sustainable housing, community facilities and industrial development to meet changing social and economic needs.** | | | | | | |
| | | | | reflect the outcomes. | | |
| 3.1.1.13 Develop, monitor and report KPIs to ensure all approvals are processed within agreed timeframes and are advertised and communicated broadly and effectively. Approvals are communicated and processed within given timeframes. | None | In Progress | 75% | KPI's have been prepared and reported on a monthly basis. | Manager Approval Services (TO00016) | 30/06/2019 |
| 3.1.1.14 Develop a Residential Development Design Policy for endorsement by Council. | None | In Progress | 70% | Local Planning Policy P-DEV 43 was adopted by Council for the purpose of public advertising at the March 2019 OCM. Public advertising of the Policy is underway. | Manager Approval Services (TO00016) | 31/10/2019 |
| 3.1.1.15 Develop an Aged Care Assessment Planning Policy for endorsement by Council. | None | In Progress | 30% | The City is currently working on the scope and objectives of the local planning policy for Aged Residential Care. | Manager Approval Services (TO00016) | 01/10/2020 |

**Outcome: 3.2 To connect the community to quality amenities**

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 3.2.1 Optimal management of all assets.** | | | | | | |
| 3.2.1.1 Identify potential site locations, develop future concepts, as well as funding sources for new Civic Facilities and Community Digital Hub located within the Forrestfield North Station precinct. | None | Completed | 100% | Community Purposes sites identified as part of the Forrestfield North Residential Precinct Local Structure Plan. Preliminary concept plans developed and cost estimates prepared. These were presented to Council as part of the Forrestfield North Residential Precinct Local Structure Plan adopted Dec 2018. Strategic discussions progressing with Metronet in relation to interim uses within the | Director Development Services (DE00004) | 22/06/2019 |

# *Strategic Plan Progress Report*

***Goal:*** ***3 Kalamunda Develops***

***Outcome:*** ***3.2 To connect the community to quality amenities***

| *Actions* | *RISK* | *STATUS* | *% COMP* | *PROGRESS COMMENTS* | *RESP. OFFICER* | *COMP DATE* |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***3.2.1 Optimal management of all assets.*** | | | | | | |
| | | | | Forrestfield North TOD precinct. | | |
| 3.2.1.2 Undertake a review of the 10 year priority actions outlined within the Community Facilities Plan. | None | In Progress | 70% | - Community consultation workshops were completed earlier this financial year.<br>- A spatial mapping exercise to underpin the analysis and report is currently underway.<br>- Community consultation findings and recommendations will be workshopped with City staff and Councillors in mid 2019. | Manager Community Development (DE00007) | 28/09/2019 |
| 3.2.1.3 Implement Stirk Park Master Plan subject to securing external funding. | None | In Progress | 85% | In July 2018, Council approved an amendment to the Stirk Park Master Plan to include a Skate Park within the Youth Precinct area, in lieu of a pump track. Council also resolved to progress the detailed designs for the following stage one priorities:<br><br>- Playground upgrade.<br>- Youth precinct.<br>- Path network upgrade.<br><br>Prior to the progression of the stage one priorities detailed studies are currently being progressed including traffic analysis, geotechnical and drainage studies. High level concept designs for the upgrade of playground will commence in May 2019. Funding opportunities and requirements from funding agencies have been reviewed with submissions to be progressed upon completion of the detailed design phase. | Manager Community Development (DE00007) | 30/06/2019 |
| | | | | | | |

# Strategic Plan Progress Report

**Goal:** 3 Kalamunda Develops

**Outcome:** 3.2 To connect the community to quality amenities

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 3.2.1 Optimal management of all assets.** | | | | | | |
| 3.2.1.4 Develop and regularly review the Asset Management Policy, Strategy and associated plans for all major asset classes, and implement all associated actions to provide strategic direction in the management of all assets. | None | In Progress | 85% | Asset Management Plans have been endorsed by Council for Roads, Parks, Paths and Drainage. The AMP for Buildings is currently in development. Community consultation on levels of service for Buildings underway with target of June for Council endorsement of the Buildings AMP. | Manager Asset Planning & Management (TO00018) | 30/06/2019 |
| 3.2.1.5 Develop a rolling 10 year program of detailed projects forming the City's capital works program for each asset class. | None | Completed | 100% | - The ten year capital works program is regularly updated as both renewal and new projects are identified, scoped and estimated.<br>- Improved the process for staff submitting capital works budget requests.<br>- The new process aligns with the new project management framework.<br>Completed 23 April 2019. | Manager Asset Planning & Management (TO00018) | 30/06/2019 |
| 3.2.1.6 Develop a 10 year plan for street landscape improvements and tree planting. | None | Deferred | 25% | A rolling program of street tree improvements in the Foothills has been implemented. Development of a 10 year streetscape plan, in a more strategic sense, is now proposed to be carried forward to 19/20. This results from a March 2019 Council decision to develop and implement an Urban Forest Strategy and to provide additional funding for Street Tree planting as part of the draft 2019/2020 budget. | Manager Parks & Environment | 28/06/2019 |
| **Actions** | **RISK** | **STATUS** | **% COMP** | **PROGRESS COMMENTS** | **RESP. OFFICER** | **COMP DATE** |
| **Strategy: 3.2.2 Provide and advocate for improved transport solutions and better connectivity through integrated transport planning.** | | | | | | |
| 3.2.2.1 Integrated Movement Plan: Research and prepare an integrated transport plan for the city, including congestion management, network | None | Deferred | 15% | A project plan has been prepared to identify overall timeframes, scope, and budget requirements. | Manager Asset Planning & Management (TO00018) | 30/06/2019 |

# Strategic Plan Progress Report

**Goal: 3 Kalamunda Develops**

**Outcome: 3.2 To connect the community to quality amenities**

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 3.2.2 Provide and advocate for improved transport solutions and better connectivity through integrated transport planning.** | | | | | | |
| capacity and safety, sustainable transport, and multi-modal transport. | | | | Deferred to 2019/20, reflecting budget allocation. | | |

**Outcome: 3.3 To develop and enhance the City's economy**

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 3.3.1 Facilitate and support the success and growth of industry and businesses.** | | | | | | |
| 3.3.1.1 Deliver the initiatives and targets of the Economic Development Strategy for 2018/19. | None | In Progress | 75% | The Draft Digital Strategy was prepared and following extensive internal review, City Staff are reviewing the Strategy. Key priorities within the Digital Strategy have been mapped into the Economic Development Strategy. | Economic Development Specialist (AC00047) | 30/06/2019 |
| **Actions** | **RISK** | **STATUS** | **% COMP** | **PROGRESS COMMENTS** | **RESP. OFFICER** | **COMP DATE** |
| **Strategy: 3.3.2 Attract new investment opportunities and businesses with a focus on innovation.** | | | | | | |
| 3.3.2.1 Develop and implement a Digital Strategy to attract funding through the Smart Cities Program. | None | In Progress | 75% | Draft Strategy prepared and reviewed by staff. Priority actions have been mapped to the Economic Development Strategy (see 3.3.1.1). | Coordinator Economic & Tourism Development (AC00017) | 30/06/2019 |

**Outcome: 3.4 To be recognised as a preferred tourism destination**

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 3.4.1 Facilitate, support and promote activities and places to visit.** | | | | | | |
| 3.4.1.1 Develop a vision & strategy for tourism development that identifies the City's competitive and unique advantages. | None | In Progress | 80% | The Draft Tourism Development Strategy has been prepared following a series of Community Engagement sessions The Draft Strategy was referred for public comment and will be considered at June OCM. The Draft Strategy considers the following themes:<br>- Create and maintain welcoming, inclusive | Coordinator Economic & Tourism Development (AC00017) | 30/06/2019 |

# Strategic Plan Progress Report

***Goal:*** ***3 Kalamunda Develops***

***Outcome:*** ***3.4 To be recognised as a preferred tourism destination***

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***3.4.1 Facilitate, support and promote activities and places to visit.*** | | | | | | |
| | | | | facilities for visitors to enjoy the natural and built environment<br>- Leverage Kalamunda's natural beauty and award winning attractions to grow destination appeal and recognition<br>- Develop arts heritage and culture opportunities that engage creative investment, participation and community pride<br>- Further develop the Kalamunda tourism brand and destination marketing to raise awareness and inspire visitor interest<br>- Encourage an innovative and collaborative tourism industry that supports local business and drives economic growth | | |
| **Actions** | **RISK** | **STATUS** | **% COMP** | **PROGRESS COMMENTS** | **RESP. OFFICER** | **COMP DATE** |
| ***Strategy:*** ***3.4.2 Advocate and facilitate diversification options for rural properties to flourish.*** | | | | | | |
| 3.4.2.1 Develop an advocacy campaign to support rural land diversification and review annually. | None | In Progress | 80% | Refer to 4.2.2.1 Advocacy Strategies for 2018/19.<br>A State Goverment Taskforce was activated in late 2018. The City Representatives will advocate for a full assessment of all rural properties under Priority Agricultural zoning. The Department of Agriculture will need to lead and fund the study. The data will likely be used for the next 10 years or more, as environmental factors don't change that rapidly and this will then provide the detail needed for decision making about zoning and subdivision in the Perth Hills rural areas. | Chief Executive Officer (DE00001) | 30/06/2019 |

# Strategic Plan Progress Report

**Goal:** **4 Kalamunda Leads**

**Outcome:** **4.1 To provide leadership through transparent governance**

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy:** **4.1.1 Provide good governance.** | | | | | | |
| 4.1.1.1 Corporate Business Plan - Progress Reporting Review and report quarterly and deliver the Corporate Business Plan actions. | None | In Progress | 75% | The third quarter progress report has been completed. Review of the Corporate Business Plan for 2019/20 is in progress. | Manager Strategy, People & Performance (DE00009) | 30/06/2019 |
| 4.1.1.2 Develop and implement a Contract Management Framework. | None | In Progress | 75% | The Contract Management Framework is progressed and will be referred to the Executive Management Team in May 2019. | Manager Financial Services (FS00009) | 30/06/2019 |
| 4.1.1.3 Develop and review the Long Term Financial Plan for the sustainability of the City. | None | In Progress | 75% | The LTFP is under review as a component of the annual Budget setting process for 19/20. It will be presented to Council in June 2019 for review and adoption. | Manager Financial Services (FS00009) | 30/06/2019 |
| 4.1.1.4 [A] Complete an annual review of the Strategic Risk Register and seek A&R Committee support, Council endorsement.<br>[B] Provide a quarterly report to the A&R Committee of progress against mitigating actions in the strategic risk register.<br>[C] Demonstrate that the aggregated Strategic Risk profile is maintained from 2017 to 2018. | None | In Progress | 80% | Strategic Risks are reviewed each quarter by the Executive Team and then presented to the Audit and Risk Committee. This process is on track. | Director Corporate Services (DE00003) | 30/06/2019 |
| 4.1.1.5 Ensure the Governance & Policy Framework is used to guide Councillors and is reviewed every two years prior to Council elections. | None | In Progress | 75% | As part of ongoing continious improvement, the CEO Office has reviewed all Council policies in coordination with Council. This process is on track for completion internally by 30 June 2019 and will then be put to the Audit and Risk Committee in July 2019. Governance and Legal will undertake a further desktop review of the recently updated Governance & Policy Framework prior to the | General Counsel & Executive Advisor, Governance and Legal Services (DE00005) | 30/06/2019 |

# Strategic Plan Progress Report

**Goal:** **4 Kalamunda Leads**

**Outcome:** **4.1 To provide leadership through transparent governance**

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy:** **4.1.1 Provide good governance.** | | | | | | |
| | | | | October 2019 elections in order to ensure any substantive changes flowing from the forthcoming amendments to the Local Government Act are captured and instituted in the Framework accordingly. | | |
| **Actions** | **RISK** | **STATUS** | **% COMP** | **PROGRESS COMMENTS** | **RESP. OFFICER** | **COMP DATE** |
| **Strategy:** **4.1.2 Build an effective and efficient service based organisation.** | | | | | | |
| 4.1.2.1 Altus Collaboration Consortium Project: Continue to work positively within the collaboration to upgrade all key corporate systems. | None | In Progress | 75% | The Altus Project is progressing well. Major achievements to date are:<br>- Administration Centre Function Room upgrade completed<br>- Altus Inspections substantively complete<br>- My Council Portal implemented | Manager Information Technology (IT00008) | 30/09/2019 |
| 4.1.2.2 Workforce Plan Review:<br>[A] Review and implement the Workforce Plan initiatives for 2018/19;<br>[B] Workforce Plan includes a focus on building leadership capability. | None | In Progress | 75% | - The Workforce Plan has been reviewed by all Managers and Directors and revised strategies have been identified.<br>- The Executive Team have received feedback on their leadership survey and are currently documenting their development goals for the next year.<br>- Further leadership development is planned for Business Unit Managers, commencing May 2019.<br>- Safety program in Asset Services also includes a component of leadership development and this is on track. | Manager Strategy, People & Performance (DE00009) | 30/06/2022 |
| 4.1.2.3 Organisational Culture Plan "GROW"<br>[A] Implement the approved Organisational Culture Plan ("GROW") to | None | In Progress | 75% | - A contemporary leadership competency framework has been developed. This has been integrated into the performance review process for 2018/19. | Organisational Development Coordinator (AC00084) | 30/06/2019 |

# Strategic Plan Progress Report

**Goal: 4 Kalamunda Leads**

**Outcome: 4.1 To provide leadership through transparent governance**

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 4.1.2 Build an effective and efficient service based organisation.** | | | | | | |
| facilitate and deliver a structured approach to innovation within the LGA and report quarterly against progress. [B] "Grow" program includes a focus on developing a culture that fosters innovation and “can do” service delivery & shift from compliance to community engagement. | | | | - Year 1 of the 3 year Culture Plan "GROW" is well progressed and a status report was provided to Council as a component of the CEO KPI update at April OCM. | | |
| 4.1.2.7 Implement the Information Communication Technology Strategy and report progress against the Plan quarterly. | None | In Progress | 75% | - External penetration testing has been completed by independent security consultancy.<br>- Firewall Audit has been undertaken by a separate security consultancy.<br>- Work is continuing on the implementation of Altus Electronic Content Management system (ECM).<br>- Information Security system to prevent data loss via USB drives has been purchased and implementation plans are being developed.<br>- A partnership has been entered into between the City of Kalamunda and the Australian Signals Directorate - Australian Cyber Security Centre (the Federal Government's peak security agency) to provide direction and guidance on current information security threats. | Manager Information Technology (IT00008) | 30/06/2019 |

**Outcome: 4.2 To proactively engage and partner for the benefit of the community**

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy: 4.2.1 Actively engage with the community in innovative ways.** | | | | | | |

# Strategic Plan Progress Report

**Goal:** **4 Kalamunda Leads**

**Outcome:** **4.2 To proactively engage and partner for the benefit of the community**

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| **Strategy:** **4.2.1 Actively engage with the community in innovative ways.** | | | | | | |
| 4.2.1.1 Deliver initiatives contained within the Community Engagement Strategy. Identify opportunities to encourage community involvement in Council operations through appropriate engagement methods. | None | In Progress | 75% | The City undertook a review of all community engagement campaigns undertaken in 2018 during this quarter. The recommendation was carried unanimously by Council.<br><br>The City's engagement platform has enabled community members to stay informed in regard to projects, as well as having one 'source of truth' for finding out what projects are currently listed for community engagement.<br><br>Analysis of the results of each project indicate that planning matters, those of a more complicated or technical nature, or where community opinion was divers, attract the largest number of submissions.<br><br>The City has committed to under community engagement prior to any technical feasibility studies, to ensure the view of the community inform any proposal for a new project or service is considered.<br><br>More than 20 campaigns for 2019 have been undertaken in accordance with the Community engagement strategy. | Manager Customer & Public Relations (DE00008) | 01/06/2019 |
| 4.2.1.2 Deliver the Customer Service Strategy Implementation Plan outlining key annual activities and projects. | None | In Progress | 75% | Work continued on the City's Customer Service Strategy this quarter, including:<br><br>- Continued to work with Customer Service | Manager Customer & Public Relations (DE00008) | 30/06/2019 |

# *Strategic Plan Progress Report*

***Goal:*** ***4 Kalamunda Leads***

***Outcome:*** ***4.2 To proactively engage and partner for the benefit of the community***

| *Actions* | *RISK* | *STATUS* | *% COMP* | *PROGRESS COMMENTS* | *RESP. OFFICER* | *COMP DATE* |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***4.2.1 Actively engage with the community in innovative ways.*** | | | | | | |
| | | | | Champions within the business to improve customer service outcomes<br>- Review of Asset Services Customer responses, times and process has been undertaken to identify improvements<br>- Updated the Customer Service Charter and Standards<br>- Revised the Complaints and Feedback Policy<br>- Introduced Call recording to improve service standards and training<br>- Researched call centres and customer contact centres in other local governments<br>- report to Council on progress, via CEO KPI report in April 2019 | | |
| 4.2.1.3 Implement and report quarterly on the 'monitoring system' that tracks the customer experience across the organisation. Utilise results to identify areas for improvement, plus identify areas of strength. Identify officers who are providing advice to the public & provide clearer accountability of officers for their personal interactions with community members. | None | In Progress | 75% | Implemented multiple methods of measuring and monitoring customer satisfaction levels, including:<br>- Monitoring customer response times at various touchpoints around the organisation<br>- Implemented call monitoring<br>- Implement front counter "net promoter score" feedback, via iPad interface<br>- Identified that 15,707 customer enquiries were responded to between July 2018 and March 2019, resulting in 98.1% of requests being responded to within 7 days or less (with the average response time being 0.87 days)<br>- reported to Council on progress | Manager Customer & Public Relations (DE00008) | 18/07/2019 |
| | | | | | | |

# Strategic Plan Progress Report

***Goal:*** ***4 Kalamunda Leads***

***Outcome:*** ***4.2 To proactively engage and partner for the benefit of the community***

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***4.2.1 Actively engage with the community in innovative ways.*** | | | | | | |
| 4.2.1.4 Investigate and plan for community self-service technology solutions, enabling community to source relevant information, submit approvals online and track progress of their enquiries. | None | In Progress | 75% | - Online building and planning self service has now been implemented.<br>- Online rate payments are live.<br>- Further work is planned for online dog registrations and renewals.<br>- Monitoring customer usage of these systems and will report on progress to Council after 30 June. | Manager Customer & Public Relations (DE00008) | 30/06/2019 |
| **Actions** | **RISK** | **STATUS** | **% COMP** | **PROGRESS COMMENTS** | **RESP. OFFICER** | **COMP DATE** |
| ***Strategy:*** ***4.2.2 Increase advocacy activities and develop partnerships to support growth and reputation.*** | | | | | | |
| 4.2.2.1 Report on Advocacy Strategies for 2018/19. | None | In Progress | 75% | COMMUNITY CABINET:<br>- First of the 2019 Community Cabinet events to be held in Forrestfield and Kalamunda.<br>- Premier and Ministers meet with community members, groups and local businesses<br>- Discussions to focus on local job-creating industries, including small business and tourism<br><br>FEDERAL GOVERNMENT:<br>The Federal Government announced a $13.5 million for the upgrade of 3 kilometres stretch of Abernethy Road in Kewdale. (City of Kalamunda project). This will now start one of our key advocacy priorities the dual carriageway we have been pursuing.<br><br>POSITIVE STATE GOVERNMENT ANNOUNCEMENTS:<br>- Main Roads announces Roe Hwy/Kalamunda Road Interchange project | Chief Executive Officer (DE00001) | 30/06/2019 |

# Strategic Plan Progress Report

***Goal:*** ***4 Kalamunda Leads***

***Outcome:*** ***4.2 To proactively engage and partner for the benefit of the community***

| Actions | RISK | STATUS | % COMP | PROGRESS COMMENTS | RESP. OFFICER | COMP DATE |
|---|---|---|---|---|---|---|
| ***Strategy:*** ***4.2.2 Increase advocacy activities and develop partnerships to support growth and reputation.*** | | | | | | |
| | | | | - State Government announces tourism strategy for Perth Hills and Pickering Brook regions<br><br>INFRASTRUCTURE AND TRAFFIC:<br>- Ken Wyatt MP and Stephen Price MLA re: Woolworths Road and Hale Road.<br>- Matthew Hughes MLA and Minister Rita Saffioti MLA re: Schmidt Road consultation.<br>- City of Swan re: Abernethy Rd upgrade.<br><br>GREATER AREA PERTH AND PEEL REGIONAL FUNDING:<br>- Founding member of this advocacy group for Perth's outer metro councils, including Wanneroo, Swan, Gosnells, Kalamunda, Cockburn, Armadale, Rockingham, Canning, Serpentine Jarrahdale.<br>- Using the GAPP vehicle to advocate for Ray Owen upgrades.<br>- GAPP CEOs met with Anthony Albanese.<br><br>AGRIBUSINESS AND RURAL:<br>- Successfully lobbied Tourism Minister Hon Paul Papalia MLA to extend his promotion of the Great Gourmet Escape to include Perth Hills. | | |

# LOCAL GOVERNMENT ACT 1995

*City of Kalamunda*

Repeal Local Law 2019

Under the powers conferred by the *Local Government Act 1995* and all other powers enabling it, the Council of the City of Kalamunda resolved on ??? to make the following local law.

