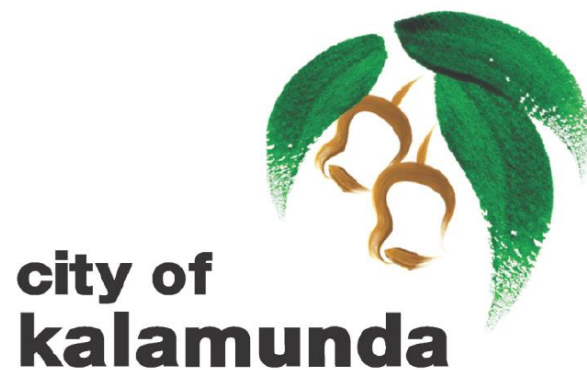


Public Agenda Briefing Forum - 13 August 2019 Attachments

10.1.1. Forrestfield / High Wycombe Industrial Area Stage 1 Design Guidelines - Consideration of Submissions for Final Adoption.....	3
10.1.1.1. Forrestfield High Wycombe Stage 1 Industrial Area Design Guidelines 2019.....	3
10.1.1.2. Submission Table.....	32
10.1.1.3. Forrestfield High Wycombe Stage 1 Industrial Area Design Guidelines 2012.....	33
10.1.1.4. Forrestfield High Wycombe Stage 1 Industrial Area Draft Design Guidelines 2019 - Advertised.....	62
10.1.1.5. Forrestfield High Wycombe Stage 1 Industrial Area Structure Plan.....	91
10.1.2. Wattle Grove Cell 9 - Development Contributions Plan Annual Review: Consideration of Submissions for Final Adoption	92
10.1.2.1. Cell 9 DCP Report.....	92
10.1.2.2. Submission Table.....	118
10.1.2.3. Draft Cell 9 DCP Report - Advertised.....	119
10.1.2.4. Cell 9 Outline Development Plan.....	142
10.1.3. Wattle Grove South Concept Planning and Community Engagement - Appointment of Consultant	143
10.1.3.1. Scope of Works - Wattle Grove South Concept Planning and Community Engagement.....	143
10.1.4. Proposed Amendment to Karingal Green Outline Development Plan (Local Structure Plan).....	153
10.1.4.1. Applicant Report.....	153
10.1.4.2. Endorsed ODP.....	243
10.1.4.3. Initial ODP	244
10.1.4.4. Amended ODP.....	245
10.1.4.5. Recommended ODP	246

10.1.4.6. Transport Impact Assessment.....	247
10.1.4.7. Amended Transport Impact Assessment.....	275
10.1.4.8. Distances to High Frequency Bus Routes.....	303
10.1.4.9. Submission Table - Initial Consultation - Closure 14 December.....	304
10.1.4.10. Submission Table - Second Consultation - Closure 10 June 2019.....	313
10.1.5. City of Kalamunda - Draft Local Planning Policy: Public Art Contributions - Adoption for the Purposes of Public Advertising.....	323
10.1.5.1. Draft Public Art Contributions Policy - As Presented 11 June 2019 Public Agenda Briefing.....	323
10.1.5.2. Draft Public Art Contributions Policy with Tracked Changes Since 11 June 2019 Public Agenda Briefing.....	329
10.1.5.3. Draft Public Art Contributions Policy Incorporating Accepted Edits (For Public Advertising).....	336
10.1.5.4. Public Art Contributions Policy - Kalamunda Arts Advisory Committee Comments and City Responses.....	343
10.1.6. Local Planning Policy No.25: Interim Development Contributions - Adoption for Public Advertising.....	348
10.1.6.1. Local Planning Policy No.25 - Interim Development Contribution Arrangements.....	348
10.2.1. Response to Petition on Plover Road Speeding.....	353
10.2.1.1. Plover Rd Speeding Petition.....	353
10.3.1. Kalamunda Arts Advisory Committee Comments on Draft Public Art Contributions Policy.....	356
10.3.1.1. KAAC Minutes	356
10.3.1.2. Public Art Contributions Policy Comment Form - Strategic Edits	363
10.4.1. Review of Advisory Committees of Council.....	370
10.4.1.1. 2019-2021 Terms of Reference for Advisory & Management.....	370



LOCAL PLANNING SCHEME NO. 3

FORRESTFIELD/HIGH WYCOMBE INDUSTRIAL AREA DESIGN GUIDELINES

Reviewed June 2019

Local Planning Policy X – Forrestfield / High Wycombe Industrial Area Design Guidelines

Local Planning Policy and Management Procedure	Relevant Delegation Development Services
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Adopted	DD/MM/YYYY	Next Review Date	DD/MM/YYYY
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Contents

Contents

1.0.	INTRODUCTION.....	1
1.1	Background	1
1.2	Vision/Statement of Intent	1
1.3	Design Guidelines Area.....	2
1.4	Design Guidelines Purpose	3
1.5	Design Guidelines Objectives.....	3
1.6	Application of these Design Guidelines	4
2.0.	LAND USE	4
3.0.	SITE DEVELOPMENT	5
3.1	Building Orientation	5
3.2	Site Coverage.....	5
3.3	Plot Ratio	5
3.4	Building Layout & Setbacks.....	6
3.5	Vehicle Parking, Access & Circulation.....	7
3.6	Pedestrians & Cyclists.....	8
3.7	External Service & Storage Areas	9
3.8	Loading & Service Areas	9
3.9	External Lighting.....	9
3.10	Boundary Fencing	10
4.0.	BUILT FORM GUIDELINES.....	11
4.1	Building Design, Character & Detailing	11
4.2	Materials, Finishes & Colours.....	12
4.3	Plant & Equipment.....	15

4.4	Outbuildings & Other Structures	15
4.5	Signage	15
5.0.	ENVIRONMENTAL MANAGEMENT	17
5.1	Landscaping	17
5.2	Landscape Reticulation	20
5.3	Rainwater/Stormwater Disposal & Harvesting.....	20
5.4	Waste Management	20
5.5	Natural Light & Ventilation	21
5.6	External Lighting of Buildings & Spaces.....	22
5.7	Internal Lighting of Buildings	22
5.8	Water Use & Storage.....	22
6.0.	SITE AMENITY	22
6.1	Landscape Maintenance	22
6.2	Building Maintenance	23
6.3	CPTED & Safer Design	23
	APPENDIX 1 – Development Application Requirements.....	24
	APPENDIX 2 – Landscape Plan & Reticulation Plan Requirements.....	26

FORRESTFIELD / HIGH WYCOMBE INDUSTRIAL AREA DESIGN GUIDELINES

1.0. INTRODUCTION

1.1 Background

The Design Guidelines Area formerly known as Forrestfield/High Wycombe Industrial Area has been identified under the WA State Government's key strategic planning documents "Perth and Peel @ 3.5 million" and in the Economic and Employment Land Strategy: non-heavy industrial (2012).

Some of the land within the Design Guidelines Area has previously been the subject of rural residential-type development. The City acknowledges that the progressive development of the area for industrial land use activities may lead to some amenity implications for residents who wish to remain on their properties in the short-term. However, the City shall endeavour to minimise any potential problems through the development application assessment process.

It is apparent that industrial areas in many parts of the Perth metropolitan area have often reflected inadequate attention to building design, site layouts, appropriate land uses and site landscaping. This has resulted in industrial areas with rudimentary shed structures, often with offices, storage sheds and areas designed and arranged in a seemingly haphazard manner, with poor vehicle accessibility and parking arrangements, minimal landscaping, signage clutter, unsightly perimeter fencing and visually unattractive streetscapes. The City of Kalamunda is committed to ensuring this will not be the case in the new Forrestfield/High Wycombe Industrial Area.

Compliance with this Design Guidelines shall also ensure that new development is more efficient and sustainable in the use of energy, water and resources.

Irrespective of these Design Guidelines, all designs and building works shall at all times conform to all relevant Australian Standards and Building Codes.

1.2 Vision/Statement of Intent

The City of Kalamunda is firm in its resolve to oversee the development of a high standard, attractive, functional and sustainable industrial area, which will attract a range of businesses eager to locate within the area, offering ease of access to both customers and suppliers.

In addition to the usual industrial uses, the City will encourage land uses that take advantage of the lands strategic location in respect to major transport infrastructure, including Perth Airport, Roe Highway and Tonkin Highway. On this basis, logistics and other transport based industries are preferred land uses to take advantage of the lands locational attributes.

The Design Guidelines aim to complement the attractiveness of the industrial area's geographic and strategic location, and to encourage design features, construction quality and landscaping of a high standard which will ensure the Forrestfield/High

Wycombe Industrial Area is a sought-after location for business relocation, and a prestigious industrial address.

The City of Kalamunda will insist upon a high standard of presentation and quality for new development in order to maintain the value of existing and future business investment throughout the Design Guidelines Area.

These Design Guidelines contain development application submission requirements, and detailed requirements for landscape plans.

1.3 Design Guidelines Area

These Design Guidelines apply to all development of land zoned “Industrial Development” and “Special Use” located within the area generally bounded by Roe Highway, Berkshire Road, Milner Road, and Sultana Road West, as indicated in red in **Figure 1** below. The areas of zoned land are illustrated in **Figure 2** over the page.

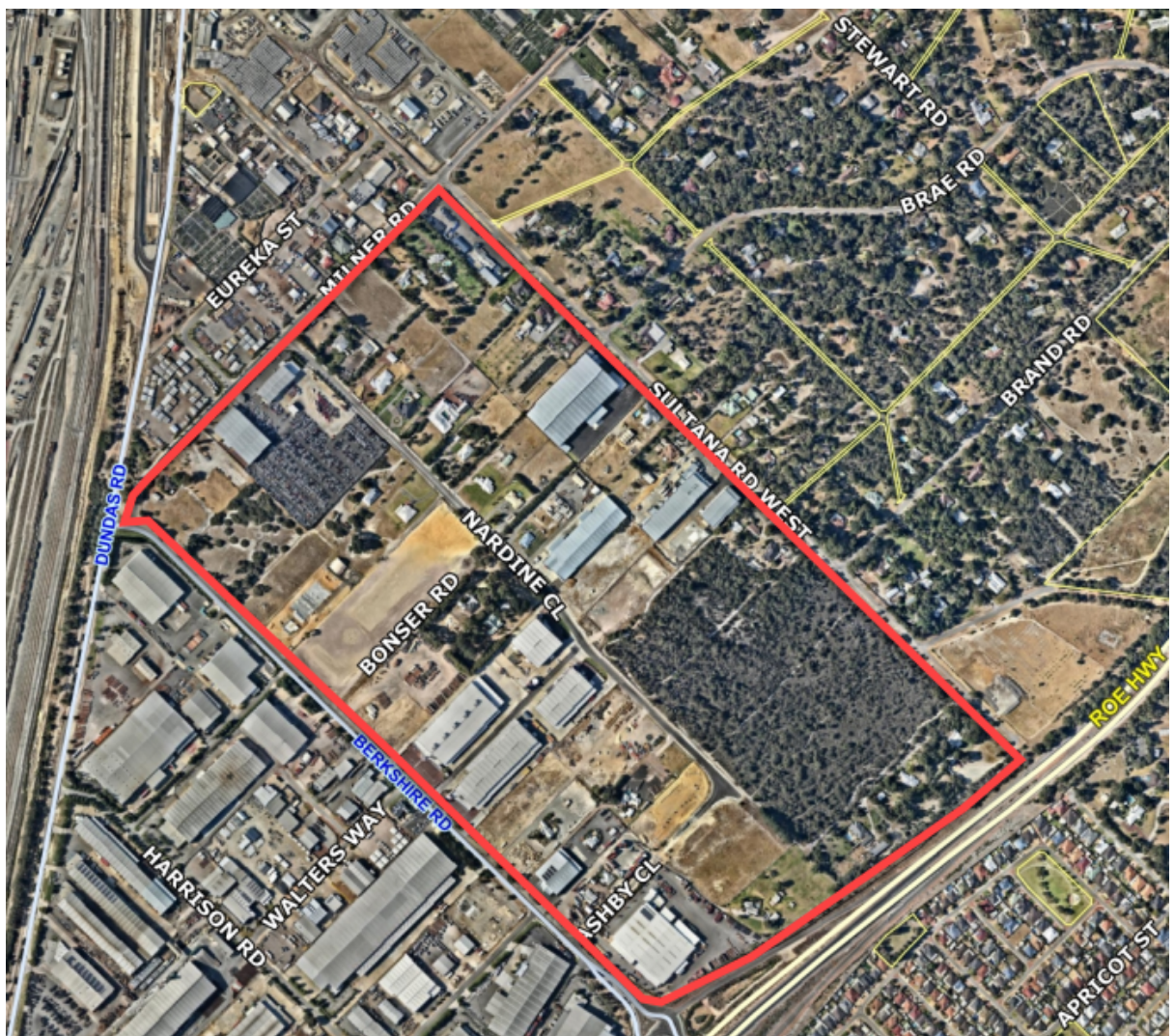


FIGURE 1 – Design Guidelines Area

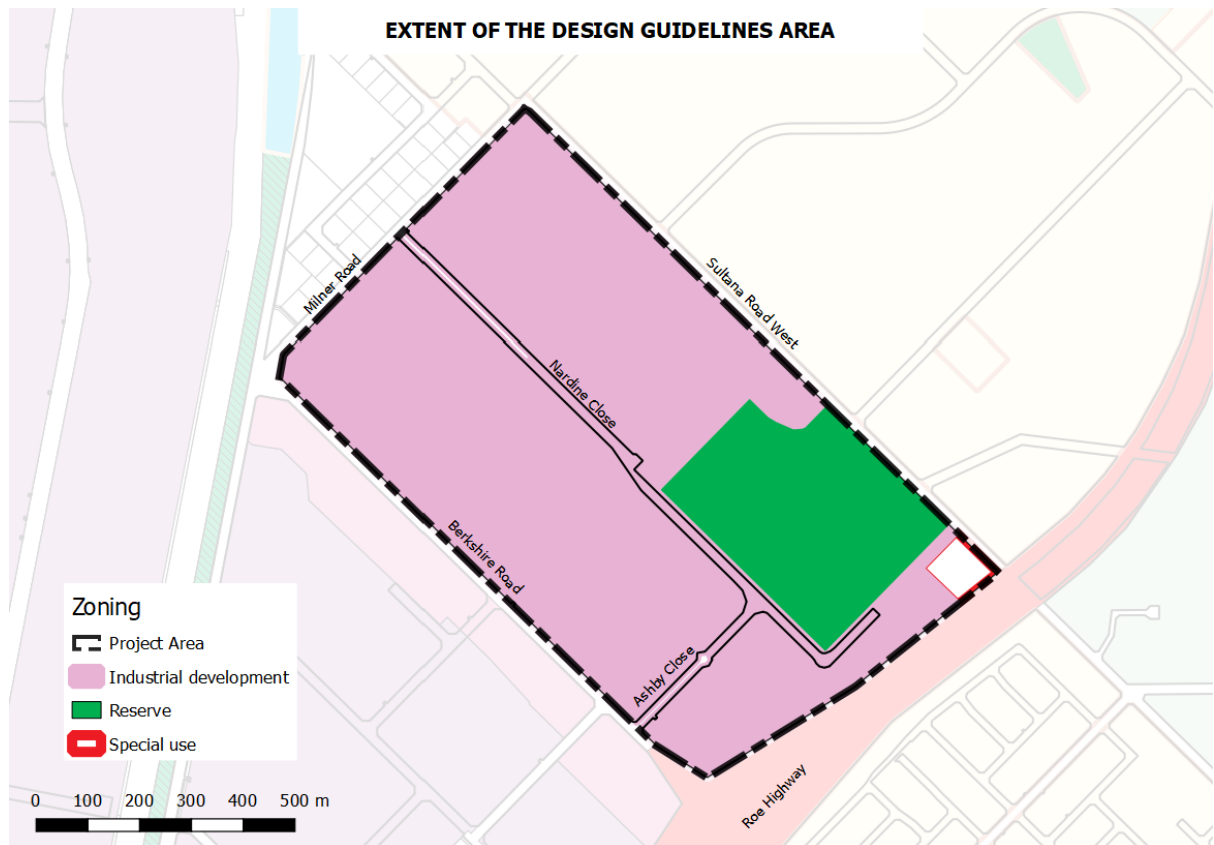


FIGURE 2 – Zoning Map

1.4 Design Guidelines Purpose

The Forrestfield/High Wycombe Industrial Area Design Guidelines provide clear and readily understandable criteria aimed at ensuring a consistently high standard of development is achieved throughout the Design Guidelines Area.

The Design Guidelines will also provide assistance to City of Kalamunda staff in assessing proposed developments.

The Design Guidelines contains principles, guidelines and some mandatory requirements relating to:

- Land use;
- Site development;
- Built form (including signage);
- Environmental management;
- Landscaping; and
- Site amenity.

1.5 Design Guidelines Objectives

- Facilitate a pleasant working environment, attractive streetscapes, and contribute to the protection of value in business investment within the area;

- To encourage attractive developments that are well designed, with functional and efficient buildings and site layouts;
- To encourage industries that are environmentally compatible with surrounding zones and activities;
- To encourage the development of high quality, attractive and sustainable landscaped areas and streetscapes;
- To encourage greater sustainability through energy and water-efficient building design and site development.
- To encourage water conservation through sustainable stormwater management, water-wise landscaping and water efficient reticulation in accordance with the Water Sensitive Urban Design principles.
- To minimise the impact of new industrial development on the environment and amenity of neighbouring residential properties;
- To minimise the impact of new industrial development on identified sensitive areas such as native bushland and waterways;
- To minimise unsightly and poorly planned and maintained developments;
- To encourage the value of existing and future business investment by insisting upon quality development throughout the Policy Area; and
- To encourage improved residential/light industrial interface for Lot 50 Sultana Road West.

1.6 Application of these Design Guidelines

The Design Guidelines act as a Local Planning Policy and has been prepared under and in accordance with Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015* (the Regulations). The Design Guidelines document is adopted under clause 6.4 of Local Planning Scheme No. 3. It is to be used in conjunction with the City's Local Planning Scheme No. 3, and other relevant planning policies and guidelines.

It shall also be used in conjunction with the City's adopted environmental health and engineering regulations, policies and practices.

2.0. SITE DEVELOPMENT

2.1 Building Orientation

The primary building entrance and façade shall front onto the primary street.

Wherever possible, buildings should be orientated and designed to be energy-efficient, and to conserve non-renewable energy.

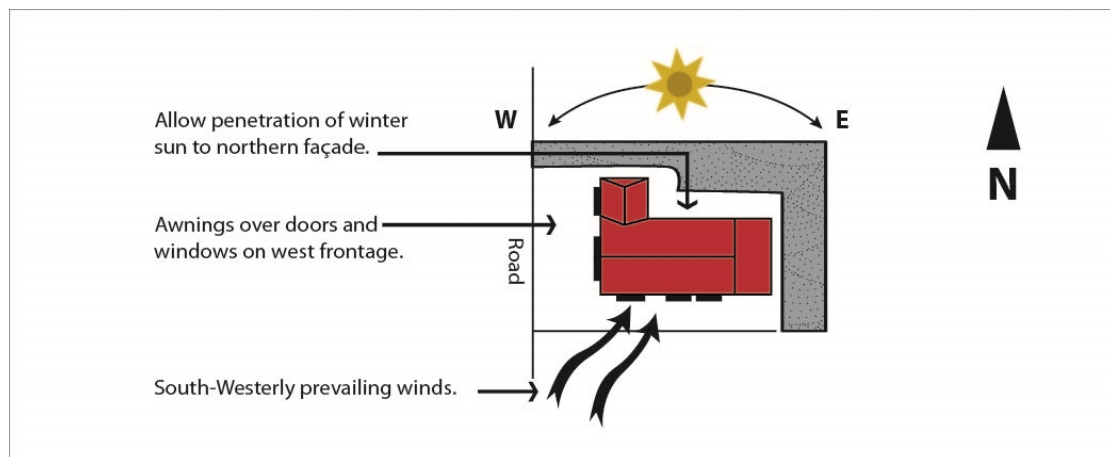


FIGURE 3 – Passive Solar Design Principles Applied to Building Orientation & Design

Passive solar design principles can include the following:

- Building orientation and wall openings should maximise exposure to the north and south;
- Building orientation and wall openings should maximise cross ventilation, especially cooling summer breezes from the south-west and south;
- The amount of walling and wall openings facing east and west should be minimised; or if this is not possible/practical, ensure adequate shading of the walls and wall openings; and
- Appropriate landscaping (trees, wall creepers, etc.) should be provided to create shade in summer, and to allow the penetration of winter sun.

2.2 Site Coverage

Site coverage requirements within the Forrestfield/High Wycombe Industrial Area are outlined in the City of Kalamunda Local Planning Scheme No. 3.

2.3 Plot Ratio

Plot ratio requirements within the Forrestfield/High Wycombe Industrial Area is outlined in the City of Kalamunda Local Planning Scheme No. 3.

2.4 Building Layout & Setbacks

The following minimum building setbacks shall apply to land within subject area “on **Figure 1** and zoned “Industrial Development” and “Special Use”:

	SETBACKS				SITE REQUIREMENTS		
Zones	Front	Minor Street	Side	Rear	Site Coverage	Plot Ratio	Landscaping Strip (Road Frontage)
Industrial Development	20m ⁽¹⁾	10m ⁽²⁾	At the discretion of Council ⁽³⁾	At the discretion of Council ⁽³⁾	60 %	0.5	6m 8m along properties with frontage onto Sultana Road West

⁽¹⁾ Berkshire Road, Milner Road and Sultana Road West

⁽²⁾ All other roads (Nardine Close, Ashby Close and Bonser Road)

⁽³⁾ Proponents of new developments are encouraged to set back buildings a minimum of 3m from both the side and rear boundaries to assist with natural light penetration and natural cross-flow ventilation.

The land between the street alignment and the front of a building may only be used for access, the daily parking of vehicles or landscaping.

The setback area between the main building and any road must not be used for storage purposes, for loading or unloading vehicles, or for the parking of haulage or service vehicles, or for repairing and/or maintaining vehicles or items.

The primary entrance of the main office/administration should be visible from the street and have a clear and safe pedestrian path leading to it from the visitors' parking area.

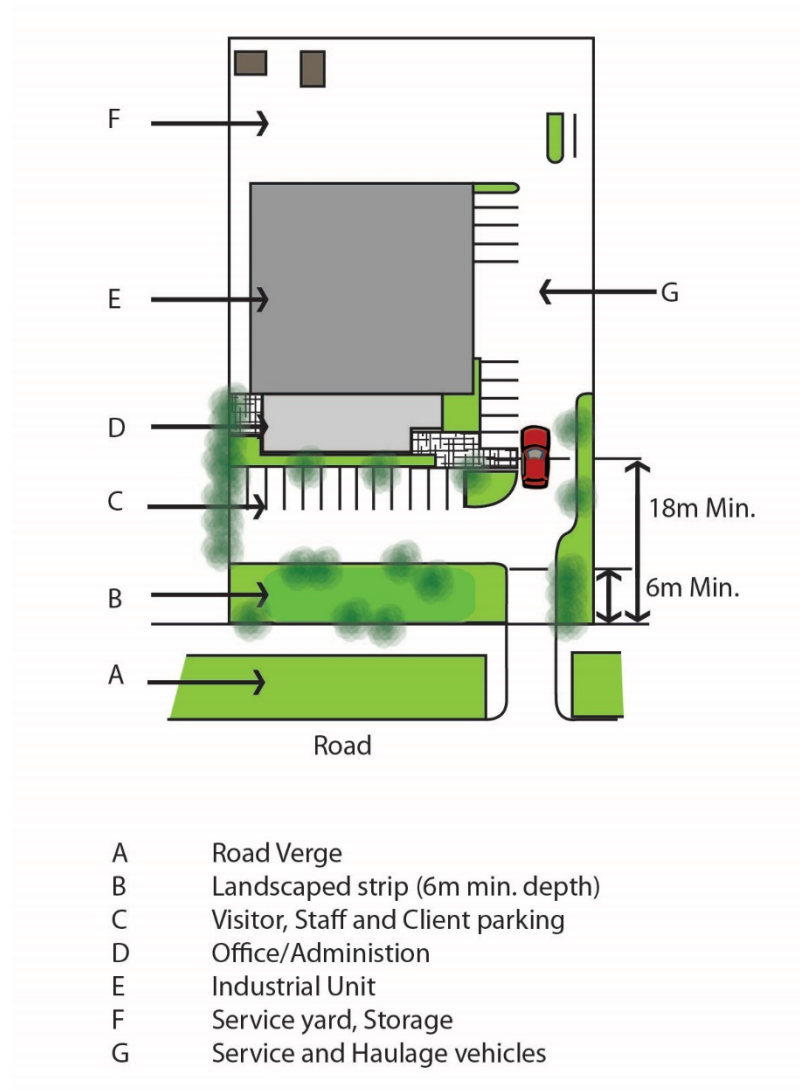


FIGURE 4 – Model Site layout

2.5 Vehicle Parking, Access & Circulation

Number of Car Parking Bays Required:

The provision of car parking bays for staff and visitors is outlined within Local Planning Scheme No. 3.

Vehicle Access:

- All vehicle access must be contained on site.
- All vehicles must be able to exit the site in a forward direction.
- The number of access points to a site shall be limited to 1 access point per 40m lot frontage. The Council may limit the number of access points where it considers a traffic hazard for road users. Access points should be designed to provide safe ingress/egress for vehicles and pedestrians.

- Vehicle access for Lot 50 Sultana Road West shall be permitted via Sultana Road West for residential purposes only, all other land uses shall be from Road 2a unless otherwise approved by Council.

Design of Vehicle Parking Areas and Accessways:

Accessways and parking areas must be planned and designed to achieve the following outcomes:

- Vehicle parking and circulation should be clearly marked and laid out and easily understandable by all users;
- Large expanses of parking are discouraged in favour of smaller modules broken up with vegetation and shade tree planting;
- Service and haulage vehicle parking areas are to be separated from visitor and staff parking areas, screened from the street, and located at the rear or sides of the buildings and behind the front building line;
- Within the service and haulage vehicle parking areas, large vehicle parking bays are to be located separate from small vehicle parking bays;
- Areas for loading bays, vehicle manoeuvring and outdoor storage are to be located separate from visitor and staff parking areas;
- External loading bays shall not be visible from primary street frontages, shall have access that is safe and convenient, shall be located at the side or rear of properties, and shall be screened from public streets by walls, landscaped earth mounds or dense planting;
- Clear paths are to be provided for pedestrian movement separate from areas of frequent vehicular movement;
- Parking areas for staff, clients and visitors are to be located adjacent to office/reception areas of buildings, with clear sight lines to entrances;
- Parking areas for staff, clients and visitors are to be provided with suitable species of canopy tree at a ratio of 1 tree per 4 car bays, spaced evenly throughout the parking area(s);
- Car parking areas are not to be used for temporary storage of goods, for servicing or for loading;
- Parking areas should be designed to channel rain water into areas set aside for planted vegetation;
- Parking for persons with disabilities is to be designed in accordance with the appropriate Australian and ACROD standards.
- Parking areas and access driveways must be paved or sealed with asphalt.



2.6 Pedestrians & Cyclists

In order to encourage staff members to travel to work by means other than the private car, new developments should provide end-of-trip facilities for pedestrians and cyclists. These could include secure bicycle storage, lockers and showers.

2.7 External Service & Storage Areas

- No open storage of goods, unserviceable vehicles or machinery shall be carried out within the front setback area (forward of the building line).
- All open storage areas shall be screened from the street and adjoining properties by landscaping, fencing and/or other means acceptable to the City of Kalamunda. Any screen fencing should use materials and colours that complement the main building design and, where possible, made to integrate with the building structure.
- Rubbish bin storage areas shall be screened from all road fronts. The dimensions and location of rubbish bin storage areas will be at the discretion of Council.
- All plant and equipment storage areas are to be adequately screened from public view from all road frontages.
- The preferred location for all external plant, service yards and bulk storage areas is at the rear of the lot.
- The storage of goods, materials, supplies or equipment is not permitted on road reserves, driveways, car parking areas, landscaped areas or public spaces.

2.8 Loading & Service Areas

- Loading bays and service dock areas shall be located at the rear or sides of buildings, and away from the main building entrance, or relatively visible areas.
- Where possible, service and loading areas should be enclosed within the building.
- Any external loading and service areas should be appropriately screened to minimise views from a public road and adjoining buildings.
- Loading areas should be designed to accommodate vehicular manoeuvring on site and should not prohibit on-site vehicular circulation or cause traffic queues.

2.9 External Lighting

- Lighting must be adequate to ensure a safe and secure environment.
- All external lighting shall be utilised in a manner which is consistent with the use for which it was designed (e.g., flood or spotlights, bollard lights, sensor lights, etc.)
- Beacons, search lights, blinking lights, flashing or changing intensity lights will not be permitted.
- Lighting should be directed away from adjacent buildings and any public roads.
- Security lighting should be confined to entrances and pedestrian areas and should not project onto any public road.
- All car parking areas, pedestrian routes and entrances shall be well lit. Parking area lighting should have a greater height than pedestrian area lighting, and be focussed downwards. Bollard lighting and pavement inset lighting is encouraged for pedestrian pathways.

2.10 Boundary Fencing

The intent of boundary fencing for individual premises within the Forrestfield/High Wycombe Industrial Area is to provide security for businesses without compromising the visual quality and overall character of the streetscapes.

- Fences and gates shall be integrated with site planning and the design of the building(s). Fencing shall generally be visually permeable and unobtrusive.
- Forward of the front setback line, the minimum fencing standard is an 1800mm high metal tubing framed vertical pale and horizontal rail fence with powdercoat finish. Black is the preferred colour, as it tends to “disappear” into its surrounds. The fence must be predominantly “open” in appearance.



Forward of the front setback line, the minimum fencing standard is an 1800mm high metal tubing framed vertical pale and horizontal rail fence with powdercoat finish. Black is the preferred colour, as it tends to “disappear” into its surrounds. The fence must be predominantly “open” in appearance.

- Behind the front setback line, the minimum standard for side and rear boundary fencing is black PVC galvanised link mesh fencing (barbed wire on top is permitted). Palisade and welded mesh fencing may also be acceptable. No link mesh fencing is permitted forward of the front setback line.
- All fences should be durable and resistant to weather conditions and vandalism.
- Sliding front gates are preferred. Where swinging gates are being installed on boundary fencing, these shall open inwards away from the street.
- Electrified fencing will only be permitted if considered suitable and necessary by the City of Kalamunda.
- The style, dimensions, materials and colours of all fencing shall be provided as an integral part of the Development Application.
- Any fencing forward of the street setback line at Lot 50 Sultana Road West shall be a maximum height of 1.8m above natural ground level and materials shall be consistent with P-DEV 57 Street Fencing and Walls Residential



Zoned Land requirements and Table 2 to the satisfaction of the City of Kalamunda.

3.0. BUILT FORM GUIDELINES

3.1 Building Design, Character & Detailing

Buildings should demonstrate excellence in design, detailing and construction, and incorporate best practice environmental sustainability.

A diversity of building designs will be encouraged. Buildings should have a modern industrial appearance, and the use of innovative, functional and attractive designs and building materials will generally be supported.

Buildings should be of a contemporary style, with office areas having a more “human” scale and located near the street frontage.

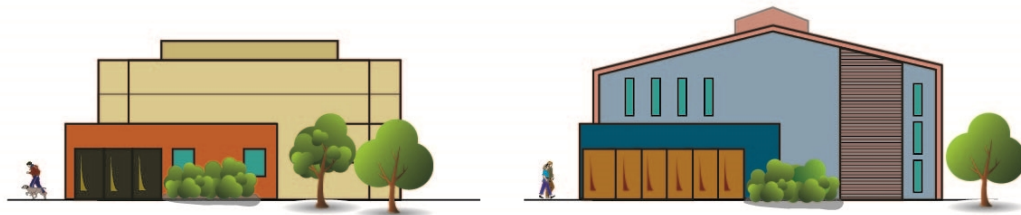


The office/administration building should be located near the street frontage, and be of a more “human” scale than its associated warehouse or factory unit.

Buildings must be designed to address the street, and significant emphasis must be placed on providing an attractive and interesting front elevation. The main entrance to the building must be clearly visible from the street and be obvious to the arriving visitor. It should be at or near the front of the main building.

- The front elevation must display the corporate image, and have an inviting entrance, preferably with some weather protection such as an awning, canopy or veranda.
- A moderate to high level of articulation of building frontages is strongly encouraged. A high standard of architectural and building design is required.
- Building elevations on corner lots must address both street frontages. The side elevation should not be “forgotten” when the building is being designed and detailed.
- Rooftop structures such as plant and machinery should be located, as far as practical, in a position where it will be least visible from ground level.

- Monolithic buildings should be avoided. The mass of large buildings should be broken into groups of clusters or sub-parts where possible to reduce perceived scale.



- Large unrelieved expanses of blank wall or roof on one plane with uniform finishes must be avoided where they can be viewed from a street. This includes large expanses of mirrored glass.
- Where more than one building is planned for a site, they should be sited and designed to form an integrated “whole” and present a visually harmonious image.
- Building design should be as flexible and innovative as possible to facilitate the changing needs of occupiers and their processes.
- Any buildings within 30m of the front boundary for Lot 50 Sultana Road West shall be commensurate with a residential scale. The maximum wall height in this area shall be 6m and the façade shall incorporate glazing and clearly definable entry points to the satisfaction of the City of Kalamunda.

3.2 Materials, Finishes & Colours

Sustainability

Building materials should be chosen which maximise durability, minimise maintenance, ensures good performance having due regard to the climate, maximises energy efficiency, promotes recycling, and maximises the use of renewable resources.

Design

New buildings should be designed with facades divided up into contrasting smaller areas or panels through the inclusion of different materials, the use of colour and various forms.

- A moderate to high level of articulation to provide visual interest and to “break up” building frontages is strongly encouraged. This can be achieved through one or more of the following treatments:
 - incorporating “in and out” walls;
 - including a high ratio of glass to solid wall;
 - using multiple façade materials (2-3 different appropriate materials on each street facade);
 - including bright colours on buildings as a “splash” feature or as a trim (i.e., as a limited special effect); and
 - using interesting roof shapes & roof angles (silhouettes).
- Different materials such as concrete panels, profiled metal sheet cladding and fibre cement cladding can be used for larger areas, with face brickwork,

stone panels and weatherboard panels as features, either separately or in combination.

- In addition, other feature elements can be used to achieve good, attractive design. For example, louvred vents and screens, projecting sun screens over windows, and exposed steel columns and bracings
- Consideration should also be given to dividing the façade(s) into top, middle and bottom sections using different materials and/or graded colours.
- Projecting sun screens over windows and overhanging roofs can also create interesting shadows on façades.

Building colours should generally be sympathetic and complementary with the natural environment (soils and vegetation), as well as the site landscaping. Generally, the use of dark colours should be reserved for the base of buildings, with lighter colours used for the upper levels.



Strong primary colours should be used sparingly to highlight building features or trim, and to add interest and relief to building façades.

Large areas of one material should be treated with muted colours and tones, avoiding strong hues.



Large areas of one material can be visually “broken up” and made to look more attractive and interesting by the judicious use of colour.

In this example, the visual impact of the large side wall with roller doors has been reduced by the use of two different but complementary colours.

Where a development is comprised of multiple buildings, or multiple tenancies within one building, the thoughtful use of complementary colours, materials, finishes and detailing can allow each business unit to be easily distinguishable and identifiable.

3.3 Plant & Equipment

All plant and equipment should be screened from public areas, or located at the rear of premises.

The exception to this may be where ductwork, stacks, tanks or flues that are necessary for the building to function are designed and treated as feature elements.

- Consider using plant and equipment as design features;
- Conceal unsightly plant such as air conditioning units;
- Use passive sustainable elements (such as water tanks and ventilation louvres) as design features and express these through the use of colour or by highlighting external structural elements.

3.4 Outbuildings & Other Structures

Where there are numerous separate buildings on the site, the design and location of each should be considered at the time of initial site planning. This will ensure that all buildings on the site will present as one integrated development.

This initial planning should extend to include possible future expansion of buildings, additional buildings and staging of development. The use of building forms, materials and colours should be complementary and consistent.

3.5 Signage

High quality, integrated signage is an important design element. Development proponents must provide an overall signage strategy, including proposed business advertising, information signage and directional signage, as an integral part of the development application process. An unnecessary proliferation of signs shall be avoided. The below provisions shall be read in conjunction with P-DEV 42 – Signage on Private Property.

Advertising Signs

Advertising signs attached to buildings shall be designed to be an integral part of the building – i.e., recessed into the façade, fascia or awnings, and co-ordinated in scale, colour and style. Signs can be incorporated as three-dimensional elements to add quality to the overall design effect.

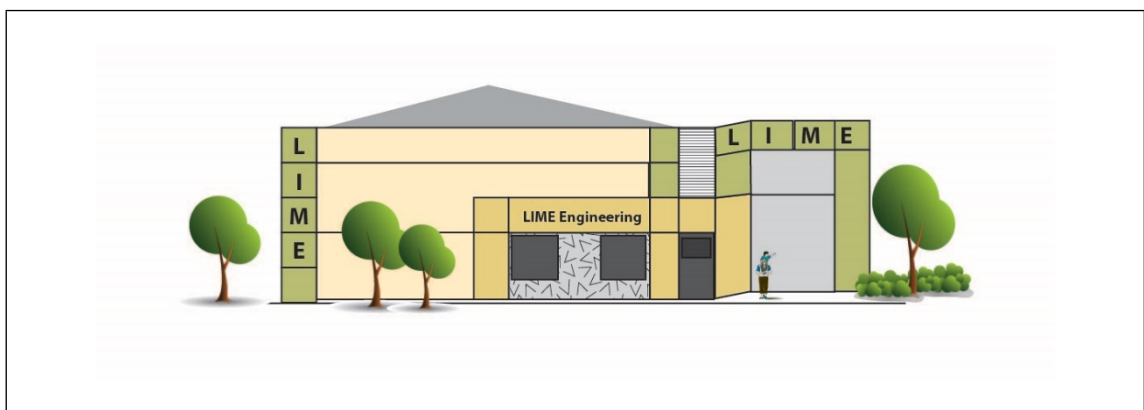


Figure 6 – Appropriate Locations for Corporate Signage

- All advertising signs shall be designed to be an integral part of the building fabric, and shall be of a standard equal to, and consistent with, the building design and detail;
- All signs located throughout the lot shall be of a consistent design character to maintain the amenity of the area;
- Only one free-standing identification sign or composite advertising sign is permitted per lot;
- Where multiple occupancy is proposed, the composite sign may have only one panel per occupancy; and
- Each premise will clearly display their street number.



Advertising signage information shall be limited to:

- The name, business logo, address, telephone number, email address and website associated with the premises;
- The name of the business or businesses contained within the premises; and
- The type of services, activities or products available within the premises.

Some signs and sign types will not be permitted. These are:

- Roof-mounted signs or signs which project above the ridge height of the building;
- Moving, flashing, pulsating, intermittent or sound-emitting signs;
- Changeable message signs;
- Sequined or glittering signs;
- Unrelated or "third party" signs;
- Signs attached to fences;
- Billboards;
- Any portable advertising sign located on the road reserve;
- Tower and monolith signs; and
- The excessive application of modern standardised corporate advertising.

Directional and Information Signs

Directional signage should assist visitors to the site, and include entry and exit signs, parking controls, and signs clearly indicating delivery and reception areas.

Directional signage should ideally be part of an overall signage "family" of complementary fonts, colours and other related imagery.

4.0. ENVIRONMENTAL MANAGEMENT

Among other things, the City of Kalamunda will be encouraging site and building design based on environmentally sustainable principles including correct solar aspect, appropriate materials and finishes, natural ventilation, water conservation and reuse, embodied energy and energy efficient operations, and the “greening” of sites and streetscapes.

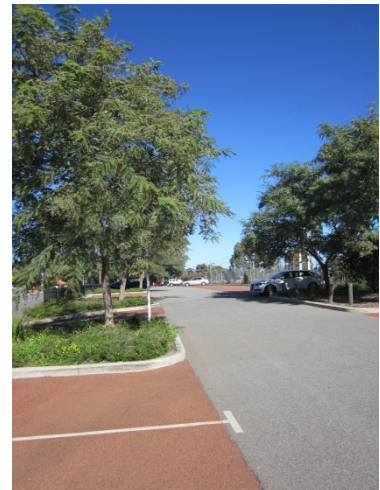
4.1 Landscaping

Intent:

The City of Kalamunda is determined to oversee the development of the Forrestfield/High Wycombe Industrial Area as a high quality, attractive, sustainable and functional “estate”. An integral part of this “vision” will be the development of a high standard of landscaping – principally tree and shrub planting, as well as the protection of existing high quality natural vegetation.

Considering the large scale of most industrial buildings, larger-scale trees should form a significant proportion of plantings. These can be complemented by mass plantings of water-wise low shrubs, herbs, ground covers and strappy leaf plants between the trees. The use of plants which have colourful flowers and leaves is particularly encouraged.

Car parking areas must be well planted with shade trees at a ratio of 1 tree for every 4 bays to visually reduce the apparent size of the hard paving, to reduce the amount of radiated heat and the “heat island” effect which can occur during summer, and to provide welcome shade for parked cars.



The City has responsibility for the development and ongoing maintenance of landscaping in public areas: i.e., road reserves, parks and nature reserves, however Developer Contributions cover for the first two years from the point of development.

The City will undertake the landscaping of these public areas in partnership with private land owners, who will be responsible for the landscaping of their own properties. The establishment and ongoing maintenance of landscaped areas on private land will be an integral part of the site planning and development approval process.

Landscape Purpose:

Private landholdings will be landscaped in a manner which achieves the following objectives:

- to provide an attractive setting, “front yard” and entry for developments;
- to provide attractive streetscapes which complement street tree planting and other landscape measures undertaken by the City within the road reserves;
- to screen unsightly on-site activities or areas;
- to provide shade over paved areas, especially car parking areas;

- to provide plants that are hardy and drought-tolerant, which provide habitat and food for local fauna, and require minimal herbicides and pesticides; and
- to provide a high level of amenity for workers and visitors by providing summer shade, winter sun, and wind breaks.

Landscape Requirements:

- With the exception of all lots abutting the south side of Sultana Road West east of Milner Road, where an 8m landscaping Buffer is required, the first 6m (minimum) of each street frontage of every lot within the Industrial Development Zone shall be set aside, developed and maintained as landscaped (planted) space. The landscaping of this space shall contribute positively to the character of the streetscape.
- Landscaping behind fences should not form a dense screen, except where it is required to screen outdoor storage areas or plant and equipment.
- Perimeter fences may be placed behind landscaping strips, however the landscaping outside the lot boundary should generally require only low maintenance (street trees, mulch) and should not easily trap wind-blown refuse.



- Wheel stops at the front ends of car parking bays must be used to prevent cars damaging trees.
- All landscape designs should be practical and easily maintained.
- All applications for Approval to Commence Development by the City of Kalamunda to include a detailed landscape plan as documented in **Appendix 2** of this Design Guidelines.

- Narrow landscaped strips (i.e., less than 2m in width excluding kerbs and other barriers) are ineffective and should be avoided.
- Plantings should generally allow views into and across industrial sites rather than seeking to screen them entirely from view. However, landscaping shall be used, perhaps in conjunction with screen fencing, to hide outdoor storage areas.
- Indigenous and “water-wise” plant species are strongly preferred. Large areas of grass should be avoided.
- Significant tree planting should be a feature of every landscape plan. Trees shall be planted within the landscape strip of every street frontage at the minimum rate of one tree for every 6 metres of total lot frontage. These should preferably be planted at staggered intervals in two rows.
- The use of mature/advanced plants to create an immediate visual impact and to enhance the amenity of the area is preferred.
- The landscape design for each site shall be undertaken by a qualified landscape professional. All landscaping and planting shall be undertaken by a qualified contractor.
- Proponents of new developments must make every endeavour to retain any existing large, healthy, mature trees on site, and accommodate their retention and ongoing protection in any site and landscape plan if possible and practical.



Landscape Requirements for Lots Zoned Industrial Development Abutting the South Side of Sultana Road West and Located East of Milner Road:

These lots are planned to be developed for industrial purposes as part of Stage 1, and well before lots on the north side of Sultana Road West in Stage 3 are developed. The lots on the north side of Sultana Road West are currently being used for rural residential-type development. For this reason, an additional level of visual protection from new industrial development for existing residents is warranted.

Therefore, for lots abutting the south side of Sultana Road West and located east of Milner Road, the first 8m (minimum) of the Sultana Road West frontage of every lot shall be set aside, developed and maintained as landscaped (planted) space. The landscaping of this space shall act as a landscaped buffer and provide adequate visual screening from the road of the buildings and activities on the lot and contribute positively to the character of the streetscape.

Apart from this requirement, all other landscaping requirements listed in the previous section shall apply to lots zoned Industrial Development abutting the south side of Sultana Road West and located east of Milner Road.

4.2 Landscape Reticulation

To ensure plantings are successful, landscaped areas shall be irrigated with an appropriate reticulated watering system. Land owners should:

- Install a low flow trickle irrigation system;
- Install a programmable water controller/timer system; and
- Direct rainwater runoff from buildings and hardstand areas to the landscaped areas.

Irrigation should take place at night or early morning to reduce evaporation losses.

It is also recommended that land owners install external rainwater tanks to irrigate planted areas (and/or provide water for internal domestic use such as toilet flushing).

4.3 Rainwater/Stormwater Disposal & Harvesting

Pervious surfaces should be used wherever possible.

All impervious surfaces must be adequately served with appropriate stormwater inlets and on-site pervious drainage swales to ensure all stormwater is handled within the site boundary or treated appropriately prior to legal discharge.

Stormwater is not to be discharged to adjoining properties.

Parking areas should be designed to channel some stormwater into areas set aside for planted vegetation. Water-sensitive urban design measures should be incorporated into site design, including:

- Using grassed swales instead of conventional kerbing and channel drainage;
- Using filter strips such as a maintained grass or vegetated strip; and
- Using stormwater infiltration measures at the end of swales or open drains.

Stormwater runoff from roofs should be sent to rainwater tanks that are plumbed in to irrigate landscaped areas, or for showering and toilet flushing.

Surface grading of all sites must be designed to eliminate ponding or back-up of water.

4.4 Waste Management

Waste storage and disposal facilities should be integrated with the site and building design.

Waste and refuse should be stored in a purpose-built facility and screened from any adjacent street and staff amenity/recreation areas. Where possible these areas should be contained within the building. Wind-proof cages should be used to prevent scattering of waste.

All inadvertent discharge from equipment and vehicle cleaning, servicing etc., (not captured by the wastewater system) must be cleaned and filtered prior to entry into the stormwater system.

Recycling storage facilities should be provided

4.5 Natural Light & Ventilation

To complement the solar passive site layout and building orientation guidelines described in Section 4.0, the following building design initiatives are aimed at conserving non-renewable energy and improving employee comfort by assisting the penetration into buildings of natural light and ventilation.

Natural Light:

Roof lights have the ability to introduce UV filtered sunlight into the centre of a building. Translucent roof light material is recommended.

Clerestory windows can introduce natural light (preferably diffused southern light) into the centre of a building, thereby reducing the need for artificial lighting.

Ventilation:

Side wall ventilation openings can be used to encourage cross-ventilation through a building. Clerestory windows provide an outlet for rising warm air within a building, and also allow cross-ventilation.

Small wind-powered ventilation turbines located on a roof increase a building's air circulation by aiding the extraction of hot air from a building, which then allows cooler air to enter at a lower level. Large roof vents can also assist this process.

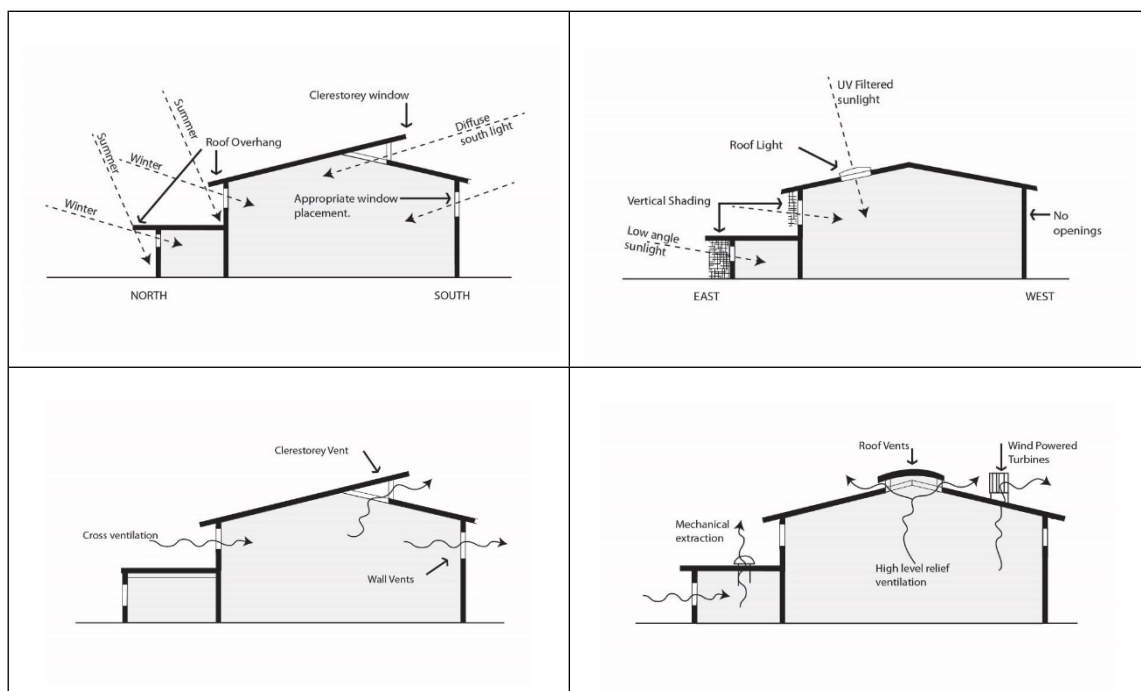


FIGURE 7 – Provision of Cross Ventilation & Natural Lighting

4.6 External Lighting of Buildings & Spaces

- No glare or light spill from a property should adversely affect adjoining properties or passing motorists. Baffled or directional lighting should be used to minimise this eventuality.
- Energy-efficient lighting systems are recommended for external areas.
- Lights controlled by timer controls or motion sensors are also recommended to save energy.