**1. Citation**
This local law is cited as the *City of Kalamunda Repeal Local Law 2019*.

**2. Commencement**
This local law comes into operation 14 days after the date of its publication in the Government Gazette.

**3. Repeal**
The *Shire of Kalamunda Pest Plant By-laws 1979*, published in the *Government Gazette* on 9 November 1979 is repealed.

Dated ???

The Common Seal of the City of Kalamunda was affixed in the presence of-

John Giardia
Mayor

Rhonda Hardy
Chief Executive Officer

**CITY OF KALAMUNDA**
**STATEMENT OF FINANCIAL ACTIVITY**
**BY NATURE AND TYPE**
**FOR THE TEN MONTHS ENDED 30 APRIL 2019**

| | 30/04/2019 YTD Actual (b) | 30/04/2019 YTD Budget (a) | Annual Budget | Var. $ (b)-(a) | Var. % (b)-(a)/(b) |
|---|---|---|---|---|---|
| | $ | $ | $ | $ | % |
| **Net current assets at start of financial year - surplus/(deficit)** | 4,090,357 | 4,090,357 | 4,090,357 | 0 | 0% |
| | 4,090,357 | 4,090,357 | 4,090,357 | 0 | 0% |
| **Revenue from operating activities (excluding rates)** | | | | | |
| Operating Grants and Subsidies | **1,218,030** | 1,364,784 | 1,654,286 | (146,754) | (12.0%) |
| Contributions, Reimbursements and Donations | **594,912** | 743,922 | 2,515,873 | (149,010) | (25.0%) |
| Profit on Asset Disposal | **36,792** | 30,096 | 36,792 | 6,696 | 18.2% |
| Fees and Charges | **14,977,716** | 15,165,771 | 15,715,058 | (188,055) | (1.3%) |
| Interest Earnings | **843,780** | 995,827 | 1,206,727 | (152,047) | (18.0%) |
| Other Revenue | **33,952** | 47,623 | 57,625 | (13,671) | (40.3%) |
| Ex Gratia Rates Revenue | **210,306** | 193,331 | 193,331 | 16,975 | 8.1% |
| **Total (Excluding Rates)** | **17,915,488** | **18,541,354** | **21,379,692** | **(625,866)** | |
| **Expenditure from operating activities** | | | | | |
| Employee Costs | **(20,084,365)** | (20,543,916) | (24,571,677) | 459,551 | 2.3% |
| Materials and Contracts | **(16,608,225)** | (16,586,942) | (22,103,672) | (21,283) | (0.1%) |
| Utilities Charges | **(1,525,678)** | (1,563,507) | (1,882,865) | 37,829 | 2.5% |
| Depreciation (Non-Current Assets) | **(9,274,776)** | (10,269,025) | (12,477,253) | 994,249 | 10.7% |
| Interest Expenses | **(250,826)** | (263,910) | (316,697) | 13,084 | 5.2% |
| Insurance Expenses | **(600,815)** | (596,549) | (596,549) | (4,266) | (0.7%) |
| Loss on Asset Disposal | **(10,894)** | (8,910) | (10,894) | (1,984) | (18.2%) |
| Other Expenditure | **(327,515)** | (384,913) | (1,652,452) | 57,398 | 17.5% |
| **Total** | **(48,683,094)** | **(50,217,672)** | **(63,612,059)** | **1,534,578** | |
| **Operating activities excluded** | | | | | |
| Depreciation (Non-Current Assets) | **9,274,776** | 10,269,025 | 12,477,253 | (994,249) | (10.7%) |
| (Profit)/Loss on Asset Disposal | **(25,898)** | (21,186) | (25,898) | (4,712) | 18.2% |
| EMRC Contribution (Non-cash) | **0** | 0 | (1,630,348) | 0 | |
| Deferred Loan (non-current) FUSC | **4,432** | (329) | (337) | 4,761 | 107.4% |
| Movement in Provisions | **(56,501)** | 35,000 | 773,634 | (91,501) | 161.9% |
| Pensioners Deferred Rates Movement | **0** | 0 | (33,000) | 0 | |
| **Total** | **9,196,808** | **10,282,510** | **11,561,304** | **(1,085,702)** | |
| **Amount attributable to operating activities** | **(17,480,441)** | **(17,303,451)** | **(26,580,706)** | **(176,990)** | |
| **Investing Activities** | | | | | |
| Proceeds from Disposal of Assets | **123,214** | 0 | 0 | 123,214 | 100.0% |
| Non-Operating Grants, Subsidies and Contributions | **1,695,369** | 2,876,184 | 5,962,522 | (1,180,815) | (69.6%) |
| Land and Buildings New | **(1,957,611)** | (1,728,225) | (2,560,417) | (229,386) | 11.7% |
| Land and Buildings Replacement | **(985,353)** | (1,461,533) | (2,095,119) | 476,180 | (48.3%) |
| Plant and Equipment New | **(182,714)** | (247,070) | (296,500) | 64,356 | (35.2%) |
| Plant and Equipment Replacement | **(407,151)** | (41,660) | (1,203,500) | (365,491) | 89.8% |
| Furniture and Equipment | **(385,109)** | (165,785) | (868,214) | (219,324) | 57.0% |
| Infrastructure Assets - Roads New | **(610,214)** | (1,942,890) | (3,872,312) | 1,332,676 | (218.4%) |
| Infrastructure Assets - Roads Renewal | **(652,015)** | (3,990,682) | (6,128,753) | 3,338,667 | (512.1%) |
| Infrastructure Assets - Drainage New | **(298,482)** | (157,696) | (315,402) | (140,786) | 47.2% |
| Infrastructure Assets - Drainage Renewal | **(413,474)** | (636,030) | (1,086,326) | 222,556 | (53.8%) |
| Infrastructure Assets - Footpaths New | **(462,089)** | (488,250) | (842,986) | 26,161 | (5.7%) |
| Infrastructure Assets - Footpaths Renewal | **(366,113)** | (188,142) | (376,329) | (177,971) | 48.6% |
| Infrastructure Assets - Car Parks New | **(100,490)** | (151,208) | (192,762) | 50,718 | (50.5%) |
| Infrastructure Assets - Car Parks Renewal | **(799,618)** | (777,566) | (1,254,626) | (22,052) | 2.8% |
| Infrastructure Assets - Parks and Ovals New | **(426,970)** | (661,646) | (956,067) | 234,676 | (55.0%) |
| Infrastructure Assets - Parks and Ovals Renewal | **(730,324)** | (754,550) | (1,288,866) | 24,226 | (3.3%) |
| Infrastructure Assets - Capital Work-in progress | **(1,603,956)** | (28,465) | (7,186,136) | (1,575,491) | 98.2% |
| **Amounts attributable to investing activities** | **(8,563,100)** | **(10,545,214)** | **(24,561,792)** | **1,982,113** | |
| **Financing Activities** | | | | | |
| Repayment of borrowings | **(607,680)** | (577,286) | (667,818) | (30,394) | (5.0%) |
| Self-Supporting Loan Principal | **39,027** | 29,242 | 34,492 | 9,785 | 25.1% |
| Proceeds from new borrowings | **0** | 0 | 2,520,000 | 0 | |
| Capital (Developer) - Contributions | **1,194,537** | 4,653,693 | 5,687,858 | (3,459,156) | (289.6%) |
| Transfers from cash backed reserves (restricted assets) | **5,908,811** | 1,068,711 | 12,908,744 | 4,840,100 | 81.9% |
| Transfers to cash backed reserves (restricted assets) | **(610,925)** | (189,522) | (2,324,069) | (421,403) | (69.0%) |
| **Amounts attributable to financing activities** | **5,923,770** | **4,984,838** | **18,159,207** | **938,932** | |
| **Surplus / (deficiency) before general rates** | **(20,119,771)** | **(22,863,827)** | **(32,983,292)** | **2,744,056** | |
| Rate Revenue | **35,523,883** | 36,652,376 | 36,738,041 | (1,128,493) | (3.2%) |
| **Net current assets at end of the period - surplus/(deficit)** | **15,404,113** | **13,788,549** | **3,754,748** | **1,615,563** | 10.5% |

**CITY OF KALAMUNDA**
**STATEMENT OF FINANCIAL ACTIVITY**
**(STATUTORY REPORTING PROGRAM)**
**FOR THE TEN MONTHS ENDED 30 APRIL 2019**

| | 30/04/2019 YTD Actual (b) $ | 30/04/2019 YTD Budget (a) $ | Annual Budget $ | Var. $ (b)-(a) $ | Var. % (b)-(a)/(b) % |
|---|---|---|---|---|---|
| **Net current assets at start of financial year - surplus/(deficit)** | 4,090,357 | 4,090,357 | 4,090,357 | 0 | 0.0% |
| | **4,090,357** | 4,090,357 | 4,090,357 | 0 | |
| **Revenue from operating activities (excluding rates)** | | | | | |
| Governance | **7,214** | 96,200 | 115,453 | (88,986) | (1233.5%) |
| General Purpose Funding | **2,289,770** | 2,529,935 | 4,634,671 | (240,165) | (10.5%) |
| Law, Order and Public Safety | **441,612** | 463,436 | 548,456 | (21,824) | (4.9%) |
| Health | **877,927** | 856,973 | 876,986 | 20,954 | 2.4% |
| Education and Welfare | **52,501** | 57,910 | 69,517 | (5,409) | (10.3%) |
| Community Amenities | **12,175,734** | 12,297,823 | 12,433,746 | (122,089) | (1.0%) |
| Recreation and Culture | **1,346,665** | 1,536,095 | 1,850,060 | (189,430) | (14.1%) |
| Transport | **8,863** | 25,000 | 30,000 | (16,137) | (182.1%) |
| Economic Services | **219,848** | 231,345 | 282,087 | (11,497) | (5.2%) |
| Other Property and Services | **495,354** | 446,637 | 538,715 | 48,717 | 9.8% |
| **Total (Excluding Rates)** | **17,915,488** | **18,541,354** | **21,379,691** | **(625,866)** | |
| **Expenditure from operating activities** | | | | | |
| Governance | **(3,251,457)** | (3,053,782) | (3,684,280) | (197,675) | (6.1%) |
| General Purpose Funding | **(659,429)** | (589,578) | (666,657) | (69,851) | (10.6%) |
| Law, Order and Public Safety | **(1,614,991)** | (1,794,213) | (2,161,438) | 179,222 | 11.1% |
| Health | **(1,331,950)** | (1,598,617) | (1,919,291) | 266,667 | 20.0% |
| Education and Welfare | **(351,176)** | (419,634) | (496,777) | 68,458 | 19.5% |
| Community Amenities | **(11,895,227)** | (12,526,437) | (16,227,600) | 631,210 | 5.3% |
| Recreation and Culture | **(15,500,240)** | (17,208,613) | (20,920,994) | 1,708,373 | 11.0% |
| Transport | **(11,342,458)** | (11,340,507) | (14,189,939) | (1,951) | (0.0%) |
| Economic Services | **(886,391)** | (947,369) | (1,207,027) | 60,978 | 6.9% |
| Other Property and Services | **(1,849,775)** | (738,922) | (2,138,057) | (1,110,853) | (60.1%) |
| **Total** | **(48,683,094)** | **(50,217,672)** | **(63,612,060)** | **1,534,578** | |
| **Operating activities excluded** | | | | | |
| Depreciation (Non-Current Assets) | **9,274,776** | 10,269,025 | 12,477,253 | (994,249) | (10.7%) |
| (Profit)/Loss on Asset Disposal | **(25,898)** | (21,186) | (25,898) | (4,712) | 18.2% |
| EMRC Contribution (Non-cash) | **0** | 0 | (1,630,348) | 0 | |
| Deferred Loan (non-current) FUSC | **4,432** | (329) | (337) | 4,761 | 107.4% |
| Movement in Provisions | **(56,501)** | 35,000 | 773,634 | (91,501) | 161.9% |
| Pensioners Deferred Rates Movement | **0** | 0 | (33,000) | 0 | |
| **Total** | **9,196,808** | **10,282,510** | **11,561,304** | **(1,085,702)** | |
| **Amount attributable to operating activities** | **(17,480,440)** | **(17,303,451)** | **(26,580,708)** | **(176,989)** | |
| **Investing Activities** | | | | | |
| Proceeds from Disposal of Assets | **123,214** | 0 | 0 | 123,214 | 100.0% |
| Non-operating grants, subsidies and contributions | **1,695,369** | 2,876,184 | 5,962,522 | (1,180,815) | (69.6%) |
| Land and Buildings New | **(1,957,611)** | (1,728,225) | (2,560,417) | (229,386) | 11.7% |
| Land and Buildings Replacement | **(985,353)** | (1,461,533) | (2,095,119) | 476,180 | (48.3%) |
| Plant and Equipment New | **(182,714)** | (247,070) | (296,500) | 64,356 | (35.2%) |
| Plant and Equipment Replacement | **(407,151)** | (41,660) | (1,203,500) | (365,491) | 89.8% |
| Furniture and Equipment | **(385,109)** | (165,785) | (868,214) | (219,324) | 57.0% |
| Infrastructure Assets - Roads New | **(610,214)** | (1,942,890) | (3,872,312) | 1,332,676 | (218.4%) |
| Infrastructure Assets - Roads Renewal | **(652,015)** | (3,990,682) | (6,128,753) | 3,338,667 | (512.1%) |
| Infrastructure Assets - Drainage New | **(298,482)** | (157,696) | (315,402) | (140,786) | 47.2% |
| Infrastructure Assets - Drainage Renewal | **(413,474)** | (636,030) | (1,086,326) | 222,556 | (53.8%) |
| Infrastructure Assets - Footpaths New | **(462,089)** | (488,250) | (842,986) | 26,161 | (5.7%) |
| Infrastructure Assets - Footpaths Renewal | **(366,113)** | (188,142) | (376,329) | (177,971) | 48.6% |
| Infrastructure Assets - Car Parks New | **(100,490)** | (151,208) | (192,762) | 50,718 | (50.5%) |
| Infrastructure Assets - Car Parks Renewal | **(799,618)** | (777,566) | (1,254,626) | (22,052) | 2.8% |
| Infrastructure Assets - Parks and Ovals New | **(426,970)** | (661,646) | (956,067) | 234,676 | (55.0%) |
| Infrastructure Assets - Parks and Ovals Renewal | **(730,324)** | (754,550) | (1,288,866) | 24,226 | (3.3%) |
| Infrastructure Assets - Capital Work-in progress | **(1,603,956)** | (28,465) | (7,186,136) | (1,575,491) | 98.2% |
| **Amounts attributable to investing activities** | **(8,563,100)** | **(10,545,214)** | **(24,561,792)** | **1,982,113** | |
| **Financing Activities** | | | | | |
| Self-Supporting Loan Principal Income | **39,027** | 29,242 | 34,492 | 9,785 | 25.1% |
| Proceeds from new borrowings | **0** | 0 | 2,520,000 | 0 | |
| Capital (Developer) - Contributions | **1,194,537** | 4,653,693 | 5,687,858 | (3,459,156) | (289.6%) |
| Transfers from cash backed reserves (restricted assets) | **5,908,811** | 1,068,711 | 12,908,744 | 4,840,100 | 81.9% |
| Repayment of borrowings | **(607,680)** | (577,286) | (667,818) | (30,394) | (5.0%) |
| Transfers to cash backed reserves (restricted assets) | **(610,925)** | (189,522) | (2,324,069) | (421,403) | (69.0%) |
| **Amounts attributable to financing activities** | **5,923,770** | **4,984,838** | **18,159,207** | **938,932** | |
| **Surplus / (deficiency) before general rates** | **(20,119,771)** | **(22,863,827)** | **(32,983,293)** | **2,744,055** | |
| Rate Revenue | **35,523,883** | 36,652,376 | 36,738,041 | (1,128,493) | (3.2%) |
| **Net current assets at end of the period - surplus/(deficit)** | **15,404,113** | **13,788,549** | **3,754,748** | **1,615,563** | 10.5% |

**CITY OF KALAMUNDA**
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**
**FOR THE TEN MONTHS ENDED 30 APRIL 2019**

## NET CURRENT FUNDING POSITION

| | Positive=Surplus (Negative=Deficit) | |
|---|---|---|
| | 30/4/2019 | 30/4/2018 |
| | $ | $ |
| **Current Assets** | | |
| Cash and Cash Equivalents (Unrestricted) | 16,118,769 | 20,942,385 |
| Cash and Cash Equivalents - Reserves (Restricted) | 12,923,283 | 12,612,519 |
| Receivables - Rates | 2,216,342 | 2,214,437 |
| Receivables - Sundry | 498,073 | 177,374 |
| Receivables -Other | 1,339,473 | 860,891 |
| Inventories | 118,701 | 105,414 |
| **(* exclude loan receivable)** | 33,214,641 | 36,913,020 |
| **Less: Current Liabilities** | | |
| Payables | (4,887,245) | (6,690,425) |
| Provisions | (3,125,695) | (3,141,152) |
| **(* exclude loan payable)** | (8,012,940) | (9,831,577) |
| **Net Current Asset Position** | **25,201,701** | **27,081,443** |
| **Add:** | | |
| Provision for Long Service Leave | 1,650,714 | 1,566,958 |
| Provision for Annual Leave | 1,474,981 | 1,574,194 |
| **Less:** | | |
| Cash and Cash Equivalents - Reserves (Restricted) | **(12,923,283)** | **(12,612,519)** |
| **Net Current Funding Position** | **15,404,113** | **17,610,075** |
| **Balance made up of Municipal Surplus** | **15,404,113** | **17,610,075** |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| 1364 | 29-03-2019 | FINES ENFORCEMENT REGISTRY | FINES ENFORCEMENT REGISTRY | 571.50 |
| 1365 | 03-04-2019 | AUSTRALIAN TAXATION OFFICE | TAXATION | 196339.39 |
| 1366 | 04-04-2019 | LES MILLS ASIA PACIFIC INDUSTRIES | MONTHLY LICENCE FEE | 1311.40 |
| 1367 | 08-04-2019 | FLEETCARE PTY LTD | STAFF CONTRIBUTIONS TO NOVATED / OPERATING LEASING | 3460.26 |
| 1368 | 09-04-2019 | IINET TECHNOLOGIES PTY LTD | INTERNET ACCESS | 1010.37 |
| 1369 | 09-04-2019 | FINES ENFORCEMENT REGISTRY | FINES ENFORCEMENT REGISTRY | 63.50 |
| 1370 | 17-04-2019 | AUSTRALIAN TAXATION OFFICE | TAXATION | 195635.91 |
| 1371 | 23-04-2019 | COMMONWEALTH BANK - BUSINESS CARD | BUSINESS CORPORATE CARD - VARIOUS COSTS<br>PROCUREMENT & FINANCE OFFICER - $4047.67<br>RECREATION FACILITIES TEAM LEADER - $59.90<br>CEO - $507.00<br>DIRECTOR ASSET SERVICES - $312.00<br>FUNCTIONS ASSISTANT - $1339.60<br>FUNCTIONS CO-ORDINATOR - $1063.22<br>FACILITY MAINTENANCE OFFICER - $33.60<br>MANAGER PEOPLE SERVICES - $10892.47<br>CO-ORDINATOR LIBRARY SERVICES - $2577.28<br>MANAGER CUSTOMER & PUBLIC RELATIONS - $2660.96 | 23493.70 |
| 1372 | 26-04-2019 | EASIFLEET MANAGEMENT | STAFF CONTRIBUTIONS TO NOVATED / OPERATING LEASES | 5016.00 |
| 1373 | 30-04-2019 | WESTERN AUSTRALIAN TREASURY CORPORATION | LOAN NO 230 INTEREST PAYMENT | 29137.22 |
| 1374 | 30-04-2019 | WESTERN AUSTRALIAN TREASURY CORPORATION | LOAN NO 229 INTEREST PAYMENT | 22073.65 |
| EFT68928 | 04-04-2019 | KALAMUNDA ACCIDENT REPAIR CENTRE | INSURANCE EXCESS FOR REPAIRS TO VEHICLE | 500.00 |
| EFT68929 | 04-04-2019 | WEX AUSTRALIA PTY LTD - WRIGHT EXPRESS FUEL CARDS AUSTRALIA LTD | FUEL - PERIOD ENDING 01 APRIL 2019 | 2231.73 |
| EFT68930 | 04-04-2019 | NEVERFAIL SPRINGWATER LTD (KALA LIB) | BOTTLED WATER SUPPLIES / MAINTENANCE FOR KALAMUNDA LIBRARY | 45.30 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT68931 | 04-04-2019 | FREESTYLE NOW | 7 SKATEPARK COACHING WORKSHOP SESSIONS IN FORRESTFIELD AND HIGH WYCOMBE | 363.00 |
| EFT68932 | 04-04-2019 | CABCHARGE AUSTRALIA LIMITED | CABCHARGE FEES | 6.00 |
| EFT68933 | 04-04-2019 | SYRINX ENVIRONMENTAL P/L | WEED CONTROL AT VARIOUS LOCATIONS | 40883.36 |
| EFT68934 | 04-04-2019 | DOT ULIJN (DOT BLASZCZAK) | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 98.70 |
| EFT68935 | 04-04-2019 | VIP CARPET AND UPHOLSTERY CLEANING SERVICE | CARPET CLEANING AT VARIOUS LOCATIONS | 1836.00 |
| EFT68936 | 04-04-2019 | GUIDO & ANGELA PADULA | KEY BOND REFUND | 50.00 |
| EFT68937 | 04-04-2019 | STUART ALAN ELLIOTT | FOOTPATH DEPOSIT REFUND | 2500.00 |
| EFT68938 | 04-04-2019 | AVERIL ANNE BAKER | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 28.00 |
| EFT68939 | 04-04-2019 | GILL BAXTER | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 42.00 |
| EFT68940 | 04-04-2019 | NOEL GAY | FOOTPATH DEPOSIT REFUND | 2500.00 |
| EFT68941 | 04-04-2019 | BARBARA J FLYNN | HALL BOND REFUND | 200.00 |
| EFT68942 | 04-04-2019 | LAUREL BUIST | RATES REFUND | 172.50 |
| EFT68943 | 04-04-2019 | AUSTRALIAN SERVICES UNION | PAYROLL DEDUCTIONS | 71.70 |
| EFT68944 | 04-04-2019 | CITY OF KALAMUNDA STAFF SOCIAL CLUB | PAYROLL DEDUCTIONS | 140.00 |
| EFT68945 | 04-04-2019 | CHILD SUPPORT AGENCY | PAYROLL DEDUCTIONS | 768.86 |
| EFT68946 | 04-04-2019 | BUNNINGS BUILDING SUPPLIES | HARDWARE SUPPLIES FOR VARIOUS LOCATIONS | 949.95 |
| EFT68947 | 04-04-2019 | COVS PARTS PTY LTD | PLANT / VEHICLE PARTS | 437.96 |
| EFT68948 | 04-04-2019 | KALAMUNDA TOYOTA | PLANT / VEHICLE PARTS | 303.47 |
| EFT68949 | 04-04-2019 | MAXWELL ROBINSON & PHELPS PEST MANAGEMENT | PEST CONTROL SERVICES | 139.70 |
| EFT68950 | 04-04-2019 | CLEANAWAY | WASTE / RECYCLING & BULK BIN DISPOSAL SERVICES FEES | 231915.92 |
| EFT68951 | 04-04-2019 | LANDGATE - VALUATIONS | GROSS RENTAL VALUATION FEES FOR VARIOUS LOCATIONS | 384.80 |
| EFT68952 | 04-04-2019 | WALKERS HARDWARE (MITRE 10) | HARDWARE SUPPLIES | 242.74 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT68953 | 04-04-2019 | MCKAY EARTHMOVING PTY LTD | PLANT EQUIPMENT AND OPERATOR HIRE FOR VARIOUS LOCATIONS | 20050.48 |
| EFT68954 | 04-04-2019 | EASTERN METROPOLITAN REGIONAL COUNCIL | REGIONAL SERVICES PROJECT FUNDING CONTRIBUTIONS 2018/2019<br>REGIONAL ECONOMIC DEVELOPMENT<br>ENVIRONMENTAL SERVICES - EASTERN REGION CATCHMENT MANAGEMENT PROGRAM | 70824.60 |
| EFT68955 | 04-04-2019 | BORAL CONSTRUCTION MATERIALS GROUP | ROAD MATERIALS FOR VARIOUS LOCATIONS | 5976.85 |
| EFT68956 | 04-04-2019 | KEEP AUSTRALIA BEAUTIFUL COUNCIL | SUPPLY OF ROADSIDE LITTER BAGS | 320.00 |
| EFT68957 | 04-04-2019 | ZIPFORM PTY LTD | FINAL NOTICES FOR OVERDUE INSTALMENTS AND OTHER | 1791.32 |
| EFT68958 | 04-04-2019 | FASTA COURIERS | COURIER FEES | 110.97 |
| EFT68959 | 04-04-2019 | BCITF | LEVY FEE - FEBRUARY 2019 | 12664.37 |
| EFT68960 | 04-04-2019 | SG ENVIRO | SEPTIC / GREASE TANK CLEAN OUT SERVICES AT VARIOUS LOCATIONS | 1801.10 |
| EFT68961 | 04-04-2019 | MAJOR MOTORS PTY LTD | PLANT / VEHICLE PARTS | 48.10 |
| EFT68962 | 04-04-2019 | ALSCO LINEN SERVICE | LINEN HIRE / LAUNDRY SERVICES / CLEANING SUPPLIES | 905.07 |
| EFT68963 | 04-04-2019 | BRADOCK PODIATRY SERVICES PTY LTD | PODIATRY SERVICES AT JACK HEALEY CENTRE | 1289.56 |
| EFT68964 | 04-04-2019 | LINDLEY CONTRACTING | PLUMBING REPAIRS / MAINTENANCE FOR VARIOUS LOCATIONS | 1413.50 |
| EFT68965 | 04-04-2019 | SYNERGY | POWER CHARGES | 1495.20 |
| EFT68966 | 04-04-2019 | ALINTA ENERGY | GAS CHARGES | 15.70 |
| EFT68967 | 04-04-2019 | DEPARTMENT OF PREMIER & CABINET - STATE LAW PUBLISHER | GOVERNMENT GAZETTE ADVERTISING | 103.95 |
| EFT68968 | 04-04-2019 | GRONBEK SECURITY | SECURITY KEY SERVICES TO VARIOUS LOCATIONS | 6792.45 |
| EFT68969 | 04-04-2019 | KENNEDYS TREE SERVICES | TREE REMOVAL / PRUNING FOR VARIOUS LOCATIONS | 7795.70 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT68970 | 04-04-2019 | DORMAKABA AUSTRALIA PTY LTD | DOOR MAINTENANCE AT ADMIN | 198.00 |
| EFT68971 | 04-04-2019 | WESTSIDE FIRE SERVICES | TESTING AND INSPECTION OF FIRE EQUIPMENT / SUPPLIES | 445.50 |
| EFT68972 | 04-04-2019 | KALAMUNDA STATE EMERGENCY SERVICE (SES) | REIMBURSEMENT - GOODS AND SERVICES | 2713.64 |
| EFT68973 | 04-04-2019 | MILPRO WA (INCORPORATING HILL TOP TROPHIES) | SUPPLY OF NAME BADGES | 52.25 |
| EFT68974 | 04-04-2019 | BRICK CONCEPTS | CROSSOVER MAINTENANCE / REPAIRS FOR VARIOUS LOCATIONS | 605.00 |
| EFT68975 | 04-04-2019 | AUSTRALASIAN PERFORMING RIGHTS ASSOCIATION (APRA) | LICENCE FEE FOR THE USE OF COPYRIGHT MUSIC AT VARIOUS LOCATIONS - PERIOD 01/04/19 - 30/06/19 | 184.30 |
| EFT68976 | 04-04-2019 | LO-GO APPOINTMENTS | HIRE OF TEMPORARY STAFF FOR DEPOT / ADMIN | 6465.04 |
| EFT68977 | 04-04-2019 | MARY CROWDER | REIMBURSEMENT FOR TYRE DAMAGE | 217.50 |
| EFT68978 | 04-04-2019 | EASTERN HILLS SAWS AND MOWERS | PLANT / VEHICLE PARTS | 1450.00 |
| EFT68979 | 04-04-2019 | KALAMUNDA & DISTRICTS HISTORICAL SOCIETY | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 99.10 |
| EFT68980 | 04-04-2019 | CRABBS KALAMUNDA (IGA) | GROCERY SUPPLIES FOR VARIOUS FUNCTIONS | 340.58 |
| EFT68981 | 04-04-2019 | EDNEY PRIMARY SCHOOL P & C ASSOCIATION | HALL BOND REFUND | 300.00 |
| EFT68982 | 04-04-2019 | VENTURA HOMES PTY LTD | BUILDING APPLICATION FEE REFUND AS PAID TWICE | 503.64 |
| EFT68983 | 04-04-2019 | OCE CORPORATE PTY LTD - OFFICE CLEANING EXPERTS PTY LTD | CLEANING SERVICES / CONSUMABLES FOR VARIOUS LOCATIONS | 31079.00 |
| EFT68984 | 04-04-2019 | ASHMY PTY LTD | FOOTPATH DEPOSIT REFUND | 428.00 |
| EFT68985 | 04-04-2019 | ST JOHN AMBULANCE AUSTRALIA (WA) INC | HIRE OF EVENT MEDIC SERVICES FOR CORYMBIA MULTICULTURAL FESTIVAL | 492.80 |
| EFT68986 | 04-04-2019 | AUSTRALIAN MANUFACTURERS CORP P/T T/A PARK MOTOR BODY BUILDERS | SUPPLY OF NEW TRAILER FOR OPERATIONS CENTRE | 15711.15 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT68987 | 04-04-2019 | HELEN ARMSTRONG & ASSOCIATES (T/AS WAXING LYRICAL CANDLES) | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 107.80 |
| EFT68988 | 04-04-2019 | COMMISSIONER OF POLICE | VOLUNTEER POLICE CHECKS FOR FEBRUARY 2019 | 318.00 |
| EFT68989 | 04-04-2019 | TOTAL EDEN PTY LTD | SUPPLY AND INSTALLATION OF IRRIGATION AT WOODLUPINE LIVING STREAM UPGRADE STAGE 2 & SCOTT RESERVE | 10555.05 |
| EFT68990 | 04-04-2019 | HAWLEY'S BOBCAT SERVICE | PLANT EQUIPMENT AND OPERATOR HIRE FOR VARIOUS LOCATIONS | 6713.50 |
| EFT68991 | 04-04-2019 | LOCAL GOVERNMENT PROFESSIONALS AUSTRALIA (WA DIVISION) | REGISTRATION FOR STAFF TO ATTEND VARIOUS TRAINING | 200.00 |
| EFT68992 | 04-04-2019 | ANNA HAMERSLEY | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 12.95 |
| EFT68993 | 04-04-2019 | CSU - SES COMMUNICATION SUPPORT UNIT, STATE EMERGENCY SERVICE | CONTRIBUTION TO SES | 350.00 |
| EFT68994 | 04-04-2019 | HILL TOP GROUP PTY | CONTRACTOR BUILDING MAINTENANCE FOR VARIOUS BUILDINGS | 44815.40 |
| EFT68995 | 04-04-2019 | BUILDING COMMISSION - DEPARTMENT OF MINES, INDUSTRY REGULATION & SAFETY | BUILDING LEVY MARCH 2019 | 17622.17 |
| EFT68996 | 04-04-2019 | ANALYTICAL REFERENCE LABORATORY | E. COLI TESTING FOR HEALTH DEPARTMENT | 55.00 |
| EFT68997 | 04-04-2019 | MOORE STEPHENS (WA) PTY LTD | CREDIT OF $110 PAID TWICE | 110.00 |
| EFT68998 | 04-04-2019 | MOIRA A COURT | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 3.50 |
| EFT68999 | 04-04-2019 | HAYS SPECIALIST RECRUITMENT (AUSTRALIA) PTY LTD | HIRE OF TEMPORARY STAFF FOR ADMIN / DEPOT | 3184.09 |
| EFT69000 | 04-04-2019 | ENGIE MECHANICAL SERVICES AUSTRALIA PTY LTD | AIRCONDITIONING MAINTENANCE / REPAIRS FOR VARIOUS LOCATIONS | 1961.06 |
| EFT69001 | 04-04-2019 | CELEBRATION NOMINEES PTY LTD T/A CELEBRATION HOMES | FOOTPATH DEPOSIT REFUND | 4685.33 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69002 | 04-04-2019 | AUTO ONE KALAMUNDA | PLANT / VEHICLE PARTS | 268.00 |
| EFT69003 | 04-04-2019 | MCDOWALL AFFLECK PTY LTD | DRAINAGE INVESTIGATION AND REPORT AT LOT 63461 LEDGER ROAD | 23430.00 |
| EFT69004 | 04-04-2019 | COMMUNITY NEWSPAPER GROUP LTD | ADVERTISING FOR VARIOUS JOBS AND EVENTS | 4406.36 |
| EFT69005 | 04-04-2019 | KANYANA WILDLIFE REHABILITION CENTRE INC | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 472.00 |
| EFT69006 | 04-04-2019 | MEETING MASTERS | REGISTARTION FOR A STAFF MEMBER TO ATTEND THE LOCAL GOVERNMENT LAW CONFERANCE | 540.00 |
| EFT69007 | 04-04-2019 | CHRISTADELPHIAN WELFARE ASSOCIATION (WA) INC | 2018/19 RATES PENSIONER CLAIM - CLAIMED FROM OSR FOR GROUPED HOUSING | 12384.22 |
| EFT69008 | 04-04-2019 | FOOD TECHNOLOGY SERVICES PTY LTD | HIRE OF TEMPORARY STAFF FOR HEALTH DEPARTMENT | 2391.95 |
| EFT69009 | 04-04-2019 | STEPHEN RICHARD CARROLL | HALL BOND REFUND | 500.00 |
| EFT69010 | 04-04-2019 | STRATAGREEN | GARDEN / RESERVE SUPPLIES | 561.87 |
| EFT69011 | 04-04-2019 | MARGARET THOMAS | DISC PAYMENT REIMBUSEMENT | 94.12 |
| EFT69012 | 04-04-2019 | WOOLWORTHS GROUP LIMITED | GROCERY SUPPLIES FOR VARIOUS FUNCTIONS | 1740.37 |
| EFT69013 | 04-04-2019 | GLENDA DAWN CHARLTON (PODIATRY) | PODIATRY SERVICES AT JACK HEALEY CENTRE | 1351.76 |
| EFT69014 | 04-04-2019 | CASTLEDINE & CASTLEDINE DESIGNERS | DESIGN / ARTWORK & PRINTING FOR OPEN STUDIO MAPS | 1067.00 |
| EFT69015 | 04-04-2019 | ST IVES VILLAGES PTY LTD | 18/19 RATES PENSIONER CLAIMED FOR OSR FOR GROUP HOUSING | 5216.45 |
| EFT69016 | 04-04-2019 | EASIFLEET MANAGEMENT | STAFF CONTRIBUTIONS TO NOVATED / OPERATING LEASES | 8055.29 |
| EFT69017 | 04-04-2019 | RACING AND WAGERING WESTERN AUSTRALIA | SMOOTHIE BIKE BOND REFUND | 200.00 |
| EFT69018 | 04-04-2019 | TOM CAIRNS | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 1.40 |
| EFT69019 | 04-04-2019 | SHIRLEY SPENCER | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 68.60 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69020 | 04-04-2019 | ED JERONE CABRAL | HALL BOND REFUND | 500.00 |
| EFT69021 | 04-04-2019 | ROSE SMART | MAINTAIN ROSE BEDS AT VARIOUS LOCATIONS | 737.50 |
| EFT69022 | 04-04-2019 | CANNING MEWS STRATA | KEY BOND REFUND | 50.00 |
| EFT69023 | 04-04-2019 | DRAINFLOW SERVICES PTY LTD | CLEANING / MAINTAINING STORM WATER DRAINS | 16439.78 |
| EFT69024 | 04-04-2019 | CHLOE FIELDS | FOOTPATH DEPOSIT REFUND | 700.00 |
| EFT69025 | 04-04-2019 | HENRIETTE ROSSOUW | PART DOG REGISTRATION REFUND | 60.00 |
| EFT69026 | 04-04-2019 | DYLAN O'CONNOR | DISC PAYMENT REIMBUSEMENT | 91.24 |
| EFT69027 | 04-04-2019 | LIBERTY OIL AUSTRALIA PTY LTD | SUPPLY OF FUEL FOR OPERATIONS CENTRE | 33094.46 |
| EFT69028 | 04-04-2019 | GUMNUTS & LAVENDER | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 27.30 |
| EFT69029 | 04-04-2019 | SAFETY BARRIERS WA PTY LTD | SUPPLY OF ROADLINER 2000 WATER BARRIER FOR OPERATIONS CENTRE | 3520.00 |
| EFT69030 | 04-04-2019 | STATE WIDE TURF SERVICES | TURF SUPPLIES / MAINTENANCE FOR VARIOUS LOCATIONS | 37337.30 |
| EFT69031 | 04-04-2019 | DISCOUNT HOME IMPROVEMENTS T/AS GRANNY FLATS WA | PLANNING APPLICATION FEE REFUND | 484.36 |
| EFT69032 | 04-04-2019 | OFFICEWORKS MIDLAND | OFFICE / STATIONERY SUPPLIES | 118.66 |
| EFT69033 | 04-04-2019 | CHRISTINE VITLER | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 9.45 |
| EFT69034 | 04-04-2019 | NANCY GILLESPIE | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 7.00 |
| EFT69035 | 04-04-2019 | LAURA SCOTT | HALL & KEY BOND REFUND | 550.00 |
| EFT69036 | 04-04-2019 | GUILDFORD GRAMMAR SCHOOL | KEY BOND REFUND | 50.00 |
| EFT69037 | 04-04-2019 | ALISON MULCAHY | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 79.80 |
| EFT69038 | 04-04-2019 | THE PETAL PRESS | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 26.46 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69039 | 04-04-2019 | CLAIRE O'NEILL - CLAIRE'S EMBROIDERY | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 135.80 |
| EFT69040 | 04-04-2019 | LINDA STONES | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 57.05 |
| EFT69041 | 04-04-2019 | IAN MOSS | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 178.50 |
| EFT69042 | 04-04-2019 | AROUNDABOUT GARDENING SERVICES | VERGE / GARDEN MAINTENANCE FOR VARIOUS LOCATIONS | 2692.80 |
| EFT69043 | 04-04-2019 | PETER FALCONER | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 6.30 |
| EFT69044 | 04-04-2019 | JANICE PITTMAN | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 3.85 |
| EFT69045 | 04-04-2019 | SAFE T CARD AUSTRALIA PTY LTD | MONTHLY MONITORING CHARGES FOR THE GRAFFITI TEAM | 99.00 |
| EFT69046 | 04-04-2019 | MARY FORWARD | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 25.20 |
| EFT69047 | 04-04-2019 | KALAMUNDA ELECTRICS | ELECTRICAL REPAIRS / MAINTENANCE FOR VARIOUS LOCATIONS | 111704.83 |
| EFT69048 | 04-04-2019 | THE ARTFUL FLOWE - FELICIA LOWE | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 73.50 |
| EFT69049 | 04-04-2019 | AAAC TOWING PTY LTD | TOWING SERVICES FEES | 165.00 |
| EFT69050 | 04-04-2019 | DAVID GREEN | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 69.86 |
| EFT69051 | 04-04-2019 | JB HI-FI COMMERCIAL | VARIOUS ELECTRICAL / COMPUTER / ACCESSORY SUPPLIES | 914.00 |
| EFT69052 | 04-04-2019 | SIDRA SOLUTIONS | REGISTRATION FOR STAFF TO ATTEND SIDRA INTERSECTION BEGINNERS TRAINING | 2178.00 |
| EFT69053 | 04-04-2019 | TTM HOME SERVICES | COLLECTION AND INSTALLATION OF BANNERS | 1960.00 |
| EFT69054 | 04-04-2019 | PAOLO CRUZ | HALL ANF KEY BOND REFUND | 350.00 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69055 | 04-04-2019 | GLENN STUART MORGAN AS TRUSTEE FOR THE MORGAN FAMILY TRUST T/A REFLECTIONS WINDOW CLEANING | SUPPLY WINDOW CLEANING SERVICES TO ZIG ZAG CULTURAL CENTRE | 406.00 |
| EFT69056 | 04-04-2019 | DMC CLEANING | CLEANING SERVICES / CONSUMABLES FOR VARIOUS LOCATIONS | 192.50 |
| EFT69057 | 04-04-2019 | SILK ON SILK (ROSEMARY LONSDALE) | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 161.00 |