4.7 Internal Lighting of Buildings

It is recommended that:

- energy efficient light fittings be used; and
- lights controlled by timers, photosensitive cells or motion sensors be used where possible and appropriate.

4.8 Water Use & Storage

The following recommendations are consistent with the Building Code of Australia 5 Star Plus energy and water efficiency measures:

- install solar or 5 star gas (or heat pump) hot water systems;
- install water efficient showerheads;
- install water efficient tap fittings in all kitchen sinks and bathroom basins; and
- fit water efficient dual flush toilets, and/or waterless urinals.

It is also recommended that land owners install external rainwater tanks to irrigate planted areas (and/or provide water for internal domestic use such as toilet flushing). The recycling of grey water will be encouraged.

5.0. SITE AMENITY

5.1 Landscape Maintenance

Conditions of consent or planning approval will require ongoing maintenance of the following items:

- All accidental damage or vandalism should be repaired promptly.
- Preventative maintenance should be undertaken as part of a regularly scheduled process to maintain the appearance, efficiency and safety of the

site. A site maintenance manual and schedule should be prepared, updated and used on a recurring basis.

- All dead plants, branches, weeds and leaf litter should be removed on a regular basis. All dead plants should be replaced promptly (subject to prevailing weather conditions).
- Irrigation systems should be checked regularly for leaks and damage.

5.2 Building Maintenance

All buildings, car parks, signage and paved areas are to be maintained to a high level of presentation.

- All painted surfaces are to be kept in good repair with regular scheduled repainting as required.
- Preventative maintenance should be undertaken as part of a regularly scheduled process. A building maintenance manual and schedule should be prepared, updated and used on a recurring basis.
- Safety and health must be protected at all times. All accidental damage or vandalism should be repaired promptly.

5.3 CPTED & Safer Design

Site layout and design should conform to the principles of “Safer Design”, or “Crime Prevention through Environmental Design” (CPTED) principles. These include the provision of:

- clear sightlines;
- pedestrian safety, good connections and access;
- active and passive surveillance of the public realm from private property;
- “neck to knee” clearance zones in landscaped car parks for better surveillance;
- “open” planting adjacent to public thoroughfares;
- good lighting of car parks and pedestrian routes;
- visually permeable fencing along open space edges to sites;
- clear direction signage;
- vandal-proof fittings on furniture, lights and other items; and
- robust materials.

*

APPENDIX 1 – Development Application Requirements

1	Completed Schedule 6 Form signed by the property owner.
2	Prerequisite planning fee.
3	Copy of Certificate of Title.
4	<p>Detailed written statement in support of proposal, including but not limited to:</p> <ul style="list-style-type: none"> ▪ Type of use/development. ▪ Hours of normal and peak operation, and number of employees. ▪ Compliance with the Town Planning Scheme, these Design Guidelines, and any other applicable Detailed Area Plans, Structure Plans, Outline Development Plans and other applicable City of Kalamunda policies. ▪ Justification for any proposed variations. ▪ Distance of all structures from nearest boundaries. ▪ Existing and proposed building envelope (if applicable)
5	<p>Site plan (4 copies) of a scale of no less than 1:500 showing:</p> <ul style="list-style-type: none"> ▪ Lot number(s), land area, boundaries, dimensions of the site and a north point (preferably to the top of the page). ▪ Location of existing buildings and landscaping to be retained. ▪ Existing ground features including watercourses. ▪ Location of proposed buildings and landscaping. ▪ Details of effluent disposal systems. ▪ Gully and manhole locations, pipe sizes, subsoil drainage requirements, falls to paved areas, falls to landscaped areas, proposed connection of City system and soak wells. ▪ Existing and proposed contours and floor levels, embankments and retaining walls. ▪ Location and type of any easements. ▪ Details of roads, accessways, crossovers, visitor and staff car parking, commercial vehicle parking and manoeuvring, location of loading/unloading areas, fencing location and type, and any proposed verge treatments. ▪ Details of any open space and staff amenity areas. ▪ Schedule of materials, colours and finishes. ▪ Location and details of any cut and fill, and method of retaining. ▪ Location and type of bin storage areas and recycling facilities. ▪ Statement regarding all energy efficiency measures proposed, and how it is planned to minimise water use.
6	<p>Floor plans (4 copies) of a scale of no less than 1:500 showing:</p> <ul style="list-style-type: none"> ▪ Internal dimensions. ▪ The uses to take place in each part of the building(s) ▪ Public & staff facilities clearly marked. ▪ All entrances and fire exits.
7	Elevations (4 copies) of a scale of no less than 1:500 showing external dimensions, fixtures & lighting details.
8	Coloured streetscape elevation(s) (4 copies) for all developments exceeding \$1M.
9	Signage strategy. (Advertising, information and directional)
10	Landscape plan. (See Appendix 1)
11	Landscape reticulation plan. (See Appendix 1)

*

APPENDIX 2 – Landscape Plan & Reticulation Plan Requirements

Landscaping has the potential to improve the visual amenity and environmental sustainability of all urban areas, including light industrial areas. Landscaping should not only complement the appearance of a proposed development but also that of surrounding land uses. Consequently, the City of Kalamunda requires that detailed landscape and reticulation plans accompany all new industrial development applications.

Landscape Plans

A landscape plan must include the following information:

- A site plan with a scale of not less than 1:200 illustrating all the areas proposed to be landscaped.
- A legend of plants showing botanical names of the proposed vegetation types.
- Quantity of plants, their spacing, and landscape vegetation.
- Pot sizes of plants at the time of planting.
- Identification of existing vegetation types, their botanical names and their intended use.
- Details of ground treatment such as paving, grass, etc.
- Details indicating how water harvesting of impervious surfaces will be undertaken and used to irrigate landscaped beds.
- Approximate location of neighbouring buildings to fence lines.
- Location of any existing, and proposed, fences.

Landscaping is required to be installed in accordance with an approved landscape plan.

Landscaping on Council Verges

- All landscape plans must clearly show any proposed treatments or landscaping proposed to take place within the Council verge: e.g., grass and paving.
- Any existing trees located on the Council verge must be shown.
- No street trees shall be removed unless written approval is obtained from the Manager Parks.

Shade Tree Requirements for Car Parking Areas

The City requires proponents to plant a minimum of one shade tree for every 6 car bays provided on the lot, to Council's satisfaction.

Reticulation Plans

A reticulation plan will accompany the landscape plan. It shall detail:

- Scheme and bore water requirements.
- The approved bore licence from the Department of Environment and Conservation.
- Any other proposed sources of water (e.g., rainwater tanks).
- Locations of compensating basins and sumps.
- Methods of reticulation (such as trickle or fixed systems).
- Indicate the method of operation (automatic/manual).
- The watering schedule.

Planning of Indigenous Species

Indigenous and “water-wise” plant species are strongly preferred. Indigenous plants are adapted to the local climate and provide habitat and food for local fauna. Large areas of grass or lawn should be avoided.

The City encourages all proponents of new developments to use indigenous vegetation species when preparing landscape plans.

Please contact the City’s Planning Services for enquiries.

*

Submission Table

Submission No.	Assess No.	Submission	Officer Comments
1.	A199287	<ol style="list-style-type: none"> 1. This proposal seems well thought through, endeavouring to ensure a sympathetic build which is business and employee compatible. 2. The only concern for me as a regular user of Roe Highway, at all times of the day and in both directions, and as a regular visitor to Forrestfield via Berkshire Rd, is peak hour impact of exiting at Berkshire Rd. Already there are major traffic delays at other exits along Roe Highway, notably Tonkin Highway, Orrong Road and Nicholson Road exits. I would support this proposal as long as anyone more locally affected, residents and business proprietors, also support it. However, their views should be given greater weight and their concerns addressed. Impact on people already located in the affected area must be the prime consideration. 	<ol style="list-style-type: none"> 1. Noted 2. These concerns cannot be addressed through the Design Guidelines.



LOCAL PLANNING SCHEME NO. 3

FORRESTFIELD/HIGH WYCOMBE INDUSTRIAL AREA DESIGN GUIDELINES

August 2012

This Document has effect from 27 August 2012

LOCAL PLANNING SCHEME NO. 3

FORRESTFIELD/HIGH WYCOMBE INDUSTRIAL AREA DESIGN GUIDELINES

Contents

	PAGE No.
1.0 INTRODUCTION	1
2.0 LAND USE	5
3.0 SITE DEVELOPMENT	5
4.0 BUILT FORM GUIDELINES	11
5.0 ENVIRONMENTAL MANAGEMENT	17
6.0 SITE AMENITY	22
7.0 DEVELOPMENT ADJACENT TO THE NORTHERN BUFFER ZONE (Poison Gully)	23

APPENDIX 1 – Development Application Requirements

APPENDIX 2 – Landscape Plan & Reticulation Plan Requirements

FORRESTFIELD/HIGH WYCOMBE INDUSTRIAL AREA DESIGN GUIDELINES

1.0 INTRODUCTION

1.1 Background

The Design Guidelines Area has been identified under the WA State Government's key strategic planning documents "Directions 2031 and Beyond" and in the Economic and Employment Land Strategy: non-heavy industrial (2012).

Some of the land within the Design Guidelines Area has previously been the subject of rural residential-type development. The Shire acknowledges that the progressive development of the area for industrial land use activities may lead to some amenity implications for residents who wish to remain on their properties in the short-term. However, the Shire shall endeavour to minimise any potential problems through the development application assessment process.

It is apparent that industrial areas in many parts of the Perth metropolitan area have often reflected inadequate attention to building design, site layouts, appropriate land uses and site landscaping. This has resulted in industrial areas with rudimentary shed structures, often with offices, storage sheds and areas designed and arranged in a seemingly haphazard manner, with poor vehicle accessibility and parking arrangements, minimal landscaping, signage clutter, unsightly perimeter fencing and visually unattractive streetscapes. The Shire of Kalamunda is committed to ensuring this will not be the case in the new Forrestfield/High Wycombe Industrial Area.

Compliance with this Design Guidelines shall also ensure that new development is more efficient and sustainable in the use of energy, water and resources.

Irrespective of these Design Guidelines, all designs and building works shall at all times conform to all relevant Australian Standards and Building Codes.

1.2 Vision/Statement of Intent

The Shire of Kalamunda is firm in its resolve to oversee the development of a high standard, attractive, functional and sustainable industrial area, which will attract a range of businesses eager to locate within the area, offering ease of access to both customers and suppliers.

In addition to the usual industrial uses, the Shire will encourage the establishment of complementary and progressive industries such as research and development facilities particularly in regard to Stage 3 of the Industrial area.

The Design Guidelines aim to complement the attractiveness of the industrial area's geographic and strategic location, and to encourage design features, construction quality and landscaping of a high standard which will ensure the Forrestfield/High Wycombe Industrial Area is a sought-after location for business relocation, and a prestigious industrial address.

The Shire of Kalamunda will insist upon a high standard of presentation and quality for new development in order to maintain the value of existing and future business investment throughout the Design Guidelines Area.

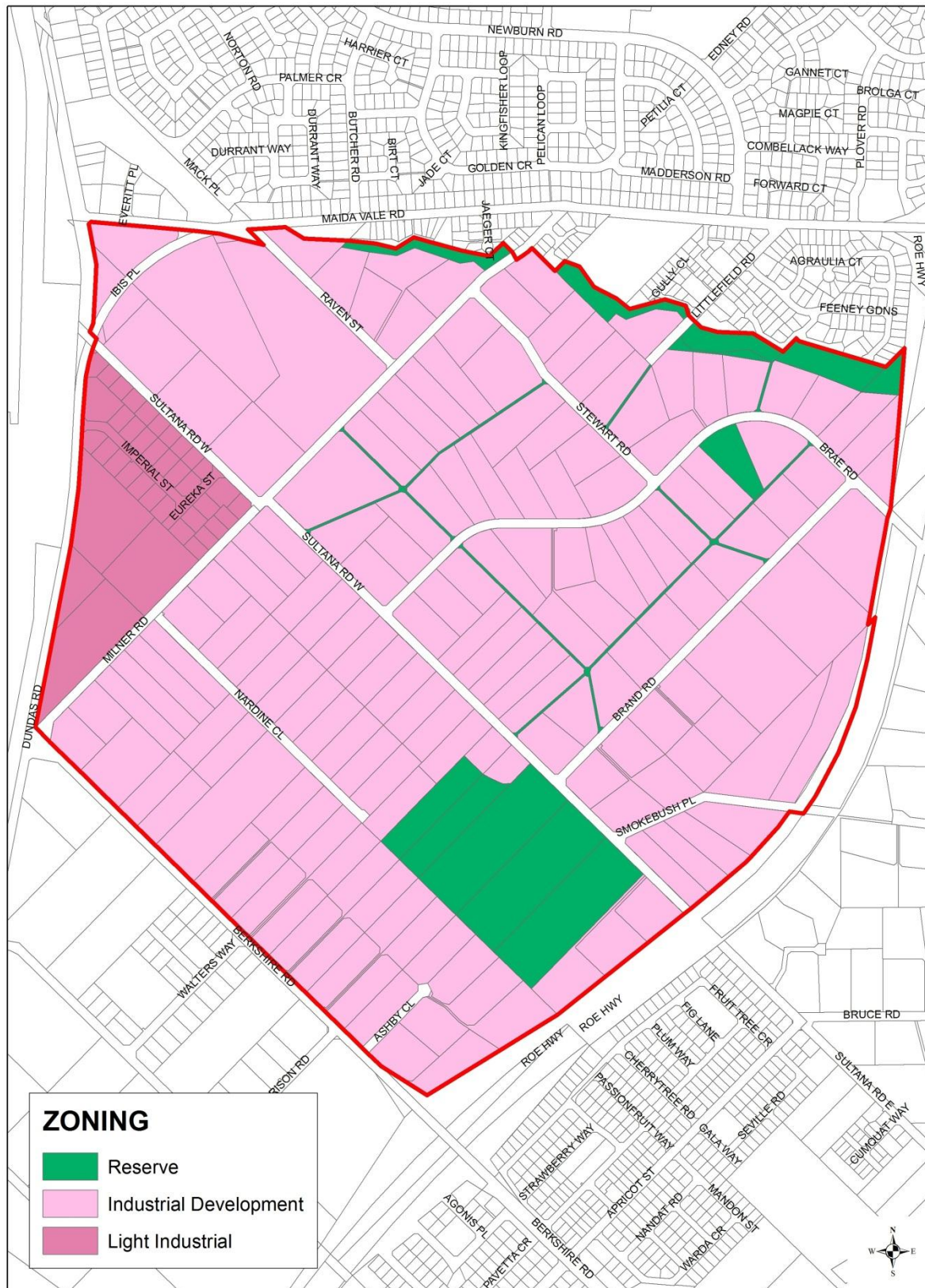
1.3 Design Guidelines Area

This Design Guidelines apply to all development of land zoned “Light Industry” and “Industrial Development” located within the area generally bounded by Dundas Road, Maida Vale Road, Poison Gully, Roe Highway and Berkshire Road, and defined more accurately by the area bordered in red and shown in **Figure 1** below. The areas of zoned land are illustrated in **Figure 2** over the page.



FIGURE 1 – Design Guidelines Area

(NOTE: The Stages identified on the map in Figure 1 above refer to the proposed order of development of those areas as described in the adopted Indicative Development Plan – see **Figure 3**.)



Extent of the Design Guidelines Area

FIGURE 2 – Zoning Map

1.4 Design Guidelines Purpose

The Forrestfield/High Wycombe Industrial Area Design Guidelines provide clear and readily understandable criteria aimed at ensuring a consistently high standard of development is achieved throughout the Design Guidelines Area. New development should result in a pleasant working environment, attractive streetscapes, and contribute to the protection of value in business investment within the area.

The Design Guidelines will also provide assistance to Shire of Kalamunda staff in assessing proposed developments.

The Design Guidelines contains principles, guidelines and some mandatory requirements relating to:

- Land use;
- Site development;
- Built form (including signage);
- Environmental management;
- Landscaping; and
- Site amenity.

The Design Guidelines also contains development application submission requirements, and detailed requirements for landscape plans.

1.5 Design Guidelines Objectives

- To encourage attractive developments that are well designed, with functional and efficient buildings and site layouts;
- To ensure that industries are environmentally compatible with surrounding zones and activities;
- To promote the development of high quality, attractive and sustainable landscaped areas and streetscapes;
- To promote greater sustainability through energy and water-efficient building design and site development.
- To achieve water conservation through sustainable stormwater management, water-wise landscaping and water efficient reticulation in accordance with the Water Sensitive Urban Design principles.
- To minimise the impact of new industrial development on the environment and amenity of neighbouring residential properties;
- To minimise the impact of new industrial development on identified sensitive areas such as native bushland and waterways;
- To avoid unsightly and poorly planned and maintained developments; and
- To maintain the value of existing and future business investment by insisting upon quality development throughout the Policy Area.

No new developments, nor the uses or processes carried out on-site, shall be permitted to adversely affect the amenity of the Design Guidelines Area or its immediate surrounds due to poor building or site appearance. The transportation or storage of materials and vehicles, the nature of the goods produced, emissions of waste products, noise, smells or smoke shall not be permitted to have an undue adverse impact on the amenity and environment of the locality.

1.6 Application of these Design Guidelines

The Design Guidelines document is adopted under clause 6.4 of Local Planning Scheme No. 3. It is to be used in conjunction with the Shire's Local Planning Scheme No. 3, and other relevant planning policies and guidelines.

It shall also be used in conjunction with the Shire's adopted environmental health and engineering regulations, policies and practices.

2.0 LAND USE

Land use within the Forrestfield/High Wycombe Industrial Area is governed by the Shire of Kalamunda Local Planning Scheme No. 3, Table 1.

The Shire of Kalamunda will endeavour to ensure compatibility of existing and planned land uses within the Design Guidelines Area. New developments must not unreasonably compromise or constrain future developments. It is preferred that new proposals will enhance existing and future developments.

3.0 SITE DEVELOPMENT

3.1 Building Orientation

The primary building entrance and façade shall front onto the primary street.

Wherever possible, buildings should be orientated and designed to be energy-efficient, and to conserve non-renewable energy.

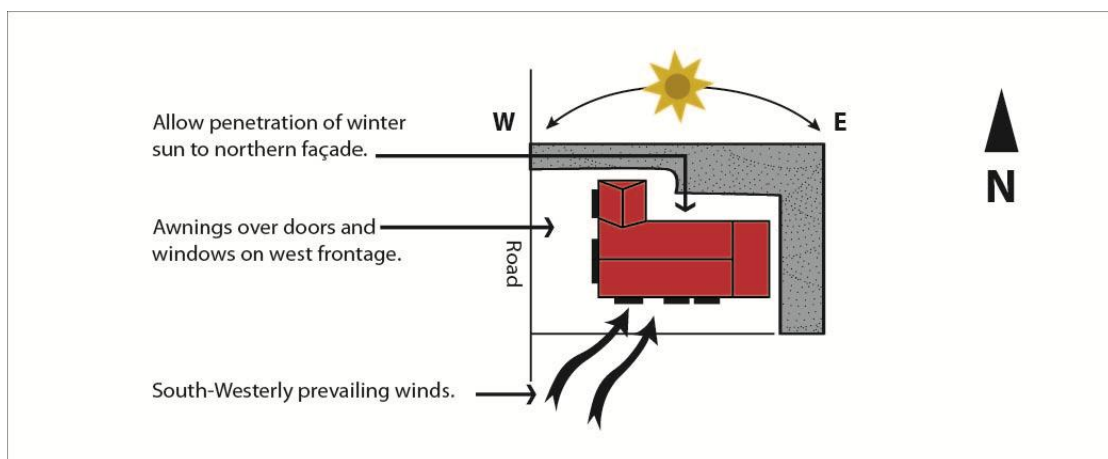


FIGURE 5 – Passive Solar Design Principles Applied to Building Orientation & Design

Passive solar design principles can include the following:

- Building orientation and wall openings should maximise exposure to the north and south;
- Building orientation and wall openings should maximise cross ventilation, especially cooling summer breezes from the south-west and south;
- The amount of walling and wall openings facing east and west should be minimised; or if this is not possible/practical, ensure adequate shading of the walls and wall openings; and
- Appropriate landscaping (trees, wall creepers, etc.) should be provided to create shade in summer, and to allow the penetration of winter sun.

3.2 Site Coverage

Site coverage within the Forrestfield/High Wycombe Industrial Area is governed by the Shire of Kalamunda Local Planning Scheme No. 3. The maximum site coverage for buildings is 60% of the total site area.

3.3 Plot Ratio

Plot ratio within the Forrestfield/High Wycombe Industrial Area is governed by the Shire of Kalamunda Local Planning Scheme No. 3. The maximum plot ratio of buildings to site area is 0.5:1.

3.4 Building Layout & Setbacks

Building setbacks will be established which give consideration to:

- Adjoining properties, uses and buildings;
- The bulk and scale of new developments in relation to the bulk and scale of developments on adjoining sites;
- Fire appliance access;
- The general streetscape; and
- Solar aspect and prevailing winds.

The following minimum building setbacks shall apply to land within the areas marked “Stage 1”, “Stage 2”, and “Stage 3” on **Figure 1** and zoned “Industrial Development”:

Zones	SETBACKS				SITE REQUIREMENTS		
	Front	Minor Street	Side	Rear	Site Coverage	Plot Ratio	Landscaping Strip (Road Frontage)
Industrial Development	20m ⁽¹⁾	10m ⁽²⁾	At the discretion of Council ⁽³⁾	At the discretion of Council ⁽³⁾	60 %	0.5	6m 8m along properties with frontage onto Sultana Road West

⁽¹⁾ Berkshire Road, Milner Road and Sultana Road West

⁽²⁾ All other roads (Nardine Close, Ashby Close and the future unnamed Road Reserve)

⁽³⁾ Proponents of new developments are encouraged to set back buildings a minimum of 3m from both the side and rear boundaries to assist with natural light penetration and natural cross-flow ventilation.

Within the area marked “Light Industrial” on **Figure 1**, the minimum setbacks applicable to land zoned “Light Industry” in Local Planning Scheme No. 3 shall apply.

The land between the street alignment and the front of a building may be used for access, the daily parking of vehicles or landscaping.

The setback area between the main building and any road must not be used for storage purposes, for loading or unloading vehicles, or for the parking of haulage or service vehicles, or for repairing and/or maintaining vehicles or items.

The front entrance door of the main office/administration should be visually obvious, and have a clear and safe pedestrian accessway leading to it from the visitors' parking area.

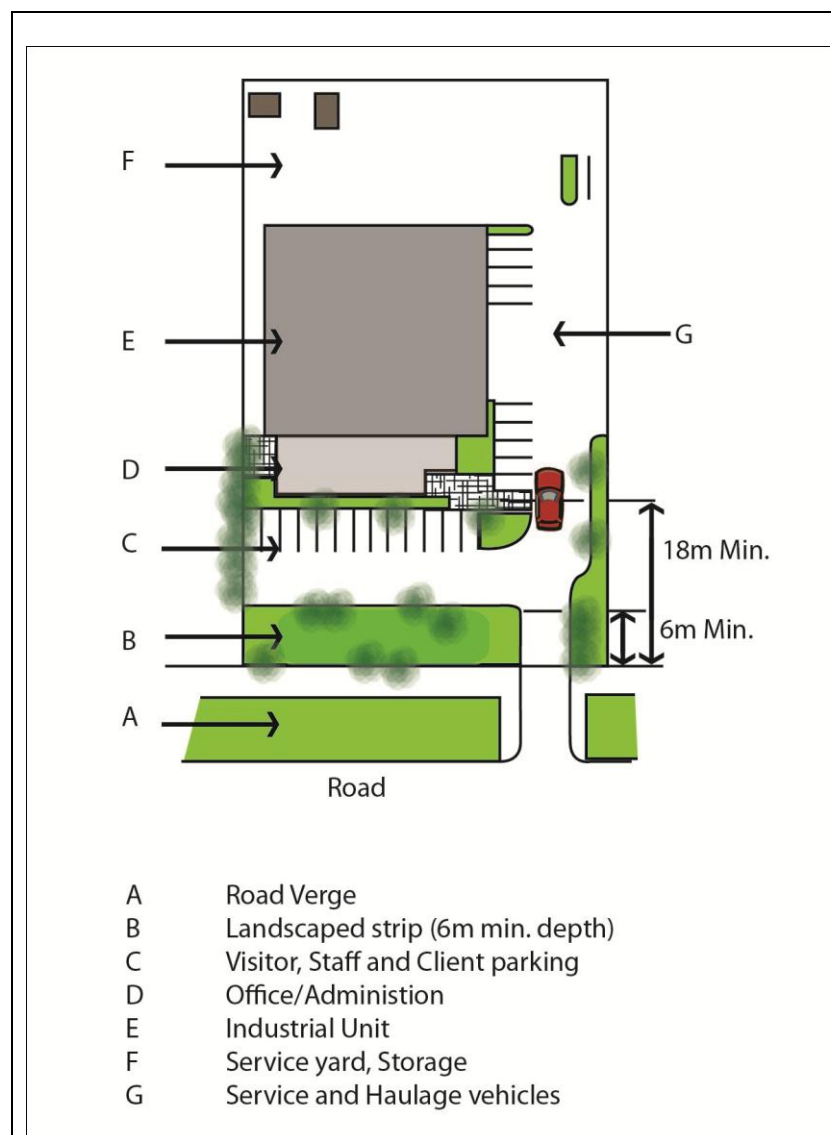


FIGURE 4 – Model Site layout

3.5 Vehicle Parking, Access & Circulation

Number of Car Parking Bays Required:

The provision of car parking bays for staff and visitors shall be in accordance with Clause 5.8 and Table 3 of LPS3.

LPS3 also allows the Shire, at its discretion, to apply a greater or lesser requirement for car parking bays than that stipulated as the minimum in Table 3 of the Scheme in accordance with Policy DEV 41.

Vehicle Access:

- All vehicle access must be contained on site.
- All vehicles must be able to exit the site in a forward direction.
- The number of access points to a site should be kept to a minimum.
- Access points should be designed to provide safe ingress/egress for vehicles and pedestrians.

Design of Vehicle Parking Areas and Accessways:

Accessways and parking areas must be planned and designed to achieve the following outcomes:

- Vehicle parking and circulation should be clearly marked and laid out and easily understandable by all users;
- Large expanses of parking are discouraged in favour of smaller modules broken up with vegetation and shade tree planting;
- Service and haulage vehicle parking areas are to be separated from visitor and staff parking areas, screened from the street, and located at the rear or sides of the buildings and behind the front building line;
- Within the service and haulage vehicle parking areas, large vehicle parking bays are to be located separate from small vehicle parking bays;
- Areas for loading bays, vehicle manoeuvring and outdoor storage are to be located separate from visitor and staff parking areas;
- External loading bays shall not be visible from primary street frontages, shall have access that is safe and convenient, shall be located at the side or rear of properties, and shall be screened from public streets by walls, landscaped earth mounds or dense planting;
- Clear paths are to be provided for pedestrian movement separate from areas of frequent vehicular movement;
- Parking areas for staff, clients and visitors are to be located adjacent to office/reception areas of buildings, with clear sight lines to entrances;
- Parking areas for staff, clients and visitors are to be provided with suitable species of canopy tree at a ratio of 1 tree per 6 car bays, spaced evenly throughout the parking area(s); [Further details provided in Section 6.0]
- Car parking areas are not to be used for temporary storage of goods, for servicing or for loading;



- Parking areas should be designed to channel rain water into areas set aside for planted vegetation;
- Parking for persons with disabilities is to be designed in accordance with the appropriate Australian and ACROD standards.
- Parking areas and access driveways must be paved or sealed with asphalt.

3.6 Pedestrians & Cyclists

In order to encourage staff members to travel to work by means other than the private car, new developments should provide end-of-trip facilities for pedestrians and cyclists. These could include secure bicycle storage, lockers and showers.

3.7 External Service & Storage Areas

- No open storage of goods, unserviceable vehicles or machinery shall be carried out within the front setback area (forward of the building line).
- All open storage areas shall be screened from the street and adjoining properties by landscaping, fencing and/or other means acceptable to the Shire of Kalamunda. Any screen fencing should use materials and colours that complement the main building design and, where possible, made to integrate with the building structure.
- Rubbish bin storage areas shall be screened from all road fronts. The dimensions and location of rubbish bin storage areas will be at the discretion of Council.
- All plant and equipment storage areas are to be adequately screened from public view from all road frontages.
- The preferred location for all external plant, service yards and bulk storage areas is at the rear of the lot.
- The storage of goods, materials, supplies or equipment is not permitted on road reserves, driveways, car parking areas, landscaped areas or public spaces.

3.8 Loading & Service Areas

- Loading bays and service dock areas shall be located at the rear or sides of buildings, and away from the main building entrance, or relatively visible areas.
- Where possible, service and loading areas should be enclosed within the building.
- Any external loading and service areas should be appropriately screened to minimise views from a public road and adjoining buildings.
- Loading areas should be designed to accommodate vehicular manoeuvring on site and should not prohibit on-site vehicular circulation or cause traffic queues.

3.9 External Lighting

- Lighting must be adequate to ensure a safe and secure environment.
- All external lighting shall be utilised in a manner which is consistent with the use for which it was designed (e.g., flood or spotlights, bollard lights, sensor lights, etc.)
- Beacons, search lights, blinking lights, flashing or changing intensity lights will not be permitted.
- Lighting should be directed away from adjacent buildings and any public roads.
- Security lighting should be confined to entrances and pedestrian areas and should not project onto any public road.
- All car parking areas, pedestrian routes and entrances shall be well lit. Parking area lighting should have a greater height than pedestrian area lighting, and be focussed downwards. Bollard lighting and pavement inset lighting is encouraged for pedestrian pathways.

3.10 Boundary Fencing

The intent of boundary fencing for individual premises within the Forrestfield/High Wycombe Industrial Area is to provide security for businesses without compromising the visual quality and overall character of the streetscapes.

- Fences and gates shall be integrated with site planning and the design of the building(s). Fencing shall generally be visually permeable and unobtrusive.
- Forward of the front setback line, the minimum fencing standard is an 1800mm high metal tubing framed vertical pale and horizontal rail fence with powdercoat finish. Black is the preferred colour, as it tends to “disappear” into its surrounds. The fence must be predominantly “open” in appearance.



Forward of the front setback line, the minimum fencing standard is an 1800mm high metal tubing framed vertical pale and horizontal rail fence with powdercoat finish. Black is the preferred colour, as it tends to “disappear” into its surrounds. The fence must be predominantly “open” in appearance.

- Behind the front setback line, the minimum standard for side and rear boundary fencing is black PVC galvanised link mesh fencing (barbed wire on top is permitted). Palisade and welded mesh fencing may also be acceptable. No link mesh fencing is permitted forward of the front setback line.
- All fences should be durable and resistant to weather conditions and vandalism.
- Sliding front gates are preferred. Where swinging gates are being installed on boundary fencing, these shall open inwards away from the street.
- Electrified fencing will only be permitted if considered suitable and necessary by the Shire of Kalamunda.
- The style, dimensions, materials and colours of all fencing shall be provided as an integral part of the Development Application.



4.0 BUILT FORM GUIDELINES

4.1 Building Design, Character & Detailing

Buildings should demonstrate excellence in design, detailing and construction, and incorporate best practice environmental sustainability.

A diversity of building designs will be encouraged. Buildings should have a modern industrial appearance, and the use of innovative, functional and attractive designs and building materials will generally be supported.

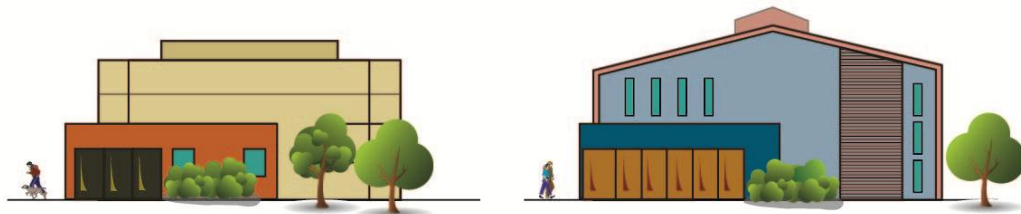
Buildings should be of a contemporary style, with office areas having a more “human” scale and located near the street frontage.



The office/administration building should be located near the street frontage, and be of a more “human” scale than its associated warehouse or factory unit.

Buildings must be designed to address the street, and significant emphasis must be placed on providing an attractive and interesting front elevation. The main entrance to the building must be clearly visible from the street, and be obvious to the arriving visitor. It should be at or near the front of the main building.

- The front elevation must display the corporate image, and have an inviting entrance, preferably with some weather protection such as an awning, canopy or verandah.
- A moderate to high level of articulation of building frontages is strongly encouraged. A high standard of architectural and building design is required.
- Building elevations on corner lots must address both street frontages. The side elevation should not be “forgotten” when the building is being designed and detailed.
- Rooftop structures such as plant and machinery should be located, as far as practical, in a position where it will be least visible from ground level.
- Monolithic buildings should be avoided. The mass of large buildings should be broken into groups of clusters or sub-parts where possible to reduce perceived scale.



- Large unrelieved expanses of blank wall or roof on one plane with uniform finishes must be avoided where they can be viewed from a street. This includes large expanses of mirrored glass.
- Where more than one building is planned for a site, they should be sited and designed to form an integrated “whole”, and present a visually harmonious image.
- Building design should be as flexible and innovative as possible to facilitate the changing needs of occupiers and their processes.

4.2 Materials, Finishes & Colours

Sustainability

Building materials should be chosen which maximise durability, minimise maintenance, ensures good performance having due regard to the climate, maximises energy efficiency, promotes recycling, and maximises the use of renewable resources.

Design

New buildings should be designed with facades divided up into contrasting smaller areas or panels through the inclusion of different materials, the use of colour and various forms.

- A moderate to high level of articulation to provide visual interest and to “break up” building frontages is strongly encouraged. This can be achieved through one or more of the following treatments:

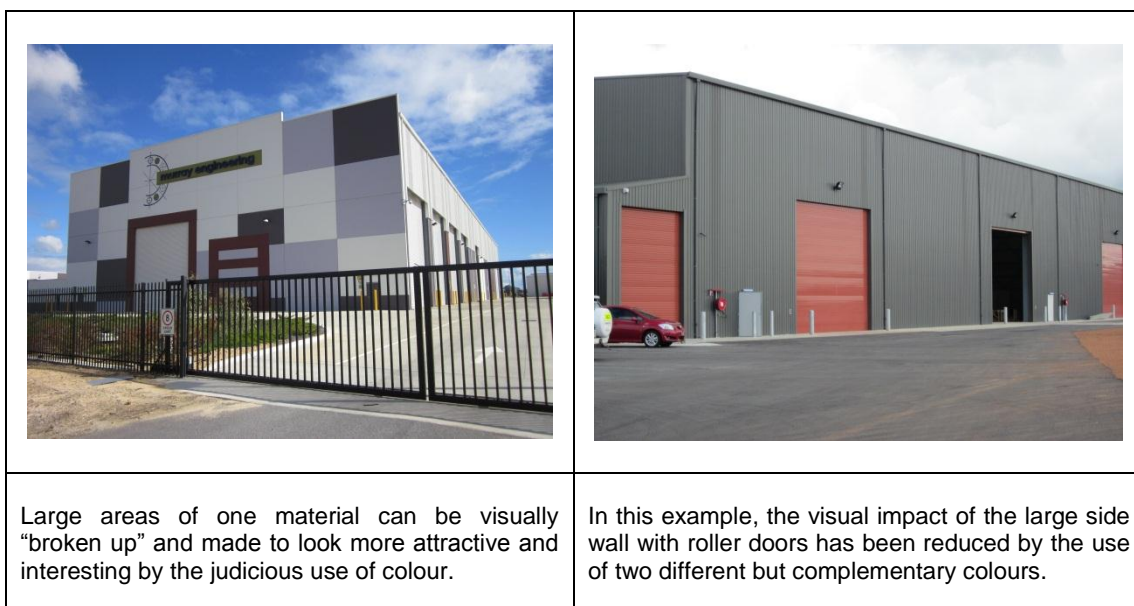
- incorporating “in and out” walls;
 - including a high ratio of glass to solid wall;
 - using multiple façade materials (2-3 different appropriate materials on each street facade);
 - including bright colours on buildings as a “splash” feature or as a trim (i.e., as a limited special effect); and
 - using interesting roof shapes & roof angles (silhouettes).
-
- Different materials such as concrete panels, profiled metal sheet cladding and fibre cement cladding can be used for larger areas, with face brickwork, stone panels and weatherboard panels as features, either separately or in combination.
 - In addition, other feature elements can be used to achieve good, attractive design. For example, louvred vents and screens, projecting sun screens over windows, and exposed steel columns and bracings
 - Consideration should also be given to dividing the façade(s) into top, middle and bottom sections using different materials and/or graded colours.
 - Projecting sun screens over windows and overhanging roofs can also create interesting shadows on façades.

Building colours should generally be sympathetic and complementary with the natural environment (soils and vegetation), as well as the site landscaping. Generally, the use of dark colours should be reserved for the base of buildings, with lighter colours used for the upper levels.



Strong primary colours should be used sparingly to highlight building features or trim, and to add interest and relief to building façades.

Large areas of one material should be treated with muted colours and tones, avoiding strong hues.



Large areas of one material can be visually "broken up" and made to look more attractive and interesting by the judicious use of colour.

In this example, the visual impact of the large side wall with roller doors has been reduced by the use of two different but complementary colours.

Where a development is comprised of multiple buildings, or multiple tenancies within one building, the thoughtful use of complementary colours, materials, finishes and detailing can allow each business unit to be easily distinguishable and identifiable.

4.3 Plant & Equipment

All plant and equipment should be screened from public areas, or located at the rear of premises.

The exception to this may be where ductwork, stacks, tanks or flues that are necessary for the building to function are designed and treated as feature elements.

- Consider using plant and equipment as design features;
- Conceal unsightly plant such as air conditioning units;
- Use passive sustainable elements (such as water tanks and ventilation louvres) as design features and express these through the use of colour or by highlighting external structural elements.

4.4 Outbuildings & Other Structures

Where there are numerous separate buildings on the site, the design and location of each should be considered at the time of initial site planning. This will ensure that all buildings on the site will present as one integrated development.

This initial planning should extend to include possible future expansion of buildings, additional buildings and staging of development. The use of building forms, materials and colours should be complementary and consistent.

4.5 Signage

High quality, integrated signage is an important design element. Development proponents must provide an overall signage strategy, including proposed business advertising, information signage and directional signage, as an integral part of the development application process. An unnecessary proliferation of signs shall be avoided.

Advertising Signs

Advertising signs attached to buildings shall be designed to be an integral part of the building – i.e., recessed into the façade, fascia or awnings, and co-ordinated in scale, colour and style. Signs can be incorporated as three-dimensional elements to add quality to the overall design effect.

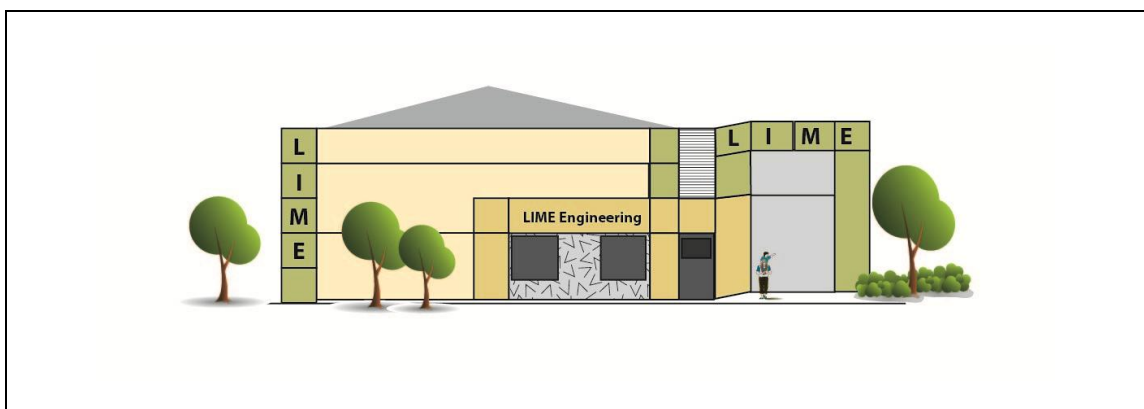


Figure 6 – Appropriate Locations for Corporate Signage

- All advertising signs shall be designed to be an integral part of the building fabric, and shall be of a standard equal to, and consistent with, the building design and detail;
- All signs located throughout the lot shall be of a consistent design character to maintain the amenity of the area;
- Only one free-standing identification sign or composite advertising sign is permitted per lot;
- Where multiple occupancy is proposed, the composite sign may have only one panel per occupancy; and
- Each premise will clearly display their street number.



Advertising signage information shall be limited to:

- The name, business logo, address, telephone number, email address and website associated with the premises;
- The name of the business or businesses contained within the premises; and
- The type of services, activities or products available within the premises.

Some signs and sign types will not be permitted. These are:

- Roof-mounted signs or signs which project above the ridge height of the building;
- Moving, flashing, pulsating, intermittent or sound-emitting signs;
- Changeable message signs;
- Sequined or glittering signs;
- Unrelated or “third party” signs;
- Signs attached to fences;
- Billboards;
- Any portable advertising sign located on the road reserve;
- Tower and monolith signs; and
- The excessive application of modern standardised corporate advertising.

Directional and Information Signs

Directional signage should assist visitors to the site, and include entry and exit signs, parking controls, and signs clearly indicating delivery and reception areas.

Directional signage should ideally be part of an overall signage “family” of complementary fonts, colours and other related imagery.

5.0 ENVIRONMENTAL MANAGEMENT

Among other things, the Shire of Kalamunda will be encouraging site and building design based on environmentally sustainable principles including correct solar aspect, appropriate materials and finishes, natural ventilation, water conservation and reuse, embodied energy and energy efficient operations, and the “greening” of sites and streetscapes.

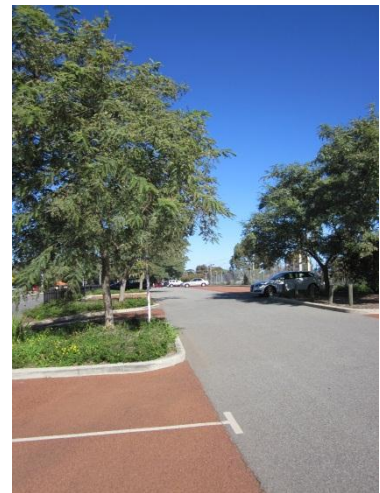
5.1 Landscaping

Intent:

The Shire of Kalamunda is determined to oversee the development of the Forrestfield/High Wycombe Industrial Area as a high quality, attractive, sustainable and functional “estate”. An integral part of this “vision” will be the development of a high standard of landscaping – principally tree and shrub planting, as well as the protection of existing high quality natural vegetation.

Considering the large scale of most industrial buildings, larger-scale trees should form a significant proportion of plantings. These can be complemented by mass plantings of water-wise low shrubs, herbs, ground covers and strappy leaf plants between the trees. The use of plants which have colourful flowers and leaves is particularly encouraged.

Car parking areas must be well planted with shade trees to visually reduce the apparent size of the hard paving, to reduce the amount of radiated heat and the “heat island” effect which can occur during summer, and to provide welcome shade for parked cars.



The Shire has responsibility for the development and ongoing maintenance of landscaping in public areas: i.e., road reserves, parks and nature reserves, however Developer Contributions cover for the first two years from the point of development.

The Shire will undertake the landscaping of these public areas in partnership with private land owners, who will be responsible for the landscaping of their own properties. The establishment and ongoing maintenance of landscaped areas on private land will be an integral part of the site planning and development approval process.

Landscape Purpose:

Private landholdings will be landscaped in a manner which achieves the following objectives:

- to provide an attractive setting, “front yard” and entry for developments;
- to provide attractive streetscapes which complement street tree planting and other landscape measures undertaken by the Shire within the road reserves;
- to screen unsightly on-site activities or areas;
- to provide shade over paved areas, especially car parking areas;
- to provide plants that are hardy and drought-tolerant, which provide habitat and food for local fauna, and require minimal herbicides and pesticides; and

- to provide a high level of amenity for workers and visitors by providing summer shade, winter sun, and wind breaks.

Landscape Requirements:

- With the exception of all lots abutting the south side of Sultana Road West east of Milner Road, where an 8m landscaping Buffer is required, the first 6m (minimum) of each street frontage of every lot within the Industrial Development Zone shall be set aside, developed and maintained as landscaped (planted) space. The landscaping of this space shall contribute positively to the character of the streetscape.
- Landscaping behind fences should not form a dense screen, except where it is required to screen outdoor storage areas or plant and equipment.
- Perimeter fences may be placed behind landscaping strips, however the landscaping outside the lot boundary should generally require only low maintenance (street trees, mulch) and should not easily trap wind-blown refuse.



- Wheel stops at the front ends of car parking bays must be used to prevent cars damaging trees.
- All landscape designs should be practical and easily maintained.
- All applications for Approval to Commence Development by the Shire of Kalamunda to include a detailed landscape plan as documented in **Appendix 2** of this Design Guidelines.

- Narrow landscaped strips (i.e., less than 2m in width excluding kerbs and other barriers) are ineffective and should be avoided.
- Plantings should generally allow views into and across industrial sites rather than seeking to screen them entirely from view. However, landscaping shall be used, perhaps in conjunction with screen fencing, to hide outdoor storage areas.
- Indigenous and “water-wise” plant species are strongly preferred. Large areas of grass should be avoided.
- Significant tree planting should be a feature of every landscape plan. Trees shall be planted within the landscape strip of every street frontage at the minimum rate of one tree for every 6 metres of total lot frontage. These should preferably be planted at staggered intervals in two rows.
- The use of mature/advanced plants to create an immediate visual impact and to enhance the amenity of the area is preferred.
- The landscape design for each site shall be undertaken by a qualified landscape professional. All landscaping and planting shall be undertaken by a qualified contractor.
- Proponents of new developments must make every endeavour to retain any existing large, healthy, mature trees on site, and accommodate their retention and ongoing protection in any site and landscape plan if possible and practical.



Landscape Requirements for Lots Zoned Industrial Development Abutting the South Side of Sultana Road West and Located East of Milner Road:

These lots are planned to be developed for industrial purposes as part of Stage 1, and well before lots on the north side of Sultana Road West in Stage 3 are developed. The lots on the north side of Sultana Road West are currently being used for rural residential-type development. For this reason, an additional level of visual protection from new industrial development for existing residents is warranted.

Therefore, for lots abutting the south side of Sultana Road West and located east of Milner Road, the first 8m (minimum) of the Sultana Road West frontage of every lot shall be set aside, developed and maintained as landscaped (planted) space. The landscaping of this space shall act as a landscaped buffer and provide adequate visual screening from the road of the buildings and activities on the lot, and contribute positively to the character of the streetscape.

Apart from this requirement, all other landscaping requirements listed in the previous section shall apply to lots zoned Industrial Development abutting the south side of Sultana Road West and located east of Milner Road.

5.2 Landscape Reticulation

To ensure plantings are successful, landscaped areas should be irrigated with an appropriate reticulated watering system. Land owners should:

- Install a low flow trickle irrigation system;
- Install a programmable water controller/timer system; and
- Direct rainwater runoff from buildings and hardstand areas to the landscaped areas.

Irrigation should take place at night or early morning to reduce evaporation losses.

It is also recommended that land owners install external rainwater tanks to irrigate planted areas (and/or provide water for internal domestic use such as toilet flushing).

5.3 Rainwater/Stormwater Disposal & Harvesting

Pervious surfaces should be used wherever possible.

All impervious surfaces must be adequately served with appropriate stormwater inlets and on-site pervious drainage swales to ensure all stormwater is handled within the site boundary or treated appropriately prior to legal discharge.

Stormwater is not to be discharged to adjoining properties.

Parking areas should be designed to channel some stormwater into areas set aside for planted vegetation. Water-sensitive urban design measures should be incorporated into site design, including:

- Using grassed swales instead of conventional kerbing and channel drainage;
- Using filter strips such as a maintained grass or vegetated strip; and
- Using stormwater infiltration measures at the end of swales or open drains.

Stormwater runoff from roofs should be sent to rainwater tanks that are plumbed in to irrigate landscaped areas, or for showering and toilet flushing.

Surface grading of all sites must be designed to eliminate ponding or back-up of water.

5.4 Waste Management

Waste storage and disposal facilities should be integrated with the site and building design.

Waste and refuse should be stored in a purpose-built facility, and screened from any adjacent street and staff amenity/recreation areas. Where possible these areas should be contained within the building. Wind-proof cages should be used to prevent scattering of waste.

All inadvertent discharge from equipment and vehicle cleaning, servicing etc., (not captured by the wastewater system) must be cleaned and filtered prior to entry into the stormwater system.