| EFT69058 | 04-04-2019 | ASHJAD PTY LTD T/A CUROST MILK SUPPLY | MILK SUPPLY FOR ADMINISTRATION CENTRE AND OPERATIONS CENTRE | 483.50 |
| EFT69059 | 04-04-2019 | DFP RECRUITMENT SERVICES PTY LTD | HIRE OF TEMPORARY STAFF FOR DEPOT / ADMIN | 7255.24 |
| EFT69060 | 04-04-2019 | MAVIS PASKULICH | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 210.00 |
| EFT69061 | 04-04-2019 | NICHOLAS ROUND | REIMBURSEMENT OF COSTS RELATING TO SHANDY - GRAFFITI WORKING DOG | 480.00 |
| EFT69062 | 04-04-2019 | KALAMUNDA SHOW COMMITTEE | PART FUNDING CONTRIBUTION TO KALAMUNDA ANNUAL SHOW | 18000.00 |
| EFT69063 | 04-04-2019 | A1 TROJAN PEST CONTROL | PEST CONTROL SERVICES FOR VARIOUS LOCATIONS | 198.00 |
| EFT69064 | 04-04-2019 | JANINE KOEFOED | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 63.00 |
| EFT69065 | 04-04-2019 | SPARKS REFRIGERATION AND AIRCONDITIONING | DEGASSING OF FRIDGES, FREEZERS AND AIR CONDITIONING UNITS | 988.80 |
| EFT69066 | 04-04-2019 | OFF PEN PUBLISHING - BETH BAKER | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 25.20 |
| EFT69067 | 04-04-2019 | STAN THE TYRE MAN ( STAN'S TYRE SERVICE WA ) | PLANT / VEHICLE PARTS | 599.50 |
| EFT69068 | 04-04-2019 | HIT PRODUCTIONS PTY LTD | 30% FIRST INSTALMENT - 'RAIN OR SHINE - THE JUDY GARLAND STORY' - THURSDAY 19/9/19 | 2750.00 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69069 | 04-04-2019 | BALLIGART - HELEN LOCK | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 28.70 |
| EFT69070 | 04-04-2019 | FLEETCARE PTY LTD | STAFF CONTRIBUTIONS TO NOVATED / OPERATING LEASING | 6569.12 |
| EFT69071 | 04-04-2019 | PETER WEBB | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 9.46 |
| EFT69072 | 04-04-2019 | LINDAS BOOKS / ROLEYSTONE COURIER | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 37.80 |
| EFT69073 | 04-04-2019 | IRENE YOUNG | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 30.10 |
| EFT69074 | | EFT PAYMENT CANCELLED | | |
| EFT69075 | 04-04-2019 | LINDA RAPHAEL | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 8.75 |
| EFT69076 | 04-04-2019 | A CAPELLA WEST | HALL BOND REFUND | 400.00 |
| EFT69077 | 04-04-2019 | WEST TIP WASTE CONTROL PTY LTD | PARKS WASTE FROM PARKS SECTION | 5617.26 |
| EFT69078 | 04-04-2019 | NICKY WINTER - KASZAZZ IN KALAMUNDA | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 46.55 |
| EFT69079 | 04-04-2019 | HERB & ESSENCE | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 14.70 |
| EFT69080 | 04-04-2019 | FRAMES OF THE FOREST | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 27.30 |
| EFT69081 | 04-04-2019 | INSTITUTE OF SURVEYING OF CIVIL DESIGN TRAINING PTY LTD | REGISTRATION FOR A STAFF MEMBER TO ATTEND CIVIL DESIGN BASICS TRAINING | 1342.00 |
| EFT69082 | 04-04-2019 | SECURE PAY | TICKET TRANSACTION FEES | 14.52 |
| EFT69083 | 04-04-2019 | TELSTRA SNP MONITORING PTY LTD | SECURITY MONITORING, EQUIPMENT AND REPAIRS TO ZIG ZAG CULTURAL CENTRE & KALAMUNDA PERFORMING ARTS CENTRE | 770.00 |
| EFT69084 | 04-04-2019 | NATURE CALLS PORTABLE TOILETS | PORTABLE TOILETS FOR SUMMER SERIES | 462.00 |
| EFT69085 | 04-04-2019 | JANIFAR SALAM | HALL & KEY BOND REFUND | 350.00 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69086 | 04-04-2019 | NEXTRA PAPER PLACE | SUPPLY OF VARIOUS MAGAZINES AND COMICS FOR FORRESTFIELD LIBRARY | 57.86 |
| EFT69087 | 04-04-2019 | INSTANT WASTE MANAGEMENT | HOOK LIFT BIN TRANSPORTATION | 9515.00 |
| EFT69088 | 04-04-2019 | UNWINED T/A POSSUM CREEK LODGE | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 212.80 |
| EFT69089 | 04-04-2019 | TREASURES OF AUSTRALIA | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 66.36 |
| EFT69090 | 04-04-2019 | ALLCREDIT PTY LTD | STAFF CONTRIBUTIONS TO NOVATED / OPERATING LEASES | 490.00 |
| EFT69091 | 04-04-2019 | KERB DIRECT KERBING PTY LTD | SUPPLY AND LAY EXTRUDED CONCRETE KERBING AT VARIOUS LOCATIONS | 17509.74 |
| EFT69092 | 04-04-2019 | ALINTA ENERGY (ELECTRICITY ACCOUNT) | POWER CHARGES | 8140.81 |
| EFT69093 | 04-04-2019 | BRYCE MUNRO | FOOTPATH DEPOSIT REFUND | 2500.00 |
| EFT69094 | 04-04-2019 | TERRI HILL T/A ABLAZE GLASS STUDIO | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 63.00 |
| EFT69095 | 04-04-2019 | DOWSING GROUP PTY LTD | SUPPLY & LAY CONCRETE PATHWAY MAINTENANCE & MISC. WORKS AT VARIOUS LOCATIONS | 60956.15 |
| EFT69096 | 04-04-2019 | ASTERISK INFORMATION SECURITY PTY LTD | ANNUAL SUBSCRIPTION FOR SECURYCENTRE | 24298.82 |
| EFT69097 | 04-04-2019 | JOANNA ELLIES | BOND REFUND FOR THE USE OF THE SEMINAR ROOM AT THE ZIG ZAG CULTURAL CENTRE | 300.00 |
| EFT69098 | 04-04-2019 | NINTEX PTY LTD | PROMAPP MONTHLY CHARGE FEES | 4235.00 |
| EFT69099 | 04-04-2019 | INDUSTRIAL ROADPAVERS (WA) PTY LTD | UPGRADE OF PATTERSON ROAD FROM BRAKEN ROAD WHICH INCLUDES ROAD WIDENING, V DRAINS AND CULVERTS UPGRADES | 48139.30 |
| EFT69100 | 04-04-2019 | ALASTAIR TAYLOR | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 8.12 |
| EFT69101 | 04-04-2019 | SYLVANA DOUGLAS | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 8.40 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69102 | 04-04-2019 | BOORLOO ABORIGINAL CULTURAL EXPERIENCE | DOORUM DANCERS PERFORMANCE AND CULTURAL ACTIVITY FOR THE CORYMBIA MULTICULTURAL FESTIVAL 2019 | 1265.00 |
| EFT69103 | 04-04-2019 | MIKE JOVANOU | EQUILIBRIUM ACROBATICS - THE PLATFORM - CORYMBIA FESTIVAL 2019 | 320.00 |
| EFT69104 | 04-04-2019 | MATERON INVESTMENTS PTY LTD | FOOTPATH DEPOSIT REFUND | 4000.00 |
| EFT69105 | 04-04-2019 | CIARAN OWENS & NIAMH DOYLE | CROSSOVER CONTRIBUTION | 428.00 |
| EFT69106 | 04-04-2019 | STEVE SMITH | PRESENTATION ON REPORT WRITING TO EXECUTIVE AND MANAGERS ON 27 FEBRUARY 2019 | 350.00 |
| EFT69107 | 04-04-2019 | PROTEK 247 BUILDING | SUPPLY MINOR ROOF REPAIR SERVICES AND GUTTER CLEANING TO CITY OF KALAMUNDA FACILITIES | 1881.00 |
| EFT69108 | 04-04-2019 | MAHARI | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 127.40 |
| EFT69109 | 04-04-2019 | GREG J PARSONS - GREG'S CINEMAS | DECKCHAIRS FOR SUMMER SERIES MOVIE NIGHTS - 50 x CHAIRS PER SCREENING | 2774.20 |
| EFT69110 | 04-04-2019 | TYRE STORAGE AND RECOVERY WA (TSR WA) | TYRE COLLECTION & RECYCLING | 212.39 |
| EFT69111 | 04-04-2019 | RICHARD OFFEN | HEROES, VILLAINS & VAGABONDS EVENT AT KALAMUNDA LIBRARY | 100.00 |
| EFT69112 | 04-04-2019 | WALKINGTWOBYTWO | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 27.86 |
| EFT69113 | 04-04-2019 | JK BUSINESS CONSULTING | CONSULTING SERVICES PROVIDED IN JANUARY 2019 | 8800.00 |
| EFT69114 | 04-04-2019 | INCLUSION SOLUTIONS LIMITED | INCLUSIVE EVENTS TRAINING WORKSHOP FOR LOCAL SPORTING CLUBS AND COMMUNITY GROUPS DELIVERED BY INCLUSION SOLUTIONS - WOODLUPINE FAMILY AND COMMUNITY CENTRE - MAIN HALL | 966.37 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69115 | 04-04-2019 | INDUSTRIAL RECRUITMENT PARTNERS (IRP) PTY LTD | HIRE OF TEMPORARY STAFF FOR DEPOT / ADMIN | 12843.27 |
| EFT69116 | 04-04-2019 | NS PROJECTS PTY LTD | PROJECT MANAGEMENT SERVICES UNDERTAKEN FOR THE KALAMUNDA COMMUNITY CENTRE | 8470.00 |
| EFT69117 | 04-04-2019 | BATSHEVA BERNSTEIN | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 21.00 |
| EFT69118 | 04-04-2019 | SHEREE JONES | PART DOG REGISTRATION REFUND | 30.00 |
| EFT69119 | 04-04-2019 | LASTMINUTE MUTLIMEDIA PTY LTD | RADIO PROMOTION FOR CORYMBIA MULTICULTURAL FESTIVAL 2019 | 1210.00 |
| EFT69120 | 04-04-2019 | NATASHA WIND | HULA HOOPING @ THE PLATFORM AT THE CORYMBIA MULTICULTURAL FESTIVAL 2019 | 320.00 |
| EFT69121 | 04-04-2019 | THE COPY COLLECTIVE PTY LTD | 50% PART PAYMENT - REVIEW AND EDIT OF WEBSITE CONTENT | 1485.00 |
| EFT69122 | 04-04-2019 | EFTSURE PTY LTD | SET UP FEE PROPOSAL FOR EFTSURE'S SOLUTION FOR EFT PAYMENT PROTECTION, VENDOR MANAGEMENT AND CONTINUOUS COMPLIANCE CONTROLS | 2750.00 |
| EFT69123 | 04-04-2019 | HILLS MOTO & MOWERS WA | PLANT / VEHICLE PARTS | 25.00 |
| EFT69124 | 04-04-2019 | SEVENOAKS SENIOR COLLEGE | HALL BOND REFUND | 200.00 |
| EFT69125 | 04-04-2019 | CLEO BONDOC | HALL & KEY BOND REFUND | 550.00 |
| EFT69126 | 18-04-2019 | KALAMUNDA ACCIDENT REPAIR CENTRE | INSURANCE EXCESS FOR REPAIRS TO VEHICLE | 500.00 |
| EFT69127 | 18-04-2019 | WEX AUSTRALIA PTY LTD - WRIGHT EXPRESS FUEL CARDS AUSTRALIA LTD | FUEL - PERIOD ENDING 15/04/19 | 2857.17 |
| EFT69128 | 18-04-2019 | NEVERFAIL SPRINGWATER LTD (KALA LIB) | BOTTLED WATER SUPPLIES / MAINTENANCE FOR KALAMUNDA LIBRARY | 58.20 |
| EFT69129 | 18-04-2019 | JB HI-FI MIDLAND | ELECTRICAL SUPPLIES | 235.00 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69130 | 18-04-2019 | CARDNO (WA) PTY LTD | PROFESSIONAL SERVICES - UNDERTAKE SITE INSPECTIONS TO INFORM LOCAL AREA TRAFFIC MANAGEMENT CONCEPT DESIGN PREPARATION | 2915.00 |
| EFT69131 | 18-04-2019 | OLK & ASSOCIATES | ARCHITECTURAL CONSULTING SERVICES TO UPGRADE WORKS TO KALAMUNDA TENNIS CLUB | 7386.50 |
| EFT69132 | 18-04-2019 | NEVERFAIL SPRINGWATERLTD (FORRESTFIELD LIB) | BOTTLED WATER SUPPLIES / MAINTENANCE FOR FORRESTFIELD LIBRARY | 30.20 |
| EFT69133 | 18-04-2019 | ELEMENT ADVISORY PTY LTD | PROFESSIONAL PLANNING SERVICES FOR FORRESTFIELD NORTH STRUCTURE PLAN | 7556.18 |
| EFT69134 | 18-04-2019 | ID CONSULTING PTY LTD (INFORMED DECISIONS) | PROFILE ID, FORCAST ID AND ATLAS.ID QUARTERLY SUBSRIPTION FEES - APRIL TO JUNE 2019 | 7920.00 |
| EFT69135 | 18-04-2019 | HILLS HOCUS POCUS | SUPPLY OF 10 BUNCHES OF 5 BALLOONS FOR FUNCTION | 170.00 |
| EFT69136 | 18-04-2019 | AUSTRALIAN TRAINING MANAGEMENT | REGISTRATION FOR STAFF TO ATTEND CONFINED SPACE TICKET TRAINING & GAS TESTING COURSES | 828.00 |
| EFT69137 | 18-04-2019 | WIGMAN HOLDINGS PTY LTD | RATES REFUND | 364.75 |
| EFT69138 | 18-04-2019 | ALLAN MORTON | COUNCILLOR ALLOWANCE - 01/04/19 - 30/04/19 | 2212.51 |
| EFT69139 | 18-04-2019 | KIRSTEEN BLAKE | PART DOG STERILIZATION FEE REFUND | 100.00 |
| EFT69140 | 18-04-2019 | LESLEY BOYD | COUNCILLOR ALLOWANCE - 01/04/19 - 30/04/19 | 2212.51 |
| EFT69141 | 18-04-2019 | ROSS TURNER & JULIE DELANEY | RATES REFUND | 68.64 |
| EFT69142 | 18-04-2019 | MAIDA VALE UKULELE GROUP - GEORGE FAVACHO | HALL BOND REFUND | 700.00 |
| EFT69143 | 18-04-2019 | WAYNE A & ELIZABETH A BLACKWELL | RATES REFUND | 2093.91 |
| EFT69144 | 18-04-2019 | KATHLEEN (KATHY) RITCHIE | COUNCILLOR ALLOWANCE - 01/04/19 - 30/04/19 | 2212.51 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69145 | 18-04-2019 | GERALD A & MARY E CHESSON | RATES REFUND | 680.00 |
| EFT69146 | 18-04-2019 | AUSTRALIAN SERVICES UNION | PAYROLL DEDUCTIONS | 71.70 |
| EFT69147 | 18-04-2019 | CITY OF KALAMUNDA STAFF SOCIAL CLUB | PAYROLL DEDUCTIONS | 140.00 |
| EFT69148 | 18-04-2019 | CHILD SUPPORT AGENCY | PAYROLL DEDUCTIONS | 768.86 |
| EFT69149 | 18-04-2019 | AUSTRALIA POST | POSTAL EXPENSES / COUNTER BILLPAY TRANSACTION FEES | 4580.22 |
| EFT69150 | 18-04-2019 | BUNNINGS BUILDING SUPPLIES | HARDWARE SUPPLIES FOR VARIOUS LOCATIONS | 338.98 |
| EFT69151 | 18-04-2019 | COVS PARTS PTY LTD | PLANT / VEHICLE PARTS | 1578.24 |
| EFT69152 | 18-04-2019 | LANDGATE | LAND ENQUIRIES FOR VARIOUS LOCATIONS | 25.70 |
| EFT69153 | 18-04-2019 | KALAMUNDA AUTO ELECTRICS | PLANT / VEHICLE PARTS | 457.80 |
| EFT69154 | 18-04-2019 | WA LOCAL GOVERNMENT ASSOCIATION | FRSFIF AA BUSINESS CASE - GAPP CONSULTANCY - CITY'S CONTRIBUTION TO A JOINT INFRASTRUCTURE AUSTRALIA GRANT FOR FUNDING FOR RAY OWEN PROJECT | 7381.00 |
| EFT69155 | 18-04-2019 | MAXWELL ROBINSON & PHELPS PEST MANAGEMENT | ANNUAL TERMITE INSPECTION FEES AT VARIOUS LOCATIONS | 1187.45 |
| EFT69156 | 18-04-2019 | CLEANAWAY | EDUCATION & PROMOTION AT SCHOOLS & BINS FOR SUMMER SERIES MOVIE NIGHTS AT VARIOUS LOCATIONS | 4929.76 |
| EFT69157 | 18-04-2019 | WALKERS HARDWARE (MITRE 10) | HARDWARE SUPPLIES | 372.08 |
| EFT69158 | 18-04-2019 | MCKAY EARTHMOVING PTY LTD | PLANT EQUIPMENT AND OPERATOR HIRE FOR VARIOUS LOCATIONS | 61948.53 |
| EFT69159 | 18-04-2019 | BORAL CONSTRUCTION MATERIALS GROUP | ROAD MATERIALS FOR VARIOUS LOCATIONS | 2774.75 |
| EFT69160 | 18-04-2019 | DOMUS NURSERY | GARDEN SUPPLIES FOR VARIOUS LOCATIONS | 1221.00 |
| EFT69161 | 18-04-2019 | VODAFONE HUTCHISON AUSTRALIA PTY LTD | COMMUNICATION EXPENSES FOR EMERGENCY SERVICES - APRIL 2019 | 464.68 |
| EFT69162 | 18-04-2019 | FASTA COURIERS | COURIER FEES | 264.71 |
| EFT69163 | 18-04-2019 | THE WATERSHED WATER SYSTEMS | RETICULATION PARTS FOR VARIOUS RESERVES | 4834.40 |
| EFT69164 | 18-04-2019 | LESMURDIE SAND, SOIL & BOBCAT HIRE | GARDEN / RESERVE SUPPLIES | 300.00 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69165 | 18-04-2019 | SG ENVIRO | SEPTIC / GREASE TANK CLEAN OUT SERVICES AT VARIOUS LOCATIONS | 375.37 |
| EFT69166 | 18-04-2019 | ALSCO LINEN SERVICE | LINEN HIRE / LAUNDRY SERVICES / CLEANING SUPPLIES | 440.70 |
| EFT69167 | 18-04-2019 | BRADOCK PODIATRY SERVICES PTY LTD | PODIATRY SERVICES AT JACK HEALEY CENTRE | 1000.08 |
| EFT69168 | 18-04-2019 | LINDLEY CONTRACTING | PLUMBING REPAIRS / MAINTENANCE FOR VARIOUS LOCATIONS | 775.50 |
| EFT69169 | 18-04-2019 | KALA BOB KATS PTY LTD | PLANT EQUIPMENT AND OPERATOR HIRE FOR VARIOUS LOCATIONS | 26988.50 |
| EFT69170 | 18-04-2019 | SYNERGY | POWER CHARGES | 117867.45 |
| EFT69171 | 18-04-2019 | ALINTA ENERGY | GAS CHARGES | 54.80 |
| EFT69172 | 18-04-2019 | STEWART & HEATON CLOTHING CO PTY LTD | FIRE PROTECTION WEAR / SUPPLIES | 1977.12 |
| EFT69173 | 18-04-2019 | GRONBEK SECURITY | SECURITY KEY SERVICES TO VARIOUS LOCATIONS | 2868.62 |
| EFT69174 | 18-04-2019 | GRIMES CONTRACTING PTY LTD | CONTRACTOR BUILDING MAINTENANCE FOR VARIOUS BUILDINGS | 5590.63 |
| EFT69175 | 18-04-2019 | BGC ASPHALT | ROAD MATERIALS FOR VARIOUS LOCATIONS | 206.54 |
| EFT69176 | 18-04-2019 | KENNEDYS TREE SERVICES | TREE REMOVAL / PRUNING FOR VARIOUS LOCATIONS | 66005.50 |
| EFT69177 | 18-04-2019 | WESTSIDE FIRE SERVICES | TESTING AND INSPECTION OF FIRE EQUIPMENT / SUPPLIES | 865.51 |
| EFT69178 | 18-04-2019 | WINC AUSTRALIA PTY LTD | MICROSOFT EA AGREEMENT FEE | 7561.46 |
| EFT69179 | 18-04-2019 | MILPRO WA (INCORPORATING HILL TOP TROPHIES) | SUPPLY OF NAME BADGES | 41.25 |
| EFT69180 | 18-04-2019 | BRICK CONCEPTS | SUPPLY & INSTALL CROSSOVERS AT VARIOUS LOCATIONS | 1375.00 |
| EFT69181 | 18-04-2019 | JOHN GIARDINA | COUNCILLOR ALLOWANCE - 01/04/19 - 30/04/19 | 8093.17 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69182 | 18-04-2019 | GEOFF STALLARD | COUNCILLOR ALLOWANCE - 01/04/19 - 30/04/19 | 2212.51 |
| EFT69183 | 18-04-2019 | MARKETFORCE PTY LTD | ADVERTISING FOR VARIOUS JOBS / EVENTS | 448.76 |
| EFT69184 | 18-04-2019 | TL ENGINEERING (AUST) PTY LTD | PLANT / VEHICLE PARTS | 2328.00 |
| EFT69185 | 18-04-2019 | LO-GO APPOINTMENTS | HIRE OF TEMPORARY STAFF FOR DEPOT / ADMIN | 3437.05 |
| EFT69186 | 18-04-2019 | ZIG ZAG GRAPHICS AND PRINT | SUPPLY & PRINTING OF PLANT INSPECTION BOOKS | 2681.50 |
| EFT69187 | 18-04-2019 | AUSTRALIAN INSTITUTE OF MANAGEMENT | REGISTRATION FOR A STAFF MEMBER TO ATTEND NEW SUPERVISOR TRAINING COURSE | 1265.00 |
| EFT69188 | 18-04-2019 | AIR LIQUIDE WA PTY LTD | SUPPLY OF GAS CYLINDER REFILLS AND RENTAL FEES | 190.00 |
| EFT69189 | 18-04-2019 | LOVEGROVE TURF SERVICES | TURF MAINTENANCE / SERVICES AT VARIOUS LOCATIONS | 6490.00 |
| EFT69190 | 18-04-2019 | FORRESTFIELD PRIMARY SCHOOL | ATTENDANCE FEE FOR HALOGEN YOUTH LEADERSHIP CONVENTION | 20.00 |
| EFT69191 | 18-04-2019 | HILLS AMATEUR RADIO GROUP INC | KEY BOND REFUND | 50.00 |
| EFT69192 | 18-04-2019 | BOLLIG DESIGN GROUP | ARCHITECTURAL SERVICES FOR THE KALAMUNDA COMMUNITY CENTRE - BRIEF & CONCEPT DESIGN | 37969.58 |
| EFT69193 | 18-04-2019 | CRABBS KALAMUNDA (IGA) | GROCERY SUPPLIES FOR VARIOUS FUNCTIONS | 187.52 |
| EFT69194 | 18-04-2019 | VENTURA HOMES PTY LTD | FOOTPATH DEPOSIT REFUND | 4000.00 |
| EFT69195 | 18-04-2019 | KALAMUNDA VOLUNTEER BUSHFIRE BRIGADE | REIMBURSEMENT COSTS FOR VOLUNTEER BUSHFIRE BRIGADE | 332.48 |
| EFT69196 | 18-04-2019 | OCE CORPORATE PTY LTD - OFFICE CLEANING EXPERTS PTY LTD | CLEANING SERVICES / CONSUMABLES FOR VARIOUS LOCATIONS | 2992.00 |
| EFT69197 | 18-04-2019 | COMMISSIONER OF POLICE | VOLUNTEER POLICE CHECKS FOR MARCH 2019 | 31.80 |
| EFT69198 | 18-04-2019 | KALAMUNDA PLUMBING & ELECTRICAL | PLUMBING REPAIRS / MAINTENANC FOR VARIOUS LOCATIONS | 443.30 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69199 | 18-04-2019 | URBAN DEVELOPMENT INSTITUTE OF AUSTRALIA WA DIVISION INC | REGISTRATION FOR EIGHT STAFF AND TWO COUNCILLORS (TABLE OF 10) TO ATTEND DISSECTING DEVELOPMENT CONTRIBUTIONS | 890.00 |
| EFT69200 | 18-04-2019 | HAWLEY'S BOBCAT SERVICE | PLANT EQUIPMENT AND OPERATOR HIRE FOR VARIOUS LOCATIONS | 12600.76 |
| EFT69201 | 18-04-2019 | LOCAL GOVERNMENT PROFESSIONALS AUSTRALIA (WA DIVISION) | PROFESSIONAL DEVELOPMENT CONFERENCE 2019 TO BE HELD IN MARGARET RIVER - CORPORATE PARTNERS | 1600.00 |
| EFT69202 | 18-04-2019 | GEOFFREY M & CELINE HENDRICKSE | FOOTPATH DEPOSIT REFUND | 700.00 |
| EFT69203 | 18-04-2019 | HILL TOP GROUP PTY | CONTRACTOR BUILDING MAINTENANCE FOR VARIOUS BUILDINGS | 18032.05 |
| EFT69204 | 18-04-2019 | TALONS HSF PTY LTD T/A TALONS HIGH SECURITY FENCING | SERVICE AS REQUIRED AND SUPPLY OF PARTS TO REPAIR THE DEPOT GATES AND FENCE | 2882.00 |
| EFT69205 | 18-04-2019 | PARKS AND LEISURE AUSTRALIA | REGISTRATION FOR STAFF MEMBERS TO ATTEND DEVELOPING A RECREATION STRATEGY WORKSHOP | 572.00 |
| EFT69206 | 18-04-2019 | KWICKS | SERVICE OF HIGH PRESSURE CLEANER AT DEPOT | 177.10 |
| EFT69207 | 18-04-2019 | MOORE STEPHENS (WA) PTY LTD | REGISTRATION FOR STAFF MEMBERS TO ATTEND FINANICAL REPORTING, FINANCIAL MANAGEMENT & GOVERNNANCE WORKSHOPS | 3385.80 |
| EFT69208 | 18-04-2019 | HAYS SPECIALIST RECRUITMENT (AUSTRALIA) PTY LTD | HIRE OF TEMPORARY STAFF FOR ADMIN / DEPOT | 4140.05 |
| EFT69209 | 18-04-2019 | ENGIE MECHANICAL SERVICES AUSTRALIA PTY LTD | AIRCONDITIONING MAINTENANCE / REPAIRS FOR VARIOUS LOCATIONS | 145.75 |
| EFT69210 | 18-04-2019 | CELEBRATION NOMINEES PTY LTD T/A CELEBRATION HOMES | FOOTPATH DEPOSIT REFUND | 2500.00 |
| EFT69211 | 18-04-2019 | WEST AUSTRALIAN NEWSPAPERS HOLDINGS LTD | WEEKLY PROMOTION OF ZIG ZAG GALLERY EXHIBITION PROGRAM & DELIVERY OF NEWSPAPERS FOR OPERATIONS CENTRE | 403.00 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69212 | 18-04-2019 | NYREE TAYLOR | HALL & KEY BOND REFUND | 350.00 |
| EFT69213 | 18-04-2019 | MCDOWALL AFFLECK PTY LTD | ENGINEERING AND DESIGN CONSULTANCY FEES FOR THE PROPOSED SEWER MAIN EXTENSION FROM MAIN ADMINISTRATION TO CANNING ROAD WATER CORPORATION CONNECTION POINT | 3850.00 |
| EFT69214 | 18-04-2019 | BIG W (AR W1.C3.U.07) | SUPPLY OF VARIOUS GOODS FOR FORRESTFIELD LIBRARY | 873.00 |
| EFT69215 | 18-04-2019 | PETER CLARK - PIANO TUNER | MAINTENANCE / REPAIRS TO PIANOS IN VARIOUS LOCATIONS | 850.00 |
| EFT69216 | 18-04-2019 | BROOKE O'DONNELL | COUNCILLOR ALLOWANCE - 01/04/19 - 30/04/19 | 2212.51 |
| EFT69217 | 18-04-2019 | MICHAEL ANDREW FERNIE | COUNCILLOR ALLOWANCE - 01/04/19 - 30/04/19 | 2212.51 |
| EFT69218 | 18-04-2019 | STRATAGREEN | GARDEN / RESERVE SUPPLIES | 659.24 |
| EFT69219 | 18-04-2019 | MARGARET THOMAS | COUNCILLOR ALLOWANCE - 01/04/19 - 30/04/19 | 2212.51 |
| EFT69220 | 18-04-2019 | OFFICEWORKS SUPERSTORES PTY LTD | OFFICE SUPPLIES / STATIONERY | 967.64 |
| EFT69221 | 18-04-2019 | SARA LOHMEYER | COUNCILLOR ALLOWANCE - 01/04/19 - 30/04/19 & REIMBURSEMENT FOR DISC PROFILE ID | 2306.45 |
| EFT69222 | 18-04-2019 | CGU INSURANCE | INSURANCE EXCESS ON CLAIM CGM191538987 | 1000.00 |
| EFT69223 | 18-04-2019 | ELECTRICITY NETWORKS CORP T/A WESTERN POWER | PIONEER PARK F/FIELD - WESTERN POWER NETWORK CONNECTION ENQUIRY - SOLAR FARM - PIONEER PARK FORRESTFIELD | 3850.00 |
| EFT69224 | 18-04-2019 | WOOLWORTHS GROUP LIMITED | GROCERY SUPPLIES FOR VARIOUS FUNCTIONS | 1428.73 |
| EFT69225 | 18-04-2019 | FORRESTFIELD TENNIS CLUB (INC) | FORRESTFIELD TENNIS CLUB HIRE FEES FROM HARTFIELD PARK RECREATION CENTRE - 1/03/19 - 31/03/19 | 64.00 |
| EFT69226 | 18-04-2019 | EASTERN REGION SECURITY | SECURITY SERVICES TO VARIOUS LOCATIONS | 4982.31 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69227 | 18-04-2019 | KIM'S SKIM | PLANT / VEHICLE PARTS | 176.00 |
| EFT69228 | 18-04-2019 | THE SALVATION ARMY | HALL BOND REFUND | 200.00 |
| EFT69229 | 18-04-2019 | ALLAN DAVIES & TREVOR CHUDLEIGH ARCHITECTS | ARCHITECTURAL SERVICES FOR FORRESTFIELD BOWLS CLUB TOILET REFURBISHMENT | 1584.00 |
| EFT69230 | 18-04-2019 | ECOSCAPE | VARIATION WORKS - COMPLETION OF ADDITIONAL GRAPHIC DESIGN WORK ON DRAFT LOCAL ENVIRONMENT STRATEGY BEYOND AGREED SCOPE AND COMPLETION OF PROJECT MANAGMENT | 3217.50 |
| EFT69231 | 18-04-2019 | MULTILEC ENGINEERING | QUARTERLY SERVICING & TESTING OF LIFTS | 1907.49 |
| EFT69232 | 18-04-2019 | DAVID K ALMOND | COUNCILLOR ALLOWANCE - 01/04/19 - 30/04/19 | 2212.51 |
| EFT69233 | 18-04-2019 | KERI POTTER | HALL & KEY BOND REFUND | 350.00 |
| EFT69234 | 18-04-2019 | LAND SURVEYS | HOLMES RD & HAWTIN RD FORRESTFIELD - WAPC156393 - REFUND OF PLANNING FEES PAID TWICE | 73.34 |
| EFT69235 | 18-04-2019 | DRAINFLOW SERVICES PTY LTD | CLEANING / MAINTAINING STORM WATER DRAINS | 23509.75 |
| EFT69236 | 18-04-2019 | DYLAN O'CONNOR | COUNCILLOR ALLOWANCE - 01/04/19 - 30/04/19 | 3519.34 |
| EFT69237 | 18-04-2019 | BOWDEN TREE CONSULTANCY | ARBORICULTURAL TRAINING FOR STAFF - AMENITY TTREE PRUNING WORKSHOPS | 2739.00 |
| EFT69238 | 18-04-2019 | SAFETY BARRIERS WA PTY LTD | SUPPLY AND INSTALLATION OF HANDRAILS AT VARIOUS LOCATIONS | 6191.90 |
| EFT69239 | 18-04-2019 | GKR KARATE WA INCORPORATED | KEY BOND REFUND | 50.00 |
| EFT69240 | 18-04-2019 | BEAVER TREE SERVICES | TREE REMOVAL / PRUNING FOR VARIOUS LOCATIONS | 280.50 |
| EFT69241 | 18-04-2019 | WEST-SURE GROUP PTY LTD | CASH IN TRANSIT SERVICES FROM MARCH 2019 | 1683.50 |
| EFT69242 | 18-04-2019 | SIMSAI CONSTRUCTIONS GROUP PTY LTD | FOOTPATH DEPOSIT REFUNDS | 5900.00 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69243 | 18-04-2019 | SEWING AND CRAFT WITH MEMA | DRY CLEANING / WASHING SERVICES FOR HARTFIELD PARK RECREATION CENTRE | 53.00 |
| EFT69244 | 18-04-2019 | RHONDA HARDY | REFUND OF EMPLOYMENT CONTRACT ALLOWANCE | 384.83 |
| EFT69245 | 18-04-2019 | DR SHAKIL AHMED | HALL & KEY BOND REFUND | 350.00 |
| EFT69246 | 18-04-2019 | HARLEY K NIVEN | RATES REFUND | 2040.00 |
| EFT69247 | 18-04-2019 | FOXTEL | MONTHLY SUBSCRIPTION FEE - APRIL 2019 | 210.00 |
| EFT69248 | 18-04-2019 | KALAMUNDA ELECTRICS | ELECTRICAL REPAIRS / MAINTENANCE FOR VARIOUS LOCATIONS | 145845.06 |
| EFT69249 | 18-04-2019 | JB HI-FI COMMERCIAL | VARIOUS ELECTRICAL / COMPUTER / ACCESSORY SUPPLIES | 778.00 |
| EFT69250 | 18-04-2019 | TALAI E B CLIFFORD | RATES REFUND | 482.49 |
| EFT69251 | 18-04-2019 | ASHJAD PTY LTD T/A CUROST MILK SUPPLY | MILK SUPPLY FOR OPERATIONS CENTRE | 203.90 |
| EFT69252 | 18-04-2019 | HAS EARTHMOVING | PROGRESS CLAIM 1 - EARTHMOVING SERVICES AT MUNDARING WEIR ROAD WIDENING | 119093.95 |
| EFT69253 | 18-04-2019 | DFP RECRUITMENT SERVICES PTY LTD | HIRE OF TEMPORARY STAFF FOR DEPOT / ADMIN | 7353.45 |
| EFT69254 | 18-04-2019 | NICHOLAS ROUND | REIMBURSEMENT OF COSTS RELATING TO SHANDY - GRAFFITI WORKING DOG | 373.30 |
| EFT69255 | 18-04-2019 | CAMERON BLAIR | COUNCILLOR ALLOWANCE - 01/04/19 - 30/04/19 | 2212.51 |
| EFT69256 | 18-04-2019 | PUBLIC SPEAKING DYNAMICS | REGISTRATION FOR STAFF TO ATTEND THINKING AND SPEAKING OFF THE CUFF WORKSHOP | 759.00 |
| EFT69257 | 18-04-2019 | SWATHI PRABHA PANDALANENI | HALL & KEY BOND REFUND | 350.00 |
| EFT69258 | 18-04-2019 | BE PROJECTS (WA) PTY LTD | CONSTRUCTION OF STORAGE SHED AT THE NEW HOCKEY PAVILION AT FORRESTFIELD | 15596.36 |
| EFT69259 | 18-04-2019 | NEVERFAIL SPRINGWATER LTD (ADMIN OFFICE) | BOTTLED WATER SUPPLIES / MAINTENANCE FOR FRONT COUNTER | 54.05 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69260 | 18-04-2019 | STAN THE TYRE MAN ( STAN'S TYRE SERVICE WA ) | PLANT / VEHICLE PARTS | 484.00 |
| EFT69261 | 18-04-2019 | NORDIC ACADEMY | KEY BOND REFUND | 50.00 |
| EFT69262 | 18-04-2019 | CHAMPARA FOUNDATION | KEY BOND REFUND | 50.00 |
| EFT69263 | 18-04-2019 | RANGINUKU NIKORA | HALL BOND REFUND | 200.00 |
| EFT69264 | 18-04-2019 | HAILEY OSBORNE | HALL & KEY BOND REFUND | 350.00 |
| EFT69265 | 18-04-2019 | SJC HERITAGE CONSULTANTS PTY LTD | ABORIGINAL HERITAGE CONSULTANTS REPORT AT JORGENSON PARK | 10771.75 |
| EFT69266 | 18-04-2019 | JOYCE MATHERS | PERFORMANCE BY JOYCE MATHERS & AVENUE '80s' MORNING MUSIC APRIL 2019 | 1100.00 |
| EFT69267 | 18-04-2019 | FINELINE SIGNS | SUPPLY OF VARIOUS SIGNAGE FOR BUSH FIRE BRIGADE | 190.08 |
| EFT69268 | 18-04-2019 | SHAUN O'BRIEN | HALL & KEY BOND REFUND | 350.00 |
| EFT69269 | 18-04-2019 | THE LUCKY CHARM | NEWSPAPERS / MAGAZINES SUPPLIES FOR VARIOUS LOCATIONS | 61.99 |
| EFT69270 | 18-04-2019 | CHRISTIAN HOME SCHOOL SUPPORT GROUP | KEY BOND REFUND | 50.00 |
| EFT69271 | 18-04-2019 | ROSEMARY (ROSE) HANCOCK | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 3.43 |
| EFT69272 | 18-04-2019 | BLUE FORCE PTY LTD | SUPPLY / INSTALLATION & MAINTAINENCE OF SECURITY SERVICES | 257.40 |
| EFT69273 | 18-04-2019 | PACHAMAMA EARLY PTY LTD | SUPREME COURT APPEAL COSTS - PRIVATE & CONFIDENTIAL MATTER | 1936.00 |
| EFT69274 | 18-04-2019 | FAIRVIEW PLUMBING & GAS PTY LTD | PLUMBING REPAIRS / MAINTENANCE FOR VARIOUS LOCATIONS | 495.00 |
| EFT69275 | 18-04-2019 | HELLO PERTH | ADVERTISING IN PERTH HILLS MAP & PERTH FOLD OUT MAP | 1580.00 |
| EFT69276 | 18-04-2019 | CURNOW GROUP HIRE PTY LTD | CLAIM 12 - NARDINE CLOSE - SEPRABLE PORTION B | 43650.06 |
| EFT69277 | 18-04-2019 | ALLCREDIT PTY LTD | STAFF CONTRIBUTIONS TO NOVATED / OPERATING LEASES | 490.00 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69278 | 18-04-2019 | ALINTA ENERGY (ELECTRICITY ACCOUNT) | POWER CHARGES | 9743.62 |
| EFT69279 | 18-04-2019 | ANNE-MAREE PELUSEY-ZENTNER | SALE OF ARTWORK - A DIFFERENT WAY OF SEEING, A DIFFERENT WAY OF BEING EXHIBITION<br>BOND REFUND FOR THE USE OF THE GALLERY AT THE ZIG ZAG CULTURAL CENTRE | 1480.00 |
| EFT69280 | 18-04-2019 | ALL FUN FACE PAINTING | FACE PAINTER AND BALLOON TWISTER FOR SUMMER SERIES MOVIE NIGHTS | 740.00 |
| EFT69281 | 18-04-2019 | EMBROIDERY WAREHOUSE | EMBROIDERED EVENTS OFFICER POLOS AND T-SHIRTS | 484.00 |
| EFT69282 | 18-04-2019 | SPICK AND SPAN COMMERCIAL PROPERTY MAINTENANCE PTY LTD | CLEANING SERVICES & CONSUMABLES FOR VARIOUS LOCATIONS | 5883.78 |
| EFT69283 | 18-04-2019 | HAYLEY ANSCHUTZ | ASSISTANCE WITH GALLERY ACTIVITIES | 400.00 |
| EFT69284 | 18-04-2019 | SALLY EDMONDS ART | CONSIGNMENT SUPPLIER - ZIG ZAG CULTURAL CENTRE - 01/03/19 - 31/03/19 | 22.40 |
| EFT69285 | 18-04-2019 | DOWSING GROUP PTY LTD | SUPPLY & LAY CONCRETE PATHWAY MAINTENANCE & MISC. WORKS AT VARIOUS LOCATIONS | 379477.89 |
| EFT69286 | 18-04-2019 | ANIMAL PEST MANAGEMENT SERVICES | RABBIT CONTROL, RABBIT COUNTS AND VIRUS RELEASE | 5940.00 |
| EFT69287 | 18-04-2019 | ROSS MONTGOMERY T/AS PAYSAGE PLANDSCAPES | DESIGN ADVISORY COMMITTEE CONSULTANT SERVICE - FEE CLAIM - WORK COMPLETED - PROFESSIONAL ADVICE - DESIGN ADVISORY COMMITTEE 14/02/19 | 495.00 |
| EFT69288 | 18-04-2019 | NYUNGAR.COM ( NEVILLE COLLARD ) | SCHOOLS CULTURAL EDUCATION, ADOPT-A-PATCH & CONDUCT WELCOME TO COUNTRY AT CORYMBIA MULTICULTURAL FESTIVAL 2019 | 2900.00 |
| EFT69289 | 18-04-2019 | AQUATIC SERVICES WA PTY LTD | SUPPLY AND INSTALL A NEW COMPLETE 40MM MAKE UP VALVE AT KALAMUNDA WATER PARK | 938.85 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69290 | 18-04-2019 | A PROUD LANDMARK PTY LTD | SPREADING OF ROAD BASE AT ALAN ANDERSON RESERVE | 2733.50 |
| EFT69291 | 18-04-2019 | EMPLOYEECONNECT PTY LTD | MONTHLY SOFTWARE AND SERVICE FOR PRO - MARCH 2019 | 2702.70 |
| EFT69292 | 18-04-2019 | EVA MARILYN MCLEAN | RATES REFUND | 116.31 |
| EFT69293 | 18-04-2019 | SERPENTINE SPRING WATER | SPRING WATER SUPPLIES FOR ZIG ZAG CULTURAL CENTRE | 40.00 |
| EFT69294 | 18-04-2019 | ADRIANA F MANGANO | CROSSOVER CONTRIBUTION | 428.00 |
| EFT69295 | 18-04-2019 | INTEGRITAS CONSULTING PTY LTD | DEVELOPMENT PLANNING FOR EXEC TEAM 1/2 DAY SESSION FOR A STAFF MEMBER | 921.80 |
| EFT69296 | 18-04-2019 | BINA LIONA BUTCHER-MONSEES | ASSISTANCE WITH GALLERY ACTIVITIES | 400.00 |
| EFT69297 | 18-04-2019 | STEWART HERBERTSON MUSIC | PERFORMANCE OF 'BEATLES SONGBOOK' FOR MORNING MUSIC FEBRUARY 2019 | 400.00 |
| EFT69298 | 18-04-2019 | ASPIRE PERFORMANCE TRAINING | DELIVERY OF INHOUSE TRAINING FOR STAFF MEMBERS | 3685.00 |
| EFT69299 | 18-04-2019 | AMLEC HOUSE PTY LTD | DEVELOPMENT OF A CCTV STRATEGY AND POLICY | 8712.00 |
| EFT69300 | 18-04-2019 | CHE TOURING | FINAL PAYMENT FOR 'THE SONGS & TALES OF ANGRY OLD MEN' AT KALAMUNDA PERFORMING ARTS CENTRE | 4537.50 |
| EFT69301 | 18-04-2019 | DAVE LANFEAR CONSULTING PTY LTD | INDEPENDENT REVIEW OF BUSINESS CASE FOR STAGE TWO CAPITAL GRANT APPLICATION FOR KALAMUNDA DISTRICTS HOCKEY CLUB | 2640.00 |
| EFT69302 | 18-04-2019 | INDUSTRIAL RECRUITMENT PARTNERS (IRP) PTY LTD | HIRE OF TEMPORARY STAFF FOR DEPOT / ADMIN | 10017.04 |
| EFT69303 | 18-04-2019 | MOHAMMAD HUSSEIN MIHEASEN | AUTHOR TALK - MOHAMMAD MORSI EVENT LESMURDIE LIBRARY | 190.00 |
| EFT69304 | 18-04-2019 | BARK ENVIRONMENTAL CONSULTING | FACILITATE AND PRESENT AT DIEBACK TREATMENT WORKSHOP AT KERSHAW AVENUE RESERVE | 550.00 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69305 | 18-04-2019 | BRITISH SHORTHAIR CAT CLUB | HALL BOND REFUND | 300.00 |
| EFT69306 | 18-04-2019 | JUDE VAN DER MERWE | ZIG ZAG REVIEW STAGE TWO COMPLETION | 12000.00 |
| EFT69307 | 18-04-2019 | VIVA PERSONAL STYLING | PRESENTATION 'DISCOVER YOUR OWN AUTHENTIC STYLE!' AT FORRESTFIELD LIBRARY | 200.00 |
| EFT69308 | 18-04-2019 | GLEN FLOOD GROUP PTY LTD T/A GFG TEMP ASSIST | LANDSCAPE ARCHITECT SUPPORT SERVICES AT KALAMUNDA TOWN CENTRE | 3107.50 |
| EFT69309 | 18-04-2019 | HUDSON GLOBAL RESOURCES | LA - GOVERNANCE & REGULATORY, INDUSTRY AND COMPANY RESEARCH, CANDIDATE INTERVIEW, PREPARATION AND REPORT, LIAISON AND INTERVIEW | 10916.96 |
| EFT69310 | 18-04-2019 | WIZARD TRAINING SOLUTIONS | DELIVERY OF DEALING WITH ANTISOCIAL BEHAVIOUR COURSE | 3300.00 |
| EFT69311 | 18-04-2019 | THE COPY COLLECTIVE PTY LTD | PART PAYMENT - REVIEW AND EDIT OF WEBSITE CONTENT | 1485.00 |
| EFT69312 | 18-04-2019 | ARTS ON TOUR | INSTALLMENT 1 - FOR 'TWO' PERFORMANCE | 2915.00 |
| EFT69313 | 18-04-2019 | SITE SKILLS GROUP PTY LTD T/A SITE SKILLS TRAINING | REGISTRATION FOR A STAFF MEMBER TO ATTEND CONDUCT ROLLER OPERATIONS WORKSHOP | 450.00 |
| EFT69314 | 18-04-2019 | ARTHUR AUGUSTE | FOOTPATH DEPOSIT REFUND | 950.00 |
| EFT69315 | 18-04-2019 | LARISSA WAKE | REFUND FOR JANUARY HOLIDAY PROGRAM | 12.45 |
| EFT69316 | 18-04-2019 | CHARLES A OKULU | HALL BOND REFUND | 400.00 |
| EFT69317 | 18-04-2019 | KELLY HAMILTON | REIMBUSE KPAC TECHNICIAN FOR HIRE OF DRUM KIT AND BACKLINE FOR 'ANGRY OLD MEN' SHOW 6/4/19 AS PER INV #KPA001 FROM SOUND SOLUTION | 605.00 |
| EFT69318 | 18-04-2019 | ALEXANDRA STEVENS | KEY BOND REFUND | 50.00 |
| EFT69319 | 18-04-2019 | HAFSAH SUBARMAN | HALL & KEY BOND REFUND | 350.00 |
| EFT69320 | 26-04-2019 | HART SPORT | GYM EQUIPMENT SUPPLIES FOR HARTFIELD PARK RECREATION CENTRE | 275.90 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69321 | 26-04-2019 | THE WORKWEAR GROUP PTY LTD | SUPPLY OF UNIFORM FOR VARIOUS STAFF MEMBERS | 287.30 |
| EFT69322 | 26-04-2019 | WILSONS SIGN SOLUTIONS | SUPPLY OF A NAME BLOCK FOR COUNCIL | 77.00 |
| EFT69323 | 26-04-2019 | RICOH AUSTRALIA PTY LTD | PHOTOCOPYING CHARGES FOR ALL CITY LOCATIONS | 7175.13 |
| EFT69324 | 26-04-2019 | DVA FABRICATIONS | SUPPLY OF SELECTIONAL BROWSER BOXES FOR KALAMUNDA LIBRARY | 2886.40 |
| EFT69325 | 26-04-2019 | INFORM CONNECTION PTY LTD | GYM EQUIPMENT SUPPLIES FOR HARTFIELD PARK RECREATION CENTRE | 145.75 |
| EFT69326 | 26-04-2019 | CA TECHNOLOGY PTY LTD (CAMMS) | ANNUAL SUBSCRIPTION RISK AND INCIDENT SOFTWARE - PERIOD MAY 2019 - APRIL 2020 | 22000.00 |
| EFT69327 | 26-04-2019 | TAMAN DIAMOND TOOLS AND MACHINERY | PLANT / VEHICLE PARTS | 91.30 |
| EFT69328 | 26-04-2019 | ELEMENT ADVISORY PTY LTD | PROFESSIONAL PLANNING SERVICES FOR FORRESTFIELD NORTH STRUCTURE PLAN | 21243.75 |
| EFT69329 | 26-04-2019 | CLEVERPATCH PTY LTD | ARTS AND CRAFTS SUPPLIES FOR KALAMUNDA LIBRARY | 343.43 |
| EFT69330 | 26-04-2019 | TOTALLY WORKWEAR | SUPPLY OF PROTECTIVE CLOTHING | 4820.13 |
| EFT69331 | 26-04-2019 | FOCUS CONSULTING WA PTY LTD | ELECTRICAL CONSULTANCY SERVICES AT KOSTERA OVAL, RAY OWEN CARPARK ELECTICAL UNDERGROUND CONTAINMENT & MAIDA VALE RESERVE MASTER PLAN | 18260.00 |
| EFT69332 | 26-04-2019 | COATES HIRE OPERATIONS PTY LTD | PLANT / EQUIPMENT HIRE | 575.45 |
| EFT69333 | 26-04-2019 | MCLEODS BARRISTERS & SOLICITORS | LEGAL EXPENSES | 7647.73 |
| EFT69334 | 26-04-2019 | ECHO NEWSPAPER | ADVERTISING FOR VARIOUS JOBS / EVENTS | 5335.00 |
| EFT69335 | 26-04-2019 | EASTERN METROPOLITAN REGIONAL COUNCIL | DOMESTIC / WASTE CHARGES - RED HILL TIP, MATTRESS & TIMBER DISPOSAL FEES | 365111.25 |
| EFT69336 | 26-04-2019 | MCINTOSH & SON | PLANT / VEHICLE PARTS | 576.77 |
| EFT69337 | 26-04-2019 | SYNERGY | POWER CHARGES | 210.65 |
| EFT69338 | 26-04-2019 | ACTIMED AUSTRALIA PTY LTD | MEDICAL SUPPLIES FOR PODIARTIST | 145.86 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69339 | 26-04-2019 | KENYON & COMPANY PTY LTD | PLANT / VEHICLE PARTS | 924.00 |
| EFT69340 | 26-04-2019 | WA LIMESTONE COMPANY | ROAD MATERIALS FOR VARIOUS LOCATIONS | 3638.93 |
| EFT69341 | 26-04-2019 | WINC AUSTRALIA PTY LTD | STATIONERY / OFFICE SUPPLIES | 902.22 |
| EFT69342 | 26-04-2019 | IT VISION AUSTRALIA PTY LTD | CONFLUENCE USER LICENCES - ALTUS PROJECT - MARCH 19 | 77.00 |
| EFT69343 | 26-04-2019 | BUCHER MUNICIPAL PTY LTD | PLANT / VEHICLE PARTS | 2175.91 |
| EFT69344 | 26-04-2019 | BRIDGESTONE AUSTRALIA LTD | PLANT / VEHICLE PARTS | 775.00 |
| EFT69345 | 26-04-2019 | WORK CLOBBER (MIDLAND) | PROTECTIVE CLOTHING SUPPLIES | 156.60 |
| EFT69346 | 26-04-2019 | ONESTEEL DISTRIBUTION (MIDALIA STEEL) | PLANT / VEHICLE PARTS | 333.81 |
| EFT69347 | 26-04-2019 | J BLACKWOOD & SON LIMITED | PROTECTIVE WEAR / SUPPLIES | 2182.31 |
| EFT69348 | 26-04-2019 | CAT WELFARE SOCIETY INC | F Y CAT HAVEN REHOMING OF UNCLAIMED CATS FROM THE CITYS POUND | 88.00 |
| EFT69349 | 26-04-2019 | ELLENBY TREE FARM | GARDEN / RESERVE SUPPLIES | 1078.00 |