Recycling storage facilities should be provided

5.5 Natural Light & Ventilation

To complement the solar passive site layout and building orientation guidelines described in Section 4.0, the following building design initiatives are aimed at conserving non-renewable energy, and improving employee comfort by assisting the penetration into buildings of natural light and ventilation.

Natural Light:

Rooflights have the ability to introduce UV filtered sunlight into the centre of a building. Translucent rooflight material is recommended.

Clerestory windows can introduce natural light (preferably diffused southern light) into the centre of a building, thereby reducing the need for artificial lighting.

Ventilation:

Side wall ventilation openings can be used to encourage cross-ventilation through a building. Clerestory windows provide an outlet for rising warm air within a building, and also allow cross-ventilation.

Small wind-powered ventilation turbines located on a roof increase a building's air circulation by aiding the extraction of hot air from a building, which then allows cooler air to enter at a lower level. Large roof vents can also assist this process.

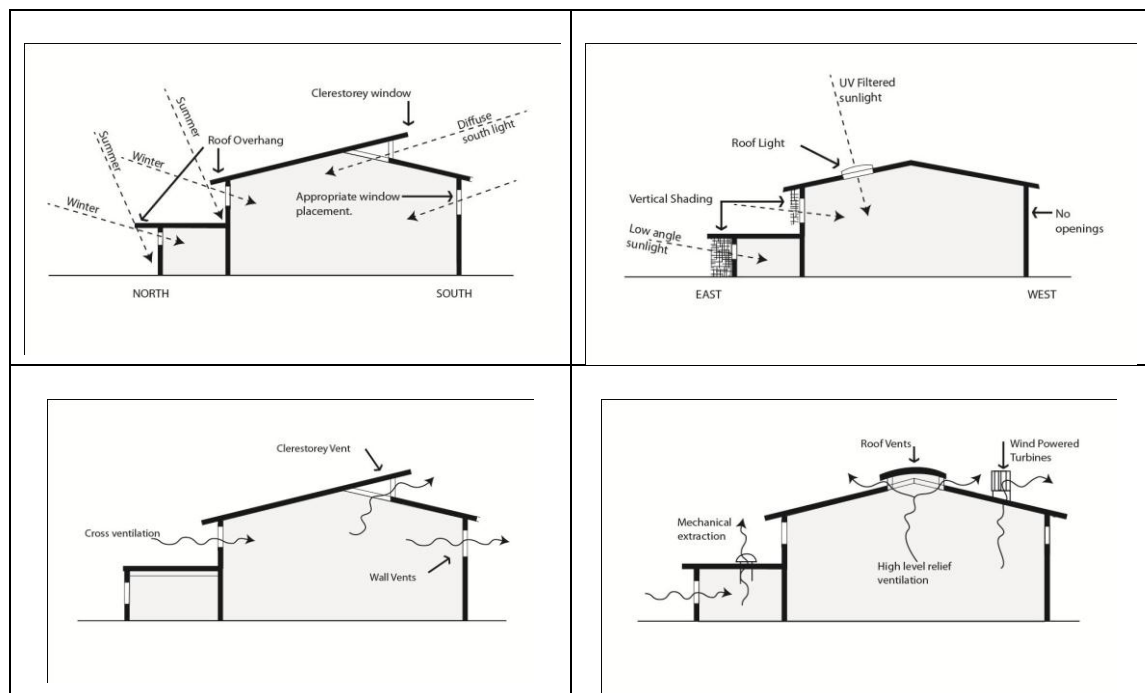


FIGURE 7 – Provision of Cross Ventilation & Natural Lighting

5.6 External Lighting of Buildings & Spaces

- No glare or light spill from a property should adversely affect adjoining properties or passing motorists. Baffled or directional lighting should be used to minimise this eventuality.
- Energy-efficient lighting systems are recommended for external areas.
- Lights controlled by timer controls or motion sensors are also recommended to save energy.

5.7 Internal Lighting of Buildings

It is recommended that:

- energy efficient light fittings be used; and
- lights controlled by timers, photosensitive cells or motion sensors be used where possible and appropriate.

5.8 Water Use & Storage

The following recommendations are consistent with the Building Code of Australia 5 Star Plus energy and water efficiency measures:

- install solar or 5 star gas (or heat pump) hot water systems;
- install water efficient showerheads;
- install water efficient tap fittings in all kitchen sinks and bathroom basins; and
- fit water efficient dual flush toilets, and/or waterless urinals.

It is also recommended that land owners install external rainwater tanks to irrigate planted areas (and/or provide water for internal domestic use such as toilet flushing). The recycling of grey water will be encouraged.

6.0 SITE AMENITY

6.1 Landscape Maintenance

Conditions of consent or planning approval will require ongoing maintenance of the following items:

- All accidental damage or vandalism should be repaired promptly.
- Preventative maintenance should be undertaken as part of a regularly scheduled process to maintain the appearance, efficiency and safety of the site. A site maintenance manual and schedule should be prepared, updated and used on a recurring basis.
- All dead plants, branches, weeds and leaf litter should be removed on a regular basis. All dead plants should be replaced promptly (subject to prevailing weather conditions).
- Irrigation systems should be checked regularly for leaks and damage.

6.2 Building Maintenance

All buildings, car parks, signage and paved areas are to be maintained to a high level of presentation.

- All painted surfaces are to be kept in good repair with regular scheduled repainting as required.
- Preventative maintenance should be undertaken as part of a regularly scheduled process. A building maintenance manual and schedule should be prepared, updated and used on a recurring basis.
- Safety and health must be protected at all times. All accidental damage or vandalism should be repaired promptly.

6.3 CPTED & Safer Design

Site layout and design should conform to the principles of “Safer Design”, or “Crime Prevention through Environmental Design” (CPTED) principles. These include the provision of:

- clear sightlines;
- pedestrian safety, good connections and access;
- active and passive surveillance of the public realm from private property;
- “neck to knee” clearance zones in landscaped car parks for better surveillance;
- “open” planting adjacent to public thoroughfares;
- good lighting of car parks and pedestrian routes;
- visually permeable fencing along open space edges to sites;
- clear direction signage;
- vandal-proof fittings on furniture, lights and other items; and
- robust materials.

7.0 DEVELOPMENT ADJACENT TO THE NORTHERN BUFFER ZONE (Poison Gully)

As part of the Indicative Development Plan for Stage 3 of the Forrestfield/High Wycombe Industrial Area, a “Vegetation Protection/Enhancement Area” is proposed for the land containing, and adjacent to, Poison Gully. This land is intended to act as a buffer zone between the industrial area and the (mostly) residential areas located immediately to the north, and is Bush Forever land.

For lots abutting the buffer zone, the following additional requirements apply:

- Industrial activities which generate significant noise levels may not be permitted. Noise activities may only be permitted if the noise is contained within the site, for example, within a solid masonry building. Environmental Protection Authority noise control policies should also be consulted.
- The rear setback for any proposed new building, and the activities that are intended to take place within the rear setback, will be carefully considered by the Shire of Kalamunda, with a view to minimising any potential negative impacts on nearby residents and vegetation/habitat within the neighbouring Poison Gully.

- A strip of land 5m in width and abutting the buffer zone shall be planted with species of local provenance, and protected and maintained.
- No new developments, nor the uses or processes carried out on-site, shall be permitted to adversely affect the amenity of the nearby bushland and urban areas due to poor building or site appearance. The transportation or storage of materials and vehicles, the nature of the goods produced, emissions of waste products, noise, smells or smoke shall not be permitted to have an undue adverse impact on the amenity and environment of nearby residents.

*

APPENDIX 1 – Development Application Requirements

1	Completed Schedule 6 Form signed by the property owner.
2	Prerequisite planning fee.
3	Copy of Certificate of Title.
4	Detailed written statement in support of proposal, including but not limited to: <ul style="list-style-type: none"> ▪ Type of use/development. ▪ Hours of normal and peak operation, and number of employees. ▪ Compliance with the Town Planning Scheme, these Design Guidelines, and any other applicable Detailed Area Plans, Structure Plans, Outline Development Plans and other applicable Shire of Kalamunda policies. ▪ Justification for any proposed variations. ▪ Distance of all structures from nearest boundaries. ▪ Existing and proposed building envelope (if applicable)
5	Site plan (4 copies) of a scale of no less than 1:500 showing: <ul style="list-style-type: none"> ▪ Lot number(s), land area, boundaries, dimensions of the site and a north point (preferably to the top of the page). ▪ Location of existing buildings and landscaping to be retained. ▪ Existing ground features including watercourses. ▪ Location of proposed buildings and landscaping. ▪ Details of effluent disposal systems. ▪ Gully and manhole locations, pipe sizes, subsoil drainage requirements, falls to paved areas, falls to landscaped areas, proposed connection of Shire system and soak wells. ▪ Existing and proposed contours and floor levels, embankments and retaining walls. ▪ Location and type of any easements. ▪ Details of roads, accessways, crossovers, visitor and staff car parking, commercial vehicle parking and manoeuvring, location of loading/unloading areas, fencing location and type, and any proposed verge treatments. ▪ Details of any open space and staff amenity areas. ▪ Schedule of materials, colours and finishes. ▪ Location and details of any cut and fill, and method of retaining. ▪ Location and type of bin storage areas and recycling facilities. ▪ Statement regarding all energy efficiency measures proposed, and how it is planned to minimise water use.
6	Floor plans (4 copies) of a scale of no less than 1:500 showing: <ul style="list-style-type: none"> ▪ Internal dimensions. ▪ The uses to take place in each part of the building(s) ▪ Public & staff facilities clearly marked. ▪ All entrances and fire exits.
7	Elevations (4 copies) of a scale of no less than 1:500 showing external dimensions, fixtures & lighting details.
8	Coloured streetscape elevation(s) (4 copies) for all developments exceeding \$1M.
9	Signage strategy. (Advertising, information and directional)
10	Landscape plan. (See Appendix 1)
11	Landscape reticulation plan. (See Appendix 1)

*

APPENDIX 2 – Landscape Plan & Reticulation Plan Requirements

Landscaping has the potential to improve the visual amenity and environmental sustainability of all urban areas, including light industrial areas. Landscaping should not only complement the appearance of a proposed development but also that of surrounding land uses. Consequently the Shire of Kalamunda requires that detailed landscape and reticulation plans accompany all new industrial development applications.

Landscape Plans

A landscape plan must include the following information:

- A site plan with a scale of not less than 1:200 illustrating all the areas proposed to be landscaped.
- A legend of plants showing botanical names of the proposed vegetation types.
- Quantity of plants, their spacing, and landscape vegetation.
- Pot sizes of plants at the time of planting.
- Identification of existing vegetation types, their botanical names and their intended use.
- Details of ground treatment such as paving, grass, etc.
- Details indicating how water harvesting of impervious surfaces will be undertaken and used to irrigate landscaped beds.
- Approximate location of neighbouring buildings to fence lines.
- Location of any existing, and proposed, fences.

Landscaping is required to be installed in accordance with an approved landscape plan.

Landscaping on Council Verges

- All landscape plans must clearly show any proposed treatments or landscaping proposed to take place within the Council verge: e.g., grass and paving.
- Any existing trees located on the Council verge must be shown.
- No street trees shall be removed unless written approval is obtained from the Manager Parks.

Shade Tree Requirements for Car Parking Areas

The Shire requires proponents to plant a minimum of one shade tree for every 6 car bays provided on the lot, to Council's satisfaction.

Reticulation Plans

A reticulation plan will accompany the landscape plan. It shall detail:

- Scheme and bore water requirements.
- The approved bore licence from the Department of Environment and Conservation.
- Any other proposed sources of water (e.g., rainwater tanks).
- Locations of compensating basins and sumps.
- Methods of reticulation (such as trickle or fixed systems).
- Indicate the method of operation (automatic/manual).
- The watering schedule.

Planning of Indigenous Species

Indigenous and “water-wise” plant species are strongly preferred. Indigenous plants are adapted to the local climate, and provide habitat and food for local fauna. Large areas of grass or lawn should be avoided.

The Shire encourages all proponents of new developments to use indigenous vegetation species when preparing landscape plans.

Please contact the Shire’s Planning Services for enquiries.

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LOCAL PLANNING SCHEME NO. 3

FORRESTFIELD/HIGH WYCOMBE INDUSTRIAL AREA DESIGN GUIDELINES

Reviewed February 2019

P-DEV 67 Local Planning Policy – Forrestfield / High Wycombe Industrial Area – Design Guidelines

Local Planning Policy and Management Procedure	Relevant Delegation Development Services
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Adopted	DD/MM/YYYY	Next Review Date	DD/MM/YYYY
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Contents

Contents

1.0.	INTRODUCTION	1
1.1	Background	1
1.2	Vision/Statement of Intent	1
1.3	Design Guidelines Area	2
1.4	Design Guidelines Purpose	3
1.5	Design Guidelines Objectives	3
1.6	Application of these Design Guidelines	4
2.0.	LAND USE	4
3.0.	SITE DEVELOPMENT	5
3.1	Building Orientation	5
3.2	Site Coverage.....	5
3.3	Plot Ratio	5
3.4	Building Layout & Setbacks	5
3.5	Vehicle Parking, Access & Circulation.....	7
3.6	Pedestrians & Cyclists	8
3.7	External Service & Storage Areas	9
3.8	Loading & Service Areas.....	9
3.9	External Lighting.....	9
3.10	Boundary Fencing	10
4.0.	BUILT FORM GUIDELINES	11
4.1	Building Design, Character & Detailing.....	11
4.2	Materials, Finishes & Colours	12
4.3	Plant & Equipment.....	15

4.4	Outbuildings & Other Structures	15
4.5	Signage	15
5.0.	ENVIRONMENTAL MANAGEMENT	17
5.1	Landscaping	17
5.2	Landscape Reticulation	20
5.3	Rainwater/Stormwater Disposal & Harvesting.....	20
5.4	Waste Management	20
5.5	Natural Light & Ventilation	21
5.6	External Lighting of Buildings & Spaces	22
5.7	Internal Lighting of Buildings	22
5.8	Water Use & Storage	22
6.0.	SITE AMENITY	22
6.1	Landscape Maintenance	22
6.2	Building Maintenance	23
6.3	CPTED & Safer Design.....	23
APPENDIX 1 – Development Application Requirements		24
APPENDIX 2 – Landscape Plan & Reticulation Plan Requirements		25

FORRESTFIELD/HIGH WYCOMBE INDUSTRIAL AREA DESIGN GUIDELINES

1.0. INTRODUCTION

1.1 Background

The Design Guidelines Area formerly known as Forrestfield/High Wycombe Industrial Area has been identified under the WA State Government's key strategic planning documents "Perth and Peel @ 3.5 million" and in the Economic and Employment Land Strategy: non-heavy industrial (2012).

Some of the land within the Design Guidelines Area has previously been the subject of rural residential-type development. The City acknowledges that the progressive development of the area for industrial land use activities may lead to some amenity implications for residents who wish to remain on their properties in the short-term. However, the City shall endeavour to minimise any potential problems through the development application assessment process.

It is apparent that industrial areas in many parts of the Perth metropolitan area have often reflected inadequate attention to building design, site layouts, appropriate land uses and site landscaping. This has resulted in industrial areas with rudimentary shed structures, often with offices, storage sheds and areas designed and arranged in a seemingly haphazard manner, with poor vehicle accessibility and parking arrangements, minimal landscaping, signage clutter, unsightly perimeter fencing and visually unattractive streetscapes. The City of Kalamunda is committed to ensuring this will not be the case in the new Forrestfield/High Wycombe Industrial Area.

Compliance with this Design Guidelines shall also ensure that new development is more efficient and sustainable in the use of energy, water and resources.

Irrespective of these Design Guidelines, all designs and building works shall at all times conform to all relevant Australian Standards and Building Codes.

1.2 Vision/Statement of Intent

The City of Kalamunda is firm in its resolve to oversee the development of a high standard, attractive, functional and sustainable industrial area, which will attract a range of businesses eager to locate within the area, offering ease of access to both customers and suppliers.

In addition to the usual industrial uses, the City will encourage land uses that take advantage of the lands strategic location in respect to major transport infrastructure, including Perth Airport, Roe Highway and Tonkin Highway. On this basis, logistics and other transport based industries are preferred land uses to take advantage of the lands locational attributes.

The Design Guidelines aim to complement the attractiveness of the industrial area's geographic and strategic location, and to encourage design features, construction quality and landscaping of a high standard which will ensure the Forrestfield/High

Wycombe Industrial Area is a sought-after location for business relocation, and a prestigious industrial address.

The City of Kalamunda will insist upon a high standard of presentation and quality for new development in order to maintain the value of existing and future business investment throughout the Design Guidelines Area.

These Design Guidelines contain development application submission requirements, and detailed requirements for landscape plans.

1.3 Design Guidelines Area

These Design Guidelines apply to all development of land zoned “Industrial Development” and “Special Use” located within the area generally bounded by Roe Highway, Berkshire Road, Milner Road, and Sultana Road West, as indicated in red in **Figure 1** below. The areas of zoned land are illustrated in **Figure 2** over the page.



FIGURE 1 – Design Guidelines Area

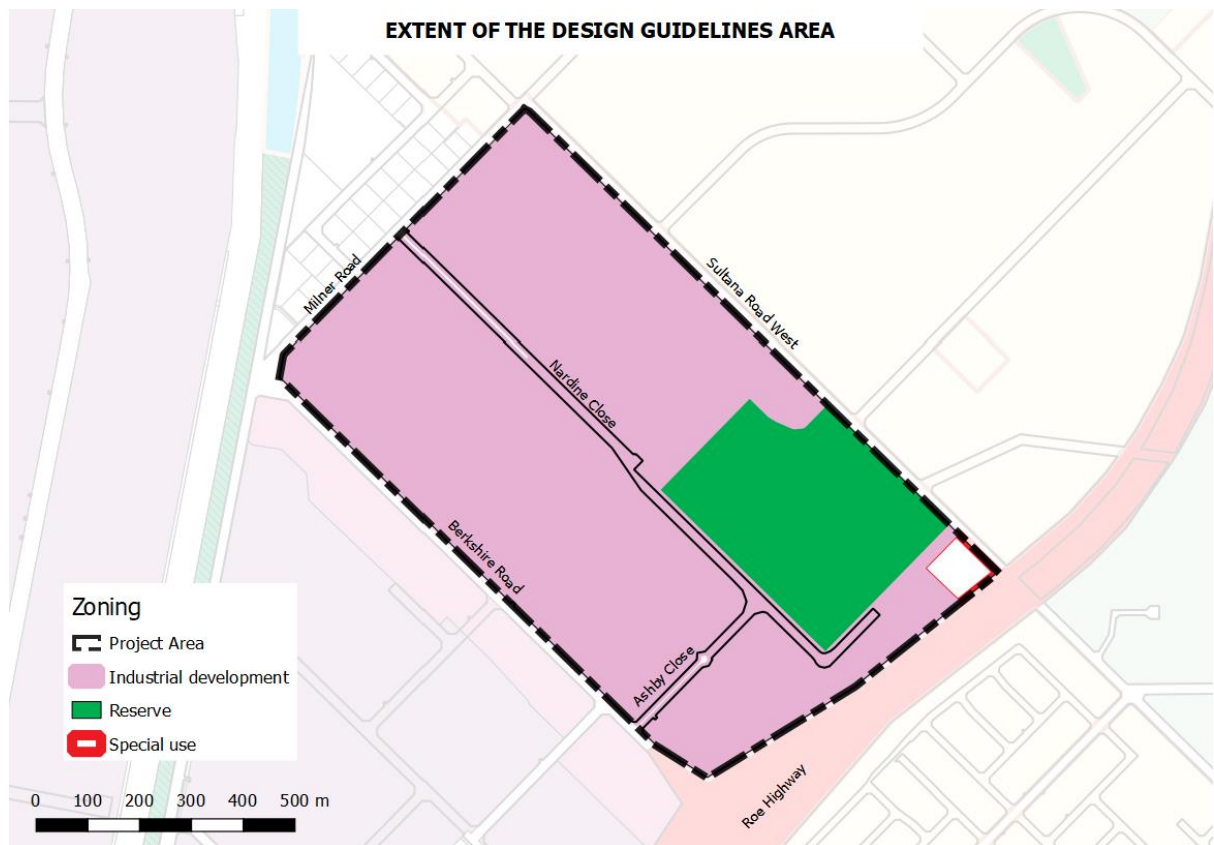


FIGURE 2 – Zoning Map

1.4 Design Guidelines Purpose

The Forrestfield/High Wycombe Industrial Area Design Guidelines provide clear and readily understandable criteria aimed at ensuring a consistently high standard of development is achieved throughout the Design Guidelines Area.

The Design Guidelines will also provide assistance to City of Kalamunda staff in assessing proposed developments.

The Design Guidelines contains principles, guidelines and some mandatory requirements relating to:

- Land use;
- Site development;
- Built form (including signage);
- Environmental management;
- Landscaping; and
- Site amenity.

1.5 Design Guidelines Objectives

- Facilitate a pleasant working environment, attractive streetscapes, and contribute to the protection of value in business investment within the area;

- To encourage attractive developments that are well designed, with functional and efficient buildings and site layouts;
- To encourage industries that are environmentally compatible with surrounding zones and activities;
- To encourage the development of high quality, attractive and sustainable landscaped areas and streetscapes;
- To encourage greater sustainability through energy and water-efficient building design and site development.
- To encourage water conservation through sustainable stormwater management, water-wise landscaping and water efficient reticulation in accordance with the Water Sensitive Urban Design principles.
- To minimise the impact of new industrial development on the environment and amenity of neighbouring residential properties;
- To minimise the impact of new industrial development on identified sensitive areas such as native bushland and waterways;
- To minimise unsightly and poorly planned and maintained developments;
- To encourage the value of existing and future business investment by insisting upon quality development throughout the Policy Area; and
- To encourage improved residential/light industrial interface for Lot 50 Sultana Road West.

1.6 Application of these Design Guidelines

The Design Guidelines act as a Local Planning Policy and has been prepared under and in accordance with Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015* (the Regulations). The Design Guidelines document is adopted under clause 6.4 of Local Planning Scheme No. 3. It is to be used in conjunction with the City's Local Planning Scheme No. 3, and other relevant planning policies and guidelines.

It shall also be used in conjunction with the City's adopted environmental health and engineering regulations, policies and practices.

2.0. SITE DEVELOPMENT

3.1 Building Orientation

The primary building entrance and façade shall front onto the primary street.

Wherever possible, buildings should be orientated and designed to be energy-efficient, and to conserve non-renewable energy.

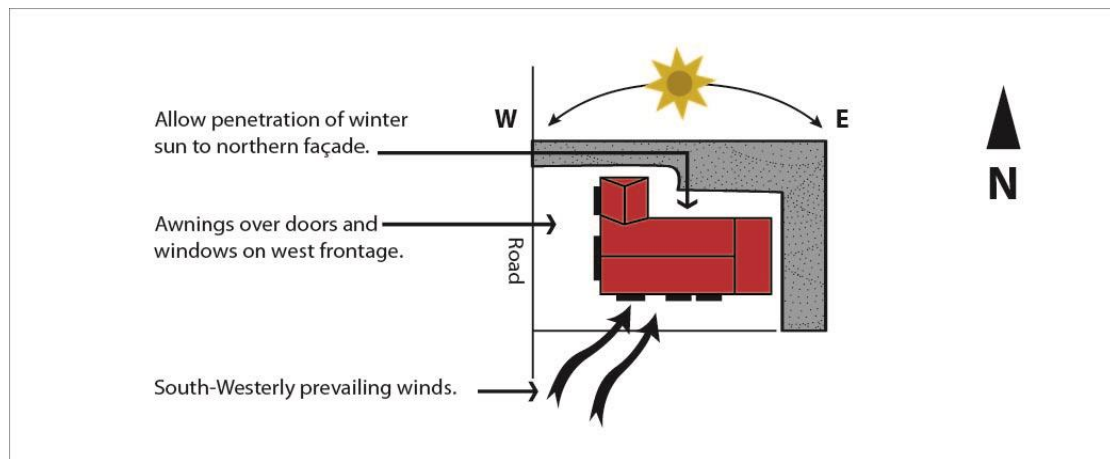


FIGURE 3 – Passive Solar Design Principles Applied to Building Orientation & Design

Passive solar design principles can include the following:

- Building orientation and wall openings should maximise exposure to the north and south;
- Building orientation and wall openings should maximise cross ventilation, especially cooling summer breezes from the south-west and south;
- The amount of walling and wall openings facing east and west should be minimised; or if this is not possible/practical, ensure adequate shading of the walls and wall openings; and
- Appropriate landscaping (trees, wall creepers, etc.) should be provided to create shade in summer, and to allow the penetration of winter sun.

3.2 Site Coverage

Site coverage requirements within the Forrestfield/High Wycombe Industrial Area are outlined in the City of Kalamunda Local Planning Scheme No. 3.

3.3 Plot Ratio

Plot ratio requirements within the Forrestfield/High Wycombe Industrial Area is outlined in the City of Kalamunda Local Planning Scheme No. 3.

3.4 Building Layout & Setbacks

The following minimum building setbacks shall apply to land within subject area “ on **Figure 1** and zoned “Industrial Development” and “Special Use”:

	SETBACKS				SITE REQUIREMENTS		
Zones	Front	Minor Street	Side	Rear	Site Coverage	Plot Ratio	Landscaping Strip (Road Frontage)
Industrial Development	20m ⁽¹⁾	10m ⁽²⁾	At the discretion of Council ⁽³⁾	At the discretion of Council ⁽³⁾	60 %	0.5	6m 8m along properties with frontage onto Sultana Road West

⁽¹⁾ Berkshire Road, Milner Road and Sultana Road West

⁽²⁾ All other roads (Nardine Close, Ashby Close and Bonser Road)

⁽³⁾ Proponents of new developments are encouraged to set back buildings a minimum of 3m from both the side and rear boundaries to assist with natural light penetration and natural cross-flow ventilation.

The land between the street alignment and the front of a building may only be used for access, the daily parking of vehicles or landscaping.

The setback area between the main building and any road must not be used for storage purposes, for loading or unloading vehicles, or for the parking of haulage or service vehicles, or for repairing and/or maintaining vehicles or items.

The primary entrance of the main office/administration should be visible from the street, and have a clear and safe pedestrian path leading to it from the visitors' parking area.

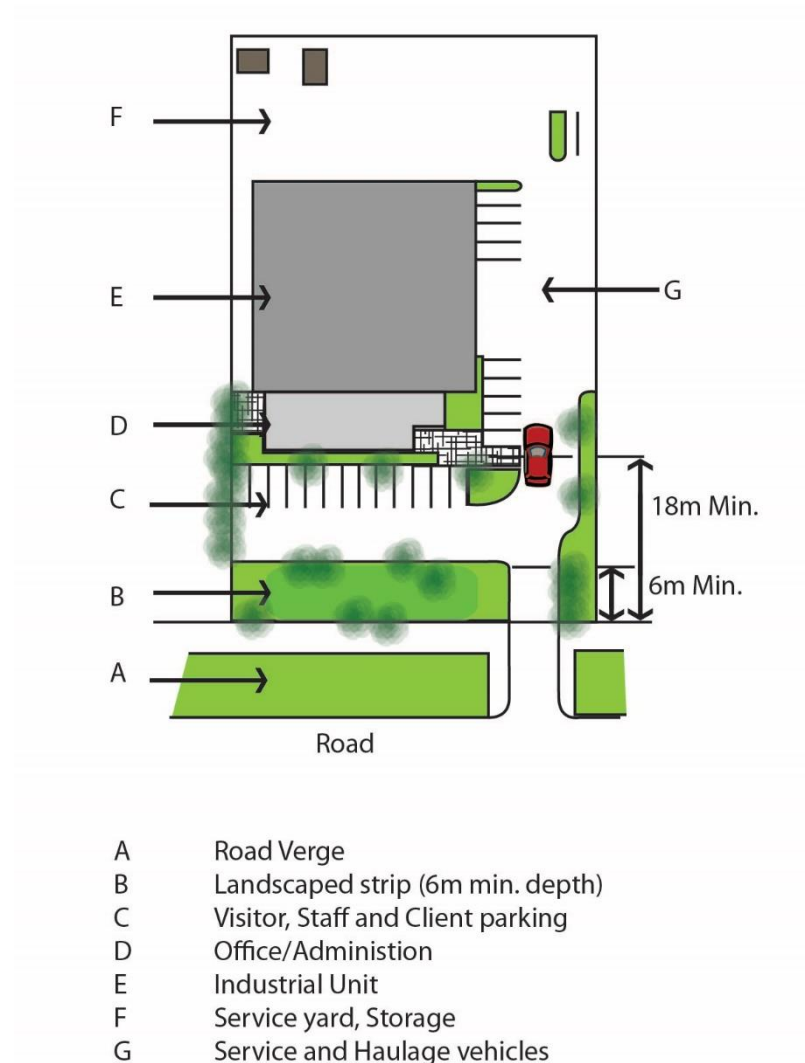


FIGURE 4 – Model Site layout

3.5 Vehicle Parking, Access & Circulation

Number of Car Parking Bays Required:

The provision of car parking bays for staff and visitors is outlined within Local Planning Scheme No. 3.

Vehicle Access:

- All vehicle access must be contained on site.
- All vehicles must be able to exit the site in a forward direction.
- The number of access points to a site shall be limited to 1 access point per 40m lot frontage. The Council may limit the number of access points where it considers a traffic hazard for road users. Access points should be designed to provide safe ingress/egress for vehicles and pedestrians.

- Vehicle access for Lot 50 Sultana Road West shall be permitted via Sultana Road West for residential purposes only, all other land uses shall be from Road 2a unless otherwise approved by Council.

Design of Vehicle Parking Areas and Accessways:

Accessways and parking areas must be planned and designed to achieve the following outcomes:

- Vehicle parking and circulation should be clearly marked and laid out and easily understandable by all users;
- Large expanses of parking are discouraged in favour of smaller modules broken up with vegetation and shade tree planting;
- Service and haulage vehicle parking areas are to be separated from visitor and staff parking areas, screened from the street, and located at the rear or sides of the buildings and behind the front building line;
- Within the service and haulage vehicle parking areas, large vehicle parking bays are to be located separate from small vehicle parking bays;
- Areas for loading bays, vehicle manoeuvring and outdoor storage are to be located separate from visitor and staff parking areas;
- External loading bays shall not be visible from primary street frontages, shall have access that is safe and convenient, shall be located at the side or rear of properties, and shall be screened from public streets by walls, landscaped earth mounds or dense planting;
- Clear paths are to be provided for pedestrian movement separate from areas of frequent vehicular movement;
- Parking areas for staff, clients and visitors are to be located adjacent to office/reception areas of buildings, with clear sight lines to entrances;
- Parking areas for staff, clients and visitors are to be provided with suitable species of canopy tree at a ratio of 1 tree per 4 car bays, spaced evenly throughout the parking area(s); [Further details provided in Section 6.0]
- Car parking areas are not to be used for temporary storage of goods, for servicing or for loading;
- Parking areas should be designed to channel rain water into areas set aside for planted vegetation;
- Parking for persons with disabilities is to be designed in accordance with the appropriate Australian and ACROD standards.
- Parking areas and access driveways must be paved or sealed with asphalt.



3.6 Pedestrians & Cyclists

In order to encourage staff members to travel to work by means other than the private car, new developments should provide end-of-trip facilities for pedestrians and cyclists. These could include secure bicycle storage, lockers and showers.

3.7 External Service & Storage Areas

- No open storage of goods, unserviceable vehicles or machinery shall be carried out within the front setback area (forward of the building line).
- All open storage areas shall be screened from the street and adjoining properties by landscaping, fencing and/or other means acceptable to the City of Kalamunda. Any screen fencing should use materials and colours that complement the main building design and, where possible, made to integrate with the building structure.
- Rubbish bin storage areas shall be screened from all road fronts. The dimensions and location of rubbish bin storage areas will be at the discretion of Council.
- All plant and equipment storage areas are to be adequately screened from public view from all road frontages.
- The preferred location for all external plant, service yards and bulk storage areas is at the rear of the lot.
- The storage of goods, materials, supplies or equipment is not permitted on road reserves, driveways, car parking areas, landscaped areas or public spaces.

3.8 Loading & Service Areas

- Loading bays and service dock areas shall be located at the rear or sides of buildings, and away from the main building entrance, or relatively visible areas.
- Where possible, service and loading areas should be enclosed within the building.
- Any external loading and service areas should be appropriately screened to minimise views from a public road and adjoining buildings.
- Loading areas should be designed to accommodate vehicular manoeuvring on site and should not prohibit on-site vehicular circulation or cause traffic queues.

3.9 External Lighting

- Lighting must be adequate to ensure a safe and secure environment.
- All external lighting shall be utilised in a manner which is consistent with the use for which it was designed (e.g., flood or spotlights, bollard lights, sensor lights, etc.)
- Beacons, search lights, blinking lights, flashing or changing intensity lights will not be permitted.
- Lighting should be directed away from adjacent buildings and any public roads.
- Security lighting should be confined to entrances and pedestrian areas and should not project onto any public road.
- All car parking areas, pedestrian routes and entrances shall be well lit. Parking area lighting should have a greater height than pedestrian area lighting, and be focussed downwards. Bollard lighting and pavement inset lighting is encouraged for pedestrian pathways.

3.10 Boundary Fencing

The intent of boundary fencing for individual premises within the Forrestfield/High Wycombe Industrial Area is to provide security for businesses without compromising the visual quality and overall character of the streetscapes.

- Fences and gates shall be integrated with site planning and the design of the building(s). Fencing shall generally be visually permeable and unobtrusive.
- Forward of the front setback line, the minimum fencing standard is an 1800mm high metal tubing framed vertical pale and horizontal rail fence with powdercoat finish. Black is the preferred colour, as it tends to “disappear” into its surrounds. The fence must be predominantly “open” in appearance.



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- Behind the front setback line, the minimum standard for side and rear boundary fencing is black PVC galvanised link mesh fencing (barbed wire on top is permitted). Palisade and welded mesh fencing may also be acceptable. No link mesh fencing is permitted forward of the front setback line.
- All fences should be durable and resistant to weather conditions and vandalism.
- Sliding front gates are preferred. Where swinging gates are being installed on boundary fencing, these shall open inwards away from the street.
- Electrified fencing will only be permitted if considered suitable and necessary by the City of Kalamunda.
- The style, dimensions, materials and colours of all fencing shall be provided as an integral part of the Development Application.
- Any fencing forward of the street setback line at Lot 50 Sultana Road West shall be a maximum height of 1.8m above natural ground level and materials shall be consistent with P-DEV 57 Street Fencing and Walls Residential



Zoned Land requirements and Table 2 to the satisfaction of the City of Kalamunda.

3.0. BUILT FORM GUIDELINES

4.1 Building Design, Character & Detailing

Buildings should demonstrate excellence in design, detailing and construction, and incorporate best practice environmental sustainability.

A diversity of building designs will be encouraged. Buildings should have a modern industrial appearance, and the use of innovative, functional and attractive designs and building materials will generally be supported.

Buildings should be of a contemporary style, with office areas having a more “human” scale and located near the street frontage.

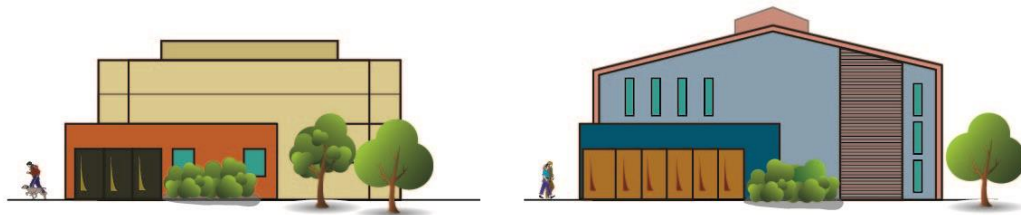


The office/administration building should be located near the street frontage, and be of a more “human” scale than its associated warehouse or factory unit.

Buildings must be designed to address the street, and significant emphasis must be placed on providing an attractive and interesting front elevation. The main entrance to the building must be clearly visible from the street, and be obvious to the arriving visitor. It should be at or near the front of the main building.

- The front elevation must display the corporate image, and have an inviting entrance, preferably with some weather protection such as an awning, canopy or verandah.
- A moderate to high level of articulation of building frontages is strongly encouraged. A high standard of architectural and building design is required.
- Building elevations on corner lots must address both street frontages. The side elevation should not be “forgotten” when the building is being designed and detailed.
- Rooftop structures such as plant and machinery should be located, as far as practical, in a position where it will be least visible from ground level.

- Monolithic buildings should be avoided. The mass of large buildings should be broken into groups of clusters or sub-parts where possible to reduce perceived scale.



- Large unrelieved expanses of blank wall or roof on one plane with uniform finishes must be avoided where they can be viewed from a street. This includes large expanses of mirrored glass.
- Where more than one building is planned for a site, they should be sited and designed to form an integrated “whole”, and present a visually harmonious image.
- Building design should be as flexible and innovative as possible to facilitate the changing needs of occupiers and their processes.
- Any buildings within 30m of the front boundary for Lot 50 Sultana Road West shall be commensurate with a residential scale. The maximum wall height in this area shall be 6m and the façade shall incorporate glazing and clearly definable entry points to the satisfaction of the City of Kalamunda.

4.2 Materials, Finishes & Colours

Sustainability

Building materials should be chosen which maximise durability, minimise maintenance, ensures good performance having due regard to the climate, maximises energy efficiency, promotes recycling, and maximises the use of renewable resources.

Design

New buildings should be designed with facades divided up into contrasting smaller areas or panels through the inclusion of different materials, the use of colour and various forms.

- A moderate to high level of articulation to provide visual interest and to “break up” building frontages is strongly encouraged. This can be achieved through one or more of the following treatments:
 - incorporating “in and out” walls;
 - including a high ratio of glass to solid wall;
 - using multiple façade materials (2-3 different appropriate materials on each street facade);
 - including bright colours on buildings as a “splash” feature or as a trim (i.e., as a limited special effect); and
 - using interesting roof shapes & roof angles (silhouettes).
- Different materials such as concrete panels, profiled metal sheet cladding and fibre cement cladding can be used for larger areas, with face brickwork,

stone panels and weatherboard panels as features, either separately or in combination.

- In addition, other feature elements can be used to achieve good, attractive design. For example, louvred vents and screens, projecting sun screens over windows, and exposed steel columns and bracings
- Consideration should also be given to dividing the façade(s) into top, middle and bottom sections using different materials and/or graded colours.
- Projecting sun screens over windows and overhanging roofs can also create interesting shadows on façades.

Building colours should generally be sympathetic and complementary with the natural environment (soils and vegetation), as well as the site landscaping. Generally, the use of dark colours should be reserved for the base of buildings, with lighter colours used for the upper levels.



Strong primary colours should be used sparingly to highlight building features or trim, and to add interest and relief to building façades.

Large areas of one material should be treated with muted colours and tones, avoiding strong hues.



Large areas of one material can be visually "broken up" and made to look more attractive and interesting by the judicious use of colour.

In this example, the visual impact of the large side wall with roller doors has been reduced by the use of two different but complementary colours.

Where a development is comprised of multiple buildings, or multiple tenancies within one building, the thoughtful use of complementary colours, materials, finishes and detailing can allow each business unit to be easily distinguishable and identifiable.

4.3 Plant & Equipment

All plant and equipment should be screened from public areas, or located at the rear of premises.

The exception to this may be where ductwork, stacks, tanks or flues that are necessary for the building to function are designed and treated as feature elements.

- Consider using plant and equipment as design features;
- Conceal unsightly plant such as air conditioning units;
- Use passive sustainable elements (such as water tanks and ventilation louvres) as design features and express these through the use of colour or by highlighting external structural elements.

4.4 Outbuildings & Other Structures

Where there are numerous separate buildings on the site, the design and location of each should be considered at the time of initial site planning. This will ensure that all buildings on the site will present as one integrated development.

This initial planning should extend to include possible future expansion of buildings, additional buildings and staging of development. The use of building forms, materials and colours should be complementary and consistent.

4.5 Signage

High quality, integrated signage is an important design element. Development proponents must provide an overall signage strategy, including proposed business advertising, information signage and directional signage, as an integral part of the development application process. An unnecessary proliferation of signs shall be avoided. The below provisions shall be read in conjunction with P-DEV 42 – Signage on Private Property.

Advertising Signs

Advertising signs attached to buildings shall be designed to be an integral part of the building – i.e., recessed into the façade, fascia or awnings, and co-ordinated in scale, colour and style. Signs can be incorporated as three-dimensional elements to add quality to the overall design effect.

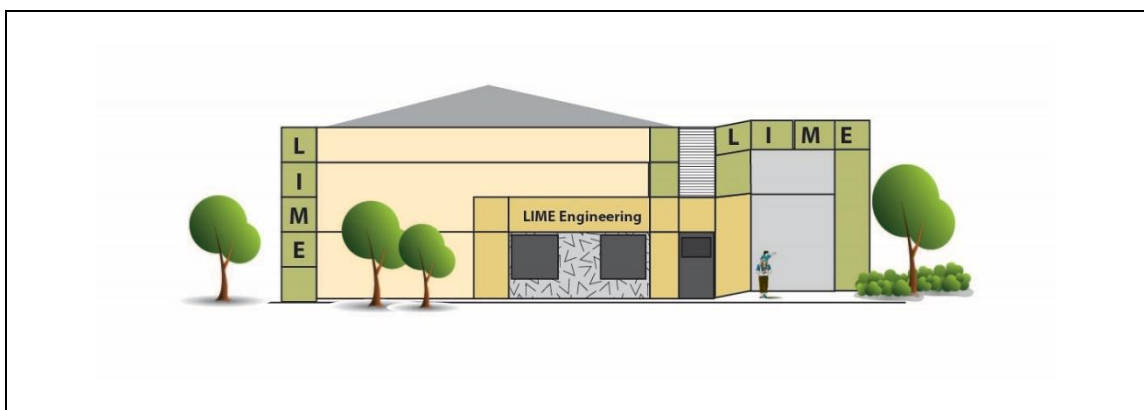


Figure 6 – Appropriate Locations for Corporate Signage

- All advertising signs shall be designed to be an integral part of the building fabric, and shall be of a standard equal to, and consistent with, the building design and detail;
- All signs located throughout the lot shall be of a consistent design character to maintain the amenity of the area;
- Only one free-standing identification sign or composite advertising sign is permitted per lot;
- Where multiple occupancy is proposed, the composite sign may have only one panel per occupancy; and
- Each premise will clearly display their street number.



Advertising signage information shall be limited to:

- The name, business logo, address, telephone number, email address and website associated with the premises;
- The name of the business or businesses contained within the premises; and
- The type of services, activities or products available within the premises.

Some signs and sign types will not be permitted. These are:

- Roof-mounted signs or signs which project above the ridge height of the building;
- Moving, flashing, pulsating, intermittent or sound-emitting signs;
- Changeable message signs;
- Sequined or glittering signs;
- Unrelated or “third party” signs;
- Signs attached to fences;
- Billboards;
- Any portable advertising sign located on the road reserve;
- Tower and monolith signs; and
- The excessive application of modern standardised corporate advertising.

Directional and Information Signs

Directional signage should assist visitors to the site, and include entry and exit signs, parking controls, and signs clearly indicating delivery and reception areas.

Directional signage should ideally be part of an overall signage “family” of complementary fonts, colours and other related imagery.

4.0. ENVIRONMENTAL MANAGEMENT

Among other things, the City of Kalamunda will be encouraging site and building design based on environmentally sustainable principles including correct solar aspect, appropriate materials and finishes, natural ventilation, water conservation and reuse, embodied energy and energy efficient operations, and the “greening” of sites and streetscapes.

5.1 Landscaping

Intent:

The City of Kalamunda is determined to oversee the development of the Forrestfield/High Wycombe Industrial Area as a high quality, attractive, sustainable and functional “estate”. An integral part of this “vision” will be the development of a high standard of landscaping – principally tree and shrub planting, as well as the protection of existing high quality natural vegetation.

Considering the large scale of most industrial buildings, larger-scale trees should form a significant proportion of plantings. These can be complemented by mass plantings of water-wise low shrubs, herbs, ground covers and strappy leaf plants between the trees. The use of plants which have colourful flowers and leaves is particularly encouraged.

Car parking areas must be well planted with shade trees at a ratio of 1 tree for every 4 bays to visually reduce the apparent size of the hard paving, to reduce the amount of radiated heat and the “heat island” effect which can occur during summer, and to provide welcome shade for parked cars.



The City has responsibility for the development and ongoing maintenance of landscaping in public areas: i.e., road reserves, parks and nature reserves, however Developer Contributions cover for the first two years from the point of development.

The City will undertake the landscaping of these public areas in partnership with private land owners, who will be responsible for the landscaping of their own properties. The establishment and ongoing maintenance of landscaped areas on private land will be an integral part of the site planning and development approval process.

Landscape Purpose:

Private landholdings will be landscaped in a manner which achieves the following objectives:

- to provide an attractive setting, “front yard” and entry for developments;
- to provide attractive streetscapes which complement street tree planting and other landscape measures undertaken by the City within the road reserves;
- to screen unsightly on-site activities or areas;
- to provide shade over paved areas, especially car parking areas;

- to provide plants that are hardy and drought-tolerant, which provide habitat and food for local fauna, and require minimal herbicides and pesticides; and
- to provide a high level of amenity for workers and visitors by providing summer shade, winter sun, and wind breaks.

Landscape Requirements:

- With the exception of all lots abutting the south side of Sultana Road West east of Milner Road, where an 8m landscaping Buffer is required, the first 6m (minimum) of each street frontage of every lot within the Industrial Development Zone shall be set aside, developed and maintained as landscaped (planted) space. The landscaping of this space shall contribute positively to the character of the streetscape.
- Landscaping behind fences should not form a dense screen, except where it is required to screen outdoor storage areas or plant and equipment.
- Perimeter fences may be placed behind landscaping strips, however the landscaping outside the lot boundary should generally require only low maintenance (street trees, mulch) and should not easily trap wind-blown refuse.



- Wheel stops at the front ends of car parking bays must be used to prevent cars damaging trees.
- All landscape designs should be practical and easily maintained.
- All applications for Approval to Commence Development by the City of Kalamunda to include a detailed landscape plan as documented in **Appendix 2** of this Design Guidelines.

- Narrow landscaped strips (i.e., less than 2m in width excluding kerbs and other barriers) are ineffective and should be avoided.
- Plantings should generally allow views into and across industrial sites rather than seeking to screen them entirely from view. However, landscaping shall be used, perhaps in conjunction with screen fencing, to hide outdoor storage areas.
- Indigenous and “water-wise” plant species are strongly preferred. Large areas of grass should be avoided.
- Significant tree planting should be a feature of every landscape plan. Trees shall be planted within the landscape strip of every street frontage at the minimum rate of one tree for every 6 metres of total lot frontage. These should preferably be planted at staggered intervals in two rows.
- The use of mature/advanced plants to create an immediate visual impact and to enhance the amenity of the area is preferred.
- The landscape design for each site shall be undertaken by a qualified landscape professional. All landscaping and planting shall be undertaken by a qualified contractor.
- Proponents of new developments must make every endeavour to retain any existing large, healthy, mature trees on site, and accommodate their retention and ongoing protection in any site and landscape plan if possible and practical.



Landscape Requirements for Lots Zoned Industrial Development Abutting the South Side of Sultana Road West and Located East of Milner Road:

These lots are planned to be developed for industrial purposes as part of Stage 1, and well before lots on the north side of Sultana Road West in Stage 3 are developed. The lots on the north side of Sultana Road West are currently being used for rural residential-type development. For this reason, an additional level of visual protection from new industrial development for existing residents is warranted.

Therefore, for lots abutting the south side of Sultana Road West and located east of Milner Road, the first 8m (minimum) of the Sultana Road West frontage of every lot shall be set aside, developed and maintained as landscaped (planted) space. The landscaping of this space shall act as a landscaped buffer and provide adequate visual screening from the road of the buildings and activities on the lot, and contribute positively to the character of the streetscape.

Apart from this requirement, all other landscaping requirements listed in the previous section shall apply to lots zoned Industrial Development abutting the south side of Sultana Road West and located east of Milner Road.

5.2 Landscape Reticulation

To ensure plantings are successful, landscaped areas shall be irrigated with an appropriate reticulated watering system. Land owners should:

- Install a low flow trickle irrigation system;
- Install a programmable water controller/timer system; and
- Direct rainwater runoff from buildings and hardstand areas to the landscaped areas.

Irrigation should take place at night or early morning to reduce evaporation losses.

It is also recommended that land owners install external rainwater tanks to irrigate planted areas (and/or provide water for internal domestic use such as toilet flushing).

5.3 Rainwater/Stormwater Disposal & Harvesting

Pervious surfaces should be used wherever possible.

All impervious surfaces must be adequately served with appropriate stormwater inlets and on-site pervious drainage swales to ensure all stormwater is handled within the site boundary or treated appropriately prior to legal discharge.

Stormwater is not to be discharged to adjoining properties.

Parking areas should be designed to channel some stormwater into areas set aside for planted vegetation. Water-sensitive urban design measures should be incorporated into site design, including:

- Using grassed swales instead of conventional kerbing and channel drainage;
- Using filter strips such as a maintained grass or vegetated strip; and
- Using stormwater infiltration measures at the end of swales or open drains.

Stormwater runoff from roofs should be sent to rainwater tanks that are plumbed in to irrigate landscaped areas, or for showering and toilet flushing.

Surface grading of all sites must be designed to eliminate ponding or back-up of water.