| EFT69350 | 26-04-2019 | MARTIN'S TRAILER PARTS | PLANT / VEHICLE PARTS | 225.35 |
| EFT69351 | 26-04-2019 | TOTAL PACKAGING (WA) PTY LTD | SUPPLY OF DOG LITTER BAGS | 858.00 |
| EFT69352 | 26-04-2019 | AABEL LINE MARKING | LINE MARKING FOR VARIOUS LOCATIONS | 2185.70 |
| EFT69353 | 26-04-2019 | WA HINO SALES & SERVICE | PLANT / VEHICLE PARTS | 125.95 |
| EFT69354 | 26-04-2019 | ACCESS ICON PTY LTD T/A CASCADA | DRAINAGE SUPPLIES FOR VARIOUS LOCATIONS | 38167.60 |
| EFT69355 | 26-04-2019 | METROCOUNT | SURVEYING SUPPLIES | 181.50 |
| EFT69356 | 26-04-2019 | B & J CATALANO PTY LTD | ROAD MATERIALS FOR VARIOUS LOCATIONS | 19686.00 |
| EFT69357 | 26-04-2019 | PARKS AND LEISURE AUSTRALIA | CORPORATE (2-4) TO 30 JUNE 2019 (PROFILE 113) MEMBERSHIP | 275.00 |
| EFT69358 | 26-04-2019 | WA BLUEMETAL | ROAD MATERIALS SUPPLIES FOR VARIOUS LOCATIONS | 1067.91 |
| EFT69359 | 26-04-2019 | MUCHEA TREE FARM | SUPPLY OF VARIOUS TREES FOR PARKS DEPARTMENT | 1320.00 |
| EFT69360 | 26-04-2019 | QUICK CORPORATE AUST PTY LTD | STATIONERY & OFFICE SUPPLIES | 2360.17 |
| EFT69361 | 26-04-2019 | INSTANT WEIGHING | PLANT / VEHICLE PARTS | 1016.40 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69362 | 26-04-2019 | PLAYMASTER PTY LTD | SUPPLY AND INSTALLATION OF PLAYGROUND EQUIPMENT | 2178.73 |
| EFT69363 | 26-04-2019 | COMMUNITY NEWSPAPER GROUP LTD | ADVERTISING FOR VARIOUS JOBS AND EVENTS | 5154.36 |
| EFT69364 | 26-04-2019 | WREN OIL | WASTE OIL RECYCLING - DISPOSAL FEES | 16.50 |
| EFT69365 | 26-04-2019 | BT EQUIPMENT P/L T/A TUTT BRYANT EQUIPMENT | PLANT / VEHICLE PARTS | 61.08 |
| EFT69366 | 26-04-2019 | PARKERS YELLOWMETAL PTY LTD T/A METAL WORKS PERTH | BOLLARD REPAIRS / MAINTENANCE | 2183.50 |
| EFT69367 | 26-04-2019 | REPEAT PLASTICS (WA) | SUPPLIES OF RECYCLED PLASTIC PRODUCTS | 872.65 |
| EFT69368 | 26-04-2019 | PAV SALES & INSTALLATION | SERVICE OF SPIN ROOM EQUIPMENT & CHECK BATTERIES AT HARTFIELD PARK RECREATION CENTRE | 198.00 |
| EFT69369 | 26-04-2019 | RENTOKIL INITIAL PTY LTD (CANNON) | HYGIENE SERVICES FOR VARIOUS LOCATIONS | 68.11 |
| EFT69370 | 26-04-2019 | KENNARDS HIRE | EQUIPMENT HIRE FOR OPERATIONS CENTRE | 320.00 |
| EFT69371 | 26-04-2019 | G FORCE PRINTING | SUPPLY OF PRINTED STATIONERY STOCK | 1818.76 |
| EFT69372 | 26-04-2019 | T-QUIP | PLANT / VEHICLE PARTS | 34677.95 |
| EFT69373 | 26-04-2019 | SWAN TOWING SERVICE PTY LTD | TOWING SERVICES | 484.00 |
| EFT69374 | 26-04-2019 | ABAXA (WH LOCATION SERVICES) | SUPPLY UNDERGROUND SERVICE LOCATIONS AT VARIOUS LOCATIONS | 2640.00 |
| EFT69375 | 26-04-2019 | MGA TOWN PLANNERS | MAIDA VALE ROAD LOCAL ACTIVITY CENTRE - RETAIL DEMAND ANALYSIS | 1760.00 |
| EFT69376 | 26-04-2019 | DIRECT TRADES SUPPLY PTY LTD | HARDWARE SUPPLIES | 1263.93 |
| EFT69377 | 26-04-2019 | SHRED-X PTY LTD | SECURE DOCUMENT DISPOSAL BIN REMOVAL AND REPLACEMENT | 66.00 |
| EFT69378 | 26-04-2019 | TCS INSTRUMENTS | ROAD SURVEYING SUPPLIES | 537.90 |
| EFT69379 | 26-04-2019 | ESRI AUSTRALIA | SUPPLIES & CONSULTING SERVICES BASED ON GEOGRAPHIC INFORMATION SYSTEMS TECHNOLOGY | 21329.00 |
| EFT69380 | 26-04-2019 | MAYDAY EARTHMOVING | PLANT AND EQUIPMENT HIRE | 5720.00 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69381 | 26-04-2019 | MODERN TEACHING AIDS PTY LTD | CHILDREN ACTIVITY SUPPLIES FOR KALAMUNDA LIBRARY | 311.95 |
| EFT69382 | 26-04-2019 | WEBSITE WEED & PEST PTY LTD | WEED CONTROL AT VARIOUS LOCATIONS | 825.00 |
| EFT69383 | 26-04-2019 | JACKSON MCDONALD LAWYERS | LEGAL EXPENSES | 22833.78 |
| EFT69384 | 26-04-2019 | BOYA EQUIPMENT PTY LTD | PLANT / VEHICLE PARTS | 72.33 |
| EFT69385 | 26-04-2019 | HW & ASSOCIATES | QUANTITY SURVEY SERVICES - KALAMUNDA LIBRARY RE-ROOF REPLACEMENT | 1430.00 |
| EFT69386 | 26-04-2019 | U-MOVE AUSTRALIA | HIRE OF 2 X 20FT CONTAINERS FOR OPERATIONS CENTRE - PERIOD 05/03/19 - 04/03/20 | 3613.50 |
| EFT69387 | 26-04-2019 | 360 ENVIRONMENTAL PTY LTD | PROFESSIONAL SERVICES - PROJECT MANAGEMENT, SITE WORKS, DSI REPORTING FOR 51 BRAND ROAD | 22459.97 |
| EFT69388 | 26-04-2019 | TECHNIFIRE 2000 | HAZARD SIREN - EMERGENCY KIT WITH TRIO 12 VOLT INCLUDING INSTALLATION TO LIGHT TANKER 1 KM38529 | 1452.73 |
| EFT69389 | 26-04-2019 | APOLLO FABRICATIONS | REPAIRS TO HOOK BIN | 5423.00 |
| EFT69390 | 26-04-2019 | EFFECTIVE LEGAL PTY LTD | LEGAL EXPENSES | 29352.00 |
| EFT69391 | 26-04-2019 | LOCHNESS LANDSCAPE SERVICES | MOWING OF VARIOUS RESERVES | 13085.49 |
| EFT69392 | 26-04-2019 | BOWDEN TREE CONSULTANCY | ARBORICULTURAL CONSULTANCY / ASSESSMENT | 1738.00 |
| EFT69393 | 26-04-2019 | CONTRAFLOW | TRAFFIC MANAGEMENT FOR VARIOUS LOCATIONS | 63886.11 |
| EFT69394 | 26-04-2019 | KOTT GUNNING LAWYERS | LEGAL EXPENSES | 233.42 |
| EFT69395 | 26-04-2019 | ARMADILLO GROUP PTY LTD | PLANT / VEHICLE PARTS | 1295.25 |
| EFT69396 | 26-04-2019 | CENTURION TEMPORARY FENCING | TEMPORARY FENCING HIRE AT VARIOUS LOCATIONS | 3597.83 |
| EFT69397 | 26-04-2019 | ACCESS OFFICE INDUSTRIES | LIBRARY SUPPLIES FOR LESMURDIE LIBRARY | 596.20 |
| EFT69398 | 26-04-2019 | FUJI XEROX AUSTRALIA PTY LTD | PHOTOCOPYING CHARGES | 837.98 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69399 | 26-04-2019 | EAE HOLDINGS P/L T/A STANLEE WA | CATERING / KITCHEN SUPPLIES FOR OPERATIONS CENTRE | 140.80 |
| EFT69400 | 26-04-2019 | HARE & FORBES PTY LTD | PLANT / VEHICLE PARTS | 275.46 |
| EFT69401 | 26-04-2019 | REMONDIS AUSTRALIA PTY LTD | COLLECTION AND RECYCLING OF CARDBOARD | 2273.04 |
| EFT69402 | 26-04-2019 | ASPHALTECH PTY LTD | ROAD MATERIALS FOR VARIOUS LOCATIONS | 34204.41 |
| EFT69403 | 26-04-2019 | PERTH BRAKE PARTS | PLANT / VEHICLE PARTS | 229.00 |
| EFT69404 | 26-04-2019 | ECOADVANCE | ADMIN BUILDING - SIMULATION MODELLING - SOLAR PV SYSTEM | 1782.00 |
| EFT69405 | 26-04-2019 | SMART URBAN PTY LTD | SUPPLY OF BIKE RACK FOR OPERATIONS CENTRE | 1600.50 |
| EFT69406 | 26-04-2019 | EARTH WORM ORGANICS PTY LTD T/ASWORM AFFAIR | SUPPLY OF WORM FARMS & WORMS | 119.90 |
| EFT69407 | 26-04-2019 | SUEZ RECYCLING & RECOVERY (PERTH) PTY LTD | BULK BIN SERVICES FOR GREEN AND MIXED WASTE COLLECTIONS AND DISPOSAL | 1278.86 |
| EFT69408 | 26-04-2019 | ZIRCODATA PTY LTD | MONTHLY OFFSITE STORAGE FEES - PERIOD 26/02/19 - 25/03/19 | 576.26 |
| EFT69409 | 26-04-2019 | DAYTONE PRINTING PTY LTD | PRINTING OF BROCHURES / INVITES FOR VARIOUS LOCATIONS | 334.40 |
| EFT69410 | 26-04-2019 | CMA ECOCYCLE PTY LTD | COLLECTION & RECYCLING OF GLOBES | 2278.54 |
| EFT69411 | 26-04-2019 | WEST TIP WASTE CONTROL PTY LTD | REMOVAL & PROCESSING OF BUILDING RUBBLE | 19935.48 |
| EFT69412 | 26-04-2019 | JAPANESE TRUCK & BUS SPARES PTY LTD | PLANT / VEHICLE PARTS | 352.00 |
| EFT69413 | 26-04-2019 | BLUE STEEL ENTERPRISES PTY LTD T/A FRONTLINE FIRE & RESCUE EQUIPMENT | MAINTENANCE OF FIRE AND RESCUE EQUIPMENT | 486.48 |
| EFT69414 | 26-04-2019 | INSTANT WASTE MANAGEMENT | HOOK LIFT BIN TRANSPORTATION FOR WALLISTON TRANSFER STATION | 10505.00 |
| EFT69415 | 26-04-2019 | ROADLINE REMOVAL WA | HIGH PRESSURE WATERBLAST REMOVAL OF OBSOLETE LINEMARKINGS | 1237.50 |
| EFT69416 | 26-04-2019 | BLUE FORCE PTY LTD | SUPPLY / INSTALLATION & MAINTAINENCE OF SECURITY SERVICES | 306.77 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69417 | 26-04-2019 | FORTH CONSULTING PTY LTD | PART PAYMENT STAGE 1 - KALAMUNDA LIBRARY ROOF RENEWAL WORKS | 2101.00 |
| EFT69418 | 26-04-2019 | BORRELLO GRAHAM LAWYERS (LSV BORRELLO LAWYERS) | LEGAL EXPENSES | 8024.70 |
| EFT69419 | 26-04-2019 | ALL IMPACT PTY LTD T/A DMI SIGNS | SIGNAGE SUPPLIES FOR VARIOUS LOCATIONS | 878.24 |
| EFT69420 | 26-04-2019 | BROOK & MARSH PTY LTD | PROFESSIONAL SERVICES - SUBDIVISION CLEARANCE - LOT 11 ASHBY CLOSE - STAGE 1 INDUSTRIAL AREA | 1505.00 |
| EFT69421 | 26-04-2019 | CORSIGN WA PTY LTD | SUPPLIES OF SIGNAGE AND RELATED EQUIPMENT | 810.15 |
| EFT69422 | 26-04-2019 | MANAGED RECHARGE | PRINCIPAL HYDROGEOLOGIST PREPARATION OF SCOPE OF WORKS FOR HYDROGEOLOGICAL ASSESSMENT AT STIRK PARK | 1540.00 |
| EFT69423 | 26-04-2019 | PRESTIGE COMMUNICATIONS | SUPPLY OF 2 UNIDEN RADIOS FOR OPERATIONS CENTRE | 654.14 |
| EFT69424 | 26-04-2019 | VIZSTONE | MANAGE ENGINE FOR APRIL 2019 | 2689.50 |
| EFT69425 | 26-04-2019 | HORIZON WEST LANDSCAPE & IRRIGATION PTY LTD | BIBBULMUN TRACK MAINTENANCE WORKS - MARCH 2019 | 748.00 |
| EFT69426 | 26-04-2019 | PICKLES AUCTIONS PTY LTD | SHARPS REMOVAL FOR VEHICLE IMPOUNDED | 162.67 |
| EFT69427 | 26-04-2019 | TENDERLINK.COM | TENDERLINK FOR THE RELEASE OF PUBLIC TENDERS THROUGH THE E-TENDERING PORTAL | 177.10 |
| EFT69428 | 26-04-2019 | PLAY CHECK | CONSULTATION REGARDING PROPOSED PLAYGROUND - PICKERING BROOK SPORTS CLUB | 165.00 |
| EFT69429 | 26-04-2019 | GYMMASTER SOFTWARE - TRESHNA ENTERPRISES LTD | HIGH WYCOMBE STUDIO PACKAGE FOR THE 24/7 GYM MONTHLY CHARGE. | 80.00 |
| EFT69430 | 26-04-2019 | SOURCE SEPARATION SYSTEMS PTY LTD | SUPPLY OF 50 DESK DIVERTER YELLOW BASE RED INSERTS FOR OPERATIONS CENTRE | 1241.98 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69431 | 26-04-2019 | LD THOMPSON & CO | UNDERTAKE PRE-CONSTRUCTION DILAPIDATIONS INSPECTIONS AT VARIOUS LOCATIONS | 1886.50 |
| EFT69432 | 26-04-2019 | BARONESS HOLDINGS PTY LTD | SUPPLY AND INSTALL 42 STREET TREES AT VARIOUS LOCATIONS | 6934.13 |
| EFT69433 | 26-04-2019 | TREE WATERING SERVICES | TREE WATERING SERVICES TO VARIOUS LOCATIONS | 4026.00 |
| EFT69434 | 26-04-2019 | PROTEK 247 BUILDING | SUPPLY MINOR ROOF REPAIR SERVICES AND ANNUAL GUTTER CLEANING TO VARIOUS LOCATIONS | 10023.40 |
| EFT69435 | 26-04-2019 | CIRRUS NETWORKS | SENIOR SYSTEM ENGINEER: SCCM SUPPORT - ANDREW KIREI - 25/02/19 - 31/03/19 - 8.50 HOURS | 2359.50 |
| EFT69436 | 26-04-2019 | GREEN OPTIONS | MOWING OF HARTFIELD PARK HOCKEY FIELDS 8/03/19 - 25/03/19 | 1452.00 |
| EFT69437 | 26-04-2019 | NEWHAWK CORPORATION PTY LTD T/AS EJAN COMMUNICATIONS | QUARTERLY RENTAL PERIOD - 01/03/19 - 31/05/19 12 TELO TE590 HANDSET RADIOS 12 X POC MOB SOFTWARE 3 MONTHS, 2 X POC DISP SOFTWARE 3 MONTHS. | 1518.00 |
| EFT69438 | 26-04-2019 | IDENTITY CARE AUSTRALIA & NEW ZEALAND LTD (IDCARE) | SPECIALIST ADVICE AND CALL CENTRE SUPPORT | 2868.25 |
| EFT69439 | 26-04-2019 | THE CCTV COMPANY | CCTV SUPPLY AND INSTALL WORKS AT RAY OWEN SPORTS CENTRE | 5100.70 |
| EFT69440 | 26-04-2019 | NS PROJECTS PTY LTD | PROFESSIONAL MANAGEMENT SERVICES FOR THE KALAMUNDA COMMUNITY CENTRE PROJECT | 14300.00 |
| EFT69441 | 26-04-2019 | FLEX FITNESS EQUIPMENT | SUPPLY OF GYM EQUIPMENT FOR THE NEW ROOM AT HARTFIELD PARK RECREATION CENTRE | 4050.00 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| EFT69442 | 26-04-2019 | PAPERDASHERY PTY LTD T/A ZETTA FLORENCE | SUPPLY OF VARIOUS GOODS TO KALAMUNDA LIBRARY | 97.46 |
| EFT69443 | 26-04-2019 | ACME RETIC | MAINTENANCE AND SERVICE OF ALL RETICULATION SYSTEMS TO RECREATIONAL PARKS AND OVALS WITHIN THE CITY OF KALAMUNDA | 2100.00 |
| EFT69444 | 26-04-2019 | WATERLOGIC AUSTRALIA PTY LTD | RENTAL / MAINTENANCE FOR WATER FILTRATION AT ADMIN - PERIOD 21/03/19 - 30/04/19 | 1774.48 |
| EFT69445 | 26-04-2019 | AGTECH INTERNATIONAL PTY LTD T/A SCHAFFER LOADERS & INTERMERCATO GRAPPLES | SUPPLY OF GRAPPLE TG16ST STONE 3 FINGERS PILOT OPERATED CHECK VALVE MOUNTED ON CYLINDER | 4068.90 |
| EFT69446 | 26-04-2019 | COLOURPOINT DIGITAL | PRINTING DL RECREATION TERM 2 FLYER | 800.00 |
| EFT69447 | 26-04-2019 | EFTSURE PTY LTD | 12 MONTH SUBSCIRPTION FEE - FROM 1 APRIL 2019 TO 31/03/20 | 5016.00 |
| EFT69448 | 26-04-2019 | GOLDMASTER HOLDINGS PTY LTD | FACILITATE FEES FOR VARIOUS BOARD WORKSHOPS | 8800.00 |
| 72456 | 03-04-2019 | MUNICIPAL EMPLOYEES UNION | PAYROLL DEDUCTIONS | 912.28 |
| 72457 | 03-04-2019 | TELSTRA CORPORATION | TELEPHONE EXPENSES | 7676.53 |
| 72458 | 03-04-2019 | WATER CORPORATION | WATER USE AND SERVICE CHARGE FEES | 5131.00 |
| 72459 | 03-04-2019 | CASH - FORRESTFIELD LIBRARY | PETTY CASH REIMBURSEMENT | 178.45 |
| 72460 | 03-04-2019 | CASH - HARTFIELD PARK | PETTY CASH REIMBURSEMENT | 148.85 |
| 72461 | 03-04-2019 | CASH - LESMURDIE LIBRARY | PETTY CASH REIMBURSEMENT | 92.10 |
| 72462 | 03-04-2019 | CASH - ZIG ZAG CULTURAL CENTRE | PETTY CASH REIMBURSEMENT | 162.43 |
| 72463 | 17-04-2019 | MUNICIPAL EMPLOYEES UNION | PAYROLL DEDUCTIONS | 912.28 |
| 72464 | 17-04-2019 | TELSTRA CORPORATION | TELEPHONE EXPENSES | 22389.83 |
| 72465 | 17-04-2019 | WATER CORPORATION | WATER USE AND SERVICE CHARGE FEES | 1056.23 |
| 72466 | 17-04-2019 | CASH - ADMIN | PETTY CASH REIMBURSEMENT | 1011.51 |
| 72467 | 17-04-2019 | CASH - HARTFIELD PARK | PETTY CASH REIMBURSEMENT | 118.73 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| 72468 | 17-04-2019 | CASH - HIGH WYCOMBE LIBRARY | PETTY CASH REIMBURSEMENT | 177.26 |
| 72469 | 17-04-2019 | CASH - KPAC | PETTY CASH REIMBURSEMENT | 167.59 |
| DD41124.1 | 02-04-2019 | WA LOCAL GOVERNMENT SUPERANNUATION PLAN | SUPERANNUATION CONTRIBUTIONS | 98753.58 |
| DD41124.2 | 02-04-2019 | ESSENTIAL SUPER | SUPERANNUATION CONTRIBUTIONS | 272.17 |
| DD41124.3 | 02-04-2019 | CBUS SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 154.57 |
| DD41124.4 | 02-04-2019 | HUNDAL & ROGERS FUTURE FUND | SUPERANNUATION CONTRIBUTIONS | 6542.71 |
| DD41124.5 | 02-04-2019 | ANZ SMART CHOICE SUPER | SUPERANNUATION CONTRIBUTIONS | 370.31 |
| DD41124.6 | 02-04-2019 | MLC MASTERKEY SUPER GOLD STAR VERSION ACCOUNT | SUPERANNUATION CONTRIBUTIONS | 100.62 |
| DD41124.7 | 02-04-2019 | IOOF PORTFOLIO SERVICE PERSONAL SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 118.78 |
| DD41124.8 | 02-04-2019 | AUSTRALIAN CATHOLIC SUPERANNUATION & RETIREMENT FUND (ACSRF) | SUPERANNUATION CONTRIBUTIONS | 271.25 |
| DD41124.9 | 02-04-2019 | REI SUPER | SUPERANNUATION CONTRIBUTIONS | 240.77 |
| DD41227.1 | 16-04-2019 | WA LOCAL GOVERNMENT SUPERANNUATION PLAN | SUPERANNUATION CONTRIBUTIONS | 97594.68 |
| DD41227.2 | 16-04-2019 | ESSENTIAL SUPER | SUPERANNUATION CONTRIBUTIONS | 272.17 |
| DD41227.3 | 16-04-2019 | CBUS SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 34.78 |
| DD41227.4 | 16-04-2019 | ANZ SMART CHOICE SUPER | SUPERANNUATION CONTRIBUTIONS | 370.31 |
| DD41227.5 | 16-04-2019 | MLC MASTERKEY SUPER GOLD STAR VERSION ACCOUNT | SUPERANNUATION CONTRIBUTIONS | 168.40 |
| DD41227.6 | 16-04-2019 | IOOF PORTFOLIO SERVICE PERSONAL SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 128.67 |
| DD41227.7 | 16-04-2019 | AUSTRALIAN CATHOLIC SUPERANNUATION & RETIREMENT FUND (ACSRF) | SUPERANNUATION CONTRIBUTIONS | 271.25 |
| DD41227.8 | 16-04-2019 | AMP SUPER | SUPERANNUATION CONTRIBUTIONS | 61.75 |
| DD41227.9 | 16-04-2019 | REI SUPER | SUPERANNUATION CONTRIBUTIONS | 240.77 |
| DD41124.10 | 02-04-2019 | ONEPATH MASTERFUND | SUPERANNUATION CONTRIBUTIONS | 247.03 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| DD41124.11 | 02-04-2019 | THE TRUSTEE FOR DK ALWAYS SUPERANNUATION FUND | SUPERANNUATION CONTRIBUTIONS | 505.52 |
| DD41124.12 | 02-04-2019 | PETER TUCATS SUPERANNUATION FUND | SUPERANNUATION CONTRIBUTIONS | 296.80 |
| DD41124.13 | 02-04-2019 | THE TRUSTEE FOR YOZ MIGHTY SUPERANNUATION FUND | SUPERANNUATION CONTRIBUTIONS | 275.97 |
| DD41124.14 | 02-04-2019 | UNISUPER | SUPERANNUATION CONTRIBUTIONS | 49.70 |
| DD41124.15 | 02-04-2019 | STATEWIDE SUPERANNUATION TRUST | SUPERANNUATION CONTRIBUTIONS | 168.30 |
| DD41124.16 | 02-04-2019 | BWMT SUPERANNUATION FUND | SUPERANNUATION CONTRIBUTIONS | 296.98 |
| DD41124.17 | 02-04-2019 | HESTA SUPER FUND | SUPERANNUATION CONTRIBUTIONS | 104.12 |
| DD41124.18 | 02-04-2019 | REST SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 1370.09 |
| DD41124.19 | 02-04-2019 | BT SUPER FOR LIFE | SUPERANNUATION CONTRIBUTIONS | 336.80 |
| DD41124.20 | 02-04-2019 | COLONIAL 1ST STATE SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 1033.01 |
| DD41124.21 | 02-04-2019 | AUSTRALIAN SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 4450.79 |
| DD41124.22 | 02-04-2019 | HOSTPLUS PTY LTD | SUPERANNUATION CONTRIBUTIONS | 1388.13 |
| DD41124.23 | 02-04-2019 | AMPLIFE LIMITED | SUPERANNUATION CONTRIBUTIONS | 823.97 |
| DD41124.24 | 02-04-2019 | MEDIA SUPER | SUPERANNUATION CONTRIBUTIONS | 70.37 |
| DD41227.10 | 16-04-2019 | ONEPATH MASTERFUND | SUPERANNUATION CONTRIBUTIONS | 247.03 |
| DD41227.11 | 16-04-2019 | THE TRUSTEE FOR DK ALWAYS SUPERANNUATION FUND | SUPERANNUATION CONTRIBUTIONS | 505.52 |
| DD41227.12 | 16-04-2019 | PETER TUCATS SUPERANNUATION FUND | SUPERANNUATION CONTRIBUTIONS | 296.80 |
| DD41227.13 | 16-04-2019 | THE TRUSTEE FOR YOZ MIGHTY SUPERANNUATION FUND | SUPERANNUATION CONTRIBUTIONS | 275.97 |
| DD41227.14 | 16-04-2019 | UNISUPER | SUPERANNUATION CONTRIBUTIONS | 19.88 |
| DD41227.15 | 16-04-2019 | STATEWIDE SUPERANNUATION TRUST | Superannuation contributions | 336.60 |
| DD41227.16 | 16-04-2019 | BWMT SUPERANNUATION FUND | SUPERANNUATION CONTRIBUTIONS | 296.98 |
| DD41227.17 | 16-04-2019 | HESTA SUPER FUND | SUPERANNUATION CONTRIBUTIONS | 214.02 |
| DD41227.18 | 16-04-2019 | MLC NOMINEES PTY LTD | SUPERANNUATION CONTRIBUTIONS | 50.89 |
| DD41227.19 | 16-04-2019 | REST SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 2046.99 |
| DD41227.20 | 16-04-2019 | COLONIAL 1ST STATE SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 1033.02 |

| Chq/EFT | Date | Name | Description | Amount |
|---|---|---|---|---|
| DD41227.21 | 16-04-2019 | AUSTRALIAN SUPERANNUATION | SUPERANNUATION CONTRIBUTIONS | 5579.09 |
| DD41227.22 | 16-04-2019 | BT SUPER FOR LIFE | SUPERANNUATION CONTRIBUTIONS | 316.80 |
| DD41227.23 | 16-04-2019 | HOSTPLUS PTY LTD | SUPERANNUATION CONTRIBUTIONS | 1341.30 |
| DD41227.24 | 16-04-2019 | AMPLIFE LIMITED | SUPERANNUATION CONTRIBUTIONS | 826.76 |
| DD41227.25 | 16-04-2019 | MEDIA SUPER | SUPERANNUATION CONTRIBUTIONS | 38.93 |
| | | | | 4252150.03 |

**City of Kalamunda Payroll**

| | | | | |
|---|---|---|---|---|
| F904037101700 | 02-04-2019 | CITY OF KALAMUNDA PAYROLL | VARIOUS AWARDS TO 2 April 2019 | $658,092.64 |
| F904047177003 | 04-04-2019 | CITY OF KALAMUNDA PAYROLL | VARIOUS AWARDS TO 4 April 2019 | $2990.25 |
| F904177842735 | 16-04-2019 | CITY OF KALAMUNDA PAYROLL | VARIOUS AWARDS TO 16 April 2019 | $593,283.32 |
| | | | | $1,254,366.21 |

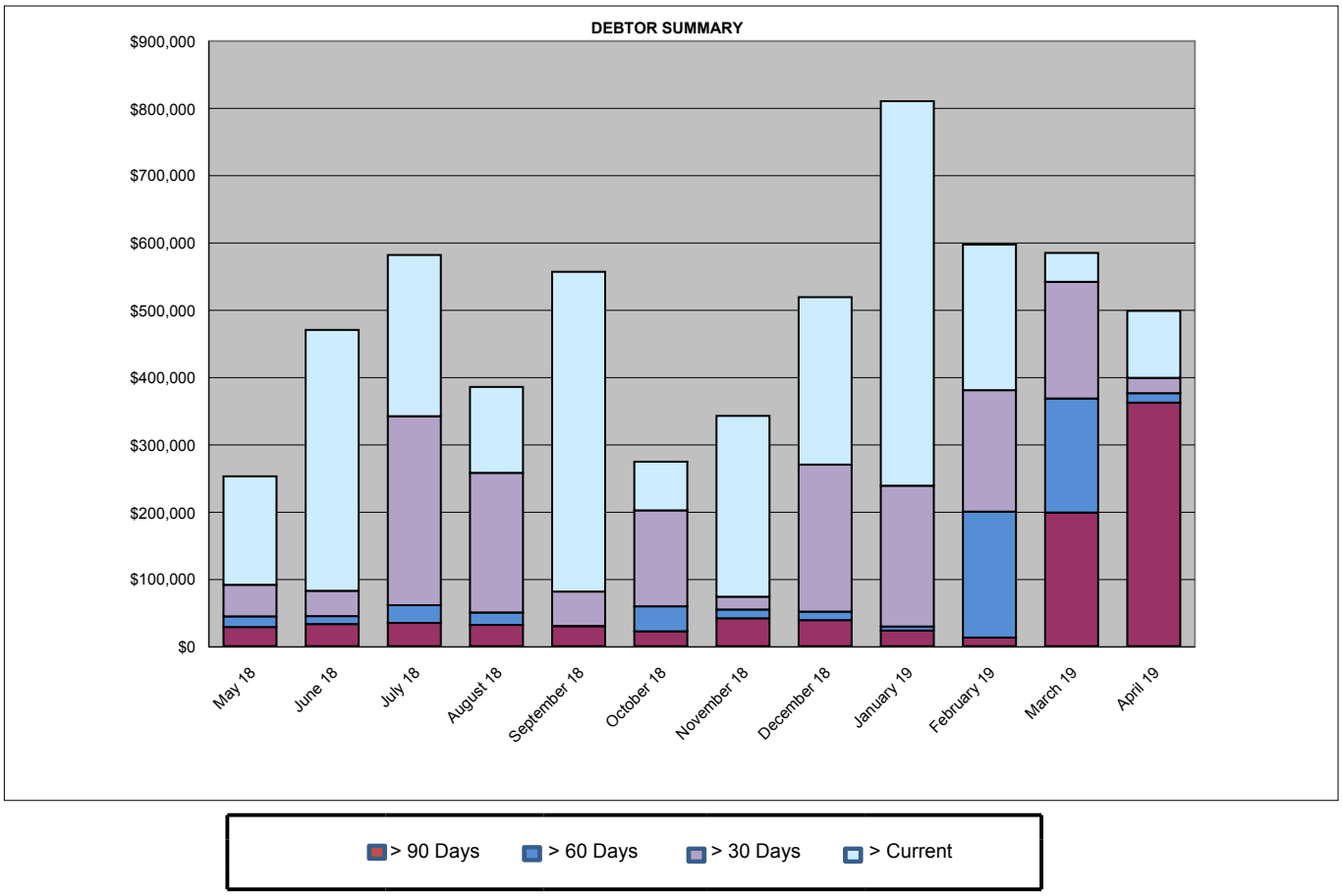
# CITY OF KALAMUNDA

**SUMMARY OF DEBTORS**

**FOR THE PERIOD ENDED 30th April 2019**

**Sundry Debtors Trial Balance - Summary Aged Listing**

| | > 90 days | > 60 days | > 30 days | Current | Total |
|---|---|---|---|---|---|
| May 18 | $28,412 | $15,815 | $46,892 | $161,174 | $252,292 |
| June 18 | $32,833 | $11,788 | $37,582 | $387,557 | $469,760 |
| July 18 | $34,520 | $26,301 | $280,772 | $239,486 | $581,079 |
| August 18 | $31,533 | $18,465 | $207,431 | $127,642 | $385,071 |
| September 18 | $29,734 | $374 | $50,973 | $475,018 | $556,100 |
| October 18 | $22,021 | $37,150 | $142,548 | $72,312 | $274,030 |
| November 18 | $41,383 | $13,052 | $18,999 | $268,626 | $342,060 |
| December 18 | $38,652 | $12,627 | $218,454 | $248,704 | $518,438 |
| January 19 | $23,227 | $5,952 | $209,193 | $571,188 | $809,561 |
| February 19 | $12,767 | $187,049 | $180,433 | $216,269 | $596,518 |
| March 19 | $198,481 | $169,449 | $173,289 | $42,932 | $584,151 |
| April 19 | $361,778 | $14,000 | $22,783 | $99,512 | $498,073 |