5.4 Waste Management

Waste storage and disposal facilities should be integrated with the site and building design.

Waste and refuse should be stored in a purpose-built facility, and screened from any adjacent street and staff amenity/recreation areas. Where possible these areas should be contained within the building. Wind-proof cages should be used to prevent scattering of waste.

All inadvertent discharge from equipment and vehicle cleaning, servicing etc., (not captured by the wastewater system) must be cleaned and filtered prior to entry into the stormwater system.

Recycling storage facilities should be provided

5.5 Natural Light & Ventilation

To complement the solar passive site layout and building orientation guidelines described in Section 4.0, the following building design initiatives are aimed at conserving non-renewable energy, and improving employee comfort by assisting the penetration into buildings of natural light and ventilation.

Natural Light:

Roof lights have the ability to introduce UV filtered sunlight into the centre of a building. Translucent roof light material is recommended.

Clerestory windows can introduce natural light (preferably diffused southern light) into the centre of a building, thereby reducing the need for artificial lighting.

Ventilation:

Side wall ventilation openings can be used to encourage cross-ventilation through a building. Clerestory windows provide an outlet for rising warm air within a building, and also allow cross-ventilation.

Small wind-powered ventilation turbines located on a roof increase a building's air circulation by aiding the extraction of hot air from a building, which then allows cooler air to enter at a lower level. Large roof vents can also assist this process.

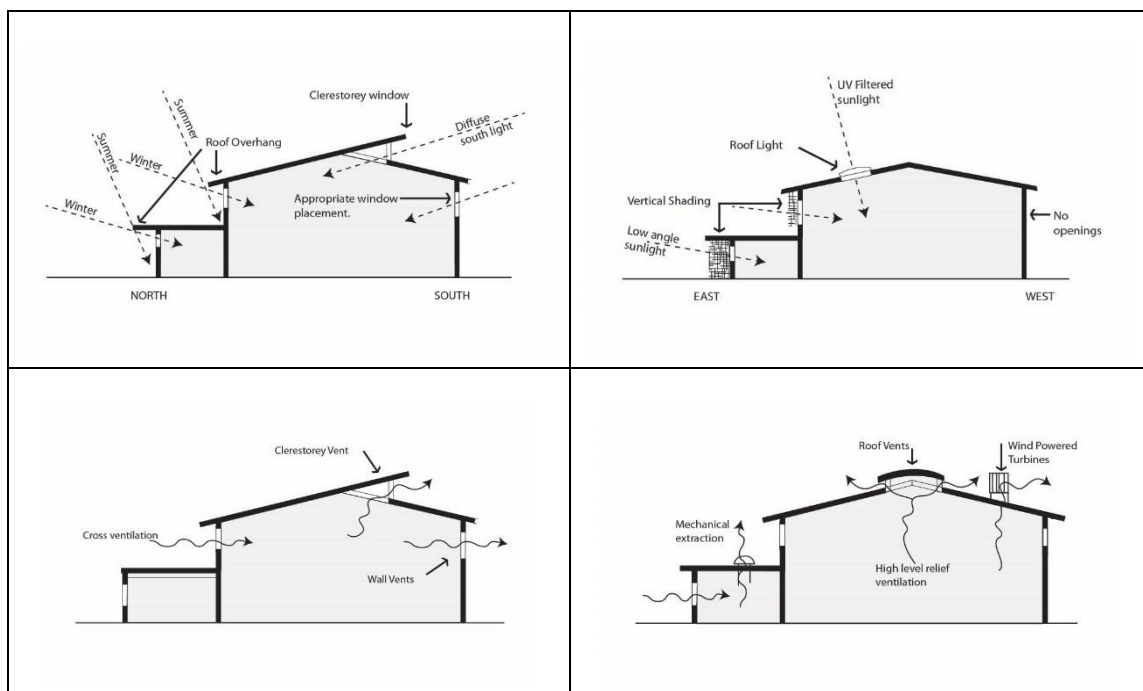


FIGURE 7 – Provision of Cross Ventilation & Natural Lighting

5.6 External Lighting of Buildings & Spaces

- No glare or light spill from a property should adversely affect adjoining properties or passing motorists. Baffled or directional lighting should be used to minimise this eventuality.
- Energy-efficient lighting systems are recommended for external areas.
- Lights controlled by timer controls or motion sensors are also recommended to save energy.

5.7 Internal Lighting of Buildings

It is recommended that:

- energy efficient light fittings be used; and
- lights controlled by timers, photosensitive cells or motion sensors be used where possible and appropriate.

5.8 Water Use & Storage

The following recommendations are consistent with the Building Code of Australia 5 Star Plus energy and water efficiency measures:

- install solar or 5 star gas (or heat pump) hot water systems;
- install water efficient showerheads;
- install water efficient tap fittings in all kitchen sinks and bathroom basins; and
- fit water efficient dual flush toilets, and/or waterless urinals.

It is also recommended that land owners install external rainwater tanks to irrigate planted areas (and/or provide water for internal domestic use such as toilet flushing). The recycling of grey water will be encouraged.

5.0. SITE AMENITY

6.1 Landscape Maintenance

Conditions of consent or planning approval will require ongoing maintenance of the following items:

- All accidental damage or vandalism should be repaired promptly.
- Preventative maintenance should be undertaken as part of a regularly scheduled process to maintain the appearance, efficiency and safety of the

site. A site maintenance manual and schedule should be prepared, updated and used on a recurring basis.

- All dead plants, branches, weeds and leaf litter should be removed on a regular basis. All dead plants should be replaced promptly (subject to prevailing weather conditions).
- Irrigation systems should be checked regularly for leaks and damage.

6.2 Building Maintenance

All buildings, car parks, signage and paved areas are to be maintained to a high level of presentation.

- All painted surfaces are to be kept in good repair with regular scheduled repainting as required.
- Preventative maintenance should be undertaken as part of a regularly scheduled process. A building maintenance manual and schedule should be prepared, updated and used on a recurring basis.
- Safety and health must be protected at all times. All accidental damage or vandalism should be repaired promptly.

6.3 CPTED & Safer Design

Site layout and design should conform to the principles of “Safer Design”, or “Crime Prevention through Environmental Design” (CPTED) principles. These include the provision of:

- clear sightlines;
- pedestrian safety, good connections and access;
- active and passive surveillance of the public realm from private property;
- “neck to knee” clearance zones in landscaped car parks for better surveillance;
- “open” planting adjacent to public thoroughfares;
- good lighting of car parks and pedestrian routes;
- visually permeable fencing along open space edges to sites;
- clear direction signage;
- vandal-proof fittings on furniture, lights and other items; and
- robust materials.

*

APPENDIX 1 – Development Application Requirements

1	Completed Schedule 6 Form signed by the property owner.
2	Prerequisite planning fee.
3	Copy of Certificate of Title.
4	<p>Detailed written statement in support of proposal, including but not limited to:</p> <ul style="list-style-type: none"> ▪ Type of use/development. ▪ Hours of normal and peak operation, and number of employees. ▪ Compliance with the Town Planning Scheme, these Design Guidelines, and any other applicable Detailed Area Plans, Structure Plans, Outline Development Plans and other applicable City of Kalamunda policies. ▪ Justification for any proposed variations. ▪ Distance of all structures from nearest boundaries. ▪ Existing and proposed building envelope (if applicable)
5	<p>Site plan (4 copies) of a scale of no less than 1:500 showing:</p> <ul style="list-style-type: none"> ▪ Lot number(s), land area, boundaries, dimensions of the site and a north point (preferably to the top of the page). ▪ Location of existing buildings and landscaping to be retained. ▪ Existing ground features including watercourses. ▪ Location of proposed buildings and landscaping. ▪ Details of effluent disposal systems. ▪ Gully and manhole locations, pipe sizes, subsoil drainage requirements, falls to paved areas, falls to landscaped areas, proposed connection of City system and soak wells. ▪ Existing and proposed contours and floor levels, embankments and retaining walls. ▪ Location and type of any easements. ▪ Details of roads, accessways, crossovers, visitor and staff car parking, commercial vehicle parking and manoeuvring, location of loading/unloading areas, fencing location and type, and any proposed verge treatments. ▪ Details of any open space and staff amenity areas. ▪ Schedule of materials, colours and finishes. ▪ Location and details of any cut and fill, and method of retaining. ▪ Location and type of bin storage areas and recycling facilities. ▪ Statement regarding all energy efficiency measures proposed, and how it is planned to minimise water use.
6	<p>Floor plans (4 copies) of a scale of no less than 1:500 showing:</p> <ul style="list-style-type: none"> ▪ Internal dimensions. ▪ The uses to take place in each part of the building(s) ▪ Public & staff facilities clearly marked. ▪ All entrances and fire exits.
7	Elevations (4 copies) of a scale of no less than 1:500 showing external dimensions, fixtures & lighting details.
8	Coloured streetscape elevation(s) (4 copies) for all developments exceeding \$1M.
9	Signage strategy. (Advertising, information and directional)
10	Landscape plan. (See Appendix 1)
11	Landscape reticulation plan. (See Appendix 1)

*

APPENDIX 2 – Landscape Plan & Reticulation Plan Requirements

Landscaping has the potential to improve the visual amenity and environmental sustainability of all urban areas, including light industrial areas. Landscaping should not only complement the appearance of a proposed development but also that of surrounding land uses. Consequently the City of Kalamunda requires that detailed landscape and reticulation plans accompany all new industrial development applications.

Landscape Plans

A landscape plan must include the following information:

- A site plan with a scale of not less than 1:200 illustrating all the areas proposed to be landscaped.
- A legend of plants showing botanical names of the proposed vegetation types.
- Quantity of plants, their spacing, and landscape vegetation.
- Pot sizes of plants at the time of planting.
- Identification of existing vegetation types, their botanical names and their intended use.
- Details of ground treatment such as paving, grass, etc.
- Details indicating how water harvesting of impervious surfaces will be undertaken and used to irrigate landscaped beds.
- Approximate location of neighbouring buildings to fence lines.
- Location of any existing, and proposed, fences.

Landscaping is required to be installed in accordance with an approved landscape plan.

Landscaping on Council Verges

- All landscape plans must clearly show any proposed treatments or landscaping proposed to take place within the Council verge: e.g., grass and paving.
- Any existing trees located on the Council verge must be shown.
- No street trees shall be removed unless written approval is obtained from the Manager Parks.

Shade Tree Requirements for Car Parking Areas

The City requires proponents to plant a minimum of one shade tree for every 6 car bays provided on the lot, to Council's satisfaction.

Reticulation Plans

A reticulation plan will accompany the landscape plan. It shall detail:

- Scheme and bore water requirements.
- The approved bore licence from the Department of Environment and Conservation.
- Any other proposed sources of water (e.g., rainwater tanks).
- Locations of compensating basins and sumps.
- Methods of reticulation (such as trickle or fixed systems).
- Indicate the method of operation (automatic/manual).
- The watering schedule.

Planning of Indigenous Species

Indigenous and “water-wise” plant species are strongly preferred. Indigenous plants are adapted to the local climate, and provide habitat and food for local fauna. Large areas of grass or lawn should be avoided.

The City encourages all proponents of new developments to use indigenous vegetation species when preparing landscape plans.

Please contact the City's Planning Services for enquiries.

*



Structure Plan Notes

Subdivision, strata titling and design requirements

General

1. Notation A denotes Berkshire Road / Milner Road / Dundas Road full movement intersection.

Lot Size

2. Industrial subdivision is to meet the requirements of the Scheme and WAPC Policy DC4.1 - Industrial Subdivision unless otherwise specified.

3. Notation B denotes a minimum lot size for Lots 50 - 52 Sultana Road West, Lots 3 - 6 Ashby Close and Lot 547 Berkshire Road is 2000m².

4. Remaining lots, minimum size of approximately one (1) hectare applies.

Battleaxe Development

5. Notation C denotes that no battleaxe subdivision will be supported (unless otherwise depicted on the Structure Plan Map).

6. Notation D denotes that single or shared battleaxe legs are not permitted to service industrial development on existing Lots 50, 51 and 52 Sultana Road West and Lots 5, 6 and 8 Ashby Close. Approval to non-residential development is contingent on securing direct access to a constructed public road.

7. Subdivision will be permitted on Lots 50 - 52 Sultana Road West, Lots 3 - 6 Ashby Close and Lot 547 Berkshire Road subject to the construction of Road 2A.

Industrial Strata Titling

8. Industrial unit strata titling will only be supported in circumstances where a management statement is imposed as a condition of strata approval to the satisfaction of the Shire that ensures appropriate management arrangements and ongoing compliance with all development criteria as contained with the Scheme, this Structure Plan, any supporting planning policy or design guidelines, or any other requirements specified by the Shire.

Development Criteria and Requirements

Land Use Permissibility

9. Although the permissibility of uses is as set out in Table 1 in the Scheme, the Structure Plan intent is to facilitate land uses that take advantage of the lands strategic location in respect to major transport infrastructure, including Perth Airport, Roe Highway and Tonkin Highway. On this basis, logistics and other transport based industries are preferred land uses to take advantage of the lands locational attributes.

10. When considering development applications for 'D' and 'A' uses under the Scheme, consideration will be given to the extent that the proposed use supports the Structure Plan intent in accordance with (a) above.

Built Form

11. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, any wall or building facing any street is to be painted or otherwise treated to ensure an appropriate standard of visual amenity to the satisfaction of the Shire.

12. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, service areas, bin and storage areas and services such as air conditioners and other machinery are to be screened such that they are not visible from the street.

Vehicle Access and Movement

13. No vehicular access for non-residential development will be permitted via existing battleaxe legs.

14. All vehicular access for all non-residential development is to be taken directly from a gazetted and constructed public road.

15. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, internal driveways and car parks are to be designed to ensure slow speeds. Lengths of driveway or car parks exceeding 50 metres are to incorporate speed control devices including minor level changes.

16. Vehicle access at the intersection of Ashby Close and Berkshire Road will be restricted to left in, left out only.

Pedestrian Movement and Amenity

17. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, footpaths are to be provided connecting car parking areas to buildings to the satisfaction of the Shire.

Landscaping

18. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, landscaping is to be provided within any development site of a sufficient quality to ensure an attractive well-landscaped environment.

19. Landscaping within car parks throughout the Structure Plan area is to be in accordance with the requirements of the Scheme, any applicable planning policy and design guidelines.

20. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, the tree species implemented, when not used for screening purposes, shall be of a type having high branch free stems to facilitate surveillance and visibility of building fronts and with a large canopy to achieve adequate shading of car parking areas.

Signage

21. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, signage is to relate directly to the building containing the use or service and any associated products for advertising purposes, and is not to be excessive or unnecessary. Third party signage is not permitted.

Energy Efficiency

22. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, building openings should be orientated to benefit from passive climatic heating and cooling opportunities to reduce fixed energy consumption.

23. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, all new buildings should incorporate energy saving design and technology where practical to do so.

Design Guidelines

24. For additional development criteria and requirements applicable in the Structure Plan area, refer to the Forrestfield/High Wycombe Industrial Area Design Guidelines.

LEGEND

	Structure Plan Boundary		Existing Road		Roe Highway		10 metre Setback Line (minor street)
	Metropolitan Region Scheme Reserve - Parks and Recreation		New Road		Pedestrian Path		8 metre Landscaped Buffer to Sultana West Road
	Local Planning Scheme No. 3 - Industrial Development Zone		Potential New Road		Shared Path		6 metre Landscaping Strip
	Local Planning Scheme No. 3 - Special Use Zone - Composite		New road connection/intersection		20 metre setback line (main street)		Bush Forever Interface Treatment
	City of Kalamunda		Emergency Access				

This concept has been prepared for the purpose of meeting client specifications. The drawing does not constitute an invitation, agreement or contract (or any part thereof) of any kind whatsoever.

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Forrestfield/ High Wycombe Industrial Area
Stage 1 - Local Structure Plan Map
Shire of Kalamunda

Date: 20 January 2017
Scale: 1:5000 @ A3
Drawing No. 710-135 ST1H 2017-01-20.dwg

Designer: MC
Drawn: PR



Wattle Grove Cell 9
Development Contribution Plan – Report
June 2019

Contents

1. Introduction	1
1.1 Background	1
1.2 Purpose of Development Contribution Plan	1
1.3 Status	1
2. Infrastructure, Land and Other Items	2
2.1 Land Value	2
2.1.1 Land for Roads, Public Open Space and Miscellanea	2
2.2 Roads / Intersections	2
2.2.1 Hale Road	2
2.2.2 Woodlupine Brook Improvements	3
2.2.3 Sheffield Road/Arthur Road Pathway Installation.....	3
2.3 Developer Drainage Works	3
2.4 Miscellaneous Land Acquisition Related Works	3
2.5 Project Management	4
2.6 Education Department Loan	4
2.7 Administrative Items (including consultant expenses)	4
2.6 Estimated Costs	5
2.7 Total Expenditure	5
3. Development Contribution Methodology	6
4. Priority and Timing of Provision.....	7
5. Items not included in the DCP.....	7
6. Period of Operation and Review	8
7. Figures.....	9
7.1 Wattle Grove Cell 9 Local Structure Plan	10
8. Appendices.....	11
8.1 Appendix A: Land for Future Purchase	12
8.2 Appendix B: Hale Road	13
8.3 Appendix C: Woodlupine Brook Improvements	14
8.4 Appendix D: Developer Drainage Works.....	17
8.5 Appendix E: Miscellaneous Land Acquisition Related Works	18
8.6 Appendix F – Pathway Installation for Arthur Road and Sheffield Road.....	19
8.7 Appendix G - Project Management	20
8.8 Appendix H: Administrative Items (including consultant expenses)	21

1. Introduction

1.1 Background

The Wattle Grove Cell 9 development area is located within the City of Kalamunda and is generally bound by Tonkin Highway, Roe Highway, and Welshpool Road East.

The Wattle Grove Cell 9 Local Structure Plan (the LSP) has been prepared to facilitate residential subdivision and development within the area. Due to the nature of fragmented land ownership, a Development Contribution Plan (DCP) has been prepared to coordinate the provision of common infrastructure required to cater for development.

A copy of the LSP is contained in 7.1.

1.2 Purpose of Development Contribution Plan

This report has been prepared to set out in detail:

- The infrastructure, land and other items for which development contributions are to be collected;
- How land values are calculated and the valuation methodology applied;
- The cost estimates of infrastructure and other items;
- The periodic review of the cost estimates;
- The cost contribution rate applicable;
- Principles for the priority and timing of infrastructure provision and land acquisition; and
- Various other operational matters.

1.3 Status

This DCP Report has been prepared pursuant to Schedule 11 of the City of Kalamunda (the City) Local Planning Scheme No.3 (LPS 3).

The DCP Report should be read in conjunction with Schedule 11 (Development Areas Part 1) of LPS 3 and the LSP. This DCP Report does not form part of LPS 3 but has been prepared generally in accordance with the DCP provisions contained in Schedule 11 of LPS 3.

2. Infrastructure, Land and Other Items

This section of the DCP Report identifies the infrastructure, land and other items for which development contributions will be collected. These items include:

- Land for roads and intersections;
- Construction of roads and intersections;
- Landscaping;
- Drainage;
- Shared paths and footpaths; and
- Administration costs.

2.1 Land Value

Land is required to deliver the infrastructure and Public Open Space outlined within the DCP Report. To determine the total cost of items, an estimate of land value needs to be identified for each parcel.

A valuation report undertaken in 2018 for the annual review assigned an englobo land valuation rate of **\$165m/2** to be utilised for the purposes of determining estimated land acquisition costs. Given the current economic climate is in a relatively flat state, this valuation has been utilised for the purposes of estimates. This has also occurred in the context of each land purchase generally having its own valuation undertaken at the time of acquisition.

2.1.1 Land for Roads, Public Open Space and Miscellaneous

The DCP takes responsibility for acquiring DCP road reserve land where the existing reserve is widened or where the road is a new road. The DCP is also responsible for acquiring Public Open Space land where it is identified on the LSP. Under the DCP there is generally no liability for landowners to vest Public Open Space in the Crown free of charge.

The following table brings together the road reserve and Public Open Space acquisitions along with an allowance for miscellaneous land purchase, which may be required through the course of detailed design work:

Item	Area of Remaining Acquisition (m ²)	Cost of Remaining Acquisition (\$)
Road Reservation	523	\$86,295
Public Open Space	28,040	\$4,626,600
Miscellaneous Land Acquisition Related Works / Expenses	--	\$355,741.92

A \$200,000 contingency has been added to cover land acquisition costs in excess of the estimated cost of acquisition.

A detailed breakdown of the land acquisition costs is provided in Appendix A.

2.2 Roads / Intersections

2.2.1 Hale Road

Hale Road is an existing road and forms a main traffic route from Welshpool Road East to Tonkin Highway. Hale Road is required to be upgraded to service the future development envisaged by the LSP.

The following items are included in the DCP for Hale Road:

- Widening of carriageway along north side by approximately three metres to accommodate a dual carriageway separated by median islands.
- Construction of a dedicated bicycle lane along the north side of Hale Road to provide a continuous connection between Welshpool Road East and Tonkin Highway, including upgrading of the existing pedestrian path in this location.
- Undergrounding and relocating of power lines within a section of the northern footpath along Hale Road.
- Landscaping improvements and additions.

The future development cost for Hale Road is estimated at \$5,692,517.

A detailed breakdown of the cost is provided in Appendix B.

2.2.2 Woodlupine Brook Improvements

Woodlupine Brook is a watercourse that splits Cell 9 into two halves. There are improvements proposed to Woodlupine Brook to increase attractiveness, usability, and accessibility.

The following items are included in the DCP for Woodlupine Brook:

- Earthworks to modify flow path.
- Erosion and flow control measures.
- Landscaping improvements and additions.
- Removing drop structures.
- Construction of pedestrian bridge and footpaths.
- Construction of fencing.

The future development cost for Woodlupine Brook Improvements is estimated at \$2,350,350.

A detailed breakdown of the cost is provided in Appendix C.

2.2.3 Sheffield Road/Arthur Road Pathway Installation

The final Pathway Installation works were undertaken during the 2018/19 financial year. These costs were for the remaining pathway upgrades and installation of pathways along Arthur Road and Sheffield Road.

The future development cost of Pathway Installation is \$0.

A detailed breakdown of the cost is provided in Appendix D.

2.3 Developer Drainage Works

Developer drainage works are costs associated with reimbursing private developers for drainage they install themselves. These works generally include gross pollutant traps, pipes, manholes and other related infrastructure.

The future development cost for Developer Drainage Works is estimated at \$792,000.

A detailed breakdown of the cost is provided in Appendix E.

2.4 Miscellaneous Land Acquisition Related Works

Miscellaneous land acquisition related works are costs which may be required through the course of detailed design work, such as improvements and remediation work.

Previous DCP Reports applied a \$200,000 figure for these works. The City has received costs estimates for miscellaneous land acquisition related works for the Hale Road widening and Woodlupine Brook Improvements which has been applied to the total cost plus the \$200,000 for future land acquisitions.

The future miscellaneous land acquisition related works costs is estimated at \$355,741.92

A detailed breakdown of the cost is provided in Appendix E.

2.5 Project Management

Project Management costs are associated with the City's management of the contractors undertaking the DCP works.

The future project management costs is estimated at \$100,000.

A detailed breakdown of the cost is provided in Appendix G.

2.6 Education Department Loan

The DCP was originally set up to purchase the Wattle Grove Primary School site. However, this never occurred as there was not enough money collected at the time and the site was purchased directly by the Department of Education. Thus, the DCP now owes the Department of Education for the site. The City has attempted on many occasions to repay the 'loan' to the Department of Education without success. The loan money is interest free and has been set aside to repay in future.

The future cost to repay the Education Department Loan is \$3,909,092.

2.7 Administrative Items (including consultant expenses)

Administrative items include all expended and estimated future costs associated with administration, planning and development of the LSP, DCP and any technical documents necessary for the implementation of the above, including:

- Legal and land admin costs;
- Planning costs;
- Other related technical and professional studies; and
- Scheme Management Costs (including administration and management of the DCP).

Excluded from administration costs are:

- Engineering and technical design fees for infrastructure projects;
- Contingencies; and
- Staging costs.

The total administration costs expended from the date of inception is \$1,184,046.

The estimated costs for future administrative items is estimated at \$548,800.

A detailed breakdown of the costs is provided in Appendix H.

2.8 Contingency

A contingency has been applied for the Woodlupine Brook Improvements, Hale Road, Developer Drainage Works, Project Management and Miscellaneous Land Acquisition Related Works. A contingency of 10% has been applied to the Woodlupine Brook Improvements and a contingency of 5% has been applied to all other items. The contingency is rounded to the nearest \$100.

Woodlupine Brook contingency of 10% has been applied due to recent advice received in relation to the extent of Acid Sulphate Soils (ASS) located within the base of the existing main drain. Due to this advice it is anticipated that Woodlupine Brook improvements estimated costs will increase. Revised detailed costs will need to be provided in the next DCP Review for the contingency to be reduced for this project.

Other infrastructure items have had their contingency reduced to 5% because less work is remaining since the previous review and further detailed designs have been received, a smaller contingency for 5% is considered reasonable to cover these future works.

The total contingency applied for these items is \$582,000.

A detailed breakdown of the contingency is provided in Appendix I.

2.9 Estimated Costs

The following table provides a summary of the remaining cost for all infrastructure, land and other items within the DCP.

*Note – Expenditure costs stated in below table are from the 2017/17 financial year until end of 2018/19 financial year. The financial recording process of Cell 9 was updated in 2016. A review of the financials pre-2016 was undertaken with a decision made to document actual costs from 2016 onwards to accurately reflect the cost of works since this time. See Section 2.7 for total expenditure since the inception of the Cell 9 DCP (2001). Remaining costs are estimated from 31 June 2019.

Item	Expenditure	Remaining Cost	Total Cost
Hale Road	\$451,210.66	\$5,692,517.00	\$6,143,727.66
Arthur / Wimbridge / Sheffield Projects	\$1,205,356.54	\$0.00	\$1,205,356.54
Woodlupine Brook Improvements	\$1,620,976.52	\$2,350,350.00	\$3,971,326.52
Developer Drainage Works	\$66,497.52	\$792,000.00	\$858,497.52
Project Management	\$24,960.41	\$100,000.00	\$124,960.41
Miscellaneous Land Acquisition Related Works		\$355,741.92	\$355,741.92
SUBTOTAL	\$3,369,001.65	\$9,290,608.92	\$12,659,610.57
Contingency		\$582,000.00	\$582,000.00
Education Department Loan		\$3,909,092.00	\$3,909,092.00
Land for Roads	\$1,555,121.83	\$86,295.00	\$6,268,016.83
Land for Public Open Space		\$4,626,600.00	
Land contingency		\$200,000.00	\$200,000.00
Administrative Items	\$513,945.00	\$548,800.00	\$1,062,745.00
Total	\$5,438,068.48	\$19,243,395.92	\$24,681,464.40

2.10 Total Expenditure

Expense	Expenditure
Operating Expenses	\$2,300,552
Capital Expenses	\$21,530,976
Total	\$23,831,528

3. Development Contribution Methodology

This section of the DCP Report sets out the methodology for determining the development contributions applicable. The development area is characterised by a single precinct and development contributions are made on a 'per lot' basis.

The method for calculating contributions is as follows:

Net outstanding costs = remaining costs - funds held in bank

Remaining lot yield = R - Code yield or Commercial zone equivalent

$$\text{Contribution Rate} = \frac{\text{Net outstanding costs (\$)}}{\text{Remaining lot yield}}$$

Remaining costs	\$19,243,395.92
Funds held in bank	\$9,955,670
Remaining lot yield	384 lots or lot equivalent
Contribution Rate	\$24,187 per lot

$$\text{Contribution Rate} = \frac{(\$19,243,395.92 - \$9,955,670)}{384} = \$24,187 \text{ per lot}$$

4. Remaining Lots

The future lot yield is expected to provide the contributions necessary to clear all the remaining DCP costs. As at June 2019 approximately 384 new lots are expected to be created. No new lots have been created since the DCP Report was adopted for the purpose of advertising on 26 March 2019.

During advertising an audit of the remaining lots was undertaken. 384 lots remaining was calculated in lieu of the 359 lots that were adopted for advertising.

Reasons for the change in predicted lots remaining:

- Changes to the Residential Design Codes minimum and average lot size for R20 lots over the existence of the Cell 9 DCP have affected the potential lot yield assumptions. Currently the average lot size for R20 is 450m². Prior to 2013 the average lot size for R20 was 500m².
- The typical lot sizes developed earlier in the Cell 9 DCP's existence was typically larger than it has been in recent years, partially due to the changes in r-codes described above and due to the nature of the market at the time. Subdivisions occurring pre-2010 typically produced lots between 550m² – 650m², whereas subdivisions post 2010 are typically between 450m²-550m². This would have influenced lot yield assumptions in previous DCP reviews.
- Due to the changes in residential design codes provisions and the development market, lot yield assumptions have been updated to reflect the current development conditions, aligning with the average lot size provisions in the current residential design codes (450m² for R20 lots and 300m² for R30 lots).

Previous DCP reviews have estimated a 4900m² block being retained on Lot 42 (No. 12) Bruce Road, Wattle Grove. This estimation is a result of past discussions with the landowner. To confirm this is still the intention of the landowner, the City will engage with the landowner during the next DCP review to ensure lot estimations are accurate.

5. Priority and Timing of Provision

The following key principles are utilised to guide the identification of priorities for the provision of infrastructure and land acquisition, including:

- Ensuring a constant turnover of funds – By managing the cash flow of the DCP, the City can optimise the use of funds between land acquisition and civil works and recovery of developer pre-funding.
- Prioritising the purchase of land identified for high priority infrastructure works.
- Undertaking works and land acquisition in areas of fragmented ownership – this assists in the successful and coordinated development of these areas. In some areas, the developer provides infrastructure and land as an offset to their contribution liability.
- Grant funding opportunities – the City will actively seek grant funding to assist in the provision of DCP infrastructure. In most instances, the use of grant funding is reliant on the City providing a matching or partial contribution. The City may utilise DCP funds and elevate the priority and timing of an infrastructure item to capitalise on grant funding opportunities. This approach is beneficial to the long-term financial viability of the DCP.

Subject to the availability of funding, the City has determined the following items as the current order of priority:

1. Woodlupine Brook Improvements land acquisition, design and construction (Ongoing 2019/2020);
2. Hale Road land acquisition, design and construction (2019/2020);
3. Developer drainage works (Ongoing);
4. Miscellaneous Land Acquisition Costs (Ongoing);
5. Project Management (Ongoing);
6. Administration Cost (Ongoing); and
7. Remaining Land Acquisitions.

The priority list will be updated as part of the annual cost estimate review and associated DCP Report update.

6. Items not included in the DCP

The City undertook an audit of public open space that is yet to be developed within Cell 9. The following reserves were identified by the audit:

- Lot 42 Bruce Road
- Lot 312 Sheffield Road
- Lot 26 St John Street
- Lot 60 Bruce Road

The cost for land acquisition of these reserves has been factored into the DCP, however the improvements of the reserves has not been included since inception. The cost to improve these reserves through the DCP would be too significant a cost burden on the remaining lots to be developed, and therefore these costs have been left out of the DCP. Improvements to these reserves will need to be included in the City's annual budget.

The estimated costs associated with the improvements of the reserves is approximately \$2,672,400. It should be noted that the timing of these improvements would be contingent on the timing of land acquisition.

7. Period of Operation and Review

The DCP will operate for a period of 4 years, concluding on the date the last infrastructure works are completed – currently estimated at 1 July 2023.

The DCP will be reviewed every year, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing. The review will include costs of construction, land values, changes to priorities, administration costs, developed lots and minor modifications to infrastructure items.

Additional reviews may be completed as required, having regard to cost volatility and development priorities.

8. Figures

8.1 Wattle Grove Cell 9 Local Structure Plan



9. Appendices

9.1 Appendix A: Land for Future Purchase

Lot Address	Area of POS (sqm)	Cost POS (\$)	Area Road Reserve (sqm)	Cost Road Reserve (\$)
Lot 42 (12) Bruce Road	11,191	\$1,846,515	0	\$0
Lot 60 (7) Bruce Road	6,912	\$1,140,480	0	\$0
Lot 2 (268) Hale Road	3,000	\$495,000	323	53,295
Lot 28 (296) Hale Road	1,837	\$303,105	200	\$33,000
Lot 26 (44) St John Road	5,100	\$841,500	0	\$0
Total	28,040	\$ 4,626,600	523	\$ 86,295

9.2 Appendix B: Hale Road

Hale Road Widening	Estimate to Complete
<i>Design</i>	<i>\$7,000</i>
Electrical Review 3E Consulting Engineers Pty Ltd	\$0
Detailed Design <i>Lycopodium</i>	\$7,000
<i>Construction</i>	<i>\$5,414,778</i>
Hale Road Temporary Pedestrian Crossing (Opposite Shopping Centre) <i>City's Infrastructure Maintenance Team</i>	\$0
Widening Stage 1 (Welshpool to the Hale/Wimbridge/Arthur Roundabout)	\$1,825,485
Western Power Stage 1 (Welshpool to the Hale/Wimbridge/Arthur Roundabout)	\$1,300,000
Reticulation/Landscape Stage 1 (Welshpool to the Hale/Wimbridge/Arthur Roundabout)	\$300,000
Widening Stage 2 (Hale/Wimbridge/Arthur Roundabout to Tonkin Highway)	\$1,009,293
Western Power Stage 2 (WHale/Wimbridge/Arthur Roundabout to Tonkin Highway)	\$780,000
Reticulation/Landscape Stage 2 (Hale/Wimbridge/Arthur Roundabout to Tonkin Highway)	\$200,000
<i>Construction Administration/Supervision</i>	<i>\$270,739</i>
Widening Stage 1 (Welshpool to the Hale/Wimbridge/Arthur Roundabout)	\$171,274
Widening Stage 2 (Welshpool to the Hale/Wimbridge/Arthur Roundabout)	\$99,465
<i>Miscellaneous</i>	<i>\$0</i>
Falling Weight Deflectometer Testing <i>ARRB Group Ltd</i>	\$0
Pavement Testing/Analysis <i>Talis Consultants Pty Ltd</i>	\$0
Grand Total - Hale Road Widening	\$5,692,517

9.3 Appendix C: Woodlupine Brook Improvements

Public Open Space Development (Woodlupine Brook Living Stream)	Estimate to Complete
Design	\$40,000
Hydraulic Design <i>David Wills & Associates</i>	\$0
Living Stream <i>Syrinx Environmental (Design)</i>	\$0
Irrigation Design Stage 2 <i>Total Design</i>	\$0
Stage 3 Design Review <i>Syrinx Environmental (Design)</i>	\$40,000
Irrigation Design Stage 3	\$0
Construction	\$2,130,000
Pedestrian Bridge <i>Dowsing Group</i>	\$0
Living Stream Stage 2 Civil/Landscaping <i>Syrinx Environmental (Construction)</i>	\$85,000
Living Stream Stage 2 Plant Supply <i>Benara Nurseries</i>	\$0
Living Stream Stage 2 Plant Supply <i>NAMS Nursery</i>	\$0
Living Stream Stage 2 Plant Supply <i>Plantrite</i>	\$0
Reticulation Installation Stage 2 <i>Total Eden</i>	\$60,000
Soil Improvement & Stolon Implementation Stage 2 <i>City Parks & Environmental Team</i>	\$65,000
Mulch Supplementation Stage 2 <i>City Parks & Environmental Team</i>	\$50,000
Living Stream Stage 3 Civil/Landscaping Construction	\$1,500,000
Living Stream Stage 3 Plant Supply	\$150,000
Reticulation Installation Stage 3	\$75,000
Soil Improvement & Stolon Implementation Stage 3 <i>City Parks & Environmental Team</i>	\$85,000

Mulch Supplementation Satge 3 <i>City Parks & Environmental Team</i>	\$60,000
Construction Administration/Supervision	\$165,350
Pedestrian Bridge <i>Syrinx Environmental (Design)</i>	\$0
Living Stream Stage 2 Civil/Landscaping <i>Syrinx Environmental (Design)</i>	\$0
Living Stream Stage 2 Plant Supply <i>Syrinx Environmental (Design)</i>	\$0
Living Stream Stage 3 Civil/Landscaping <i>Syrinx Environmental (Design)</i>	\$128,250
Living Stream Stage 3 Plant Supply <i>Syrinx Environmental (Design)</i>	\$17,100
Acid Sulphate Soil Investigation	\$20,000
Miscellaneous	\$15,000
Artist Impression of the Woodlupine Brook Pedestrian Bridge <i>Castledine & Castledine Designers</i>	\$0
Supply/Install Surface Bollards <i>Metal Works</i>	\$0
Supply/Install Bollards at the Pedestrian Bridge <i>Landmark Operations Ltd</i>	\$0
Woodlupine Brook Living Stream Design Review <i>Sercul</i>	\$0
Tender Advertising - Woodlupine Brook Living Stream (Tender 1722) <i>Marketforce Pty Ltd</i>	\$0
Site Signage <i>DMI Signs</i>	\$0
Relocation of Communciation Services <i>Telstra</i>	\$0
Scanning for Undergorund Services <i>United Scanning Services Pty Ltd</i>	\$0
Side Entry, Kerb and Pram Ramp Installation (The Promenade near the Pedestrian Bridge)	\$0
ASS Investigation Stage 2 <i>Hydro Geo Enviro Pty Ltd</i>	\$0
ASS Investigation Stage 3 <i>Strategen Environmental Consultants Pty Ltd</i>	\$0
Water Corporation Maintenance Agreement/Easement Arrangements	\$15,000

Grand Total - Public Open Space Development	\$2,350,350

9.4 Appendix D: Developer Drainage Works

Developer Drainage Works	Estimate to Complete
<i>Design</i>	<i>\$0</i>
	\$0
<i>Construction</i>	<i>\$792,000</i>
Provision of Gross Pollution Traps	\$207,000
Provision of Stormwater Pipe Drainage > 450mm dia	\$585,000
<i>Construction Administration/Supervision</i>	<i>\$0</i>
	\$0
<i>Miscellaneous</i>	<i>\$0</i>
	\$0
Grand Total - Developer Drainage Works	\$792,000

9.5 Appendix E: Miscellaneous Land Acquisition Related Works

Land Acquisition Related Works	Estimate to Complete
<i>Miscellaneous</i>	
<i>Lot 2 and Lot 28 Hale Road Improvements</i>	<i>\$155,741.92</i>
<i>Other Remaining Miscellaneous Land Acquisition Related Works (Lot 42 Bruce Road, Lot 60 Bruce Road and Lot 26 St John Road)</i>	<i>\$200,000</i>
Grand Total - Land Acquisition Related Works	\$355,741.92

9.6 Appendix F – Pathway Installation for Arthur Road and Sheffield Road

Pathway Installation	Estimate to Complete
<i>Design</i>	<i>\$0</i>
	\$0
<i>Construction</i>	<i>\$0</i>
Arthur Road	\$0
Sheffield Road	\$0
<i>Construction Administration/Supervision</i>	<i>\$0</i>
	\$0
<i>Miscellaneous</i>	<i>\$0</i>
	\$0
Grand Total - Pathway Installation	\$0

9.7 Appendix G - Project Management

Project Management Charges	Estimate to Complete
<i>Project Management Charges</i>	<i>\$100,000</i>
2015/2016 Financial Year	\$0
2015/2016 Consultant Review	\$0
2016/2017 Financial Year	\$0
2017/2018 Financial Year	\$0
2018/2019 Financial Year	\$40,000
2019/2020 Financial Year	\$30,000
2020/2021 Financial Year	\$20,000
2021/2022 Financial Year	\$10,000
Grand Total - Project Management Charges	\$100,000

9.8 Appendix H: Administrative Items (including consultant expenses)

Description	Annual (\$)	Years	Total (\$)
Consultant Expenditure			
Legal / Land Admin	\$15,000	4	\$60,000
DCP Annual Review / Audit	\$5,000	4	\$20,000
Land Valuation	\$10,000	4	\$40,000
Staffing Costs			
Planning / Project Management	\$87,200	4	\$348,800
Scheme Windup	\$20,000	4	\$80,000
Total	\$137,200	4	\$548,800

Justification:

- Legal / Land Admin: Costs incurred for the establishment of legal agreements between the City and landowners to facilitate road construction and acquisitions and public open space purchases. Estimates are inclusive of surveying and subdivision costs.
- DCP Annual Review: Costs incurred for the accounting inputs into the financial spreadsheets and management of the DCP.
- Land Valuation: Costs incurred to undertake the annual land valuation.
- Planning / Project Management:
 - Finance and accounting staff – mainly at EOFY and End of Quarter – 10 hours per month.
 - Planning administration 0.2 FTE accounting for structure plan amendments, DCP review, report writing and admin.

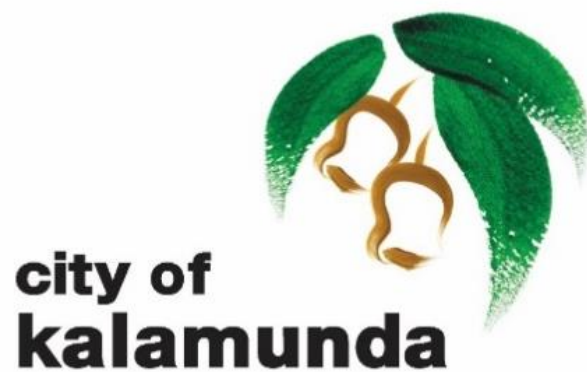
**Administration and Consulting – Expenditure to date since inception (1/2/2000):
\$1,184,046**

9.9 Appendix I: Contingency

	Total Cost	Contingency
Items at 10% Contingency		
Woodlupine Brook Improvements	\$2,350,350	
10% Contingency Total	\$2,350,350	\$235,000.00
Items at 5% Contingency		
Hale Road	\$5,692,517	
Arthur / Wimbridge / Sheffield Projects	\$0	
Developer Drainage Works	\$792,000	
Project Management	\$100,000	
Miscellaneous Land Acquisition Related Works	\$355,741.92	
5% Contingency Total	\$6,940,259	\$347,000.00
Contingency Total		\$582,000.00

**Cell 9 Developer Contributions Plan Report
Submission Table**

Submission No.	Assess No.	Submission	Officer Comments
1.	A259037	Objection and Comment 1. Maintaining the existing contribution rate will leave room for cost blowouts and a rise in the increased cost of contractors and services.	1. There is a 5% contingency incorporated into the DCP to account for additional costs. All items are carefully costed, and lot yields calculated. Therefore, new rate in DCP Report recommended to be adopted.



Wattle Grove Cell 9
Development Contribution Plan – Report
Feb 2019

Contents

1. Introduction.....	1
1.1 Background	1
1.2 Purpose of Development Contribution Plan	1
1.3 Status	1
2. Infrastructure, Land and Other Items.....	2
2.1 Land Value	2
2.1.1 Land for Roads, Public Open Space and Miscellanea.....	2
2.2 Roads / Intersections	2
2.2.1 Hale Road	2
2.2.2 Woodlupine Brook Improvements.....	3
2.2.3 Sheffield Road/Arthur Road Pathway Installation	3
2.3 Developer Drainage Works.....	3
2.4 Miscellaneous Land Acquisition Related Works.....	3
2.5 Project Management	4
2.6 Education Department Loan.....	4
2.7 Administrative Items (including consultant expenses).....	4
2.6 Estimated Costs	5
2.7 Total Expenditure.....	5
3. Development Contribution Methodology	6
4. Priority and Timing of Provision	7
5. Items not included in the DCP	7
6. Period of Operation and Review.....	8
7. Figures.....	9
7.1 Wattle Grove Cell 9 Local Structure Plan.....	10
8. Appendices.....	11
8.1 Appendix A: Land for Future Purchase	12
8.2 Appendix B: Hale Road	13
8.3 Appendix C: Woodlupine Brook Improvements	14
8.4 Appendix D: Developer Drainage Works.....	17
8.5 Appendix E: Miscellaneous Land Acquisition Related Works.....	18
8.6 Appendix F – Pathway Installation for Arthur Road and Sheffield Road	19
8.7 Appendix G - Project Management.....	20
8.8 Appendix H: Administrative Items (including consultant expenses)	21

1. Introduction

1.1 Background

The Wattle Grove Cell 9 development area is located within the City of Kalamunda and is generally bound by Tonkin Highway, Roe Highway, and Welshpool Road East.

The Wattle Grove Cell 9 Local Structure Plan (the LSP) has been prepared to facilitate residential subdivision and development within the area. Due to the nature of fragmented land ownership, a Development Contribution Plan (DCP) has been prepared to coordinate the provision of common infrastructure required to cater for development.

A copy of the LSP is contained in 6.1.

1.2 Purpose of Development Contribution Plan

This report has been prepared to set out in detail:

- The infrastructure, land and other items for which development contributions are to be collected;
- How land values are calculated and the valuation methodology applied;
- The cost estimates of infrastructure and other items;
- The periodic review of the cost estimates;
- The cost contribution rate applicable;
- Principles for the priority and timing of infrastructure provision and land acquisition; and
- Various other operational matters.

1.3 Status

This DCP Report has been prepared pursuant to Schedule 11 of the City of Kalamunda (the City) Local Planning Scheme No.3 (LPS 3).

The DCP Report should be read in conjunction with Schedule 11 (Development Areas Part 1) of LPS 3 and the LSP. This DCP Report does not form part of LPS 3 but has been prepared generally in accordance with the DCP provisions contained in Schedule 11 of LPS 3.

2. Infrastructure, Land and Other Items

This section of the DCP Report identifies the infrastructure, land and other items for which development contributions will be collected. These items include:

- Land for roads and intersections;
- Construction of roads and intersections;
- Landscaping;
- Drainage;
- Shared paths and footpaths; and
- Administration costs.

2.1 Land Value

Land is required to deliver the infrastructure and Public Open Space outlined within the DCP Report. To determine the total cost of items, an estimate of land value needs to be identified for each parcel.

Valuation report undertaken in February 2018 assigned a land valuation rate of **\$165m/2** to be utilised for determining estimated land acquisition costs.

2.1.1 Land for Roads, Public Open Space and Miscellaneous

The DCP takes responsibility for acquiring DCP road reserve land where the existing reserve is widened or where the road is a new road. The DCP is also responsible for acquiring Public Open Space land where it is identified on the LSP. Under the DCP there is generally no liability for landowners to vest Public Open Space in the Crown free of charge.

The following table brings together the road reserve and Public Open Space acquisitions along with an allowance for miscellaneous land purchase, which may be required through the course of detailed design work:

Item	Area of Remaining Acquisition (m ²)	Cost of Remaining Acquisition (\$)
Road Reservation	523	\$86,295
Public Open Space	28,040	\$4,726,600
Miscellaneous Land Acquisition Related Works	--	\$330,568.73

A detailed breakdown of the cost is provided in Appendix A.

2.2 Roads / Intersections

2.2.1 Hale Road

Hale Road is an existing road and forms a main traffic route from Welshpool Road East to Tonkin Highway. Hale Road is required to be upgraded to service the future development envisaged by the LSP.

The following items are included in the DCP for Hale Road:

- Widening of carriageway along north side by approximately three metres to accommodate a dual carriageway separated by median islands.

- Construction of a dedicated bicycle lane along the north side of Hale Road to provide a continuous connection between Welshpool Road East and Tonkin Highway, including upgrading of the existing pedestrian path in this location.
- Undergrounding and relocating of power lines within a section of the northern footpath along Hale Road.
- Landscaping improvements and additions.

The future development cost for Hale Road is estimated at \$5,692,517.

A detailed breakdown of the cost is provided in Appendix B.

2.2.2 Woodlupine Brook Improvements

Woodlupine Brook is a watercourse that splits Cell 9 into two halves. There are improvements proposed to Woodlupine Brook to increase attractiveness, usability, and accessibility.

The following items are included in the DCP for Woodlupine Brook:

- Earthworks to modify flow path.
- Erosion and flow control measures.
- Landscaping improvements and additions.
- Removing drop structures.
- Construction of pedestrian bridge and footpaths.
- Construction of fencing.

The future development cost for Woodlupine Brook Improvements is estimated at \$2,376.350.

A detailed breakdown of the cost is provided in Appendix C.

2.2.3 Sheffield Road/Arthur Road Pathway Installation

The Pathway Installation costs are for the remaining pathway upgrades and installation of pathways along Arthur Road and Sheffield Road.

The future development cost of Pathway Installation is estimated at \$90,386.85.

A detailed breakdown of the cost is provided in Appendix D.

2.3 Developer Drainage Works

Developer drainage works are costs associated with reimbursing private developers for drainage they install themselves. These works generally include gross pollutant traps, pipes, manholes and other related infrastructure.

The future development cost for Developer Drainage Works is estimated at \$792,000.

A detailed breakdown of the cost is provided in Appendix E.

2.4 Miscellaneous Land Acquisition Related Works

Miscellaneous land acquisition related works are costs which may be required through the course of detailed design work, such as improvements and remediation work.

Previous DCP Reports applied a \$200,000 contingency for these works. The City has received costs estimates for miscellaneous land acquisition related works for the Hale Road widening and Woodlupine Brook Improvements which has been applied to the total cost plus the \$200,000 contingency for future land acquisitions.

The future miscellaneous land acquisition related works costs is estimated at 330,568.73 A detailed breakdown of the cost is provided in Appendix E.

2.5 Project Management

Project Management costs are associated with the City's management of the contractors undertaking the DCP works.

The future project management costs is estimated at \$100,000.

A detailed breakdown of the cost is provided in Appendix G.