**CITY OF KALAMUNDA**

**SUMMARY OF DEBTORS**

**FOR THE PERIOD ENDED 30th April 2019**

| AMOUNT | DEBTOR | DETAILS | STATUS |
|---|---|---|---|
| **>90 days** | | | |
| $170,100.00 | PJ Dujmovic Pty Ltd | Developer Contribution | Left message with receptionist - no response - issued Final Payment Notice 15/04/19 |
| $155,896.65 | Cruskall SP & RM | Developer Contribution | Request received to defer payment. |
| $14,456.27 | Berkshire Hathaway | Insurance - Employee Claim | Statement issued - new Broker - transitional period. |
| $5,198.19 | Zig Zag Gymnastics^ | Hall Hire | Cash Flow issues - Discussions held with Owner - self managed instalments. Payment received $7,000 in May 2019 |
| $4,447.30 | Evolution Cheer & Dance^ | Hall Hire | Self managed instalments - no longer hiring - monitoring. Balance reducing. |
| $3,150.00 | Forrestfield Cricket Club | Players Fees | To issue Final Payment Notice |
| $2,500.00 | Private Citizen | Contribution - removal of verge tree | To issue Final Payment Notice |
| $1,636.75 | Forrestfield Sisdac | Hall Hire | To issue Final Payment Notice |
| $4,392.84 | 90+ Days Debts consisting of amounts under $1,000.00. | 25 Debtors - average debt $102.16 | Debtors to be contacted to advise debt recovery action pending / final notices issued / debt with D&B or possible write-off of debt pending. |
| **$361,778.00** | **Total Debts 90+ Days** | | |
| **>60 days** | | | |
| $10,169.70 | Kalamunda Club | Loan 219 | Payment by instalments. |
| $3,013.76 | Zig Zag Gymnastics^ | Lease Fees | Cash Flow issues - Discussions held with Owner - self managed instalments. Payment received $7,000 in May 2019 |
| $816.47 | 60+ Days Debts consisting of amounts under $1,000.00. | 4 Debtors - average debt $204.12 | All debtors contacted by telephone / email / copy invoices mailed. |
| **$13,999.93** | **Total Debts 60+ Days** | | |
| **>30 days** | | | |
| $16,259.46 | Berkshire Hathaway | Insurance - Employee Claim | Statement issued - new Broker - transitional period. |
| $3,013.76 | Zig Zag Gymnastics^ | Lease Fees | Cash Flow issues - Discussions held with Owner - self managed instalments |
| $3,510.02 | 30+ Days Debts consisting of amounts under $1,000.00. | 15 Debtors - average debt $234.00 | Statements issued |
| **$22,783.24** | **Total Debts 30+ Days** | | |
| **< 30 days** | | | |
| **$107,084.85** | **Total of Current Debts** | | |
| **$7,573.03** | **Total of Accounts in Credit** | | |
| **$498,072.99** | **Total - Debtors Trial Balance** | | |

**FOOTNOTES**

* Denotes currently in negotiation of invoice amount and / or details

^ Denotes payment arrangement in place

# CITY OF KALAMUNDA

**SUMMARY OF CREDITORS**
**FOR THE PERIOD ENDED 30 APRIL 2019**

**Sundry Creditors Trial Balance - Summary Aged Listing**

| Month End | > 90 days | > 60 days | > 30 days | Current | Total |
|---|---|---|---|---|---|
| 7/31/2017 | $7,214 | -$85 | $2,330 | $928,027 | $937,483 |
| 8/31/2017 | $11,870 | $24,652 | $232,335 | $1,318,300 | $1,587,157 |
| 9/30/2017 | $3,924 | $48,721 | $21,845 | $613,992 | $688,482 |
| 10/31/2017 | $9,241 | $3,450 | $25,817 | $1,182,360 | $1,220,868 |
| 11/30/2017 | -$806 | $28,733 | $12,953 | $637,757 | $678,637 |
| 12/31/2017 | -$56,248 | $112,765 | $45,257 | $796,722 | $898,496 |
| 1/31/2018 | $6,710 | $5,258 | $122,852 | $867,737 | $1,002,558 |
| 2/28/2018 | $1,890 | $40,937 | $29,239 | $2,798,433 | $2,870,498 |
| 3/31/2018 | $38,065 | $24,067 | $75,776 | $1,590,758 | $1,728,666 |
| 4/30/2018 | $39,403 | $23,826 | $306,301 | $1,121,313 | $1,490,842 |
| 5/31/2018 | $39,334 | $35 | $38,880 | $1,384,603 | $1,462,852 |
| 6/30/2018 | $61,398 | $78,812 | $176,898 | $2,688,142 | $3,005,250 |
| 7/31/2018 | $39,807 | $239 | $17,773 | $1,044,603 | $1,102,423 |
| 8/31/2018 | $40,230 | $48,103 | $103,073 | $3,025,026 | $3,186,732 |
| 9/30/2018 | $41,418 | $0 | $261,665 | $733,054 | $1,036,137 |
| 10/31/2018 | $50,571 | $60,482 | $40,328 | $1,766,760 | $1,918,142 |
| 11/30/2018 | $0 | -$90 | $22,363 | $3,414,169 | $3,436,442 |
| 12/31/2018 | $2,898 | $419 | $39,367 | $519,670 | $588,440 |
| 1/31/2019 | $4,270 | $71,043 | $28,325 | $663,423 | $767,061 |
| 2/28/2019 | $11,130 | $537 | $5,261 | $3,687,539 | $3,704,466 |
| 3/31/2019 | $2,687 | $1,282 | $20,696 | $786,816 | $811,481 |
| 4/30/2019 | $9,282 | $19,959 | $135,751 | $1,598,609 | $1,763,601 |

**Comment**

> 90 days — Original invoices for Venue Technical Services, Summit Homes Group, Kalamunda Plumbing & Electrical, Urban Development Institute of Australia, Celebration Homes & a credit for Hema Maps not received in

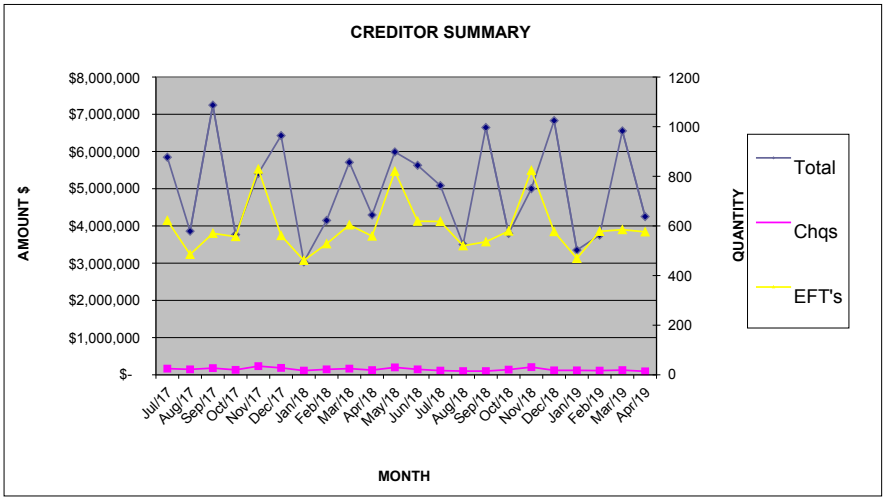
> 60 days — Original invoices for Allpet Products, All Fun Face Painting, OCE Corporate Pty Ltd, Kalamunda Plumbing & Electrical & the Perth Mint not received in Accounts for processing

> 30 days — These invoices are paid on the third fortnightly payment run.

Creditor Payments made

| Month | Amount $ | Quantity | | |
|---|---|---|---|---|
| | | Cheques | EFTs | Total |
| Jul-17 | $ 5,846,091 | 25 | 622 | 647 |
| Aug-17 | $ 3,859,524 | 22 | 485 | 507 |
| Sep-17 | $ 7,246,066 | 27 | 570 | 597 |
| Oct-17 | $ 3,766,484 | 20 | 557 | 577 |
| Nov-17 | $ 5,412,342 | 35 | 829 | 864 |
| Dec-17 | $ 6,427,319 | 28 | 561 | 589 |
| Jan-18 | $ 3,034,896 | 17 | 461 | 478 |
| Feb-18 | $ 4,148,129 | 22 | 528 | 550 |
| Mar-18 | $ 5,709,513 | 25 | 604 | 629 |
| Apr-18 | $ 4,294,934 | 19 | 559 | 578 |
| May-18 | $ 5,988,484 | 30 | 820 | 850 |
| Jun-18 | $ 5,628,881 | 22 | 619 | 641 |
| Jul-18 | $ 5,084,485 | 17 | 618 | 635 |
| Aug-18 | $ 3,502,919 | 15 | 520 | 535 |
| Sep-18 | $ 6,644,740 | 15 | 536 | 551 |
| Oct-18 | $ 3,798,437 | 21 | 579 | 600 |
| Nov-18 | $ 5,001,070 | 31 | 824 | 855 |
| Dec-18 | $ 6,829,868 | 18 | 577 | 595 |
| Jan-19 | $ 3,351,154 | 18 | 469 | 487 |
| Feb-19 | $ 3,755,234 | 17 | 578 | 595 |
| Mar-19 | $ 6,553,425 | 19 | 585 | 604 |
| Apr-19 | $ 4,252,150 | 14 | 576 | 590 |

*Excludes net staff payroll
*Creditors on 30 day terms are paid on the 28th of the month following.
*Local suppliers are paid on 14 day terms.



# CITY OF KALAMUNDA

**SUMMARY OF OUTSTANDING RATES**

# FOR THE PERIOD ENDED 31 April 2019

## Rates Outstanding Debtors

| | | 3rd Previous Year + Outstanding | 2nd Previous Year Outstanding | Previous Year Outstanding | Current Outstanding | **Total Outstanding** | Previous Year Total Outstanding |
|---|---|---|---|---|---|---|---|
| 30-Jun-18 | | Balance Forward | | | | **$2,048,010** | $1,413,452 |
| 31-Jul-18 | | $533,913.35 | $251,718.55 | $1,086,267.97 | $31,926,450.22 | **$33,798,350.09** | $32,382,830.26 |
| 31-Aug-18 | | $530,731.22 | $238,860.53 | $753,974.94 | $18,030,233.51 | **$19,553,800.20** | $19,230,682.84 |
| 30-Sep-18 | | $527,248.36 | $232,952.41 | $662,625.00 | $17,042,123.41 | **$18,464,949.18** | $17,603,166.06 |
| 31-Oct-18 | | $520,294.63 | $225,518.73 | $563,584.86 | $13,693,359.86 | **$15,002,758.08** | $14,914,997.96 |
| 30-Nov-18 | | $514,614.36 | $209,760.93 | $490,277.54 | $12,112,516.07 | **$13,327,168.90** | $13,353,964.59 |
| 31-Dec-18 | | $511,830.87 | $203,232.47 | $465,032.82 | $7,689,103.41 | **$8,869,199.57** | $8,226,887.75 |
| 31-Jan-19 | | $508,182.97 | $195,754.93 | $437,554.06 | $6,111,221.42 | **$7,252,713.38** | $6,964,609.49 |
| 28-Feb-19 | | $504,188.73 | $190,102.38 | $422,108.96 | $2,554,908.17 | **$3,671,308.24** | $3,468,662.49 |
| 31-Mar-19 | | $498,580.14 | $183,801.76 | $403,032.57 | $1,839,216.18 | **$2,924,630.65** | $2,889,268.43 |
| 30-Apr-19 | | $487,574.46 | $178,063.54 | $386,638.08 | $1,598,991.03 | **$2,651,267.11** | $2,626,795.46 |
| 31-May-19 | | | | | | **$0.00** | $2,531,157.96 |
| 30-Jun-19 | | | | | | **$0.00** | $2,048,009.53 |
| | | | | | | | |

| | | |
|---|---|---|
| **Rates Outstanding as at 30/06/2018** | $2,048,010 | |
| **Rate Levied 2018/19** | $36,333,316 | |
| Interim 2018/19 | $666,565 | |
| Back Rates | $156,783 | |
| **Total Levies To Date for 2018/19** | $37,156,663 | |
| Total Collectable | $39,204,673 | |
| Total Collected to date | $36,553,406 | |
| Total Rates Outstanding | $2,651,267 | |
| Current Deferred Rates Amt (from Rate Reports) | **$ 663,354** | |
| **Total Rates amount to be collected not including deferred** | **$1,987,913** | |
| % of Rates Outstanding : | **5.16%** | |
| % of Rates Collected : | **94.84%** | 94.17% |

# MINUTES

# KALAMUNDA ENVIRONMENTAL ADVISORY COMMITTEE
# 6PM THURSDAY 2 MAY 2019
# OPERATIONS CENTRE, 10 RAYMOND ROAD, WALLISTON

**1.0** **OPENING OF MEETING –** Presiding Member

The Chairperson officially opened the meeting at 6:51pm, when a quorum was achieved.

**2.0** **ATTENDANCE AND APOLOGIES -** Presiding Member

**Attendance**

| | |
|---|---|
| Kevin Goss | Presiding Member |
| Mark Schilling | Deputy Chairperson |
| Peter Forrest | Community Representative |
| Allison McGilvray | Community Representative |
| Victoria Laurie | Community Representative |

**Staff**

| | |
|---|---|
| Dallas Lynch | Coordinator Natural Areas |
| Brett Byfield | KEAC Support Officer |
| Brett Jackson | Director Asset Services |

**Apologies**

| | |
|---|---|
| Councillor Cameron Blair | Deputy Councillor Delegate |
| Councillor Sara Lohmeyer | Councillor Delegate |
| Councillor Brooke O'Donnell | Councillor Delegate |
| Rupert Duckworth | Community Representative |
| Rod Strang | Manager Parks & Environment Services |

**3.0** **CONFIRMATION OF MINUTES**

Committee Meeting 7 February 2019

That the Minutes of the Ordinary Meeting of KEAC held on the 7 February 2019, as published and circulated, are confirmed as a true and accurate record of the proceedings.

| | |
|---|---|
| | **Moved: Alison McGilvray**<br>**Seconded: Mark Schilling**<br>**Voted: Unanimous**<br><br>That the Minutes of the Special Committee Meeting held on the 4 April 2019, as published and circulated, are confirmed as a true and accurate record of the proceedings.<br><br>**Moved: Mark Schilling**<br>**Seconded: Alison McGilvray**<br>**Voted: Unanimous** |
| | **DISCLOSURE OF INTERESTS** |
| **4.1** | **Disclosure of Financial and Proximity Interests:**<br><br>a) Members must disclose the nature of their interest in matters to be discussed at the meeting. (Section 5.65 of the *Local Government Act 1995)*<br>b) Employees must disclose the nature of their interest in reports or advice when giving the report or advice to the meeting. (Section 5.7 of the *Local Government Act 1995*)<br>Nil |
| **4.2** | **Disclosure of Interest Affecting Impartiality**<br><br>a) Members and staff must disclose their interests in matters to be discussed at the meeting in respect of which the member or employee has given or will give advice.<br>Nil |
| **5.0** | **CORRESPONDENCE** |
| | Correspondence from Jenny Crisp, Department Primary Industries and Regional Development relating to providing a presentation to KEAC on the European House Borer. The presentation is currently planned for the next meeting of KEAC. |
| **6.0** | **ITEMS FOR COMMITTEE CONSIDERATION –** Presiding Member |
| **6.1** | **LOCAL ENVIRONMENT STRATEGY**<br><br><u>Background</u><br><br>It was resolved at the KEAC meeting of the 7 February 2018<br><br>THAT KEAC recommends that:<br><br>1. *KEAC members Kevin Goss and Vicki Laurie present the intent for the draft Local Environment Strategy to Council at the 12 February public briefing forum and 19 February Strategic session;*<br>2. *That the draft Local Environment Strategy be submitted to Council for release for public comment for a period no less than 30 days;* |

3. *KEAC offers its advice on review and finalisation of the final Local Environment Strategy document, implementation and reporting on its success.*

Details

Public review results: Twenty public responses were received through the City's website (engage.kalamunda). Four written submissions were received. One written submission from a City Officer and a comprehensive submission review from Planning Services were also received.

Overall, community responses were positive and supportive of the both the process undertaken and the draft document. Many comments did not add further value from the suggestions and comments received in the initial community consultation phase. The most critical responses were regarding the vague and non-specific targets in the final section. Comments currently being considered in the review process include:

a. Consideration of resource recovery (seed, plants, timber) from development sites.
b. Suggestions of some editing and graphical alterations.
c. Request that the principle of "Environment in All Policies" be examined.
d. General consideration that reporting and access to information would be anticipated.
e. Some greater acknowledgment of sustainability options such as carbon neutrality and renewable energy.

Member Comments

The Local Environment Strategy has been edited to become more succinct, and to fix page numbering. It was noted that the document, when published, will be on recycled paper, with special print quality.

Committee Members noted that they were comfortable with the documents content in general, but that the table of actions requires revision. . Members were advised by the Director Asset Services that the draft document, due to go to the June OCM, is now rescheduled to the July meeting to allow time for the changes required to be finalised.

Resolution
KEAC recommends:

1. That the revised Local Environment Strategy be submitted to Council at the July 2019 Ordinary Council Meeting, with changes to the Objectives, Strategies and Actions Table to be finalised by the Working Group in consultation with staff.
2. The approved document will then be graphically enhanced for public release.

**Moved: Victoria Laurie**
**Seconded: Peter Forrest**
**Voted: Unanimous**

**6.2 URBAN FOREST STRATEGY**

Background

At the Ordinary Council Meeting of the 26 March 2019, Council resolved under OCM 71/2019:

1. REQUEST the Chief Executive Officer list for consideration in the draft 2019/2020 budget a provision to prepare a draft Urban Forest Strategy and commence community feedback on this draft by June 2020.
2. REFERS development of the Urban Forest Strategy to the Kalamunda Environmental Advisory Committee (KEAC) to advise on scope, process, cost and the principles of this strategy are to include:

   a) To meet the objectives of the City's Strategic Community Plan Priority 2: Kalamunda Clean and Green
   b) To develop a program for planting trees across the City,
   c) To demonstrate leadership in understanding and addressing the urban heat island effect
   d) To provide more liveable, attractive and sustainable communities.

3. REQUEST the Chief Executive Officer list for consideration in the draft 2019/2020 budget an additional provision of $50,000 per annual to the existing $116,000 budget to extend the existing tree planting program across the City.
4. REQUEST the Chief Executive Officer list for consideration in the draft Long Term Financial Plan a sum to enable the implementation of the Urban Forest Strategy once adopted by Council.

Moved: **Cr John Giardina**
Seconded: **Cr Sara Lohmeyer**
Vote: **CARRIED UNANIMOUSLY (11/0)**

Detail

The Chair will provide a brief presentation on the Urban Forest Strategy, and KEAC's involvement.

Member Comment

A presentation was provided by the Chairperson, that detailed guidelines available from the State Government's *Better Urban Forest Planning – Developing an urban forest strategy* guideline. Four Local Government strategies were discussed, including the Town of Victoria Park, the City of Belmont, the City of Armadale and the City of Bayswater. It was noted that the City of Armadale have the closest terrain and vegetation conditions to the City of Kalamunda, and may be a useful model. Plans ranged from the general to the very specific, with KEAC Members indicating a preference for a detailed strategy.

| | |
|---|---|
| | Resolution<br><br>That a Working Group be formed to review options for an Urban Forest Strategy document. The Working Group will explore how other Local Governments have created and implemented their Urban Forest Strategy. It will be composed of Victoria Laurie, Mark Schilling, and Peter Forrest, and will report back to the next meeting of KEAC.<br><br>**Moved: Alison McGilvray**<br>**Seconded: Mark Schilling**<br>**Voted: Unanimous** |
| | |
| **6.3** | **LOCAL BIODIVERSITY STRATEGY**<br><br>Briefing<br><br>A Request for Quotation for the appointment of a consultant to undertake the review of the Local Biodiversity Strategy 2008 and provide recommendations for inclusion in the next Biodiversity Strategy will be undertaken.<br><br>The Key Objectives of this project are to:<br>a. Update local natural area information, which formed the base data for the 2008 LBS.<br>b. Include mapping and information on Local Natural Areas on private Property<br>c. Understand the successes and shortfalls of recommendations made and actions taken.<br>d. Use the services of a working group to troubleshoot the 2008 Strategy's successes and shortfalls.<br>e. Make recommendations to make the next LBS a more effective document for preserving Biodiversity in the City of Kalamunda.<br>f. Provide recommendations as to the process and timeframe required to produce a new Local Biodiversity Strategy.<br><br>Member Comment<br><br>The Coordinator Natural Areas noted that the revision of the Local Biodiversity Strategy will be going out to a Request for Quote (RFQ) in the next month. Specifications for the RFQ would include reviewing the previous strategy, providing recommendations for the next strategy, and then writing the next strategy. The RFQ would also include the review of the assessments of reserves done by Environmental Services.<br><br>The review of the Local Biodiversity Strategy would be the first review since 2008. It did not include Private Land in the scope of the last Local Biodiversity Strategy, which also did not (and will not) include Regional Parks. It was noted by Members that there were contractors available to provide aerial imaging and assessment. |
| **7.0** | **URGENT BUSINESS WITH THE APPROVAL OF THE PRESIDING MEMBER** |

| | |
|---|---|
| **8.0** | **DATE OF NEXT MEETING** |
| | August 1st 2019 |
| **9.0** | **CLOSURE 8:15pm** |