2.6 Education Department Loan

The DCP was originally set up to purchase the Wattle Grove Primary School site. However, this never occurred as there was not enough money collected at the time and the site was purchased directly by the Department of Education. Thus, the DCP now owes the Department of Education for the site. The City has attempted on many occasions to repay the 'loan' to the Department of Education without success. The loan money is interest free and has been set aside to repay in future.

The future cost to repay the Education Department Loan is \$3,909,092.

2.7 Administrative Items (including consultant expenses)

Administrative items include all expended and estimated future costs associated with administration, planning and development of the LSP, DCP and any technical documents necessary for the implementation of the above, including:

- Legal and land admin costs;
- Planning costs;
- Other related technical and professional studies; and
- Scheme Management Costs (including administration and management of the DCP).

Excluded from administration costs are:

- Engineering and technical design fees for infrastructure projects;
- Contingencies; and
- Staging costs.

The total administration costs expended from inception up to August 2018 is **Error! Reference source not found..**

The estimated costs for future administrative items is estimated at \$548,800.

A detailed breakdown of the costs is provided in Appendix H.

2.6 Estimated Costs

The following table provides a summary of the remaining cost for all infrastructure, land and other items within the DCP.

*Note – Expenditure costs stated are as of the start of 2016 until 31 January 2019. The financial recording process of Cell 9 was updated in 2016. A review of the financials pre-2016 was undertaken with a decision made to document actual costs from 2016 onwards to accurately reflect the cost of works since this time. See Section 2.7 for total expenditure since the inception of the Cell 9 DCP (2001). Remaining costs are estimated from 31 January 2019.

Item	Expenditure (\$)	Remaining Cost (\$)	Total Cost (\$)
Hale Road	\$431,899.43	\$5,692,517	\$6,124,416.43
Arthur Road/Wimbridge/Sheffield Projects	\$1,205,356	\$90,386.85	\$1,295,743
Woodlupine Brook Improvements	\$1,459,557.07	\$2,376,350	\$3,835,907.07
Developer Drainage Works	\$66,497.52	\$792,000	\$858,497.52
Project Management	\$32,224.76	\$100,000	\$132,224.76
Miscellaneous Land Acquisition Related Works	Expenditure accounted for in line items above.	\$330,568.73	\$427,885.73
Subtotal	\$3,195,534.78	\$9,381,823	\$12,577,357.78
5% contingency on above (rounded)	NA	\$470,000	NA
Education Department Loan	NA	\$3,909,092	\$3,909,092.00
Land for Roads	\$1,555,121.83	\$86,295	\$6,368,016.83
Land for Public Open Space		\$4,726,600	
Land contingency	NA	\$200,000	\$200,000.00
Administrative Items	\$150,037.40	\$548,800	\$698,837
Total	\$4,900,694	\$19,322,609.58	\$24,223,303.58

2.7 Total Expenditure

Expense	Expenditure
Operating Expenses	\$2,211,472
Capital Expenses	\$20,774,511
Total	\$22,985,983

3. Development Contribution Methodology

This section of the DCP Report sets out the methodology for determining the development contributions applicable. The development area is characterised by a single precinct and development contributions are made on a 'per lot' basis.

The method for calculating contributions is as follows:

Net outstanding costs = remaining costs - funds held in bank

Remaining lot yield = R-Code yield or Commercial zone equivalent

$$\text{Contribution Rate} = \frac{\text{Net outstanding costs (\$)}}{\text{Remaining lot yield}}$$

Remaining costs	\$19,322,609.58
Funds held in bank	\$10,047,521
Remaining lot yield	359 lots or lot equivalent
Contribution Rate	\$25,836 per lot

$$\text{Contribution Rate} = \frac{(\$19,322,609.58 - \$10,047,521)}{359} = \$25,836 \text{ per lot}$$

4. Priority and Timing of Provision

The following key principles are utilised to guide the identification of priorities for the provision of infrastructure and land acquisition, including:

- Ensuring a constant turnover of funds – By managing the cash flow of the DCP, the City can optimise the use of funds between land acquisition and civil works and recovery of developer pre-funding.
- Prioritising the purchase of land identified for high priority infrastructure works.
- Undertaking works and land acquisition in areas of fragmented ownership – this assists in the successful and coordinated development of these areas. In some areas, the developer provides infrastructure and land as an offset to their contribution liability.
- Grant funding opportunities – the City will actively seek grant funding to assist in the provision of DCP infrastructure. In most instances, the use of grant funding is reliant on the City providing a matching or partial contribution. The City may utilise DCP funds and elevate the priority and timing of an infrastructure item to capitalise on grant funding opportunities. This approach is beneficial to the long-term financial viability of the DCP.

Subject to the availability of funding, the City has determined the following items as the current order of priority:

1. Arthur/Sheffield Footpath Installation (H1 2019);
2. Woodlupine Brook Improvements land acquisition, design and construction (Ongoing 2019/2020);
3. Hale Road land acquisition, design and construction (2019/2020);
4. Developer drainage works (Ongoing);
5. Miscellaneous Land Acquisition Costs (Ongoing);
6. Project Management (Ongoing); and
7. Administration Cost (Ongoing).

The priority list will be updated as part of the annual cost estimate review and associated DCP Report update.

5. Items not included in the DCP

The City undertook an audit of public open space that is yet to be developed within Cell 9. The following reserves were identified by the audit:

- Lot 42 Bruce Road
- Lot 312 Sheffield Road
- Lot 26 St John Street
- Lot 60 Bruce Road

The cost for land acquisition of these reserves has been factored into the DCP, however the improvements of the reserves has not been included since inception. The cost to improve these reserves through the DCP would be too significant a cost burden on the remaining lots to be developed, and therefore these costs have been left out of the DCP. Improvements to these reserves will need to be included in the City's annual budget.

The estimated costs associated with the improvements of the reserves is approximately \$2,672,400. It should be noted that the timing of these improvements would be contingent on the timing of land acquisition.

6. Period of Operation and Review

The DCP will operate for a period of 4 years, concluding on the date the last infrastructure works are completed – currently estimated at 1 July 2022.

The DCP will be reviewed every year, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing. The review will include costs of construction, land values, changes to priorities, administration costs, developed lots and minor modifications to infrastructure items.

Additional reviews may be completed as required, having regard to cost volatility and development priorities.

7. Figures

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7.1 Wattle Grove Cell 9 Local Structure Plan



8. Appendices

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8.1 Appendix A: Land for Future Purchase

Lot Address	Area of POS (sqm)	Cost POS (\$)	Area Road Reserve (sqm)	Cost Road Reserve (\$)
Lot 42 (12) Bruce Road	11,191	\$1,946,515	0	\$0
Lot 60 (7) Bruce Road	6,912	\$1,140,480	0	\$0
Lot 2 (268) Hale Road	3,000	\$495,000	323	53,295
Lot 28 (296) Hale Road	1,837	\$303,105	200	\$33,000
Lot 26 (44) St John Road	5,100	\$841,500	0	\$0
Total	28,040	\$ 4,726,600	523	\$ 86,295

8.2 Appendix B: Hale Road

Hale Road Widening	Estimate to Complete
Design	\$7,000
Electrical Review 3E Consulting Engineers Pty Ltd	\$0
Detailed Design <i>Lycopodium</i>	\$7,000
Construction	\$5,414,778
Hale Road Temporary Pedestrian Crossing (Opposite Shopping Centre) <i>City's Infrastructure Maintenance Team</i>	\$0
Widening Stage 1 (Welshpool to the Hale/Wimbridge/Arthur Roundabout)	\$1,825,485
Western Power Stage 1 (Welshpool to the Hale/Wimbridge/Arthur Roundabout)	\$1,300,000
Reticulation/Landscape Stage 1 (Welshpool to the Hale/Wimbridge/Arthur Roundabout)	\$300,000
Widening Stage 2 (Hale/Wimbridge/Arthur Roundabout to Tonkin Highway)	\$1,009,293
Western Power Stage 2 (Hale/Wimbridge/Arthur Roundabout to Tonkin Highway)	\$780,000
Reticulation/Landscape Stage 2 (Hale/Wimbridge/Arthur Roundabout to Tonkin Highway)	\$200,000
Construction Administration/Supervision	\$270,739
Widening Stage 1 (Welshpool to the Hale/Wimbridge/Arthur Roundabout)	\$171,274
Widening Stage 2 (Welshpool to the Hale/Wimbridge/Arthur Roundabout)	\$99,465
Miscellaneous	\$0
Falling Weight Deflectometer Testing <i>ARRB Group Ltd</i>	\$0
Pavement Testing/Analysis <i>Talis Consultants Pty Ltd</i>	\$0
Grand Total - Hale Road Widening	\$5,692,517

8.3 Appendix C: Woodlupine Brook Improvements

Public Open Space Development (Woodlupine Brook Living Stream)	Estimate to Complete
Design	\$40,000
Hydraulic Design <i>David Wills & Associates</i>	\$0
Living Stream <i>Syrinx Environmental (Design)</i>	\$0
Irrigation Design Stage 2 <i>Total Design</i>	\$0
Stage 3 Design Review <i>Syrinx Environmental (Design)</i>	\$40,000
Irrigation Design Stage 3	\$0
Construction	\$2,130,000
Pedestrian Bridge <i>Dowsing Group</i>	\$0
Living Stream Stage 2 Civil/Landscaping <i>Syrinx Environmental (Construction)</i>	\$85,000
Living Stream Stage 2 Plant Supply <i>Benara Nurseries</i>	\$0
Living Stream Stage 2 Plant Supply <i>NAMS Nursery</i>	\$0
Living Stream Stage 2 Plant Supply <i>Plantrite</i>	\$0
Reticulation Installation Stage 2 <i>Total Eden</i>	\$60,000
Soil Improvement & Stolon Implementation Stage 2 <i>City Parks & Environmental Team</i>	\$65,000
Mulch Supplementation Stage 2 <i>City Parks & Environmental Team</i>	\$50,000
Living Stream Stage 3 Civil/Landscaping Construction	\$1,500,000
Living Stream Stage 3 Plant Supply	\$150,000
Reticulation Installation Stage 3	\$75,000
Soil Improvement & Stolon Implementation Stage 3 <i>City Parks & Environmental Team</i>	\$85,000

Mulch Supplementation Satge 3 <i>City Parks & Environmental Team</i>	\$60,000
Construction Administration/Supervision	\$165,350
Pedestrian Bridge <i>Syrinx Environmental (Design)</i>	\$0
Living Stream Stage 2 Civil/Landscaping <i>Syrinx Environmental (Design)</i>	\$0
Living Stream Stage 2 Plant Supply <i>Syrinx Environmental (Design)</i>	\$0
Living Stream Stage 3 Civil/Landscaping <i>Syrinx Environmental (Design)</i>	\$128,250
Living Stream Stage 3 Plant Supply <i>Syrinx Environmental (Design)</i>	\$17,100
Acid Sulphate Soil Investigation	\$20,000
Miscellaneous	\$15,000
Artist Impression of the Woodlupine Brook Pedestrian Bridge <i>Castledine & Castledine Designers</i>	\$0
Supply/Install Surface Bollards <i>Metal Works</i>	\$0
Supply/Install Bollards at the Pedestrian Bridge <i>Landmark Operations Ltd</i>	\$0
Woodlupine Brook Living Stream Design Review <i>Sercul</i>	\$0
Tender Advertising - Woodlupine Brook Living Stream (Tender 1722) <i>Marketforce Pty Ltd</i>	\$0
Site Signage <i>DMI Signs</i>	\$0
Relocation of Communciation Services <i>Telstra</i>	\$0
Scanning for Undergorund Services <i>United Scanning Services Pty Ltd</i>	\$0
Side Entry, Kerb and Pram Ramp Installation (The Promenade near the Pedestrian Bridge)	\$0
ASS Investigation Stage 2 <i>Hydro Geo Enviro Pty Ltd</i>	\$0
ASS Investigation Stage 3 <i>Strategen Environmental Consultants Pty Ltd</i>	\$0
Water Corporation Maintenance Agreement/Easement Arrangements	\$15,000

Grand Total - Public Open Space Development	\$2,376,350

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8.4 Appendix D: Developer Drainage Works

Developer Drainage Works	Estimate to Complete
<i>Design</i>	<i>\$0</i>
	\$0
<i>Construction</i>	<i>\$792,000</i>
Provision of Gross Pollution Traps	\$207,000
Provision of Stormwater Pipe Drainage > 450mm dia	\$585,000
<i>Construction Administration/Supervision</i>	<i>\$0</i>
	\$0
<i>Miscellaneous</i>	<i>\$0</i>
	\$0
Grand Total - Developer Drainage Works	\$792,000

8.5 Appendix E: Miscellaneous Land Acquisition Related Works

Land Acquisition Related Works	Estimate to Complete
<i>Miscellaneous</i>	
<i>Lot 2 and Lot 28 Hale Road Improvements</i>	<i>\$130,568.73</i>
<i>Contingency</i>	<i>\$200,000</i>
Grand Total - Land Acquisition Related Works	\$330,568.73

8.6 Appendix F – Pathway Installation for Arthur Road and Sheffield Road

Pathway Installation	Estimate to Complete
<i>Design</i>	<i>\$0</i>
	\$0
<i>Construction</i>	<i>\$65,401</i>
Arthur Road	\$65,401
Sheffield Road	\$0
Cycle Path Contribution (Job No 2255)	\$26,986
<i>Construction Administration/Supervision</i>	<i>\$0</i>
	\$0
<i>Miscellaneous</i>	<i>\$0</i>
	\$0
Grand Total - Pathway Installation	\$90,387

8.7 Appendix G - Project Management

Project Management Charges	Estimate to Complete
<i>Project Management Charges</i>	<i>\$100,000</i>
2015/2016 Financial Year	\$0
2015/2016 Consultant Review	\$0
2016/2017 Financial Year	\$0
2017/2018 Financial Year	\$0
2018/2019 Financial Year	\$40,000
2019/2020 Financial Year	\$30,000
2020/2021 Financial Year	\$20,000
2021/2022 Financial Year	\$10,000
Grand Total - Project Management Charges	\$100,000

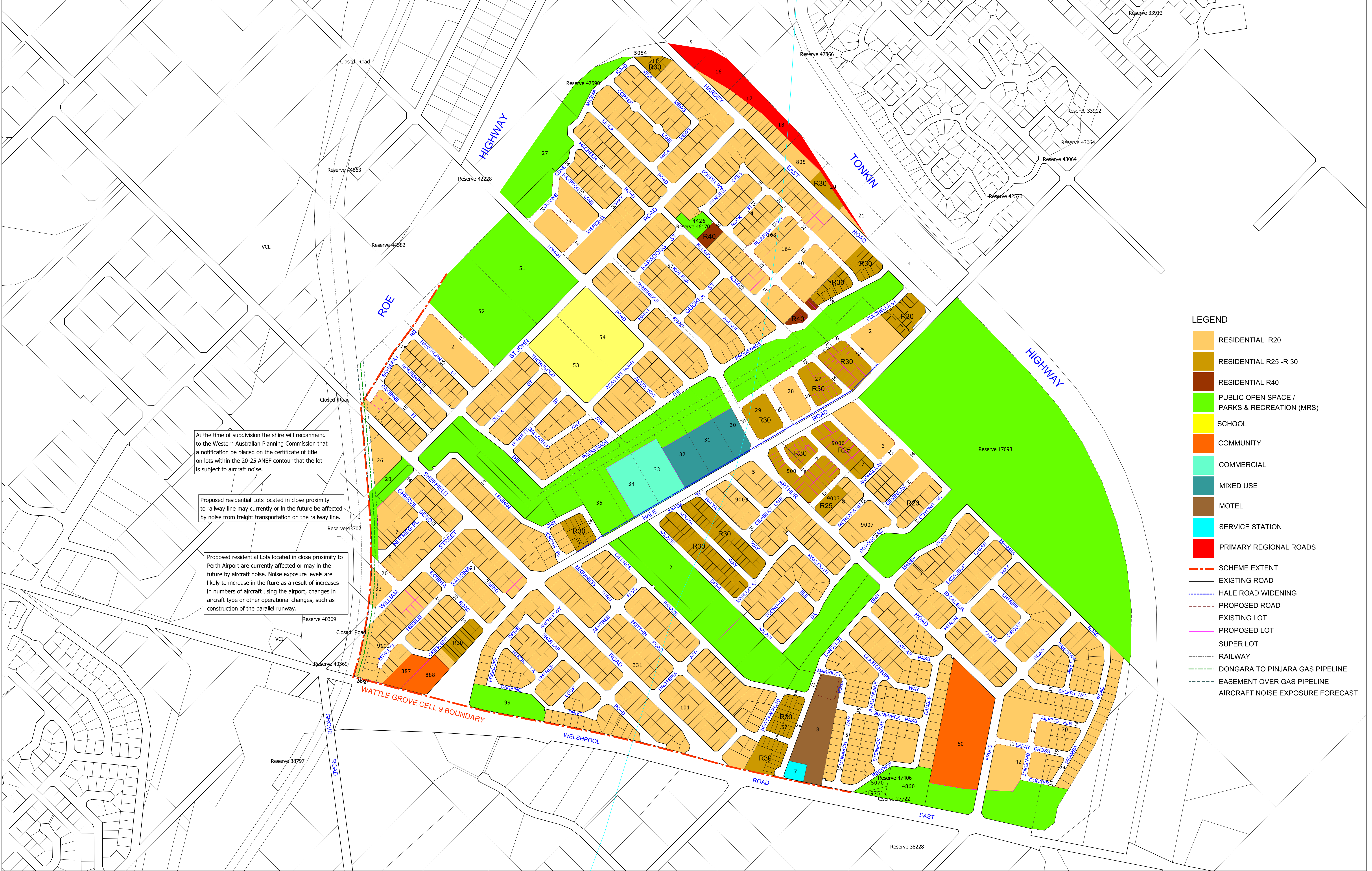
8.8 Appendix H: Administrative Items (including consultant expenses)

Description	Annual (\$)	Years	Total (\$)
Consultant Expenditure			
Legal / Land Admin	\$15,000	4	\$60,000
DCP Annual Review / Audit	\$5,000	4	\$20,000
Land Valuation	\$10,000	4	\$40,000
Staffing Costs			
Planning / Project Management	\$87,200	4	\$348,800
Scheme Windup	\$20,000	4	\$80,000
Total	\$137,200	4	\$548,800

Justification:

- Legal / Land Admin: Costs incurred for the establishment of legal agreements between the City and landowners to facilitate road construction and acquisitions and public open space purchases. Estimates are inclusive of surveying and subdivision costs.
- DCP Annual Review: Costs incurred for the accounting inputs into the financial spreadsheets and management of the DCP.
- Land Valuation: Costs incurred to undertake the annual land valuation.
- Planning / Project Management:
 - Finance and accounting staff – mainly at EOFY and End of Quarter – 10 hours per month.
 - Planning administration 0.2 FTE accounting for structure plan amendments, DCP review, report writing and admin.

**Administration and Consulting – Expenditure to date since inception (1/2/2000):
927,869**



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SHIRE OF KALAMUNDA
WATTLE GROVE URBAN CELL - U9
ADOPTED ODP

WATTLE GROVE SOUTH – CONCEPT PLANNING AND COMMUNITY ENGAGEMENT

1 SCOPE OF WORKS

1.1 BACKGROUND INFORMATION

Please note: No publications mentioned in this timeline of events or background section need to constrain the plan preparation process in any way. The City is seeking an innovative planning direction for the subject area in consultation with a highly motivated and engaged community. The Previous history and documentation need not constrain the envisaged interactive process.

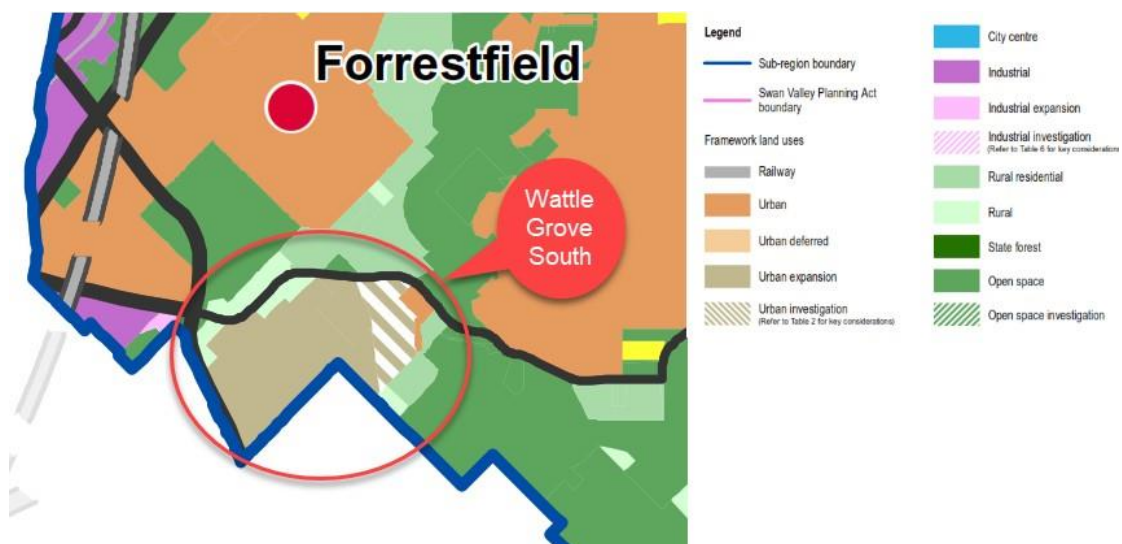
Historical Overview

2013 - The City's Local Planning Strategy 2010 is adopted by the WAPC and identifies Wattle Grove South as an urban investigation area.

2015 - The Western Australian Planning Commission's (WAPC) draft North-East Sub-Regional Planning Framework (the Framework) identifies a portion of Wattle Grove South as urban expansion.

September 2017 - The City appointed Burgess Design Group (BDG) to undertake the Wattle Grove Feasibility Study. The Wattle Grove South Feasibility Study (the Study) (see attached) assessed three boundary options, two land use options and two statutory planning process scenarios for the Wattle Grove South Precinct.

March 2018 - WAPC North-East Sub-Regional Planning Framework is adopted and identifies the majority of Wattle Grove South as Urban Expansion. An eastern portion of Wattle Grove South is identified as Urban Investigation subject to key considerations.



June 2018 - Council adopted the draft Industrial Development Strategy (Strategy) for the purposes of public advertising. The Strategy is intended to provide direction to strategic and statutory planning decision making within the City and to facilitate and manage growth and changes to industrial areas within the City. The draft Strategy

identified a portion of Wattle Grove South, generally south of Crystal Brook Road as an 'Industrial Investigation Area'.

Significant community concern was raised in relation to the potential for the southern portion of the area being identified for Commercial / Light Industry by the Study as recommended by the Study. Significant community concern was also raised in relation to the identification of a portion of Wattle Grove South as an Industrial Investigation Area in the Industrial Development Strategy.

July 2018 - The Study was completed in May 2018 and presented to Council in July 2018 to consider the recommendations of the Study.

Council Resolved to:

1. NOTE the Wattle Grove South Feasibility Study, as outlined in Attachment 1.
2. SUPPORT continuing with the next phases of planning, subject to community consultation on the land use options as part of the preparation of the draft District Structure Plan.

August / September 2018 - To commence the consultation process, the City undertook two community workshops. The purpose of the community workshops was to assist the City with gauging an understanding of the community's expectations in relation to land use options and the future planning for Wattle Grove South. Residents in the Wattle Grove South precinct were informed of the workshops by letter. Information on the workshops was also available on the City's engagement portal.

The two community workshops demonstrated that Wattle Grove is special to the community primarily because of its environmental values. For the community, consideration of the environment is extremely important when it comes to their desired look and feel of Wattle Grove in the future.

It also highlighted that whilst the environment is important, so is the areas vibe and rural outlook. The large block sizes and the lifestyle they bring instill sense of community, serenity and security. The community would like to see these unique characteristics retained into the future.

There was a large majority of attendees who vocally opposed industrialisation and wanted to see the status quo maintained, as well as several community members who wanted to see potential industrial land uses considered. There was a number of landowners north of Welshpool Road East not identified in the Wattle Grove South subject area that expressed a desire to also be included in the future planning of the area.

Following the community workshops, the City developed a community survey to further gauge residents' vision and values and to provide an opportunity for those who may not have been able to attend the works to also have their say. 93 surveys were completed, 66 of which were completed via the engagement portal and 27 in hard copy. The City received 37 submissions on Wattle Grove South during the consultation process. The majority requested the removal of Wattle Grove South from the draft Industrial Development Strategy or for any industrial development purposes. There was a small representation of support to undertake rezoning of the area to various land use types, some including forms of industrial.

October 2018 - A community workshop was held for the Industrial Development Strategy to ascertain the views of the community on the future of industrial areas within the City generally. The outcomes from the engagement of 10 and 12 September 2018 on Wattle Grove South and the engagement on the Strategy on 1 October 2018 assisted with informing modifications to the Strategy.

The Wattle Grove South project was taken to the City's Special Council Meeting (SCM) on Monday 22 October to determine the next phase in the project. The resolution of Council was;

Alternative Motion 2: That Council:

1. ACCEPTS the community consultation outcomes shown in Attachments 1, 2 and 3.
2. NOTES that community views vary in relation to the potential for commercial / light industry uses south of Crystal Brook Road, with most participants and submitters stating opposition to the proposal.
3. NOTES that some community views support various forms of residential or a mixture of residential and commercial / light industry uses.
4. NOTES the community engagement outcomes in relation to the environmental values of the area.
5. REQUEST the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South.

Therefore, it was resolved that the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South.

December 2018 - The final Industrial Development Strategy was taken to the December SCM for the purpose of final adoption. Wattle Grove South was removed from the Strategy as an industrial investigation and instead noted that the area is identified as an urban expansion / urban investigation area by the State Government's North East Sub-Regional Planning Framework and identified the area north of Welshpool Road East as a planning investigation area.

At the 3 December 2018 SCM Council resolved to:

1. NOTES the Community Engagement Summary Report, Submissions and Responses as outlined in Attachments 2 and 3.
2. NOTES that at the 22 October 2018 Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council detailing the process, costs and requirements for establishing a Consultative Community Committee of Council to consider recommendations for the future development of Wattle Grove South and REMOVES Wattle Grove South as an industrial investigation area within the Strategy pending the outcomes of the Consultative Community Committee of Council process.
3. ADOPTS the Industrial Development Strategy as outlined in Attachment 1.
4. NOTES that the Industrial Development Strategy will undergo minor design and formatting improvements through the insertion of infographics and images,

prior to the final version being published, and this will not change the core content, findings and strategic directions and actions of the Strategy.

5. REQUEST the Chief Executive Officer to undertake Environmental Studies to fully establish the Environmental Value within the Wattle Grove South Area.

A Special Electors Meeting (SEM) was called on 3 December 2018. The purpose of the meeting is as listed in the Public Notice of the Special Elector's Meeting published on 13 November 2018, being:

To consider the following motion in a Petition from Electors of the City of Kalamunda:

"The Electors here present call upon the Council to immediately cease all efforts to rezone up to 310 hectares of the area described as Wattle Grove South in the draft Industrial Development Strategy for industrial purposes in order to reflect the outcome of recent community consultation which shows that an overwhelming majority of residents want Council to reject this environmentally destructive land use option".

A vote from electors was undertaken, with the result being 173 votes in favour of the motion and 17 votes being against the motion.

February 2019 - A motion was raised at Ordinary Council Meeting. Council resolved to:

That Council:

1. REQUEST the Chief Executive Officer to cease investigations into the establishment of a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South.
2. REQUEST the Chief Executive Officer to create a partial budget allocation in the 2018/2019 Mid-year Review, to commence the process, and the balance to be allocated in the 2019/2020 annual budget for engaging the services of suitably qualified consultants to conduct a comprehensive community consultation program to determine the level of community support for a variety of land use concept plans that incorporate the following design principles:
 - a) Exclude any general or light industrial land uses.
 - b) Reflect and acknowledge existing lifestyle and recreational opportunities of the area.
 - c) A high-quality residential outcome that includes a range of densities.
 - d) Include an appropriate amount of commercial development based on best practice design principles, including but not limited to public transport, technology, educational, medical and retail opportunities.
 - e) Retain existing vegetation and tree canopy cover where possible.
 - f) Consider tourism development opportunities that embrace the environmental, social and financial aspects of the City of Kalamunda.
 - g) Provide for modern sustainable housing design principles including renewable energy capture, water sensitive urban design, storage, sharing capabilities and smart city initiatives.
 - h) The subject area 'Wattle Grove South' to also include the land to the north of Welshpool Road East bounded by Tonkin Hwy, Lewis Road and Hartfield Golf Course.



1.2 PURPOSE

The City of Kalamunda is seeking to appoint a suitably qualified and experienced consultancy team to engage with the landowners in the subject area known as Wattle Grove South to develop an outstanding and creative land use plan for the area.

The vision for the area is one that embraces sustainability principles, allows for creative input and ideas from the community and produces a vision that will be recognised as innovative and unique.

The purpose of this engagement is to prepare concept plans and a comprehensive community engagement program, with supporting documentation for Wattle Grove South in response to the resolution of Council at the 26 February 2019 Ordinary Council Meeting which included the following design principles:

- a) Exclude any general or light industrial land uses.
- b) Reflect and acknowledge existing lifestyle and recreational opportunities of the area.
- c) A high-quality residential outcome that includes a range of densities.
- d) Include an appropriate amount of commercial development based on best practice design principles, including but not limited to public transport, technology, educational, medical and retail opportunities.
- e) Retain existing vegetation and tree canopy cover where possible.
- f) Consider tourism development opportunities that embrace the environmental, social and financial aspects of the City of Kalamunda.
- g) Provide for modern sustainable housing design principles including renewable energy capture, water sensitive urban design, storage, sharing capabilities and smart city initiatives.
- h) The subject area 'Wattle Grove South' to also include the land to the north of Welshpool Road East bounded by Tonkin Hwy, Lewis Road and Hartfield Golf Course.

1.3 OUTCOMES / SCOPE OF SERVICE

The outcome of the Consultants responsibilities is the submission of a comprehensive community engagement program with landowners within and bordering the subject area to determine the level of community support for a variety of land use concept plans that incorporate the following design principles:

- a) Exclude any general or light industrial land uses.
- b) Reflect and acknowledge existing lifestyle and recreational opportunities of the area.
- c) A high-quality residential outcome that includes a range of densities.
- d) Include an appropriate amount of commercial development based on best practice design principles, including but not limited to public transport, technology, educational, medical and retail opportunities.
- e) Retain existing vegetation and tree canopy cover where possible.
- f) Consider tourism development opportunities that embrace the environmental, social and financial aspects of the City of Kalamunda.
- g) Provide for modern sustainable housing design principles including renewable energy capture, water sensitive urban design, storage, sharing capabilities and smart city initiatives.

The scope of services will include the preparation of the draft documentation, attendance to any modifications as required as a result of public advertising or reviews of the documentation, and presentation to Council. It can be assumed that that City will undertake all necessary reporting requirements to Council.

The outcome and scope of services is to include but is not limited to the following:

1.4 BACKGROUND RESEARCH / EXISTING REPORTS AND STUDIES

Gather relevant background data and research to:

1. Scope existing conditions and issues.
2. Engage with stakeholders around issues that can be addressed in the development of Concept Plans.
3. Identify existing Local, State and Federal Government strategic work and policies that could be used as the basis for managing growth and change. This could include housing, employment, economic, social, recreational, transport or retail projections, strategies or policies.
4. Considers any relevant existing data in the Feasibility Study (*noting that light industrial options are not to be considered*) and collect additional data where required. Relevant data may include existing conditions and potential opportunities, demographic analysis, population projections, economic and retail analysis, urban design and built form, transport, services and infrastructure analysis.

Existing reports and studies include but are not limited to:

1. Foothills Structure Plan 1992
<https://www.dropbox.com/s/8zys767ej0yv3x/FoothillsStructurePlanFinal.pdf?dl=0>
2. Wattle Grove South Feasibility Study
<http://www.kalamunda.wa.gov.au/files/60f65064-0610-4e33-a1c7-a92201106c54/OCM-July-10111-Planning-Feasibility-Study-Wattle-Grove-South.pdf>
3. Wattle Grove South Opportunities and Constraints Plans
4. Wattle Grove South Community Engagement Outcomes
<http://www.kalamunda.wa.gov.au/files/499a8043-b035-4cba-994e-a9b501043f29/Wattle-Grove-South-Outcomes-Summary.pdf>
5. Wattle Grove South Submissions Table
6. Wattle Grove South Council Report 3 December 2018
<http://www.kalamunda.wa.gov.au/Agenda-Minutes/2018/SCM-3-December-2018>
7. Forrestfield North Residential Precinct Draft Local Structure Plan
<http://www.kalamunda.wa.gov.au/Services/Planning/Major-Projects/Forrestfield-NORTH>
8. Cell 9 Wattle Grove Structure Plan
<http://www.kalamunda.wa.gov.au/files/fd84f82f-ca69-4ea1-bc1e-a16500a15cb3/Cell-9-Structure-Plan-22-1-16.pdf>
9. City of Kalamunda Public Open Space Strategy 2018
<http://www.kalamunda.wa.gov.au/Services/Planning/Local-Strategies/Public-Open-Space-Strategy>

10. City of Kalamunda Industrial Development Strategy 2018
<http://www.kalamunda.wa.gov.au/Services/Planning/Local-Strategies/Industrial-Development-Strategy>
11. City of Kalamunda Local Planning Strategy 2010
<http://www.kalamunda.wa.gov.au/Services/Planning/Local-Strategies/Local-Planning-Strategy>
12. City of Kalamunda Draft Activity Centres Strategy (*Draft to go to Council mid-2019. Ask for latest copy at successful appointment.*)
13. City of Kalamunda Bicycle Plan
<http://www.kalamunda.wa.gov.au/Your-Neighbourhood/Around-Me/Major-Projects/Bicycle-Plan-2017>
14. City of Kalamunda Draft Environmental Land Use Planning Strategy
<http://www.kalamunda.wa.gov.au/Services/Planning/Local-Strategies/Environmental-Land-Use-Planning-Strategy>
(Note final Strategy to go to Council mid-2019. Ask for latest copy at successful appointment.)
15. Western Australian Planning Commission – North-East Sub-Regional Planning Framework
https://www.dplh.wa.gov.au/getmedia/e70c0597-2329-4f70-82b2-758ce0b8bdc8/FUT-PP-North-East_Sub_Region_March2018_v2
16. City of Kalamunda Local Biodiversity Strategy 2008
<http://www.kalamunda.wa.gov.au/files/59977746-ec94-47a0-8c3e-a18f00eb9381/Local-Biodiversity-Strategy.pdf>
17. Economic Employment and Land Strategy
<https://www.dplh.wa.gov.au/information-and-services/land-supply-and-demography/economic-and-employment-lands>
18. City of Kalamunda Local Housing Strategy 2014
<http://www.kalamunda.wa.gov.au/Services/Planning/Local-Strategies/Local-Housing-Strategy>

1.5 PROJECT MANAGEMENT / COORDINATION:

- a) The project is commissioned and managed by the Strategic Planning department of the City of Kalamunda.
- b) The lead planning consultant will appoint, manage and coordinate all sub- consultants as a consolidated project team.
- c) Coordination of the individual disciplines is the responsibility of the lead planning consultant.
- d) The City reserves the right to liaise directly with sub-consultants as required.
- e) As part of the proposal a detailed MS Project schedule or GANTT chart needs to be submitted detailing key milestones and proposed timeframes for completion.
- f) The scope of services will include preparation of the draft documentation, attendance to any modifications required as a result of public advertising or engagement or reviews of the documentation. It can be assumed that the City will undertake all necessary reporting requirements to Council.

1.6 CONCEPT PLANS

Prepare a number of Concept Plans which identify a combination of appropriate zonings and land uses which respond to the opportunities and constraints, strategic planning and the key principles and values of the area.

The Concept Plans should cover matters including but not limited to:

- a) Exclude any general or light industrial land uses.
- b) Reflect and acknowledge existing lifestyle and recreational opportunities of the area.
- c) A high-quality residential outcome that includes a range of densities.
- d) Include an appropriate amount of commercial development based on best practice design principles, including but not limited to public transport, technology, educational, medical and retail opportunities.
- e) Retain existing vegetation and tree canopy cover where possible.
- f) Consider tourism development opportunities that embrace the environmental, social and financial aspects of the City of Kalamunda.
- g) Provide for modern sustainable housing design principles including renewable energy capture, water sensitive urban design, storage, sharing capabilities and smart city initiatives.

The Concept Plans should be supported by a Technical Report outlining the key principles behind each plan.

1.7 COMMUNITY / STAKEHOLDER ENGAGEMENT

The identification of community values and issues related to the Wattle Grove South area and capturing their ideas and input during the preparation of the Concept Plans is important to the City. A detailed communications plan needs to be developed in consultation with the City. The comprehensive community consultation program is to be coordinated and delivered by the successful consultant.

The consultation program is to include, but not limited to:

1. Community enquiry by design style workshops / information sessions with landowners within and bordering the subject area;
2. Facilitate inputs from large groups of landowners with varying views and opinions;
3. Undertake surveys and ensure those not actively involved are provided an opportunity to have their say;
4. Conduct various meetings (to be determined by the consultant) with:
 - a) Council at Strategic Briefings (at least four)
 - b) Landowners and community representatives (various TBD)
 - c) City Staff (various)
 - d) Stakeholders and Government Agencies (e.g. Perth Airport, DWER etc.)
5. Based on the community consultation and engagement undertaken, formulate a report of the findings that proposed recommendations to be considered / incorporated into the Concept Plan.

1.8 DELIVERABLES

Concept Plans

- a) Concept Plan Maps and Technical Report

Community / Stakeholder Engagement

- a) Consultation Findings and Outcomes Report

Note: The scope of services will include preparation of the draft documentation, attendance to any modifications required as a result of public advertising or reviews of the documentation. It can be assumed that the City will undertake all necessary reporting requirements to Council.

Karingal Green Outline Development Plan

Proposed ODP Amendment
November 2018
Activ Foundation Inc



KARINGAL GREEN ODP PROPOSED ODP AMENDMENT

NOVEMBER 2018

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CONTENTS

1	Introduction.....	1
2	Location and Land Ownership.....	1
3	Surrounding Amenity	1
4	Zoning and ODP	2
5	Proposed ODP Amendment	2
6	Yield Comparision.....	2
6.1	Single or Grouped Dwellings.....	2
6.2	Multiple Dwellings.....	3
7	Grounds for ODP Amendment.....	3
7.1	State Government Strategic Planning Framework.....	3
7.2	City of Kalamunda Planning Framework	3
7.2.1	Local Planning Strategy.....	3
7.2.2	Local Housing Policy	4
7.2.3	City of Kalamunda Amendment 82 to Local Planning Scheme No.3.....	4
7.3	Indicative Built Form Outcomes and Diversity.....	5
7.4	Bushfire	6
7.5	Additional Justification	6
8	Conclusion	7

FIGURES

- Figure 1** Location Plan
- Figure 2** Orthophoto
- Figure 3** Context Plan
- Figure 4** Current Outline Development Plan
- Figure 5** Proposed Amendment to Outline Development Plan

APPENDICES

- Appendix 1** Indicative Built Form Outcomes
- Appendix 2** Bushfire Management Plan

1 INTRODUCTION

On behalf of the Activ Foundation Inc we propose an amendment to the Karingal Green Outline Development Plan (ODP). The proposed amendment involves the density increase from R30 to R60 for Lot 265 Calophylla Way, Lot 316 Catspaw Way and Lot 321 Buttercup Crescent, High Wycombe.

2 LOCATION AND LAND OWNERSHIP

The proposed ODP amendment relates to three (3) lots as follows, all owned by Activ Foundation Inc:

Property	Area
Lot 265 Calophylla Way	1,998m ²
Lot 316 Catspaw Way	2,003m ²
Lot 321 Buttercup Crescent	1,846m ²

The lots are located approximately 15km to the east of the Perth CBD within the established Karingal Green residential area.

Lot 265 Calophylla Way has street frontage to three (3) sides being Calophylla Way to the north, Lambertia Crescent to the west and Hybanthus Ave to the south. The site directly abuts Activ's housing and home care facility to the east and is in close proximity to the conservation and open space area to the north.

Lot 316 Catspaw Way and Lot 321 Buttercup Crescent have single street frontage and abut single residential homes to the east and west. The sites directly abut each other along their rear boundaries and both are in close proximity to the conservation and open space area to the north.

The plans provided as **Figure 1** and **Figure 2**, show the location of the three lots.

3 SURROUNDING AMENITY

By virtue of their location within an established urban area, the lots are offered excellent regional road and public transport access and access to important amenities, including shopping centres and educational and community facilities. A context plan has been included at **Figure 3**.

The site is located within close proximity to Kalamunda Road, classified as 'Other Regional Roads' under the Metropolitan Region Scheme which has a connection to Roe Highway to the east and Abernethy Road to the west. There are existing Transperth bus services operating along Kalamunda Road. The Midland Train Station is located approximately 4.5km to the north of the site.

There are a number of local and neighbourhood shopping centres located within close proximity to the site, including the High Wycombe Shopping Centre and the Maida Vale Local Centre.

The following educational and community facilities are located nearby:

- High Wycombe – Goodstart Early Learning Centre;
- Matthew Gibney Catholic Primary School;
- High Wycombe Primary School; and
- High Wycombe Community and Recreation Centre.

4 ZONING AND ODP

The sites are zoned 'Urban' under the Metropolitan Region Scheme and 'Urban Development' pursuant to the City of Kalamunda Local Planning Scheme No.3 (LPS No.3).

The sites form part of the Karingal Green Outline Development Plan (Karingal Green ODP) area and are zoned 'Grouped Dwellings R30'. The current Karingal Green ODP is included at **Figure 4**.

5 PROPOSED ODP AMENDMENT

The proposed amendment to the ODP involves the density up-coding for the three (3) above mentioned lots from R30 to R60 (refer **Figure 4 and 5**). The sites present as an infill opportunity and are ideally located to accommodate higher density residential development. The proposed amendment seeks to provide greater flexibility in the delivery of medium density residential development in response to recent trends in market demand.

At the time the Karingal Green ODP was adopted by the then Shire of Kalamunda (now being a significant number of years ago), development at a density of R30 responded to the 'typical' medium density built form product available to the market. However, innovations in built product and trends towards smaller homes now lends the sites to higher density residential development in order to maximise this infill opportunity and deliver market responsive housing forms.

6 YIELD COMPARISON

Indicative yield estimates based on the current and proposed zoning for each site have been calculated and are tabulated below in **Table 1**.

Table 1: Yield Comparisons

YIELD ESTIMATES											
Lot	Gross Area (m2)	Current R30 Scenario					Proposed R60 Scenario				
		Single/Grouped Dwelling		Multiple Dwelling			Single/Grouped Dwelling		Multiple Dwelling		
		Avg. Lot Size (m2)	Dwelling Yield	Plot Ratio	Avg. Dwg Size (m2)	Dwelling Yield	Avg. Lot Size (m2)	Dwelling Yield	Plot Ratio	Avg. Dwg Size (m2)	Dwelling Yield
265	1998	300	6	0.5	80	12	150	13	0.7	80	17
316	2003		6			12		13			17
321	1846		6			11		12			16
TOTAL			18			35		38			50

6.1 Single or Grouped Dwellings

Under the current R30 density coding, the sites could each accommodate a maximum dwelling yield of 6 single or grouped dwellings, this being a total of 18 single or grouped dwellings across the three (3) sites. Under the proposed R60 density, each site could accommodate a maximum dwelling yield of 12-13 single or grouped dwellings, this being a total of 38 dwellings across the three (3) sites. **This represents the potential for an additional 20 single or grouped dwellings across all three sites if the higher R Code is applied.**

6.2 Multiple Dwellings

Under the current R 30 density coding each site could accommodate 11 - 12 multiple dwellings based on a plot ratio of 0.5 and average dwelling size of 80m², this being a total of 35 multiple dwellings across the three (3) sites. Under the proposed R60 density, each site could accommodate a dwelling yield of 16 - 17 multiple dwellings based on a plot ratio of 0.7 allowed by the R Codes and an average dwelling size of 80m², this being a total of 50 multiple dwellings across the three (3) sites. This represents the potential for an additional 15 multiple dwellings across all three sites if the higher R Code is applied.

7 GROUNDS FOR ODP AMENDMENT

We provide the following rationale in support of the proposed amendment.

7.1 State Government Strategic Planning Framework

- The proposed ODP Amendment is consistent with the State's 'urban consolidation' and infill directive, as identified in the key strategic planning documents including the Sub-regional frameworks, Directions 2031 and Beyond, Liveable Neighbourhoods and Perth to Peel @ 3.5 million.
- The State government's strategic position targets the containment of urban sprawl through consolidation measures. The proposed amendment will facilitate high density residential infill development within an established area.
- The above-mentioned strategic State government documents encourage infill development, increased housing diversity, adaptability, affordability and choice. They promote higher density housing to be within close proximity to areas of higher amenity, being activity centres, public open space, commercial facilities and public transport. The proposed ODP amendment responds to these key strategic documents by delivering higher density residential infill development in a well located and serviced area.
- With regards to Liveable Neighbourhoods, R18 states "higher density housing in areas close to town and neighbourhood centres, near public transport stops, and in areas with high amenity such as next to parks". Liveable Neighbourhoods encourages the siting of medium density residential development within walking distance of community facilities. The Context Plan (refer **Figure 3**) identifies the amenity in the vicinity of the 400m and 800m catchment of the sites. There are a number of centres within the 800m catchment of the sites. In addition, public transport services operate along Kalamunda Road, located just outside of the 400m catchment of the sites. This public transit route connects to the Kalamunda District Centre. The sites are also located in the immediate vicinity of public open space. The majority of the amenities are within the 800m catchment of the sites and therefore considered to be very accessible to the site.

7.2 City of Kalamunda Planning Framework

Pre lodgement discussions with the City of Kalamunda have indicated that there is in principle support for the increased density to R60. The proposed ODP Amendment is consistent with the existing planning framework at the City of Kalamunda as outlined below.

7.2.1 Local Planning Strategy

- The proposed ODP Amendment is consistent with the City of Kalamunda's Local Planning Strategy, which aims to "Identify medium density infill development opportunities around activity centres, public transport and public open spaces, subject to urban design and streetscape guidelines". The sites are ideally located to accommodate medium density infill development within close proximity to important amenities, including public transport, activity centres, community and education facilities and public open space.

7.2.2 Local Housing Policy

- The proposed ODP Amendment is consistent with the objectives of the City of Kalamunda's Local Housing Policy, specifically:
 - "To provide for a greater variety of lot sizes and housing types that will cater for the diverse needs of the community at a density that can ultimately support the provision of local services, while at the same time meeting the social and economic needs of the Shire's changing demographics"; and
 - "To identify suitable areas for greater housing choice which are strategically located, i.e. close to, or well connected to, existing and future services (for example, employment centres, main transport routes/hubs, community facilities, shopping centres, and most importantly, the two District Centres within the Shire – Kalamunda and Forrestfield."
- The predominant dwelling type in this locality is single detached family homes. The proposed amendment will provide a range of smaller household sizes which will provide greater housing choice and respond to the diverse needs of the community.

7.2.3 City of Kalamunda Amendment 82 to Local Planning Scheme No.3

Amendment 82 to the City's Local Planning Scheme, gazetted in 2016, introduced dual density coding into some areas of Kalamunda and introduced Clause 5.24 in LPS 3. Although not directly relevant to this proposal, the underlying concept and justification accepted as part of Amendment 82 by the City, WAPC and Minister, for the application for a higher density code to a parcel of land should be considered as part of the assessment of this proposal to up code three (3) sites from R30 to R60.

Clause 5.2.4 of LPS 3 states:

"In considering development applications for land within the dual coded areas depicted on the Scheme Map, the local government will apply the lower density unless:

- a) The minimum area of the total development site being not less than 1,000 square metres; or*
- b) The parent lot has two or more frontages to a public road; or*
- c) The parent lot is the only lot between two lots with two or more frontages to a public road; or*
- d) The parent lot is the only lot between two lots where one or both of the adjoining lots have been developed at the higher dual density code; or*
- e) The development is designed to accommodate a mixture of dwelling types and shall include two or more types of dwelling as defined by the R-Codes and at least one dwelling in the development is two storeys; and*
- f) The development is designed with due regard for any relevant Local Planning Policy or Design Guidelines for dual density coded areas; and*
- g) The development can be serviced by reticulated sewerage in accordance with the Government Sewerage Policy."*

The three (3) sites comply with the criteria outlined in Clause 5.24 of the LSP 3 for the application of a higher density code as follows:

- All three sites have an area greater than 1,000m²;
- Lot 265 has three frontages to a public road;
- Lots 316 and 321 are both the only lot between two lots with two or more frontages to a public road; and
- The lot adjoining Lot 265 has been developed for special purposes at a density higher than the surrounding single residential density of R15/20.

It is noted that with smaller lots it is increasingly difficult to achieve good design. A larger area for development provides greater scope to provide high quality development. The size of the three (3) lots is in the order of 2,000m² each, this being double the Scheme requirement for the application of a higher density in other dual coded areas. Each site forming part of this ODP amendment is therefore of a large enough size to facilitate a superior design outcome.

Corner lot development scenarios (as is the case for Lot 265) are identified as a core opportunity for higher density housing with dwellings / lots being able to have their own street frontage and therefore promoting consistent streetscape and passive visual surveillance. Further, for those lots not on a corner, a wide street frontage (as is the case for Lots 316 and 321) is a design advantage and allows for a greater positive contribution to streetscape. All three sites forming part of this ODP Amendment have appropriate frontage to enable a high quality design and streetscape outcome to be achieved.



7.3 Indicative Built Form Outcomes and Diversity

In order to support this proposed ODP Amendment, indicative built form scenarios have been developed for each of the three sites – refer **Appendix 1**. The imagery that has been prepared illustrates different development and housing product scenarios that are all responsive to current market trends towards smaller dwelling types offering a diversity of housing product within a locality.

This built form imagery is intended to be indicative only and it is noted that for each site there are multiple access and dwelling configuration opportunities by virtue of the large size and road frontage. All of the sites are close to 2000m² in area and thus are of an appropriate size and dimension to enable the delivery of a high quality medium density built form outcome which can address the surrounding streetscapes and enable the concealment of car parking.

The indicative built form outcomes provided illustrate that the development of the sites under the R60 provisions of the R-Codes will not compromise the amenity of the surrounding established residential area or negatively impact on the streetscape. The R-Codes include a range of objectives and design principles, together with deemed-to-comply criteria which set out one way of achieving each design principle. Any future proposals for development at a density of R60 will therefore be considered in the context of these provisions which ensure the delivery of appropriate development outcomes for the site and in the context of the surrounding area. This proposed amendment will contribute to the character and amenity of this central portion of the Karingal Green residential area by providing greater diversity in housing stock and built form outcomes. In addition, the ODP Amendment may deliver greater housing affordability within the locality to attract a broader and more diverse demographic.

With regard to tree retention, there are no trees on Lots 316 and 321 however Lot 265 does contain some mature trees. The indicative built form design for Lot 265 shows how these trees can be retained. Maximum effort should be made to retain these trees where possible as part of the future development of Lot 265.

The built form designs provided have incorporated all parking requirements (resident and visitor) within the sites. However, it is noted that future development proposals may indicate the need for on street parking to function as visitor parking for the developments. This matter will be addressed at the development application stage. There is adequate road verge area in proximity to each site to accommodate some on street parking if deemed necessary. In addition, any impacts on the footpaths will be addressed by the development application.

7.4 Bushfire

As the three sites are located in a bushfire prone area, a Bushfire Management Plan (refer **Appendix 2**) has been prepared to support this proposed ODP Amendment despite the fact that the sites are already zoned for Residential R30 purposes. The results of the report demonstrate that the residential development of these lots can occur in compliance with bushfire policies and requirements. Due to the vegetation in the conservation reserve to the north the lots are affected by BAL ratings which will require some construction and fire management strategies to be implemented. However, none of this impacts the proposed rezoning, noting that the land is already zoned for residential development. The required strategies to mitigate bushfire risk are to be implemented at the development and building stage of the process.

7.5 Additional Justification

In addition to the above justification provided for the proposed ODP amendment, we take this opportunity to provide additional information and justification as follows:

- This proposed amendment has been lodged in response to consideration of the changing landscape of disability funding in Australia. As the largest disability services provider in Western Australia, Activ has been successfully delivering a range of vital services to the community since 1951, including Employment, Accommodation, Community Based Services and Transport. The proposed changes to funding arrangements for the provisions of disability services introduced by the Australian Government under the National Disability Insurance Scheme will transform the way disability funding is delivered to organisations, such as Activ. This has prompted Activ to review its existing portfolio of assets to ensure the ongoing delivery of essential services to the community.
- The rezoning of these 3 sites to R60 should be considered in the context of the existing and future Aged Care development within Karingal Green, rather than purely the established residential context.
- Upcoding of a nearby lot (Lot 426 Pipe Lily Drive) from R30 to R60 was approved by the WAPC in 2016. The justification for upcoding the subject three (3) sites is consistent to that provided for the previous upcoding of Lot 426 Pipe Lily Drive.
- It is acknowledged that the proposed R60 density coding is higher than the prevailing residential density within the locality, however it is considered that within the context of the development of the Aged Care site, the recent upcoding of the nearby Lot 426 Pipe Lily Drive from R30 to R60 and the accessibility of the location to amenities and services, the density is considered compatible and complementary to the intent of the structure plan and is in accordance with the Shire's Local Housing Strategy.
- The development of the sites to R60 will complement the future Aged Care facility and R60 development at Lot 426.
- The R60 coding allows for the delivery of a greater diversity of housing product, including smaller 1- 2 bedroom apartments as part of a Multiple Dwelling development. Whilst it is acknowledged these could be delivered at a lower density, the commercial viability of the development would be compromised as a result of the reduction in yield. It is anticipated the future development of the site would offer a housing product not currently available in the local context.

- The proposed density change in the area would allow for the development of additional dwellings with access to community facilities and public transport, but would also allow for a greater variety of housing options in the vicinity of nearby and future aged and other care facilities which may cater to family members or carers wishing to remain close to community members whose needs require the use of such facilities.
- All detailed design elements associated with the future R60 development of the site could be addressed as part of a Development Application.
- Recent trends in development industry standards reflect a shift towards density codings of R60 and greater for the delivery of medium density housing product, being the opportunity for both Grouped and Multiple dwelling development. A R40 density code or lower limits the ability to deliver commercially viable medium density development as a result of lower plot ratio and other R-Code standards.

8 CONCLUSION

In conclusion and summary:

- The proposed ODP amendment is consistent with the strategic directive of the State government in relation to infill development and urban consolidation.
- The proposed amendment is consistent with the City's Local Planning Strategy, Local Housing Policy and the recent Amendment No.82 to Town Planning Scheme No.3.
- The indicative built form imagery and plans a provided demonstrates that a high quality design and streetscape outcome is likely on these sites given the large areas and frontages.

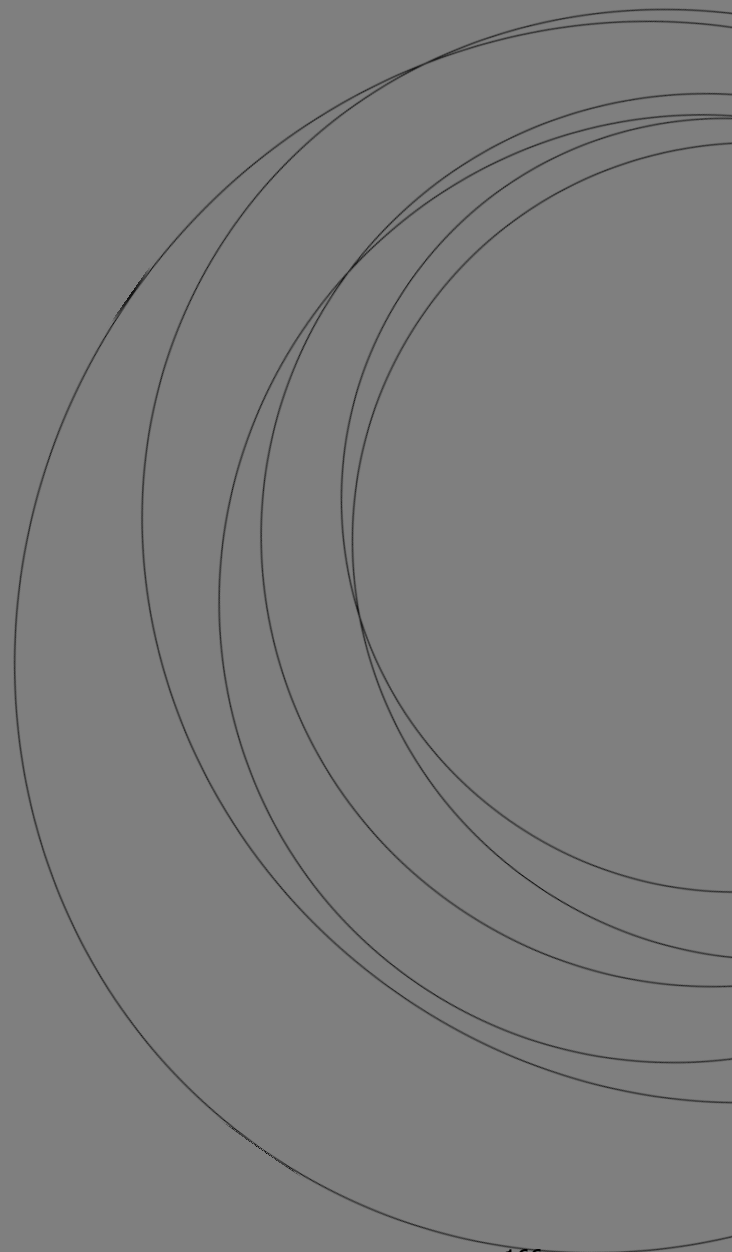
Based on the information presented, we now request Council's approval of the proposed amendment to the ODP.

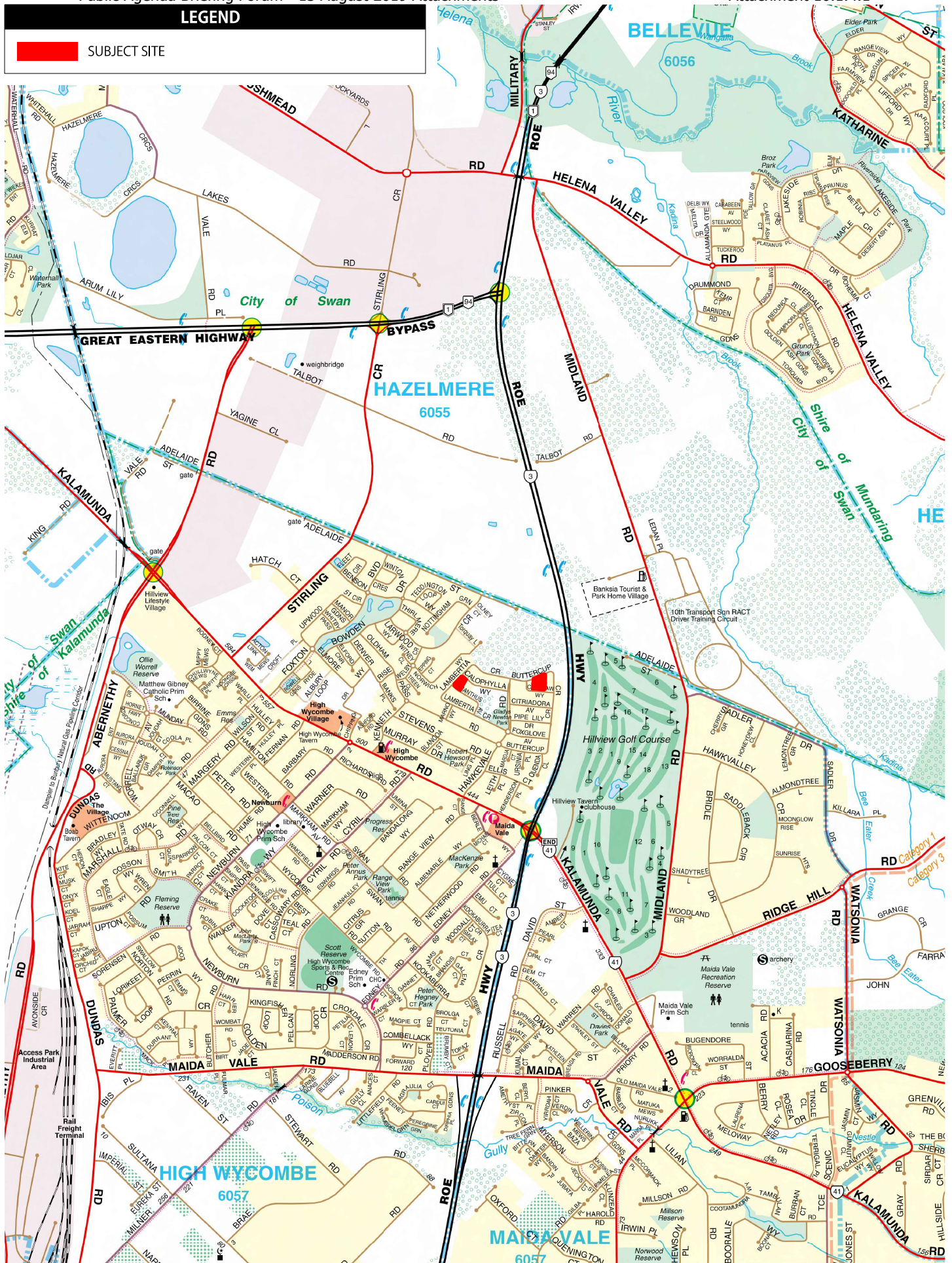
FIGURES



Figure 1

Location Plan





LOCATION PLAN

Figure 1

City of Kalamunda



Scale: 1:25,000@A4 Date: 06/08/2018 Plan: ACTHW-5-006



Figure 2

Orthophoto

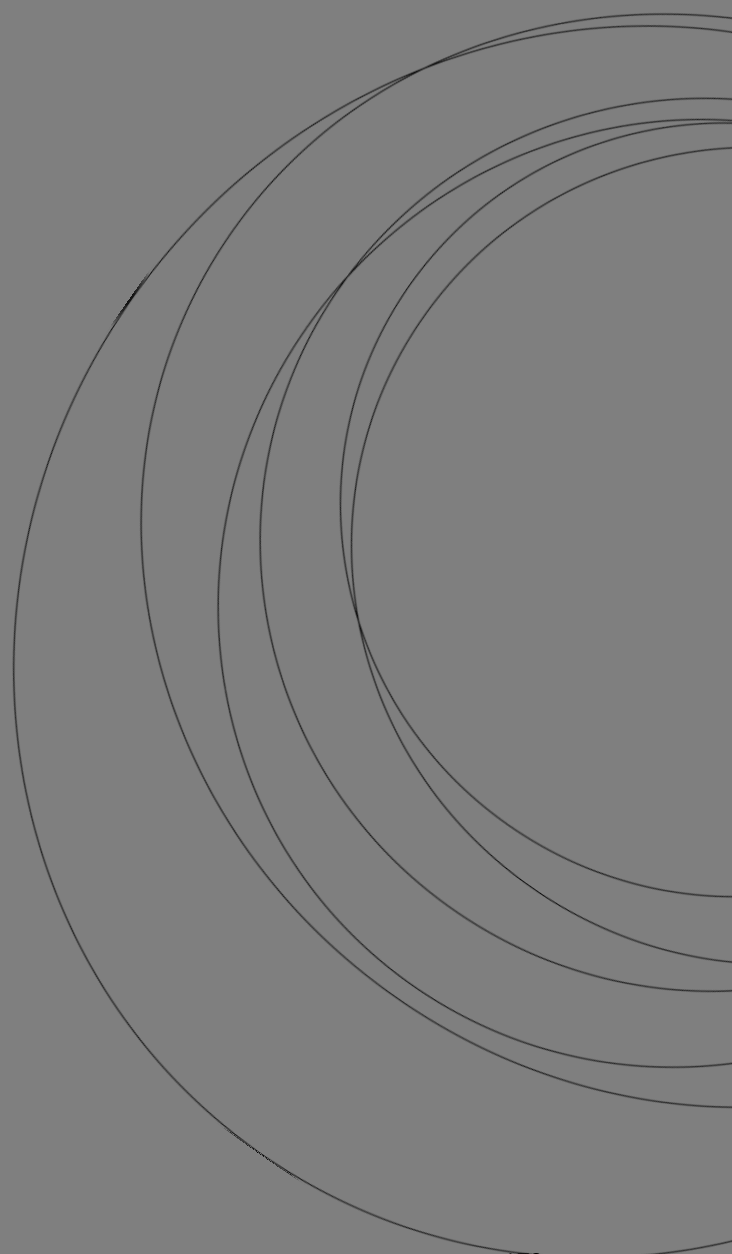




FIGURE 2 - AERIAL BASE PLAN

Lot 265 Calophylla Way, Lot 316 Catspaw Way & Lot 321 Buttercup Cr, HIGH WYCOMBE

City of Kalamunda

Figure 3 Context Plan





LEGEND

- SUBJECT SITE
- RETAIL / COMMERCIAL
- EDUCATION
- COMMUNITY / OPEN SPACE

FIGURE 3 - AERIAL CONTEXT PLAN

Lot 265 Calophylla Way, Lot 316 Catspaw Way & Lot 321 Buttercup Cr, HIGH WYCOMBE

City of Kalamunda

NORTH

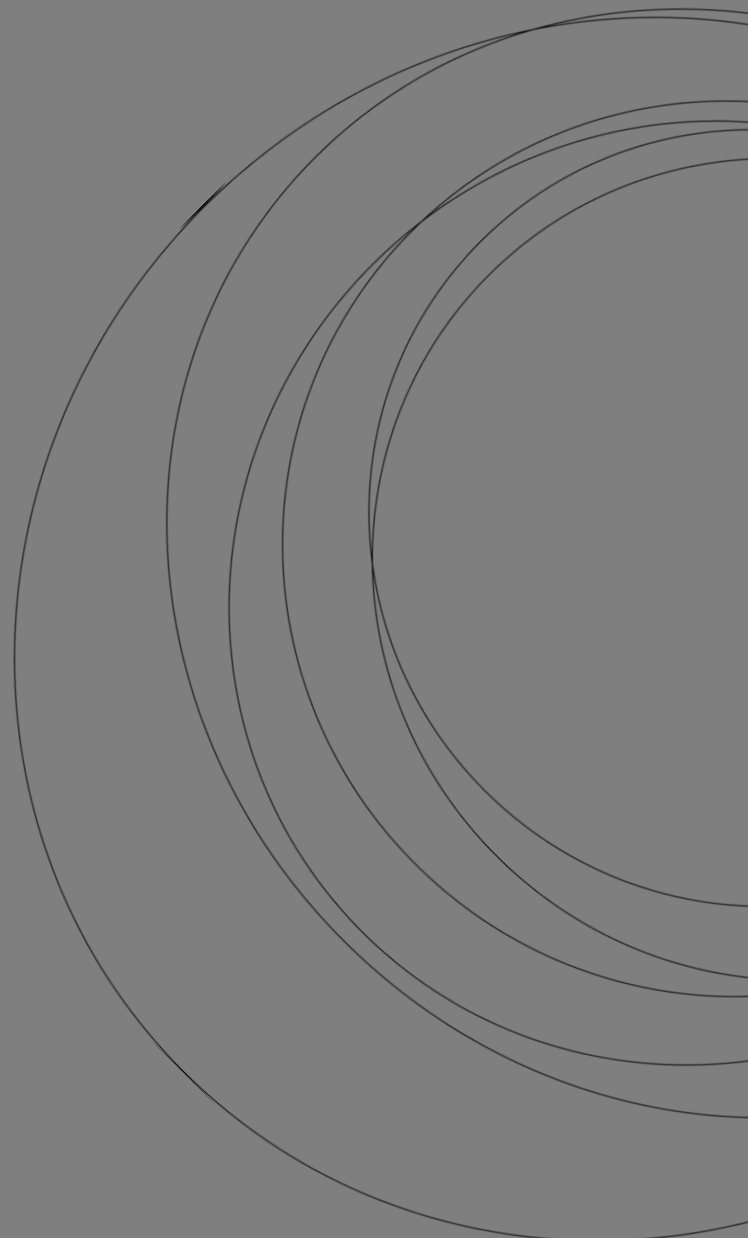
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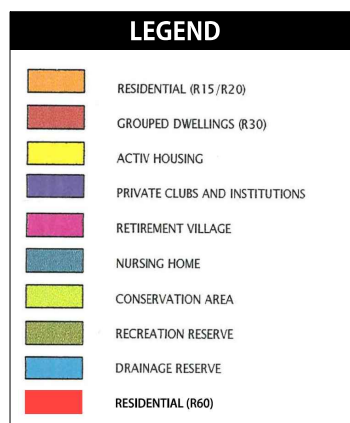
Figure 4

Current Outline Development Plan





EXISTING



PROPOSED

ODP AMENDMENT PLAN

Figure 4

City of Kalamunda



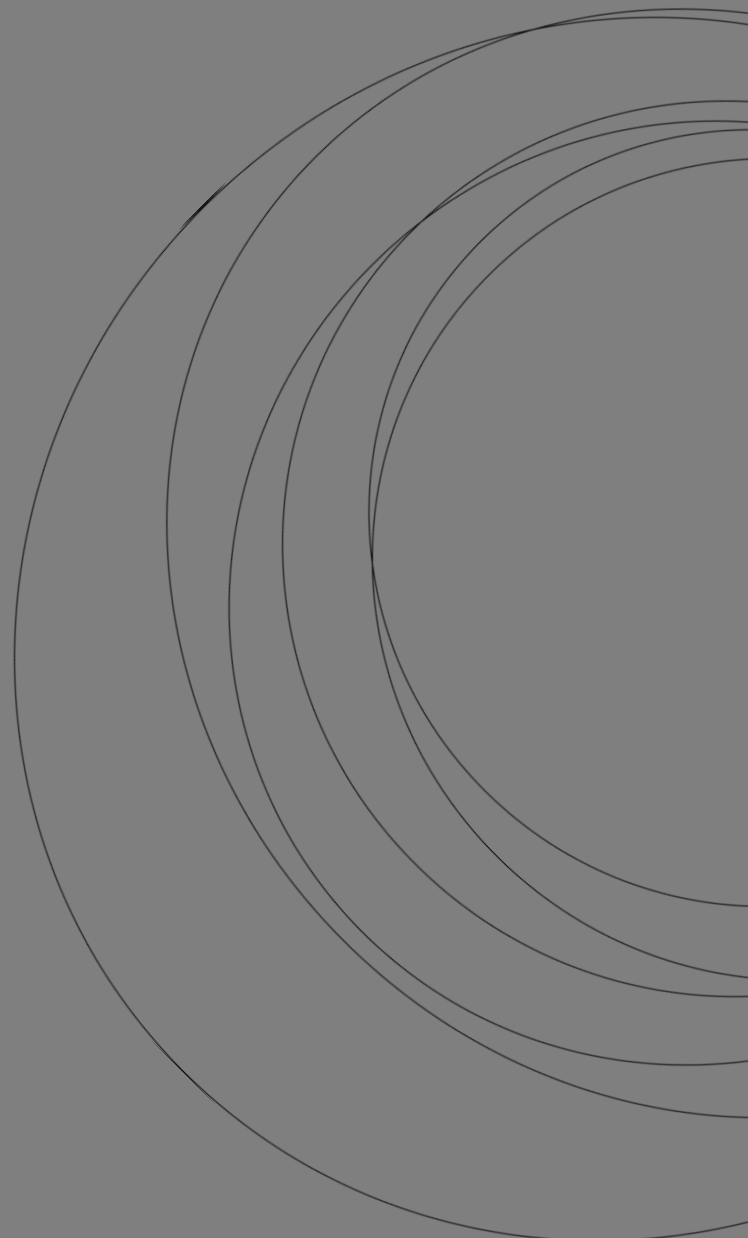
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Figure 5

Proposed Amendment to Outline Development Plan





KARINGAL GREEN PROPOSED ODP

Figure 5

City of Kalamunda

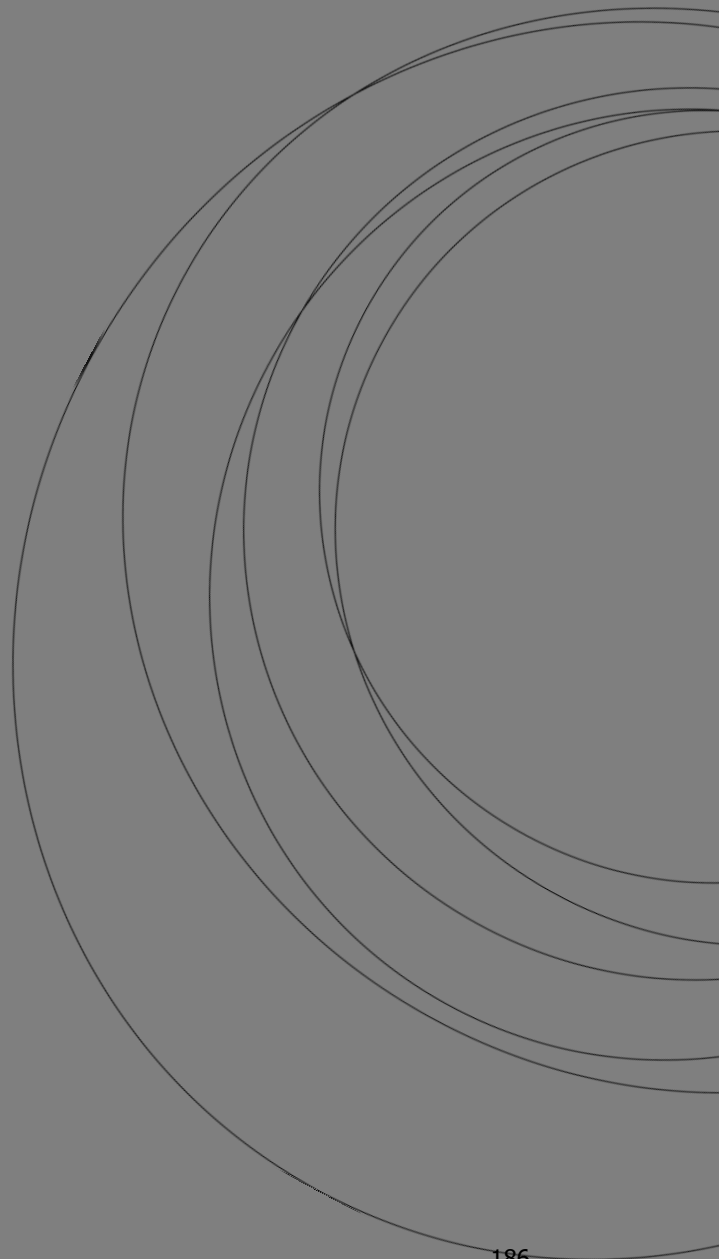


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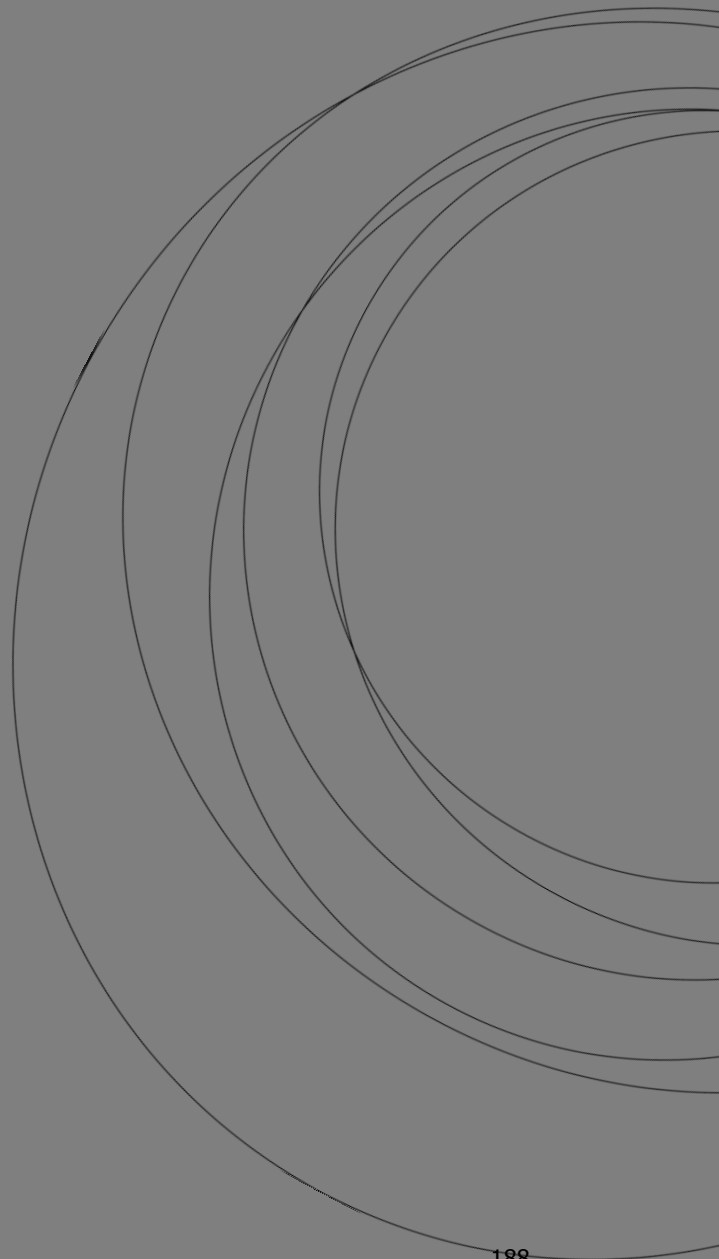


APPENDICES



Appendix 1

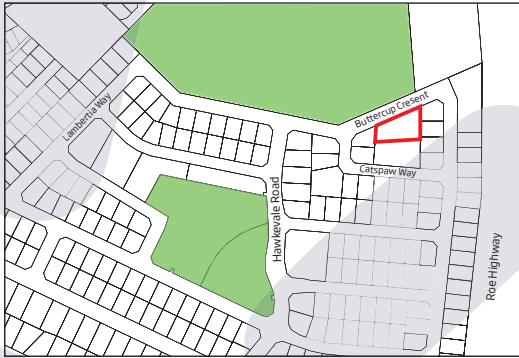
Indicative Built Form Outcomes



INDICATIVE BUILT FORM LOT 321

(R60 Multiple Dwelling Scenario)

LOCATION



SITE PLAN



ASSUMPTIONS

Provision	R-Code R60 Requirement	Provided
Gross Area	1,846m ²	
Plot Ratio	0.7	0.7
Plot Ratio Area	1,292m ²	1,292m ²
Average Dwelling Size	-	80m ²
Multiple Dwelling (Apartment) Yield	-	16
Primary Street Setback	2m	✓
Car Parking	1.25 Bays per dwelling i.e. 20 Bays	21 Bays
Visitor Bays	0.25 Bay per dwelling i.e. 4 Bays	4 Bays
Bin Provision	✓	✓

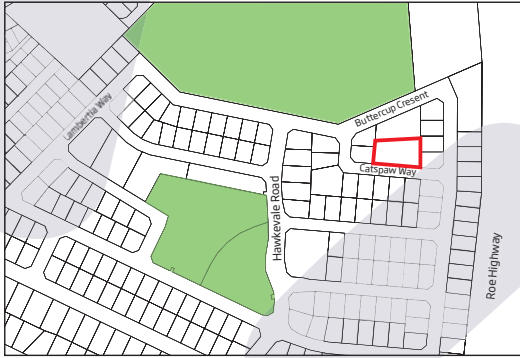
3D / STREETSCAPE



INDICATIVE BUILT FORM LOT 316

(R60 Grouped Dwelling Scenario)

LOCATION



SITE PLAN



ASSUMPTIONS

Provision	R-Code R60 Requirement	Provided
Gross Area	2,003m ²	
Minimum Lot Size	120m ²	✓
Average Lot Size	150m ²	166.9m ²
Net Developable Area	-	1,659m ²
Common Property	-	344m ²
(Strata) Lot Yield	13 (max)	12
Primary Street Setback	2m	✓
Outdoor Living Areas	16m ²	✓
Car Parking	2 Bays per 2+ Bedder	✓
Visitor Bays	1 Bay per 4 group dwellings i.e. 3 Bays	✓
Bin Provision	✓	✓

3D / STREETSCAPE



INDICATIVE BUILT FORM LOT 265

(R60 Grouped Housing Scenario)

LOCATION



SITE PLAN



ASSUMPTIONS

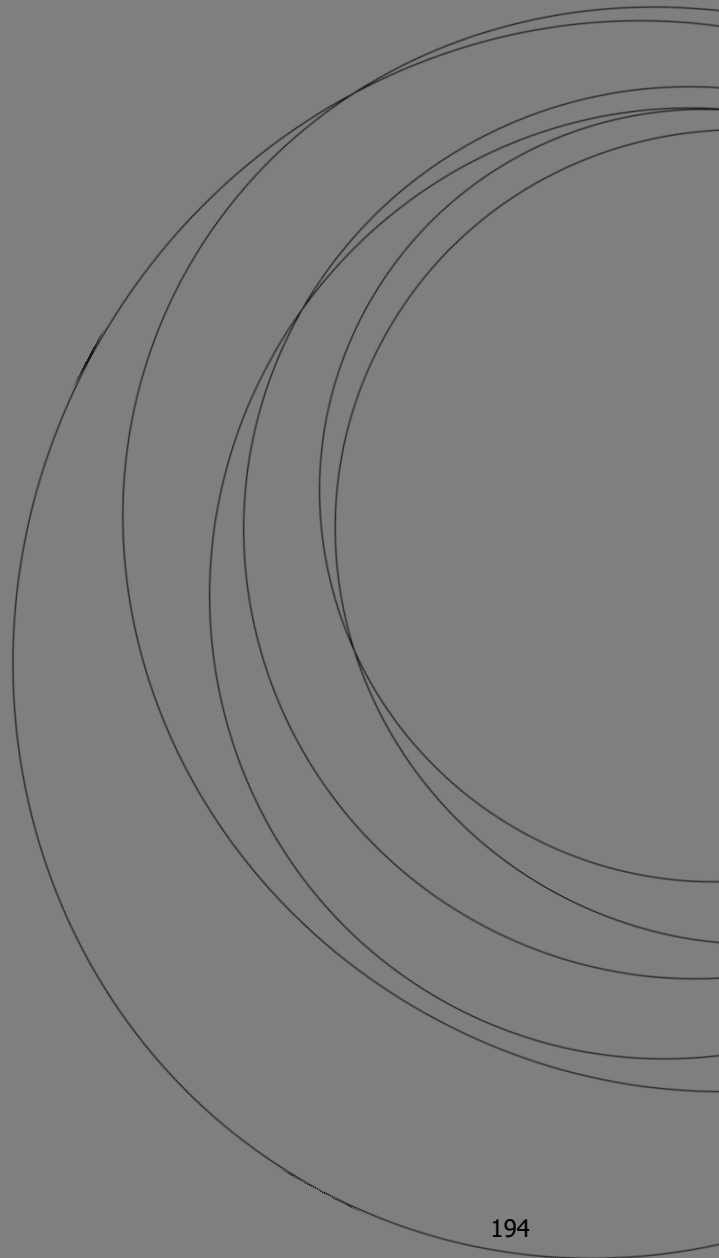
Provision	R-Code R60 Requirement	Provided
Gross Area	1998m ²	
Minimum Lot Size	120m ²	✓
Average Lot Size	150m ²	166.5m ²
Net Developable Area	-	1556m ²
Common Property	-	442m ²
(Strata) Lot Yield	13 (max)	12
Primary Street Setback	2m	✓
Outdoor Living Areas	16m ²	✓
Car Parking	2 Bays per 2+ Bedder	✓
Visitor Bays	4 Bays	✓
Bin Provision	✓	✓

3D / STREETSCAPE



Appendix 2

Bushfire Management Plan



Bushfire Management Plan Coversheet

This Coversheet and accompanying Bushfire Management Plan has been prepared and issued by a person accredited by Fire Protection Association Australia under the Bushfire Planning and Design (BPAD) Accreditation Scheme.

Bushfire Management Plan and Site Details

Site Address / Plan Reference: Lots 265, 316 and 321 Karingel Green

Suburb: High Wycombe

State: WA

P/code: 6057

Local government area: City of Kalamunda

Description of the planning proposal: Outline Development Plan amendment

BMP Plan / Reference Number: CDP18477.01

Version: R001 Rev 0

Date of Issue: 2/11/2018

Client / Business Name: Creative Design and Planning on behalf of Activ Foundation

Reason for referral to DFES

Yes

No

Has the BAL been calculated by a method other than method 1 as outlined in AS3959 (tick no if AS3959 method 1 has been used to calculate the BAL)?

☐

☒

Have any of the bushfire protection criteria elements been addressed through the use of a performance principle (tick no if only acceptable solutions have been used to address all of the BPC elements)?

☐

☒

Is the proposal any of the following special development types (see SPP 3.7 for definitions)?

Unavoidable development (in BAL-40 or BAL-FZ)

☐

☒

Strategic planning proposal (including rezoning applications)

☒

☐

Minor development (in BAL-40 or BAL-FZ)

☐

☒

High risk land-use

☐

☒

Vulnerable land-use

☐

☒

If the development is a special development type as listed above, explain why the proposal is considered to be one of the above listed classifications (E.g. considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

An Outline Development Plan is considered a strategic planning proposal.


Note: The decision maker (e.g. local government or the WAPC) should only refer the proposal to DFES for comment if one (or more) of the above answers are ticked "Yes".

BPAD Accredited Practitioner Details and Declaration

Name	Accreditation Level	Accreditation No.	Accreditation Expiry
Zac Cockerill	Level 2	BPAD37803	31/08/2019
Company	Contact No.		
Strategen Environmental	(08) 9792 4797		

I declare that the information provided within this bushfire management plan is to the best of my knowledge true and correct

Signature of Practitioner



Date 2/11/2018



intelligent outcomes | respected experience

Outline Development Plan amendment: Lots 265, 316 and 321 Karingel Green, High Wycombe

Bushfire Management Plan

Prepared for
Creative Design & Planning
by Strategen

November 2018



Outline Development Plan amendment: Lots 265, 316 and 321 Karingel Green, High Wycombe

Bushfire Management Plan

Strategen is a trading name of
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Level 1, 50 Subiaco Square Road Subiaco WA 6008
ACN: 056 190 419

November 2018

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: Creative Design & Planning

Report Version	Revision No.	Purpose	Strategen author/reviewer and accreditation details	Submitted to Client
				Date
Draft Report	Rev A	For review by client	B Mastrangelo (BPAD45985) / Z Cockerill (BPAD37803)	15/10/2018
Final Report	Rev 0	Issued for use: to accompany ODP submission	Z Cockerill (BPAD37803)	2/11/2018

Filename: CDP18477_01 R001 Rev 0 - 2 November 2018

Table of contents

1. Proposal details	1
2. Environmental considerations	3
2.1 Native vegetation – modification and clearing	3
2.2 Revegetation / Landscape Plans	3
3. Bushfire assessment results	4
3.1 Assessment inputs	4
3.1.1 Vegetation classification	4
3.1.2 Effective slope	4
3.1.3 Summary of inputs	4
3.2 Assessment outputs	7
3.2.1 Bushfire Attack Level (BAL) assessment	7
4. Identification of bushfire hazard issues	11
4.1 Bushfire context and issues	11
5. Assessment against the bushfire protection criteria	12
5.1 Compliance table	12
5.2 Additional management strategies	13
5.2.1 City of Kalamunda Firebreak Notice	13
5.2.2 Compliance with AS 3959	13
6. Responsibilities for implementation and management of the bushfire measures	14
7. References	15

List of tables

Table 1: Summary of vegetation classifications, exclusions and effective slope	4
Table 2: Method 1 BAL calculation	7
Table 3: Compliance with the bushfire protection criteria of the Guidelines	12
Table 4: Responsibilities for implementation and management of the bushfire measures	14

List of figures

Figure 1: Location plan	2
Figure 2: Vegetation classification and effective slope - Lot 265	5
Figure 3: Vegetation classification and effective slope - Lot 316 and Lot 321	6
Figure 4: BAL contour assessment and bushfire management measures - Lot 265	9
Figure 5: BAL contour assessment and bushfire management measures - Lots 316 and 321	10

List of appendices

Appendix 1 Asset Protection Zone Standards (Schedule 1, the Guidelines)
Appendix 2 City of Kalamunda Firebreak Notice
Appendix 3 Georeferenced site photos

1. Proposal details

Creative Design and Planning, on behalf of Activ Foundation (the developer), is seeking to amend the Outline Development Plan (ODP) to enable recoding of Lots 265, 316 and 321 Karingel Green, High Wycombe (the project area), situated within the City of Kalamunda.

Figure 1 details the location plan for the proposed development and provides an overview of existing on-ground conditions. The project area is surrounded by existing residential development to the south, west and east, and remnant vegetation to the north and encompasses two separate locations, as outlined below:

- Lot 265 to the west, bound by Lambertia Crescent, Calophylla Way and Hybanthus Avenue
- Lots 316 and 321 to the east, bound by Catspaw Way and Buttercup Crescent.

The project area is situated within a designated bushfire prone area according to the DFES State Map of Bush Fire Prone Areas (DFES 2018; refer to Plate 1), which triggers bushfire planning requirements under Policy Measure 6.3 of *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (SPP 3.7; WAPC 2015).

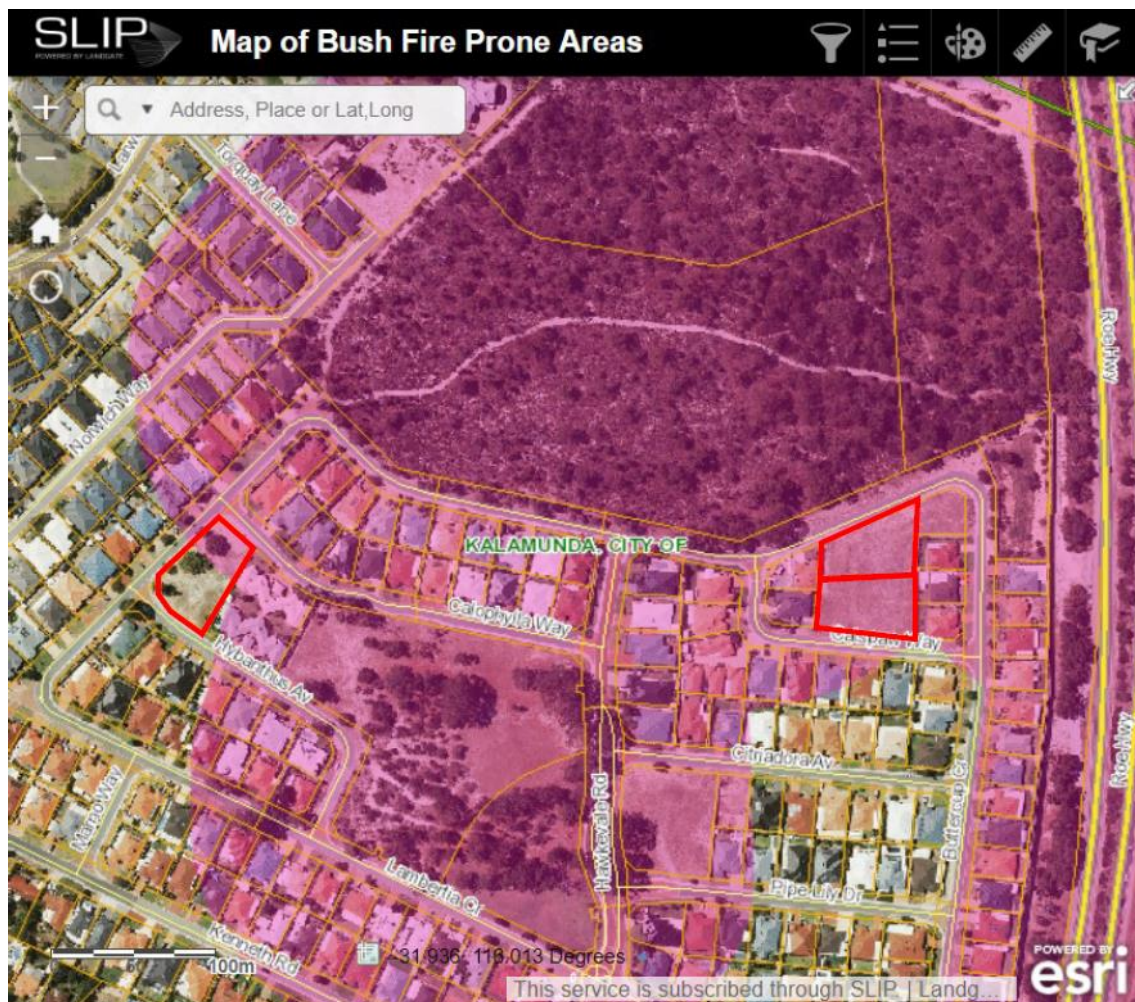


Plate 1: Map of Bushfire Prone Areas 2018 (DFES)



Figure 1: Location plan



2. Environmental considerations

2.1 Native vegetation – modification and clearing

The subject lots are predominantly cleared apart from three individual trees within Lot 265. Proposed development may require removal of these trees.

A search of publicly available environmental data revealed that:

- Threatened and Priority Flora and Endangered Fauna may exist within the project area and the adjacent vegetation to the north within Hawkesvale Reserve
- no RAMSAR wetlands exist within the project area or the adjacent vegetation
- Hawkesvale Reserve to the north is a Bush Forever site
- no Geomorphic Wetlands of the Swan Coastal Plain exist within project area or the adjacent vegetation
- Environmentally Sensitive Areas exist within the adjacent vegetation
- no Swan Bioplan Regionally Significant Natural Areas exist within the subject lot or the adjacent vegetation
- Banksia Woodland EPBC listed Threatened Ecological Community (TEC) is mapped as likely to occur to the north of the project area within the Hawkesvale Reserve
- no Tuart Woodlands exist within the project area or adjacent vegetation
- Potential Quenda habitat exists to the north within Hawkesvale Reserve
- other Threatened Ecological Communities may exist within the adjacent vegetation
- areas of mapped EPBC listed Carnaby's Black Cockatoo habitat including potential feeding areas, confirmed roosting areas and possible breeding areas exist to the north of the project area within Hawkesvale Reserve.

Strategen understands that since the subject lots are already cleared, the relevant environmental approvals for the proposed development have already been sought as part of previous planning stages.

2.2 Revegetation / Landscape Plans

No revegetation / landscaping is proposed as part of the proposed development.

3. Bushfire assessment results

3.1 Assessment inputs

3.1.1 Vegetation classification

Strategen assessed classified vegetation and exclusions within 150 m of the project area through on-ground verification on 30 August 2018 in accordance with AS 3959 and the *Visual Guide for Bushfire Risk Assessment in Western Australia* (DoP, 2016). Georeferenced site photos and a description of the vegetation classifications and exclusions are contained in Appendix 3.

3.1.2 Effective slope

Site observations identified the effective slope under classified vegetation within the project areas and adjacent 150 m. Results were cross-referenced with DAFWA 2 m contour data.

3.1.3 Summary of inputs

Figure 2 (for Lot 265) and Figure 3 (for Lots 316 and 321) illustrate the anticipated post-development vegetation classifications, exclusions and effective slopes within the project area and adjacent 150 m. A summary of results is provided in Table 1.

Table 1: Summary of vegetation classifications, exclusions and effective slope

Vegetation plot	Applied vegetation classification/ exclusions clause	Effective slope under classified vegetation
1	Class A forest	Downslope >0-5 degrees
2	Class B woodland	Flat / up-slope (0 degrees)
3	Class B woodland	Downslope >0-5 degrees
4	Class D scrub	Flat / up-slope (0 degrees)
5	Class D scrub	Downslope >0-5 degrees
6	Class C shrubland	Downslope >0-5 degrees
7	Class G grassland	Flat / up-slope (0 degrees)
8	Excluded under Clause 2.2.3.2 (e) and (f)	N/A

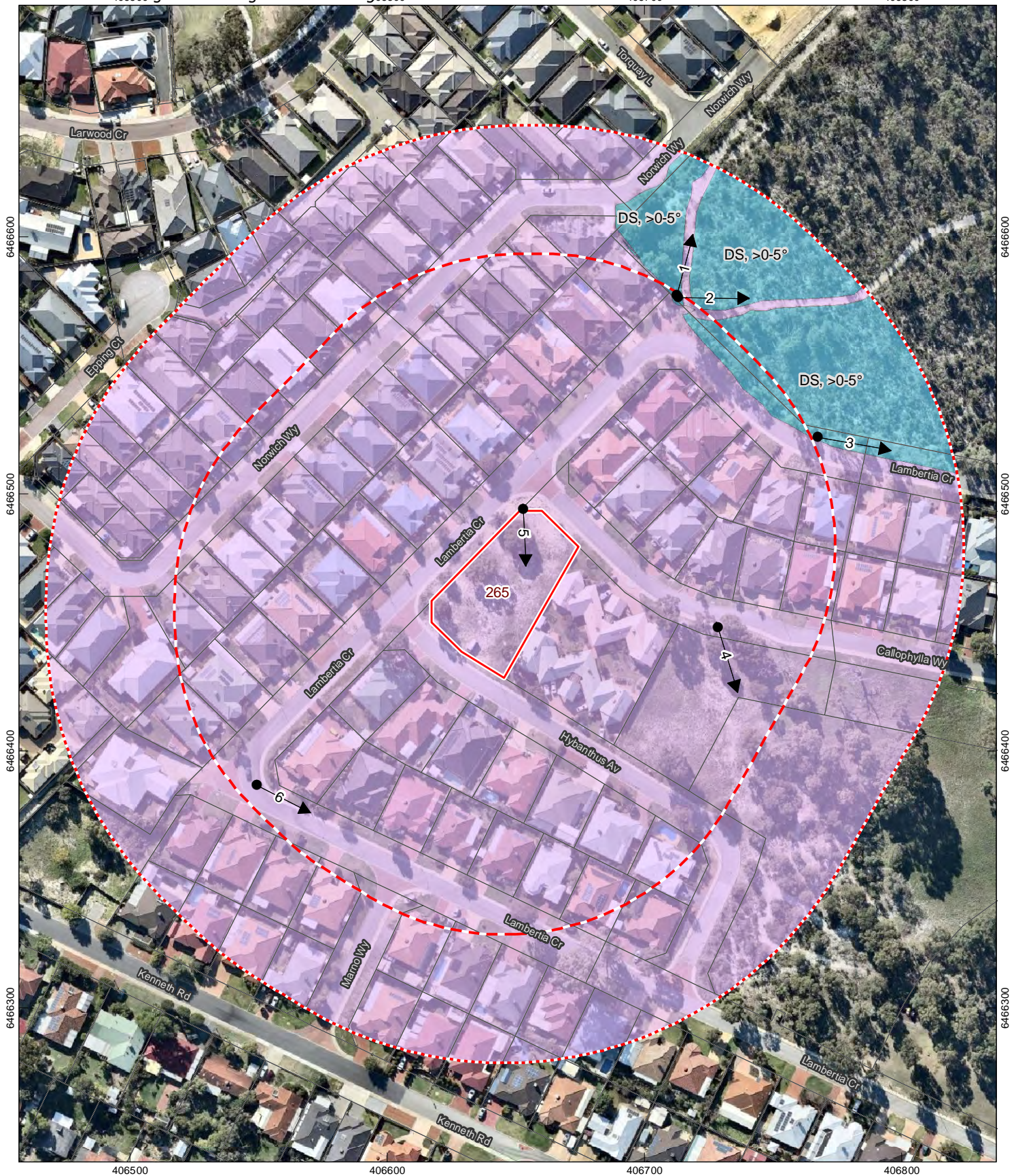
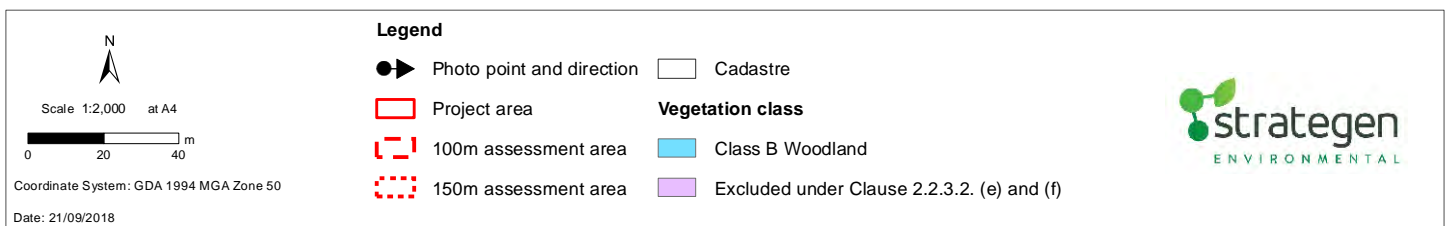


Figure 2: Vegetation classification and effective slope - Lot 265



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info@strategen.com.au | www.strategen.com.au

© 2017. Whilst every care has been taken to prepare this map, Strategen & Delara Sarban makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and cannot accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damage) which are or may be incurred by any party as a result of the map being inaccurate, incomplete or unreliable, in whole or in part, for any reason.

Data source: Neamap: Aerial image, flown 06/2018. Landgate: Cadastre, 07/2018. Created by: jcrute

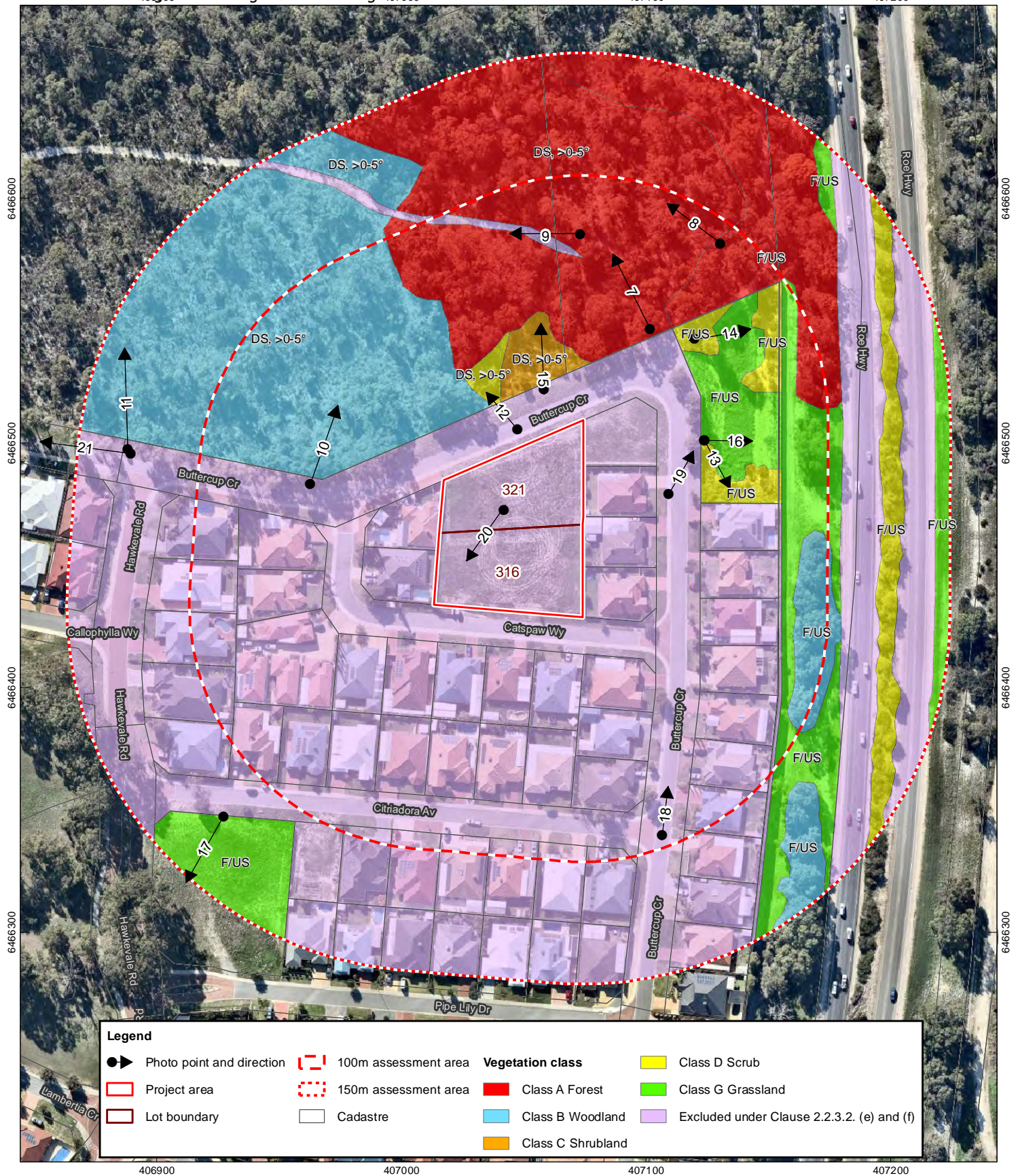


Figure 3: Vegetation classification and effective slope - Lot 316 and Lot 321

3.2 Assessment outputs

3.2.1 Bushfire Attack Level (BAL) assessment

Strategen has undertaken a BAL assessment in accordance with Method 1 of AS 3959 for the proposed development. The Method 1 procedure for calculating the BAL (as outlined in AS 3959) incorporates the following factors:

- state-adopted FDI 80 rating
- vegetation class
- effective slope
- distance maintained between proposed development areas and the classified vegetation.

The BAL rating gives an indication of the level of bushfire attack (i.e. the radiant heat flux) that may be received by proposed development and subsequently informs the standard of building construction (if applicable) and/or setbacks required for proposed habitable development to potentially withstand such impacts.

Results of the BAL assessment are depicted in the form of a BAL contour map, provided in Figure 4 (for Lot 265) and Figure 5 (for Lots 316 and 321). Table 2 provides a summary of BAL calculation results and the following provides a summary of the mapped BAL impact over the project area:

- Lot 265 is partially impacted by BAL-12.5 (BAL-Low may be achievable for future development based on an appropriate building setback off Calophylla Way)
- Lot 316 is wholly impacted by BAL-12.5
- Lot 321 is partially impacted by BAL-40; however, a 4 m tapered building setback off the north-eastern corner of the lot fronting Buttercup Crescent in the form of an Asset Protection Zone (APZ) would ensure BAL-29 was achieved (furthermore, additional setbacks off Buttercup Crescent could enable BAL-19 to be achieved).

Table 2: Method 1 BAL calculation

Classified vegetation	Effective slope	BAL contour width (m)	BAL rating	Comment
Class A forest	Downslope >0-5 degrees	<20	BAL-FZ	No development is proposed in this area
		20-<27	BAL-40	No development is proposed in this area (4 m APZ setback – refer to Figure 4)
		27-<37	BAL-29	Development may occur in this area
		37-<50	BAL-19	Development will occur in this area
		50-<100	BAL-12.5	Development will occur in this area
Class B woodland	Flat/upslope	<10	BAL-FZ	No development is proposed in this area
		10-<14	BAL-40	No development is proposed in this area
		14-<20	BAL-29	No development is proposed in this area
		20-<29	BAL-19	No development is proposed in this area
		29-<100	BAL-12.5	Development will occur in this area
Class B woodland	Downslope >0-5 degrees	<13	BAL-FZ	No development is proposed in this area
		13-<17	BAL-40	No development is proposed in this area
		17-<25	BAL-29	Development may occur in this area
		25-<35	BAL-19	Development will occur in this area
		35-<100	BAL-12.5	Development will occur in this area
Class D scrub	Flat/upslope	<7	BAL-FZ	No development is proposed in this area
		7-<9	BAL-40	No development is proposed in this area
		9-<13	BAL-29	No development is proposed in this area

Outline Development Plan amendment: Lots 265, 316 and 321 Karingel Green, High Wycombe

		13–<19	BAL–19	No development is proposed in this area
		19–<100	BAL–12.5	Development will occur in this area
Class D scrub	Downslope >0-5 degrees	<11	BAL–FZ	No development is proposed in this area
		11–<15	BAL–40	No development is proposed in this area
		15–<22	BAL–29	Development may occur in this area
		22–<31	BAL–19	Development will occur in this area
		31–<100	BAL–12.5	Development will occur in this area
Class C shrubland	Downslope >0-5 degrees	<7	BAL–FZ	No development is proposed in this area
		7–<10	BAL–40	No development is proposed in this area
		10–<15	BAL–29	No development is proposed in this area
		15–<22	BAL–19	Development may occur in this area
		22–<100	BAL–12.5	Development will occur in this area
Class G grassland	Flat/upslope	<6	BAL–FZ	No development is proposed in this area
		6–<8	BAL–40	No development is proposed in this area
		8–<12	BAL–29	No development is proposed in this area
		12–<17	BAL–19	No development is proposed in this area
		17–<50	BAL–12.5	No development is proposed in this area

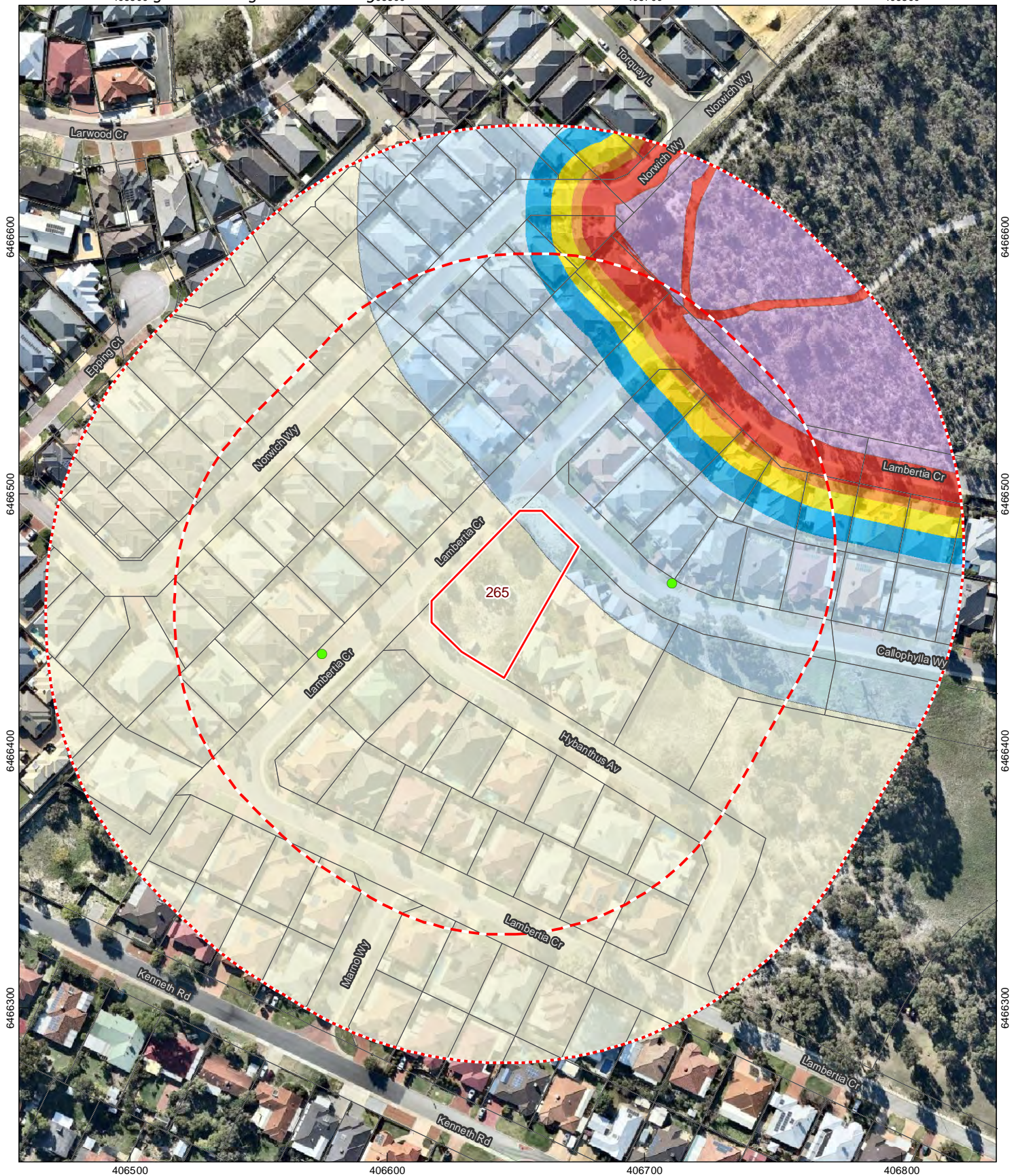
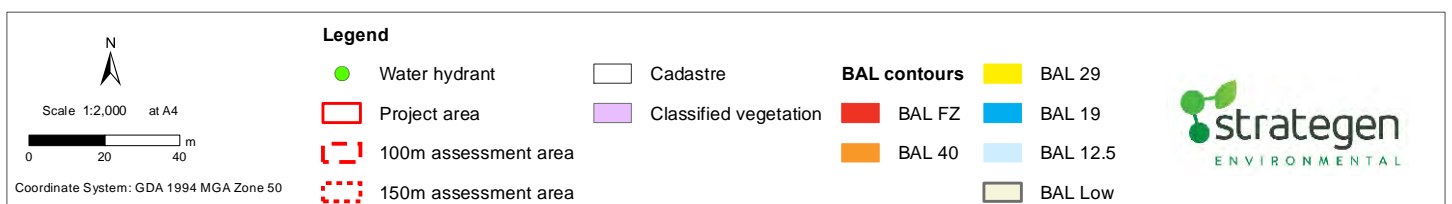


Figure 4: BAL contour assessment and bushfire management measures – Lot 265



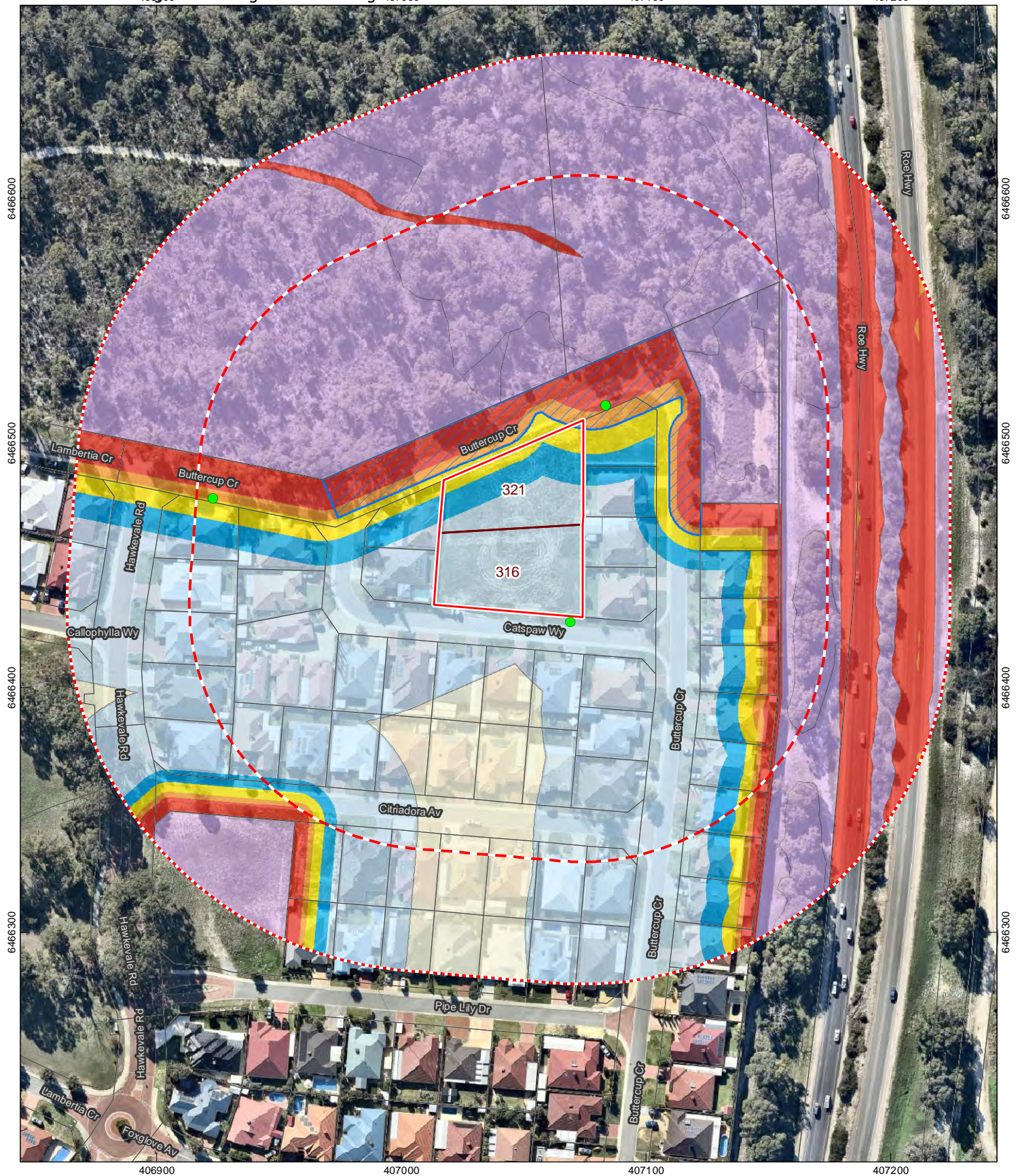
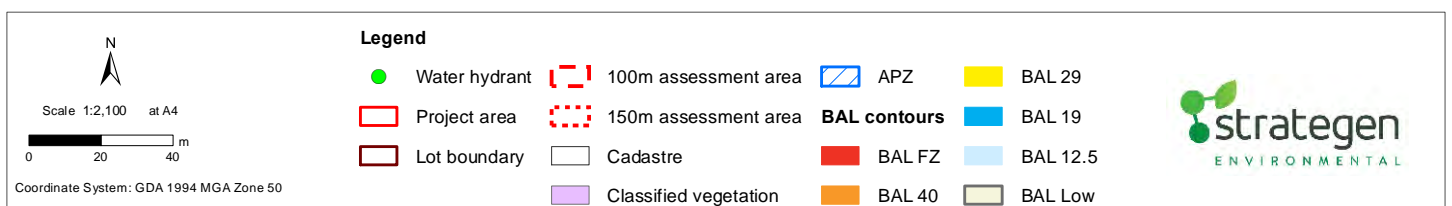


Figure 5: BAL contour assessment and bushfire management measures – Lots 316 and 321



Coordinate System: GDA 1994 MGA Zone 50

Date: 21/09/2018

Q:\Consult\2018\CDP\CDP18477\01_GIS_documents\ArcMap_documents\CDP18477_G005_RevA.mxd

info@strategen.com.au | www.strategen.com.au

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Data source: Nearamap: Aerial image, flown 06/2018. Landgate: Cadastre, 07/2018. Created by: jcrute

4. Identification of bushfire hazard issues

4.1 Bushfire context and issues

The project area is predominantly surrounded by a mixture of existing development in the form of roads, residential dwellings and low threat managed landscaping that do not pose a significant bushfire threat.

Given that the subject lots are in a cleared, low threat state, the greatest threat to the proposed development is from intact remnant vegetation retained to the north. Separation from this mixture of forest, woodland, scrub and shrubland vegetation is provided by the 20 m wide Buttercup Crescent road reserve, which forms a permanent and substantial buffer to the proposed development.

The bushfire risk to the proposed development posed by these hazards is considered readily manageable through standard application of acceptable solutions under the Guidelines (see Table 3), as well as through a direct bushfire suppression response if required. Due to the legacy nature of development in the area, the majority of the bushfire protection criteria are already achieved.

5. Assessment against the bushfire protection criteria

5.1 Compliance table

An acceptable solutions assessment against the bushfire protection criteria from the Guidelines is provided in Table 3.

Table 3: Compliance with the bushfire protection criteria of the Guidelines

Bushfire protection criteria	Method of compliance	Proposed bushfire management strategies
	Acceptable solutions	
Element 1: Location	A1.1 Development location	The BAL contour assessment maps (Figure 4 and Figure 5) demonstrate that following implementation of a 4 m tapered APZ setback within Lot 321, the highest BAL applicable to the proposed development is BAL-29.
Element 2: Siting and design	A2.1 Asset Protection Zone	<p>In order to provide sufficient separation from the unmanaged woodland and forest vegetation adjacent to Buttercup Drive, a 4 m wide tapered APZ setback is required within Lot 321 from the northeast. The proposed APZ setback will ensure Lot 321 achieves BAL-29 (additional setbacks could be implemented to further reduce the rating to BAL-19). The mandatory setback requirement could be enforced via standard R-code setbacks and/or via restrictive covenant on title.</p> <p>Lots 265 and 316 are subject to a worst-case rating of BAL-12.5 without any specific APZ requirements; however, Lot 265 could achieve BAL-Low subject to the provision of additional setbacks.</p> <p>APZs are required to be maintained in a low threat state in accordance with Schedule 1 of the Guidelines (refer to Appendix 1).</p>
Element 3: Vehicular access	A3.1 Two access routes.	<p>Proposed development will be serviced by the existing residential road network, enabling occupants to travel safely to two different destinations.</p> <p>Access to the major transport route of Roe Highway can be achieved via Hawkevale Road and Kalamunda Road.</p> <p>In this regard, the proposed development is provided with two access routes which meets the requirements of A3.1.</p>
	A3.2 Public road	N/A – no public roads are proposed as part of the development.
	A3.3 Cul-de-sac (including a dead-end-road)	N/A – no cul-de-sacs are proposed as part of the development and the project area is not serviced by an existing cul-de-sac.
	A3.4 Battle-axe	N/A – no battle-axes are proposed as part of the development and the project area is not serviced by an existing battle-axe.
	A3.5 Private driveway longer than 50 m	N/A – the proposed development will be located within 50 m of a public road.
	A3.6 Emergency access way	N/A – the proposed development does not require EAWs to provide through access to a public road.
	A3.7 Fire service access routes (perimeter roads)	N/A – the proposed development does not require perimeter roads to achieve access within and around the project area.
	A3.8 Firebreak width	The subject lot will be required to comply with the City of Kalamunda Firebreak Notice (see Section 5.2.1 and Appendix 2 for details).
Element 4: Water	A4.1 Reticulated areas	The proposed development is serviced by existing reticulated firefighting water hydrants as illustrated in Figure 4 and Figure 5.
	A4.2 Non-reticulated areas	N/A – reticulated area (A4.1 applies).

Outline Development Plan amendment: Lots 265, 316 and 321 Karingel Green, High Wycombe

Bushfire protection criteria	Method of compliance	Proposed bushfire management strategies
	Acceptable solutions	
	A4.3 Individual lots within non-reticulated areas (Only for use if creating 1 additional lot and cannot be applied cumulatively)	N/A – reticulated area (A4.1 applies).

5.2 Additional management strategies

The following additional bushfire management strategies are to be considered for the proposed development:

5.2.1 City of Kalamunda Firebreak Notice

The subject lots will be required to meet the following relevant requirements of the City of Kalamunda Firebreak Notice for properties 4000 m² 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 50 mm across the entire property
- clean gutters: ensure all roofs, gutters and walls of all buildings are free of flammable matter
- remove dead flammable material: maintain all dead flammable material below 8 tonne per hectare.

5.2.2 Compliance with AS 3959

Bushfire construction provisions of the National Construction Code require that buildings comply with the AS 3959 construction requirements in accordance with the assessed BAL under AS 3959, provided the building is a Class 1, 2, 3 or associated Class 10a building.

6. Responsibilities for implementation and management of the bushfire measures

Table 4 outlines the responsibilities of the developer/s, landowner/s and local government with regards to the initial implementation and ongoing maintenance of the required actions.

Table 4: Responsibilities for implementation and management of the bushfire measures

Landowner/occupier - ongoing	
No.	Management action
1	Implement and maintain the 4 m tapered APZ setback to the standards stated in the BMP
2	Comply with the City of Kalamunda Firebreak Notice issued under s33 of the Bush Fires Act 1954
Local government – ongoing	
No.	Management action
1	Maintain road reserves in a low threat state (excluded under Clause 2.2.3.2 (f))
2	Enforce compliance with the City of Kalamunda Firebreak Notice as required

7. References

Department of Fire and Emergency Services (DFES) 2018, *Map of Bush Fire Prone Areas 2017*, Department of Fire and Emergency Services, Perth.

Standards Australia (SA) 2009, *Australian Standard AS 3959–2009 Construction of Buildings in Bushfire-prone Areas*, Standards Australia, Sydney.

Western Australian Planning Commission (WAPC) 2015, *State Planning Policy 3.7 Planning in Bushfire-Prone Areas*, Western Australian Planning Commission, Perth.

Western Australian Planning Commission (WAPC) 2017, *Guidelines for Planning in Bushfire-Prone Areas*, Western Australian Planning Commission, Perth.

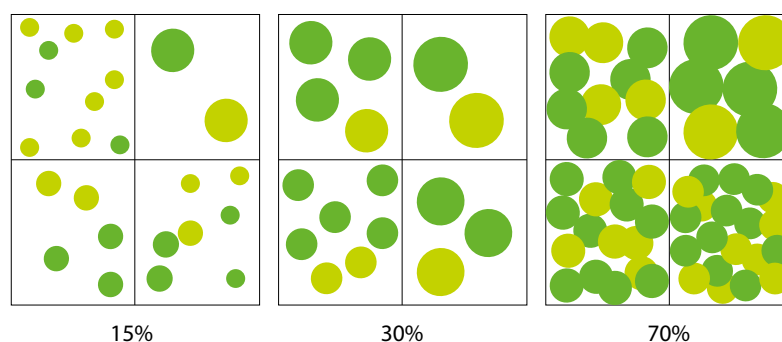
Appendix 1
Asset Protection Zone Standards
(Schedule 1, the Guidelines)

ELEMENT 2: SITING AND DESIGN OF DEVELOPMENT

SCHEDULE 1: STANDARDS FOR ASSET PROTECTION ZONES

- **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 16: 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.

Appendix 2

City of Kalamunda Firebreak 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.

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)

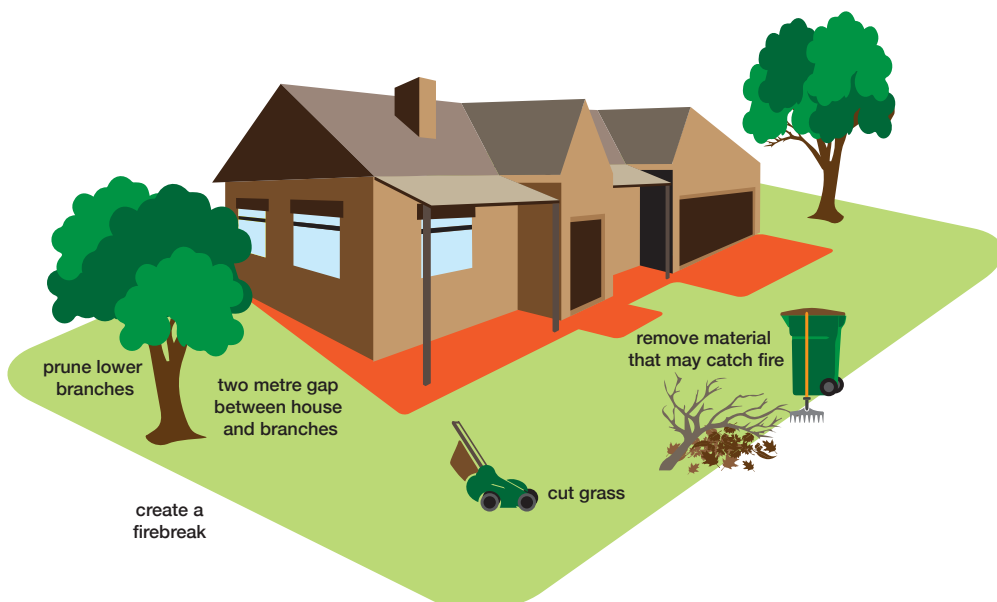
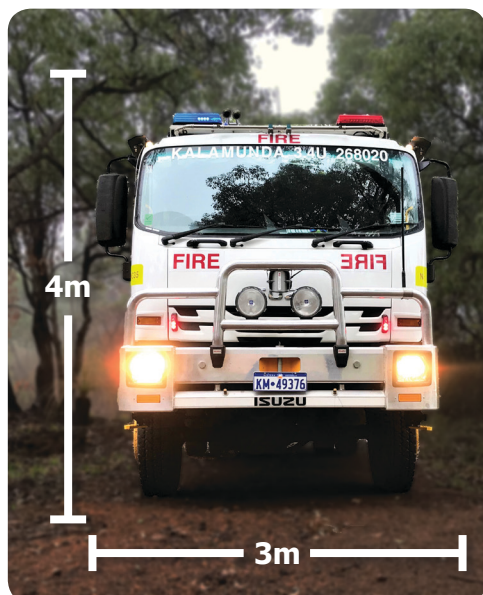
☐ INSTALL FIRE BREAK

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 may be 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.



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

Appendix 3

Georeferenced site photos



Photo ID: 1

Plot number		Plot 3
Vegetation classification or exclusion clause	Existing	Class B woodland
	Post-development	Class B woodland
Description / justification for classification		Sparse eucalyptus woodland over low shrubs with no significant midstorey

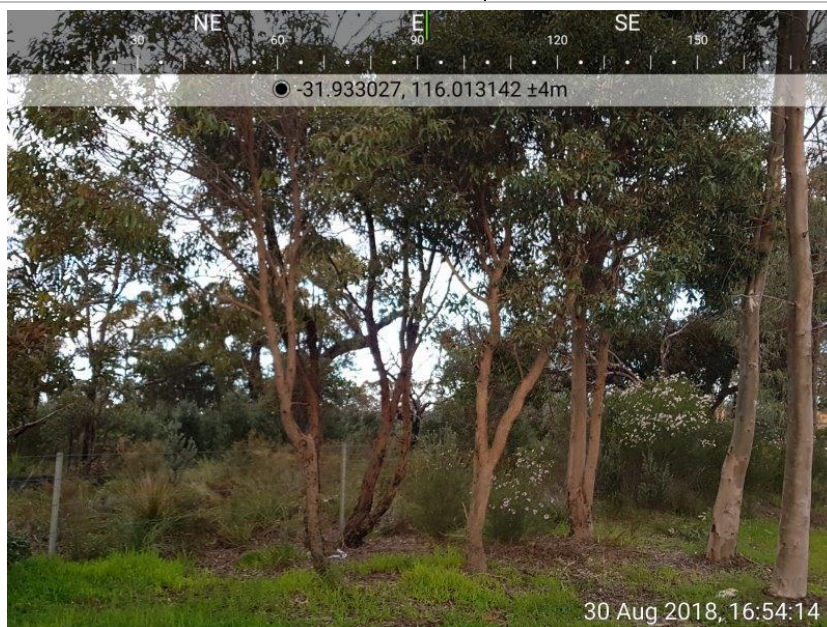


Photo ID: 2

Plot number		Plot 3
Vegetation classification or exclusion clause	Existing	Class B woodland
	Post-development	Class B woodland
Description / justification for classification		Sparse eucalyptus woodland over low shrubs with no significant midstorey



Photo ID: 3

Plot number		Plot 3
Vegetation classification or exclusion clause	Existing	Class B woodland
	Post-development	Class B woodland
Description / justification for classification		Sparse eucalyptus woodland over low shrubs with no significant midstorey



Photo ID: 4

Plot number		N/A
Vegetation classification or exclusion clause	Existing	Excluded under Clauses 2.2.3.2 (e) and (f)
	Post-development	As above
Description / justification for classification		Non-vegetated areas and low-threat vegetation



Photo ID: 5

Plot number		N/A
Vegetation classification or exclusion clause	Existing	Excluded under Clauses 2.2.3.2 (e) and (f)
	Post-development	As above
Description / justification for classification		Low threat vegetation (grassland management enforced via annual firebreak notice)

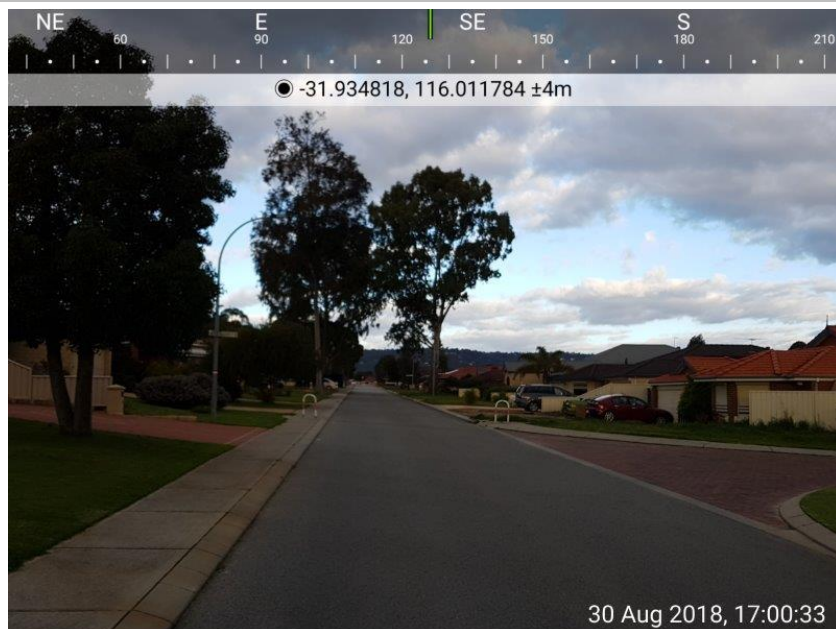


Photo ID: 6

Plot number		N/A
Vegetation classification or exclusion clause	Existing	Excluded under Clauses 2.2.3.2 (e) and (f)
	Post-development	As above
Description / justification for classification		Non-vegetated areas and low-threat vegetation

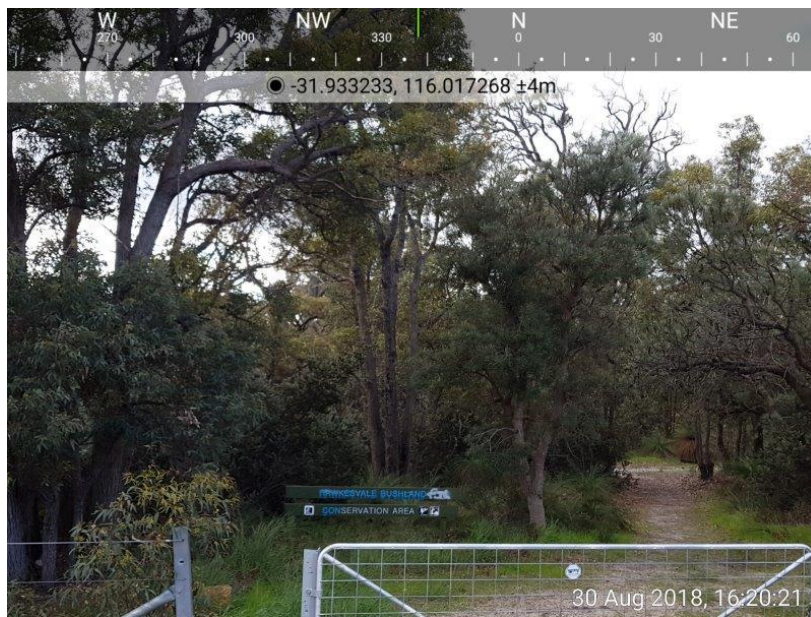


Photo ID: 7

Plot number		Plot 1
Vegetation classification or exclusion clause	Existing	Class A forest
	Post-development	Class A forest
Description / justification for classification		Trees 10-20 m with a multi-tiered fuel profile

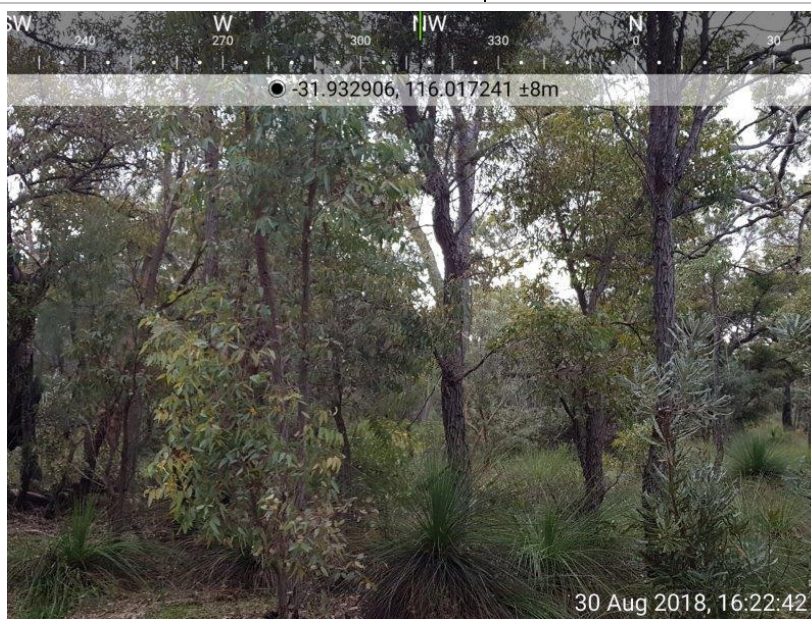


Photo ID: 8

Plot number		Plot 1
Vegetation classification or exclusion clause	Existing	Class A forest
	Post-development	Class A forest
Description / justification for classification		Trees 10-20 m with a multi-tiered fuel profile

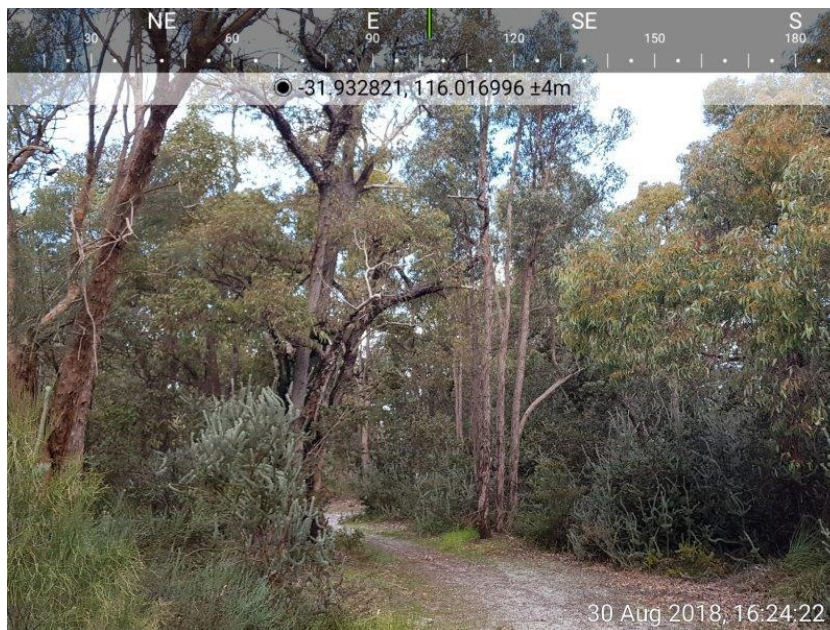


Photo ID: 9

Plot number		Plot 1
Vegetation classification or exclusion clause	Existing	Class A forest
	Post-development	Class A forest
Description / justification for classification		Trees 10-20 m with a multi-tiered fuel profile

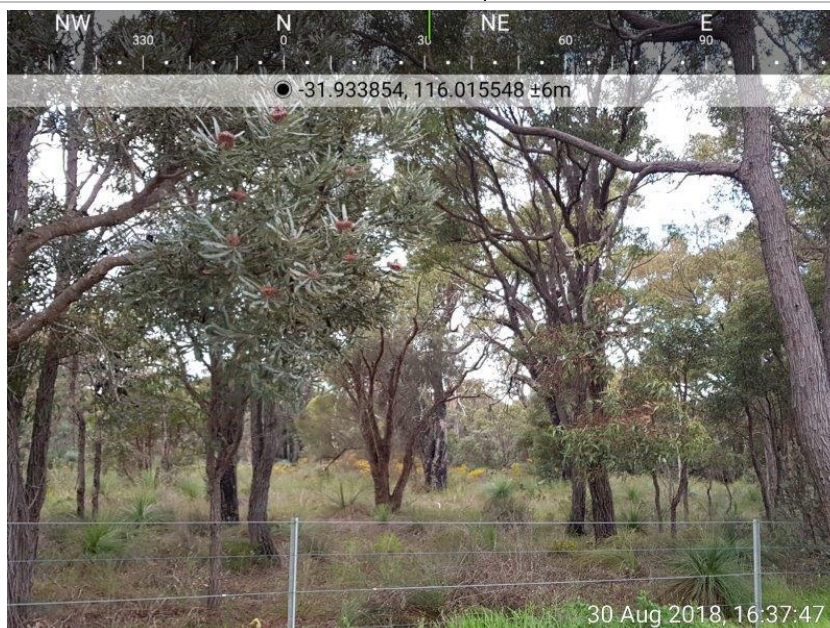


Photo ID: 10

Plot number		Plot 3
Vegetation classification or exclusion clause	Existing	Class B woodland
	Post-development	Class B woodland
Description / justification for classification		Mixture of Banksia and Eucalypts, lacking a shrubby middle layer, trees 5-20 m, low shrub ground cover



Photo ID: 11

Plot number		Plot 3
Vegetation classification or exclusion clause	Existing	Class B woodland
	Post-development	Class B woodland
Description / justification for classification		Banksia woodland with low shrub ground cover



Photo ID: 12

Plot number		Plot 5
Vegetation classification or exclusion clause	Existing	Class D scrub
	Post-development	Class D scrub
Description / justification for classification		Shrubs greater than 2 m in height



Photo ID: 13

Plot number		Plot 4
Vegetation classification or exclusion clause	Existing	Class D scrub
	Post-development	Class D scrub
Description / justification for classification		Shrubs greater than 2 m in height



Photo ID: 14

Plot number		Plot 4
Vegetation classification or exclusion clause		Class D scrub
Description / justification for classification		Shrubs greater than 2 m in height



Photo ID: 15

Plot number	Plot 6
Vegetation classification or exclusion clause	Class C shrubland in foreground (Class A forest in background)
Description / justification for classification	Shrubs less than 2 m in height



Photo ID: 16

Plot number	Plot 7
Vegetation classification or exclusion clause	Class G grassland
Description / justification for classification	Fine fuel vegetation structure dominated by grasses.

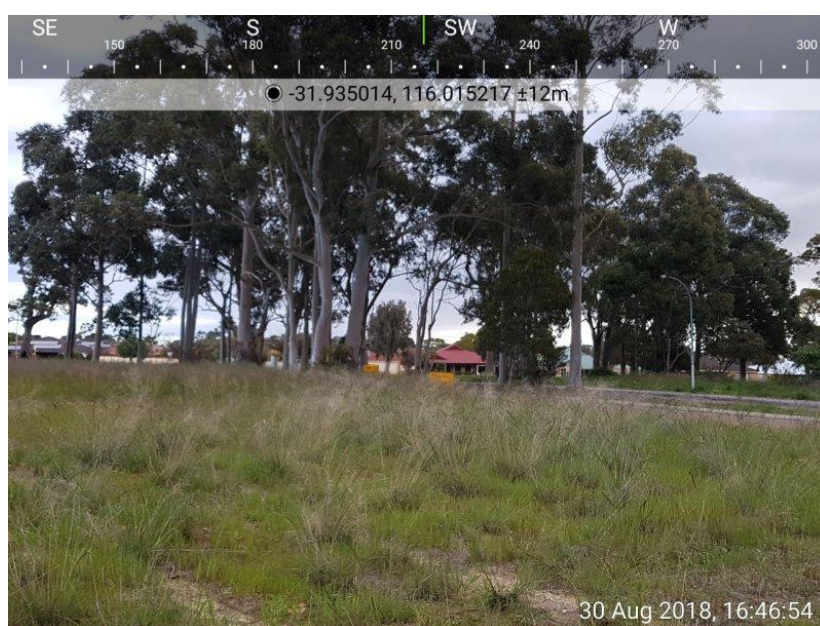


Photo ID: 17

Plot number	Plot 7
Vegetation classification or exclusion clause	Class G grassland
Description / justification for classification	Fine fuel vegetation structure dominated by grasses. Likely managed in the summer months but classified as a precaution.



Photo ID: 18

Plot number	N/A
Vegetation classification or exclusion clause	Excluded under Clauses 2.2.3.2 (e) and (f)
Description / justification for classification	Non-vegetated and low-threat residential development.

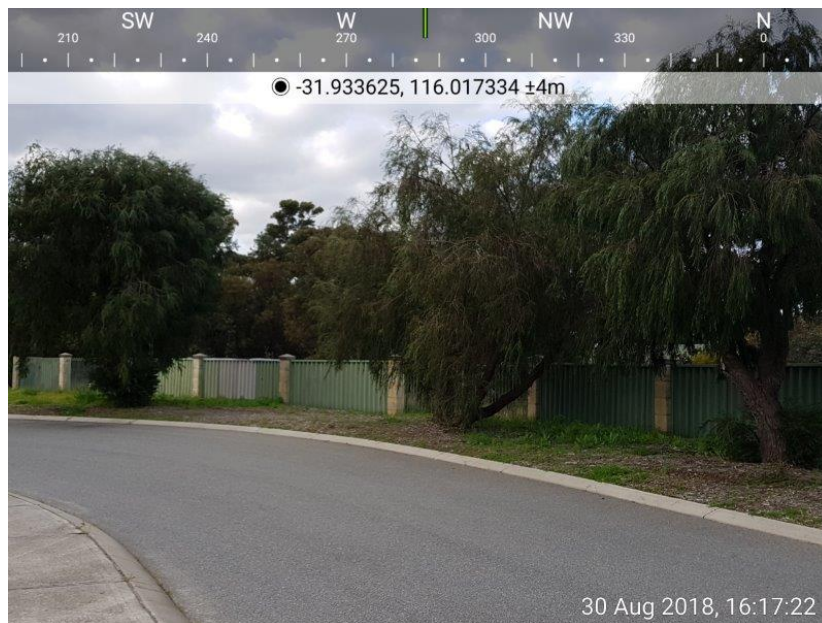


Photo ID: 19

Plot number	N/A
Vegetation classification or exclusion clause	Excluded under Clauses 2.2.3.2 (e) and (f)
Description / justification for classification	Non-vegetated and low-threat residential development



Photo ID: 20

Plot number	Plot 9
Vegetation classification or exclusion clause	Excluded under Clauses 2.2.3.2 (e) and (f)
Description / justification for classification	Non-vegetated and low-threat residential development. Proposed development site to be maintained in a low-threat state (grassland management enforced under annual firebreak notice).

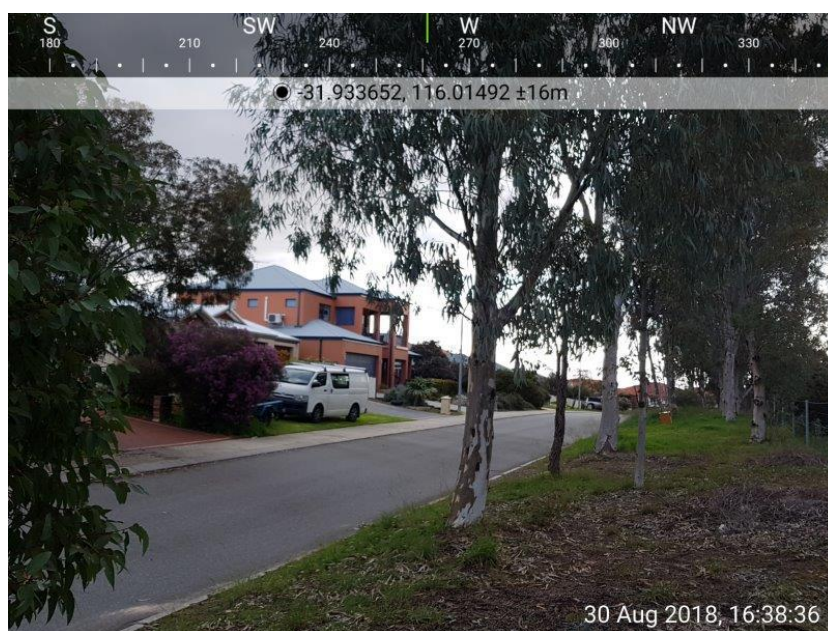


Photo ID: 21

Plot number	N/A
Vegetation classification or exclusion clause	Exclusion under Clause 2.2.3.2 (e) and (f)
Description / justification for classification	Non-vegetated and low-threat residential development. City managed road reserve.



CREATIVE DESIGN + PLANNING

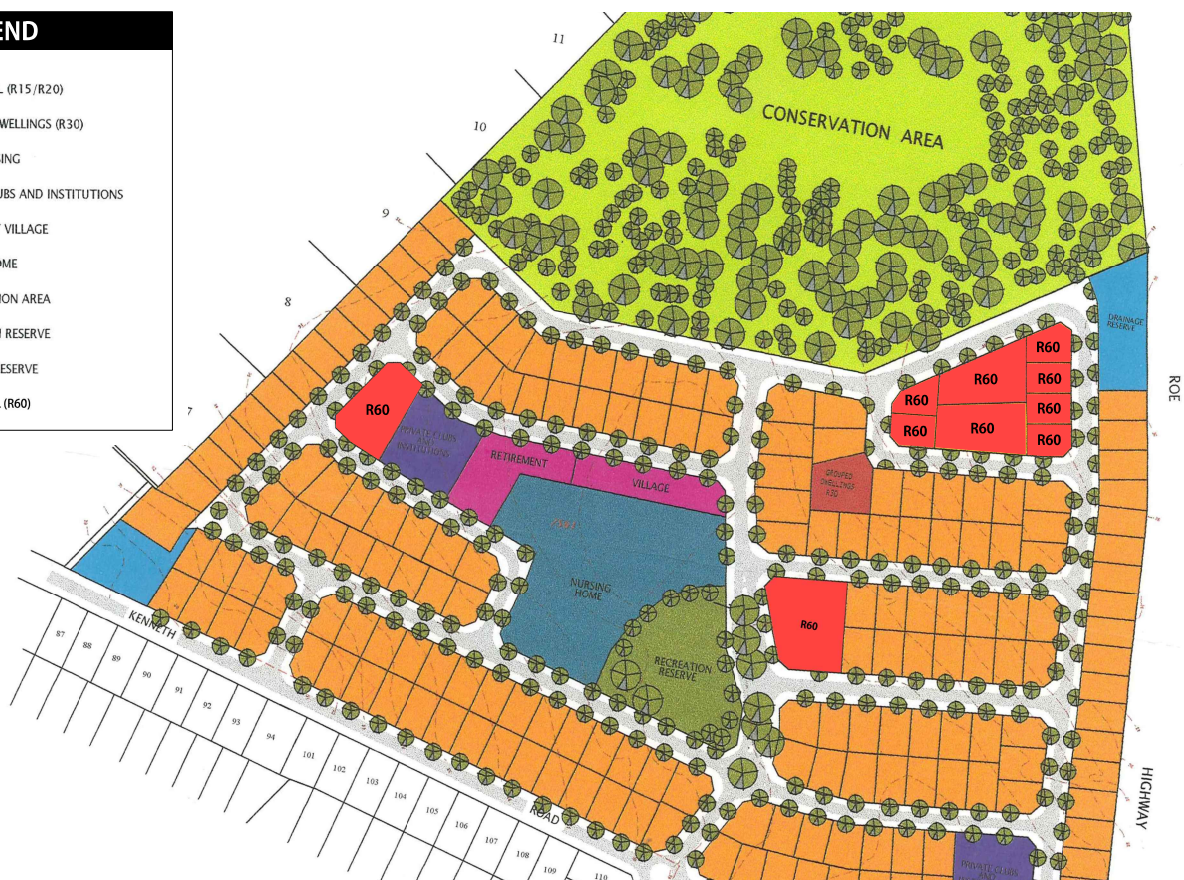
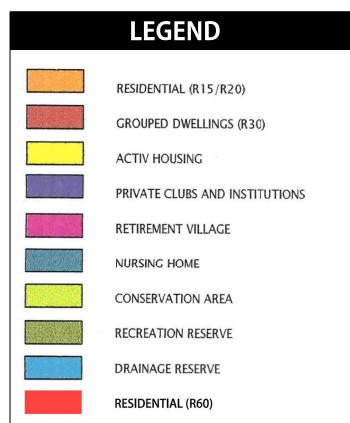
www.creativedp.com.au

28 Brown Street
EAST PERTH WA 6004

PO Box 6697 EAST PERTH WA 6892



EXISTING



PROPOSED

ODP AMENDMENT PLAN

Figure 4

City of Kalamunda



0 50 100 150m

Scale: 1:5,000@A4 Date: 20/05/2019 Plan: ACTHW-5-007A





KARINGAL GREEN PROPOSED ODP

Figure 5

City of Kalamunda



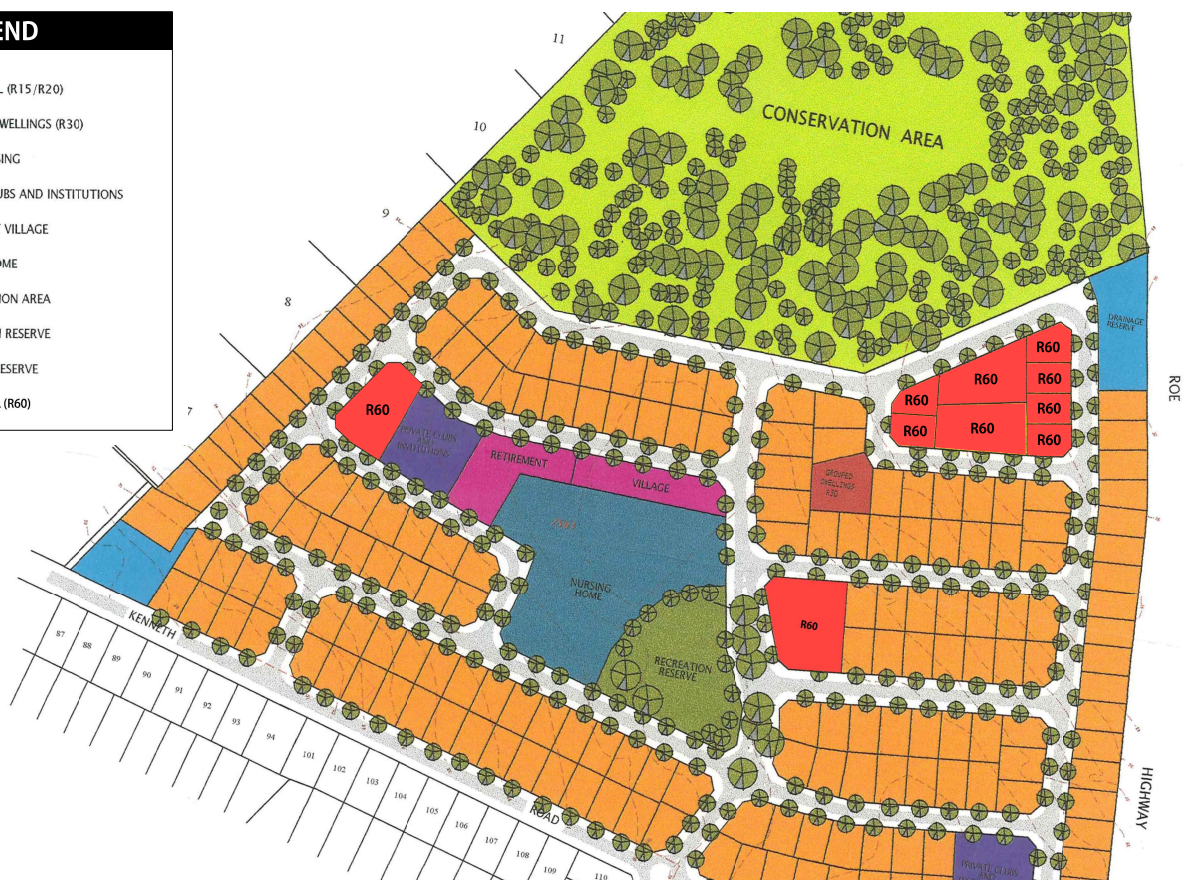
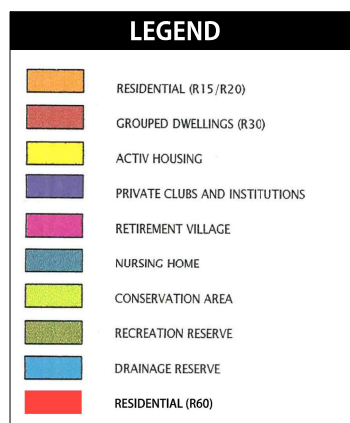
0 50 100 150m

Scale: 1:5,000@A4 Date: 13/09/2018 Plan: ACTHW-5-008





EXISTING



PROPOSED

ODP AMENDMENT PLAN

Figure 4

City of Kalamunda



0 50 100 150m

Scale: 1:5,000@A4 Date: 20/05/2019 Plan: ACTHW-5-007A





KARINGAL GREEN PROPOSED ODP

Figure 5

City of Kalamunda



0 50 100 150m

Scale: 1:5,000@A4 Date: 13/09/2018 Plan: ACTHW-5-008



TRANSPORT IMPACT ASSESSMENT

Project:	Karingal Green – High Wycombe
Client:	Activ Foundation
Author:	Anthony Anastas
Doc No:	1902005-TIA-001
Version:	2

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Document Status

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2	A Anastas	L Dawson	L Dawson	Client Review	26/02/2019

File Reference: Y:\Jobs Active 2019\T&T - Traffic & Parking\Creative Design and Planning Karingal Green_1902005\Report\Karingal Green - TIA Rev A.docx



Contents

1.	Introduction	4
1.1.	Background	4
2.	Structure Plan Outline	6
2.1.	Proposed Structure Plan	6
2.2.	Land Use	6
2.3.	Vehicle Access	9
3.	Existing Situation	10
3.1.	Land Use	10
3.2.	Road Network	10
3.3.	Public Transport	13
4.	Proposed Internal Transport Network	15
5.	Changes to External Transport Networks	16
6.	Analysis of Transport Networks	17
6.1.	Assessment Year	17
6.2.	Time Periods for Assessment	17
6.3.	Structure Plan Generated Traffic	17
6.4.	Design Traffic Flows	18
6.5.	Roads and Intersections	19
6.5.1.	Road Capacity	19
6.6.	Intersections	20
6.7.	Access to Public Transport	21
6.7.1.	Buses	21
6.8.	Pedestrian / Cyclist Accessibility	21
7.	Conclusion	22
	Appendix A – Proposed Local Structure Plan	23



Figures

Figure 1 - Location of Local Structure Plan Area	4
Figure 2 – Outline Development Plan Boundary	4
Figure 3 - Proposed Outline Development Plan	6
Figure 4 - Local Road Network and MRWA Road Classification	10
Figure 5 –Hawkevale Road Traffic Volumes	11
Figure 6 – Kalamunda Road Traffic Volumes	12
Figure 7 – Traffic Volumes Distribution	13
Figure 8 - Pedestrian and Cycling Facilities	14
Figure 9 – Traffic Volumes Distribution	18
Figure 10 – Predicted Total Traffic Volumes Distribution	19
Figure 11 - Existing Transperth Bus Service	21

Tables

Table 1 – Proposed Land Use and Yields – Single / Grouped Dwelling – Without Redevelopment of Existing Blocks	7
Table 2 – Proposed Land Use and Yields - Multiple Dwelling – Without Redevelopment of Existing Blocks	7
Table 3 – Proposed Land Use and Yields – Single / Grouped Dwelling– With Redevelopment of Existing Blocks	8
Table 4 – Proposed Land Use and Yields - Multiple Dwelling - With Redevelopment of Existing Blocks	8
Table 5: Structure Plan Additional Vehicle Trip Generation – AM Peak Hour	17
Table 6: Structure Plan Additional Vehicle Trip Generation – PM Peak Hour	17
Table 7 - SIDRA Summary - Hawkevale Road / Kalamunda Road Intersection	20



1. Introduction

1.1. Background

Shawmac has been engaged by Creative Design & Planning on behalf of Activ Foundation to prepare a Transport Impact Assessment for a proposed amendment of the Karingal Green Outline Development Plan (ODP) to accommodate an increase in the land use from R30 to R60 for Lots 265, 316 and 321 located on Buttercup Crescent and Catspaw Way, High Wycombe, in the City of Kalamunda. The location of the site is shown in **Figure 1** and the ODP boundary is illustrated in **Figure 2**. City of Kalamunda have requested that Lot 312, 313, 314, 315, 319 and 320 to also be amended from the existing R20 to R60.

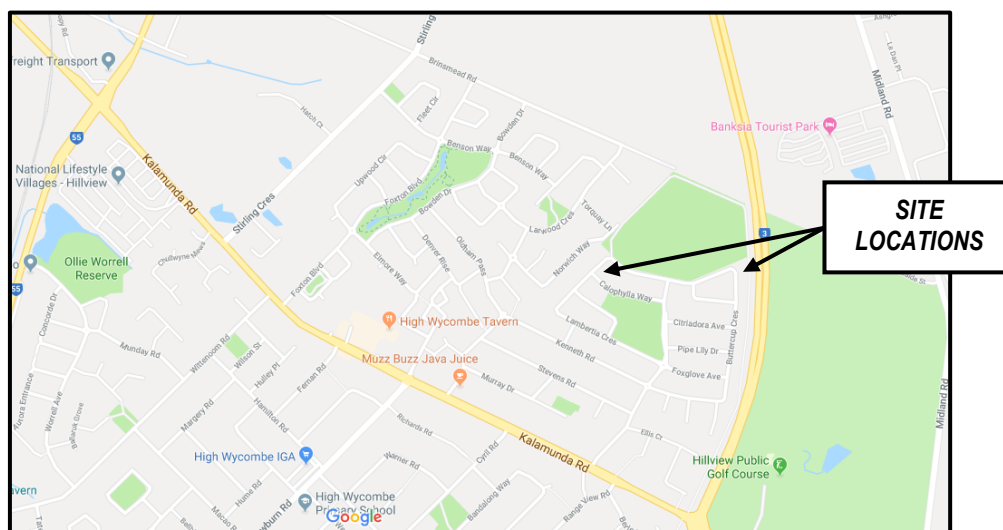


Figure 1 - Location of Local Structure Plan Area



Figure 2 – Outline Development Plan Boundary



The proposed ODP proposes a change to the density of the residential land use from R20/R30 to R60.

This assessment has been prepared in accordance with the WAPC *Transport Assessment Guidelines for Developments Volume 2 – Structure Plans* in a format suitable for submission to the City of Kalamunda as well as Main Roads Western Australia (MRWA) and/or the Department of Planning where required. The key objectives as per the WAPC guidelines are as follows:

- To assess the proposed internal transport networks with respect to accessibility, circulation and safety for all modes (i.e. vehicle, public transport, pedestrian and cyclist);
- To assess the level of transport integration between the structure plan area and the surrounding land uses;
- To determine the impacts of the traffic generated by the structure plan area on the surrounding land uses; and
- To determine the impacts of the traffic generated by the structure plan area on the surrounding transport networks.



2. Structure Plan Outline

2.1. Proposed Structure Plan

The proposed ODP is indicated in **Figure 3**.



Figure 3 - Proposed Outline Development Plan

2.2. Land Use

The proposed land use will change existing Active R30 lots and existing R20 residential dwelling zones to R60 residential dwelling, with all other land uses kept as is. It has been estimated that the additional potential dwellings could range from 15 (multiple dwellings) to 19 (single dwelling) without redeveloping existing lots (**Table 2** and **Table 1** respectively), this can also range from 38 (single dwellings) to 40 (multiple dwelling) by redeveloping existing lots (**Table 3** and **Table 4** respectively).

The tables show the current residential dwelling scenario and the proposed R60 residential dwelling scenario for single / grouped dwelling and multiple dwelling shown in **Table 1** and **Table 2** respectively without redeveloping existing lots. **Table 3** and **Table 4** the same comparison in scenarios but with the existing lots redeveloped.



Table 1 – Proposed Land Use and Yields – Single / Grouped Dwelling – Without Redevelopment of Existing Blocks

	Lot	Gross Area (m2)	Current Scenario		Proposed R60 Scenario	
			Avg. Lot Size (m2)	Dwelling Yield	Avg. Lot Size (m2)	Dwelling Yield
Activ Lots (R30 Existing)	265	1998	300	6	150	13
	316	2003		6		13
	321	1846		6		12
Adjacent Lots (R20 Existing)	320	627	NA	1	NA	1
	319	641		1		1
	312	728		1		1
	313	618		1		1
	314	618		1		1
	315	628		1		1
Total				25		44

Table 2 – Proposed Land Use and Yields - Multiple Dwelling – Without Redevelopment of Existing Blocks

	Lot	Gross Area (m2)	Current Scenario			Proposed R60 Scenario		
			Plot Ratio	Avg. Dwg Size (m2)	Dwelling Yield	Plot Ratio	Avg. Dwg Size (m2)	Dwelling Yield
Activ Lots (R30 Existing)	265	1998	0.5	80	12	0.7	80	17
	316	2003			12			17
	321	1846			11			16
Adjacent Lots (R20 Existing)	320	627	NA	NA	1	NA	NA	1
	319	641			1			1
	312	728			1			1
	313	618			1			1
	314	618			1			1
	315	628			1			1
Total					41			56



Table 3 – Proposed Land Use and Yields – Single / Grouped Dwelling– With Redevelopment of Existing Blocks

	Lot	Gross Area (m2)	Current Scenario		Proposed R60 Scenario	
			Avg. Lot Size (m2)	Dwelling Yield	Avg. Lot Size (m2)	Dwelling Yield
Activ Lots (R30 Existing)	265	1998	300	6	150	13
	316	2003		6		13
	321	1846		6		12
Adjacent Lots (R20 Existing)	320	627	450	1		4
	319	641		1		4
	312	728		1		4
	313	618		1		4
	314	618		1		4
	315	628		1		4
Total				24		62

Table 4 – Proposed Land Use and Yields - Multiple Dwelling - With Redevelopment of Existing Blocks

	Lot	Gross Area (m2)	Current Scenario			Proposed R60 Scenario		
			Plot Ratio	Avg. Dwg Size (m2)	Dwelling Yield	Plot Ratio	Avg. Dwg Size (m2)	Dwelling Yield
Activ Lots (R30 Existing)	265	1998	0.5	80	12	0.7	80	17
	316	2003			12			17
	321	1846			11			16
Adjacent Lots (R20 Existing)	320	627	NA	NA	1			5
	319	641			1			5
	312	728			1			6
	313	618			1			5
	314	618			1			5
	315	628			1			5
Total					41			81



2.3. Vehicle Access

The proposed access points to the R60 residential dwellings will remain the same as existing, with the assumed vehicle movements as follows:

- Lot 265 will have an access / egress at Calophylla Way and Lambertia Crescent.
- Lot 316, and 321 will have an access / egress at Buttercup Crescent and Catspaw Way.
- All of the lots above will use Hawkevale Road to exit the suburb.

The internal road network consists of multiple local access roads branching from Hawkevale Road which then connect onto Kalamunda Road.



3. Existing Situation

3.1. Land Use

Current land use on the subject site is mainly residential (R15 – R20) dwellings, with the Activ properties currently vacant. Surrounding development comprises a mixture of uses including a private clubs and institutions, retirement village, nursing home, conservation area, POS and recreational uses.

3.2. Road Network

The roads along Lot 265 include Calophylla Way, Lambertia Crescent and Hybanthus Avenue. These are local access roads, two-way with a Principal Shared Path (PSP) and a 50km/h speed limit that connects onto Hawkevale Road.

The roads along Lot 316 and 321 are Buttercup Crescent and Catspaw Way. These are local access roads, two-way with a Principal Shared Path (PSP) and a 50km/h speed limit that connects into Hawkevale Road.

Hawkevale Road is a two-way local access road, with a Principal Shared Path (PSP) and a 50km/h speed limit. It is the main access/egress point for the Karingal Green development connects the local access roads along its length to Kalamunda Road.

Figure 4 illustrates the layout of the local road network and the road classifications as designated under the MRWA Functional Road Hierarchy.

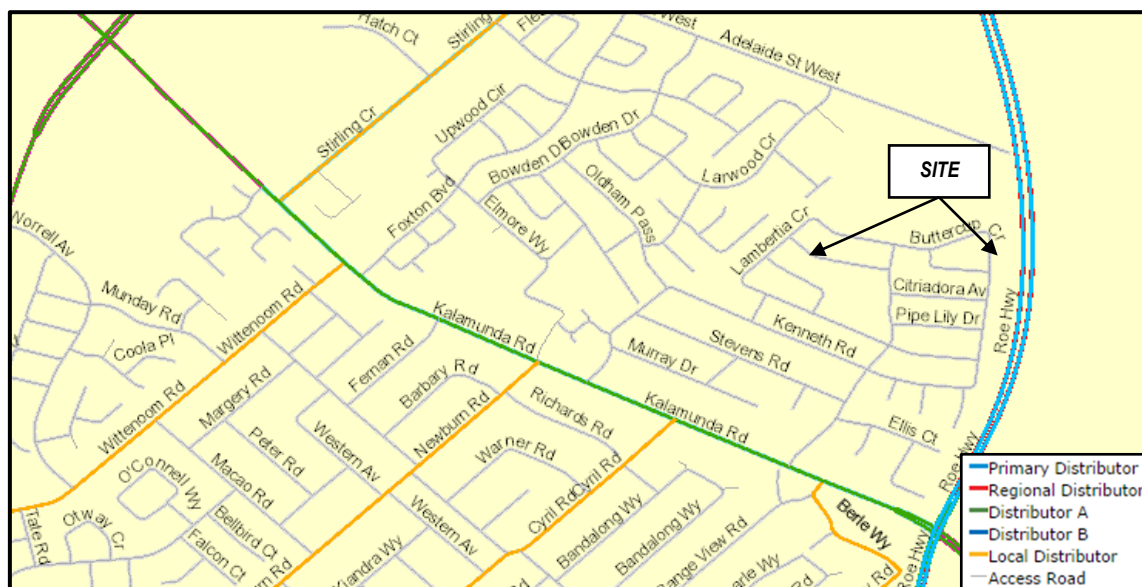


Figure 4 - Local Road Network and MRWA Road Classification



The existing road network traffic flows were obtained from City of Kalamunda and MRWA Trafficmap website for Hawkevale Road (**Figure 5**) and Kalamunda Road (**Figure 6**) respectively. Traffic data for other local access roads was not available.

A traffic volume distribution was created to show AM Peak 8:00 – 9:00 and PM Peak 17:00 to 18:00 on Hawkevale Road and Kalamunda Road (**Figure 7**)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-631

Site: HAWKEVALE RD (0518).0.1NS
 Description: 22 m South of STEVENS RD <50>
 Filter time: 8:44 Friday, 20 January 2017 => 10:39 Thursday, 2 February 2017
 Scheme: Vehicle classification (AustRoads94)
 Filter: CIs(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	1 - 7
Hour									
0000-0100	5.5	1.5	5.0	11.0	7.0	12.5	18.5	5.9	8.8
0100-0200	0.0	0.5	1.0	7.5	6.0	8.0	6.5	2.7	4.1
0200-0300	2.5	3.5	1.5	4.5	2.0	4.0	10.0	2.9	4.2
0300-0400	5.5	3.0	4.0	5.0	7.0	4.0	5.5	4.7	4.7
0400-0500	10.5	7.5	5.5	8.5	11.0	6.0	6.0	8.3	7.6
0500-0600	41.0	38.5	45.0	26.5	25.0	7.5	13.5	36.3	28.4
0600-0700	94.5	90.0	91.0	58.5	61.0	36.5	23.5	81.0	65.3
0700-0800	101.5	116.5	122.5	82.0	82.0	74.0	39.0	103.0	88.7
0800-0900	98.5	123.5	143.0	113.0	64.5	104.5	68.0	108.5	102.1
0900-1000	104.0	85.0	107.5	47.5	112.5	152.5	84.5	91.3	99.1
1000-1100	106.0	105.5	94.0	57.5	130.0	134.5	114.5	98.6	106.0
1100-1200	96.0	98.5	109.0	140.0	108.5	160.5	147.0	107.1	121.5
1200-1300	100.5	109.0	122.0	120.0	112.0	129.5	143.0	111.9	119.4
1300-1400	104.0	119.5	112.0	89.0	126.5	120.0	126.0	112.6	115.8
1400-1500	126.5	112.5	138.0	85.0	130.5	127.5	142.0	122.2	126.1
1500-1600	138.5	138.0	162.0	93.0	135.5	124.0	139.0	137.9	135.9
1600-1700	160.0	167.5	173.0	76.0	158.5	110.0	138.5	154.9	145.5
1700-1800	163.0	187.5	175.5	71.0	165.5	115.5	126.5	161.6	149.1
1800-1900	119.0	112.0	129.0	89.0	138.0	107.5	89.0	120.6	113.7
1900-2000	90.5	97.0	102.0	64.0	101.5	88.5	66.0	94.0	88.8
2000-2100	47.5	70.0	67.0	83.0	73.5	63.5	53.0	66.6	64.0
2100-2200	40.5	40.0	47.5	57.0	43.5	45.5	32.0	44.4	42.7
2200-2300	17.5	25.5	38.0	34.0	33.5	49.0	15.5	29.2	30.2
2300-2400	3.5	5.5	13.5	23.0	21.5	28.5	9.5	12.3	14.4
Totals									
0700-1900	1417.5	1475.0	1587.5	1063.0	1464.0	1460.0	1357.0	1430.1	1422.8
0600-2200	1690.5	1772.0	1895.0	1325.5	1743.5	1694.0	1531.5	1716.1	1683.6
0600-0000	1711.5	1803.0	1946.5	1382.5	1798.5	1771.5	1556.5	1757.6	1728.1
0000-0000	1776.5	1857.5	2008.5	1445.5	1856.5	1813.5	1616.5	1818.4	1785.9
AM Peak	1000	0800	0800	1100	1000	1100	1100		
	106.0	123.5	143.0	140.0	130.0	160.5	147.0		
PM Peak	1700	1700	1700	1200	1700	1200	1200		
	163.0	187.5	175.5	120.0	165.5	129.5	143.0		

* - No data.

Figure 5 –Hawkevale Road Traffic Volumes



Hourly Volume

Kalamunda Rd (1020001)

West of Roe Hwy (SLK 5.71)

2018/19
Monday to Friday

	All Vehicles			Heavy Vehicles				
	EB	WB	Both	EB	WB	Both	%	
00:00	36	28	64	6	0	6	9.4	
01:00	17	19	36	2	4	6	16.7	
02:00	18	11	29	3	2	5	17.2	
03:00	22	28	50	3	4	7	14.0	
04:00	69	93	162	13	10	23	14.2	
05:00	182	297	479	33	37	70	14.6	
06:00	294	462	756	60	70	130	17.2	
07:00	390	564	954	70	72	142	14.9	
08:00	555	603	1158	76	83	159	13.7	
09:00	450	502	952	75	74	149	15.7	
10:00	448	431	879	81	63	144	16.4	
11:00	440	469	909	79	72	151	16.6	
12:00	471	484	955	82	69	151	15.8	
13:00	482	478	960	81	76	157	16.4	
14:00	615	491	1106	96	64	160	14.5	
15:00	649	635	1284	90	66	156	12.1	
16:00	663	633	1296	76	59	135	10.4	
17:00	668	666	1334	64	50	114	8.5	
18:00	500	481	981	54	32	86	8.8	
19:00	334	319	653	31	18	49	7.5	
20:00	227	201	428	17	9	26	6.1	
21:00	193	173	366	16	7	23	6.3	
22:00	117	80	197	9	7	16	8.1	
23:00	75	57	132	6	4	10	7.6	
TOTAL	7915	8205	16120	1123	952	2075	12.9	

		Peak Statistics					
AM	TIME	08:00	08:15	08:00	11:45	07:30	07:30
	VOL	555	612	1158	84	83	165
PM	TIME	14:30	17:00	17:00	14:15	13:30	14:45
	VOL	683	666	1334	103	80	166

Figure 6 – Kalamunda Road Traffic Volumes

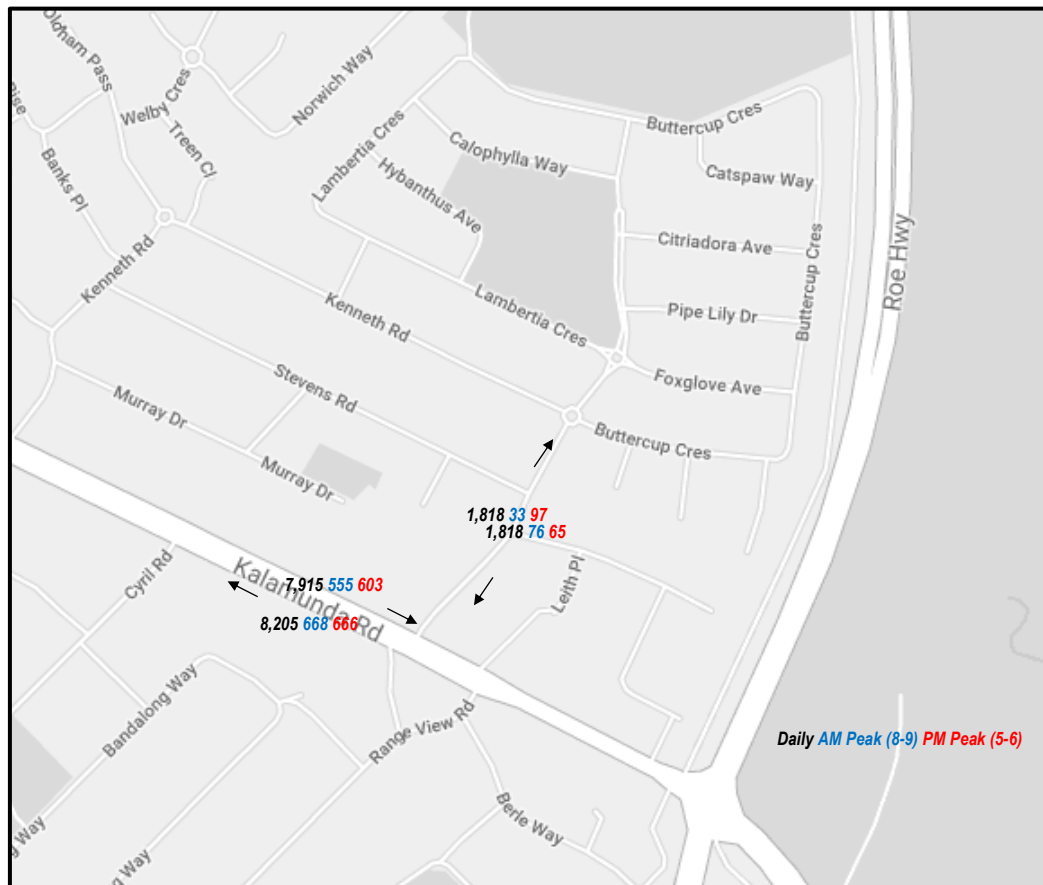


Figure 7 – Traffic Volumes Distribution

3.3. Public Transport

Existing public transport services to the general area is limited to Kalamunda Road and does not enter the Karingal Green development. the 294, 295 and 299 services are available along Kalamunda Road.



3.4. Pedestrian and Cycling Network

Figure 8 illustrates the existing pedestrian and cycling network in the vicinity of the ODP area.



Figure 8 - Pedestrian and Cycling Facilities



4. Proposed Internal Transport Network

The internal transport network will remain unchanged, as the predicted increase in traffic volume is expected to have a minor impact on the road network.



5. Changes to External Transport Networks

The main works that might have an effect on Karingal Green would be the upgrade of Roe Highway and Kalamnunda Road grade separation that is planned to start mid-2019. The project will construct a bridge over the highway at that intersection, with a grade separated Dogbone interchange.



6. Analysis of Transport Networks

6.1. Assessment Year

The assessment has been based on 2019 and the existing traffic volumes

6.2. Time Periods for Assessment

The peak morning (08:00am – 09:00am) and afternoon (05:00pm – 06:00pm) peak hours on the road network have been chosen for assessment.

6.3. Structure Plan Generated Traffic

For the purposes of assessment, it was assumed that multiple dwellings will be constructed instead of single / grouped dwelling as this is the worst-case scenario. It is estimated that the development will yield an additional 75 multiple dwellings as outlined in **Table 4**.

The typical vehicle trip generation rates outlined in Table 1 of the WAPC TIA Guidelines were used to estimate the traffic generation potential of the proposed structure plan. The traffic generation is summarised in **Table 5** and **Table 6**. Both the AM and PM peak hour generation has been shown for comparison.

Table 5: Structure Plan Additional Vehicle Trip Generation – AM Peak Hour

Land Use	Units	Quantity	Trip Rate		Number of Trips		
			AM Peak In	AM Peak Out	AM Peak In	AM Peak Out	AM Peak Total
Residential	Dwellings	75	0.2	0.6	15	45	60

Table 6: Structure Plan Additional Vehicle Trip Generation – PM Peak Hour

Land Use	Units	Quantity	Trip Rate		Number of Trips		
			PM Peak In	PM Peak Out	PM Peak In	PM Peak Out	PM Peak Total
Residential	Dwellings	75	0.5	0.3	38	23	61

Based on the layout of the external road network and the locations of external destinations, the assumed distribution of structure plan traffic is as shown in **Figure 9**.

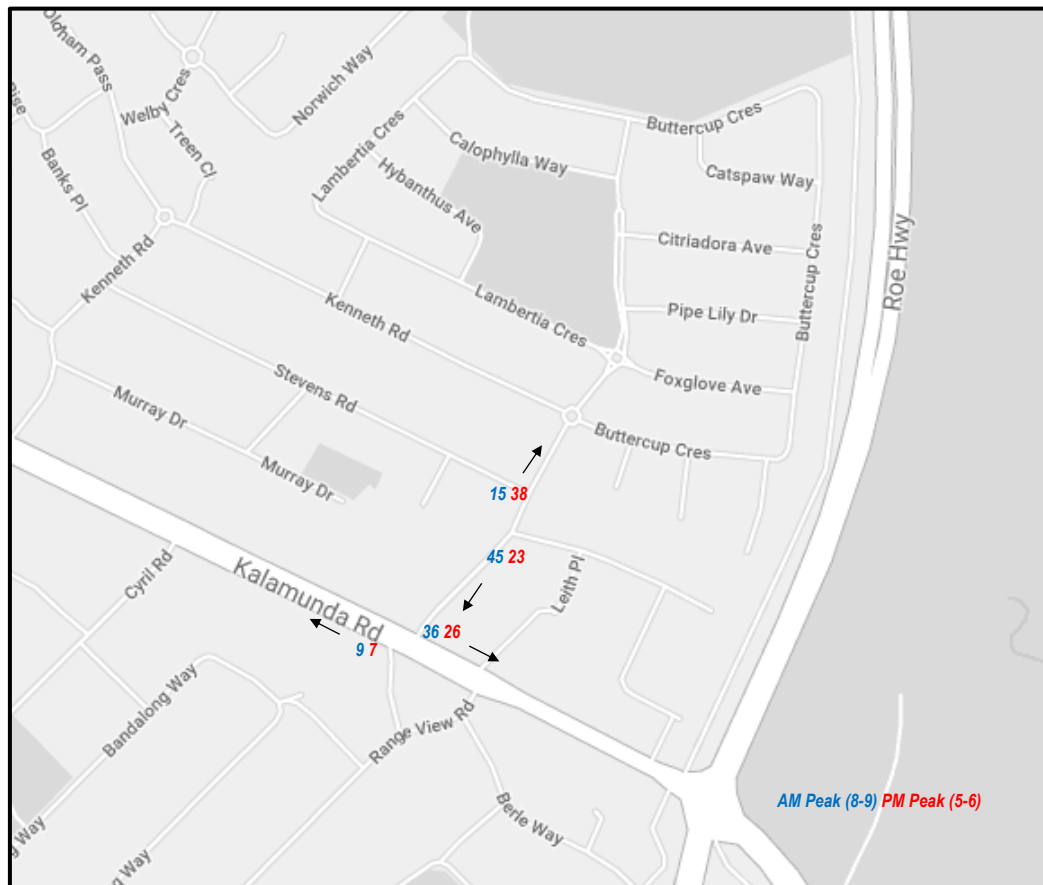


Figure 9 – Traffic Volumes Distribution

6.4. Design Traffic Flows

Using the traffic volumes existing road network traffic flows obtained from City of Kalamunda and MRWA Trafficmap website in Section 3.3 and the predicted volumes generated from the additional dwellings constructed Section 6.3, the traffic flows increase are outlined in **Figure 10**.

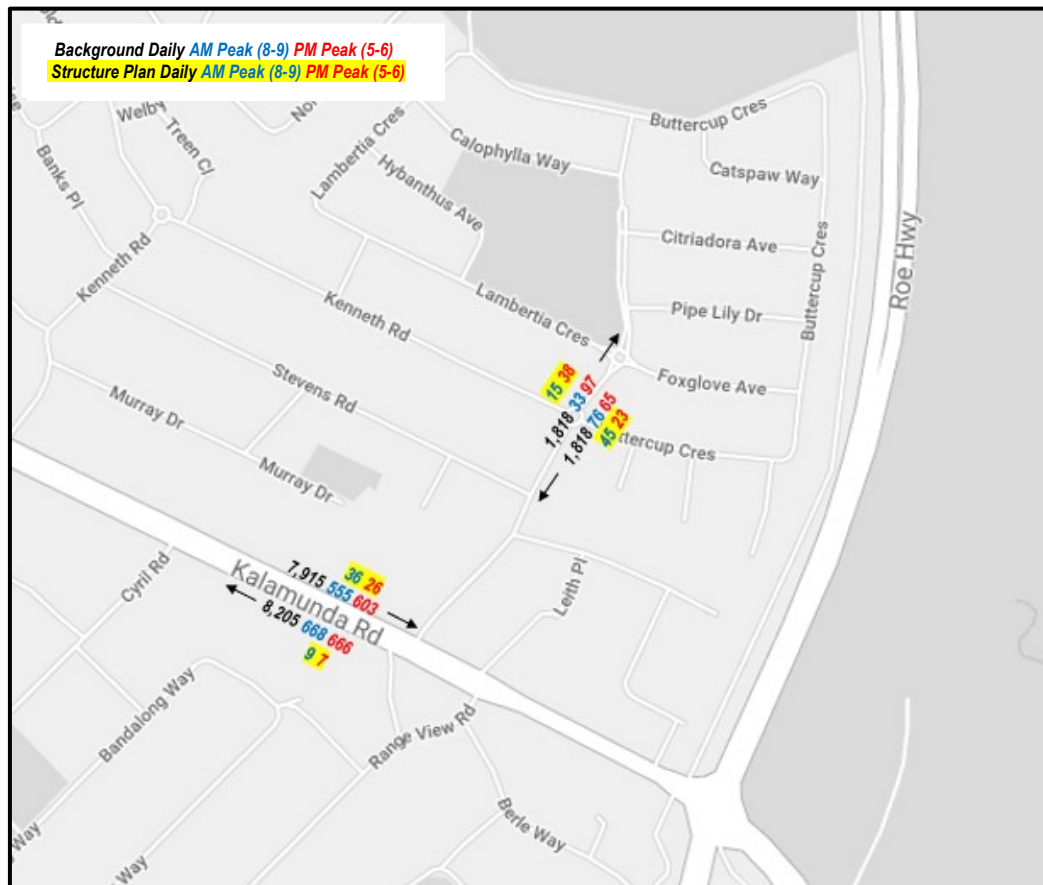


Figure 10 – Predicted Total Traffic Volumes Distribution

6.5. Roads and Intersections

6.5.1. Road Capacity

The WAPC TIA Guidelines refers to Austroads Guide to Traffic Management for assessment of the impact of changes in traffic flows on the surrounding road network. Austroads *Guide to Traffic Management Part 3: Traffic Studies and Analysis* (AGTM03) notes that the following typical midblock lane capacities for different road types:

- Urban Roads with interrupted flow (Kalamunda Road)
 - 1000 pc/h on a divided road
- Urban Roads with interrupted flow (Hawkevale Road)
 - 900 pc/h on an undivided road

Based on the predicted peak hour traffic flows, the existing two-lane, two-way cross section for Hawkevale Road and Kalamunda Road have sufficient capacity to accommodate the proposed structure plan traffic at mid-block locations.



No additional potential road accidents are expected to occur due to the added traffic volume, as the additional traffic is relatively low.

6.6. Intersections

Intersection capacity assessment for the Hawkevale Road / Kalamunda Road intersection has been undertaken using SIDRA Intersection 7.0, with the following assumptions made:

- The majority (90%) of the traffic on Kalamunda Road to remain on Kalamunda Road, with the remaining traffic to access Hawkevale Road. This is applicable for the eastbound and westbound traffic.
- The southbound traffic along Hawkevale Road to have a distribution of 80% heading eastbound and the remaining 20% heading westbound.

The peak hour intersection traffic flows were derived from the projected traffic volumes and supplemented by traffic count data used in the transport assessment from **Figure 10**.

The results of the assessment are summarised in **Table 7** and detailed in **Appendix B**, with the results explained below.

Table 7 - SIDRA Summary - Hawkevale Road / Kalamunda Road Intersection

Assessment Period	Scenario	Average DoS	Queue Distance (m)	Average Delay (s)	Worst Delay (s)	Worst LoS
08:00 AM – 09:00 AM	Existing	0.318	4.6	1.5	31.6	D
08:00 AM – 09:00 AM	Added Dwellings	0.318	8.2	2.1	34.2	D
05:00 PM - 06:00 PM	Existing	0.352	5.4	1.5	45.1	E
05:00 PM - 06:00 PM	Added Dwellings	0.352	7.6	2.0	48.4	E

This intersection operates within capacity during the morning and afternoon peak, this is also true for the proposed scenario. The effect of having additional dwelling located in Karingal Green had minimal impact on the intersection, with the intersection operating with minimal increases in delay.

The potential increase in crashes is minimal. This is due to the fact that the increase in delay and traffic volume is small.



6.7. Access to Public Transport

6.7.1. Buses

The existing bus in the area are Transperth Route 294, 295, 299 (**Figure 11**) along Kalamunda Road. The bus routes are considered sufficient to cater for the development.

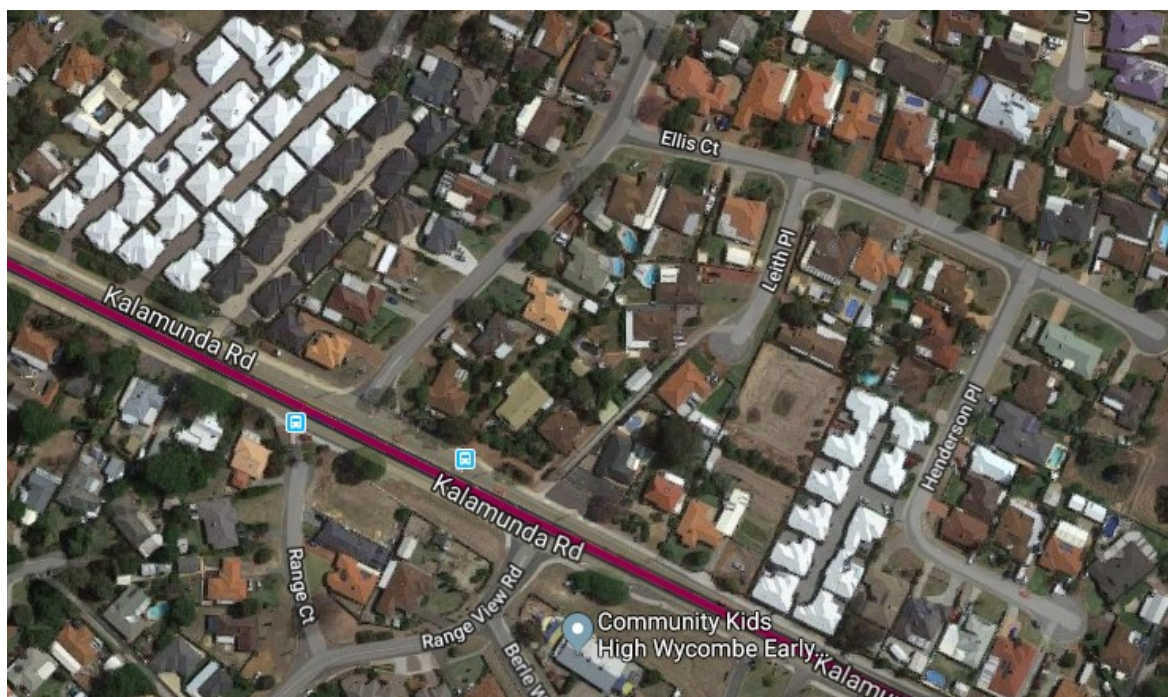


Figure 11 - Existing Transperth Bus Service

6.8. Pedestrian / Cyclist Accessibility

Liveable Neighbourhoods recommends that a footpath is provided along at least one side of all roads and a footpath or shared path on both sides of street where pedestrian and cyclist activity is expected to be high. No modification to the existing path network are proposed, as footpaths are available along the road where the sites are located.



7. Conclusion

A Transport Impact Assessment of the proposed ODP concluded the following:

- The existing transport network is assessed as having sufficient mid-block capacity to carry the traffic flows generated by the concept structure plan.
- The Kalamunda Road / Hawkevale Road intersection is predicted to operate at existing capacity, as there was minimal impact on the network due to the addition of the dwellings.
- No significant increase in crashes are expected to occur along Hawkevale Road or the Kalamunda Road / Hawkevale Road intersection due to the added traffic volume, as the additional traffic is relatively low.
- No change to the bus routes are required.
- Footpaths are available along the site locations, no changes to the existing layout are necessary.
- The service vehicles routes will remain unaffected by the proposed changes.



Appendix A – Proposed Local Structure Plan



MOVEMENT SUMMARY

Site: 101 [Kalamunda Rd and Hawkevale Rd - Existing AM]

Kalamunda Rd and Hawkevale Rd
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
		veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Kalamunda Rd E											
5	T1	572	12.9	0.318	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
6	R2	63	0.0	0.034	6.8	LOS A	0.0	0.0	0.00	0.64	65.3
Approach		635	11.6	0.318	0.7	NA	0.0	0.0	0.00	0.06	78.1
North: Hawkevale Rd											
7	L2	64	0.0	0.197	8.7	LOS A	0.7	4.6	0.66	0.85	48.2
9	R2	16	0.0	0.197	31.6	LOS D	0.7	4.6	0.66	0.85	48.0
Approach		80	0.0	0.197	13.3	LOS B	0.7	4.6	0.66	0.85	48.1
West: Kalamunda Rd W											
10	L2	59	0.0	0.032	6.9	LOS A	0.0	0.0	0.00	0.63	65.4
11	T1	525	12.9	0.292	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
Approach		584	11.6	0.292	0.7	NA	0.0	0.0	0.00	0.06	78.1
All Vehicles		1299	10.9	0.318	1.5	NA	0.7	4.6	0.04	0.11	75.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



MOVEMENT SUMMARY

Site: 101 [Kalamunda Rd and Hawkevale Rd - Existing PM]

Kalamunda Rd and Hawkevale Rd
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
		veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Kalamunda Rd E											
5	T1	631	12.9	0.350	0.0	LOS A	0.0	0.0	0.00	0.00	79.8
6	R2	71	0.0	0.038	6.8	LOS A	0.0	0.0	0.00	0.64	65.3
Approach		701	11.6	0.350	0.7	NA	0.0	0.0	0.00	0.06	78.1
North: Hawkevale Rd											
7	L2	55	0.0	0.231	10.5	LOS B	0.8	5.4	0.76	0.91	45.7
9	R2	14	0.0	0.231	45.1	LOS E	0.8	5.4	0.76	0.91	45.5
Approach		68	0.0	0.231	17.4	LOS C	0.8	5.4	0.76	0.91	45.6
West: Kalamunda Rd W											
10	L2	71	0.0	0.038	6.9	LOS A	0.0	0.0	0.00	0.63	65.4
11	T1	633	12.9	0.352	0.0	LOS A	0.0	0.0	0.00	0.00	79.8
Approach		703	11.6	0.352	0.7	NA	0.0	0.0	0.00	0.06	78.1
All Vehicles		1473	11.1	0.352	1.5	NA	0.8	5.4	0.04	0.10	75.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



MOVEMENT SUMMARY

Site: 101 [Kalamunda Rd and Hawkevale Rd - Proposed AM]

Kalamunda Rd and Hawkevale Rd
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
		veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Kalamunda Rd E											
5	T1	572	12.9	0.318	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
6	R2	63	0.0	0.034	6.8	LOS A	0.0	0.0	0.00	0.64	65.3
Approach		635	11.6	0.318	0.7	NA	0.0	0.0	0.00	0.06	78.1
North: Hawkevale Rd											
7	L2	102	0.0	0.315	10.0	LOS B	1.2	8.7	0.68	0.91	47.2
9	R2	25	0.0	0.315	34.2	LOS D	1.2	8.7	0.68	0.91	47.0
Approach		127	0.0	0.315	14.8	LOS B	1.2	8.7	0.68	0.91	47.2
West: Kalamunda Rd W											
10	L2	59	0.0	0.032	6.9	LOS A	0.0	0.0	0.00	0.63	65.4
11	T1	525	12.9	0.292	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
Approach		584	11.6	0.292	0.7	NA	0.0	0.0	0.00	0.06	78.1
All Vehicles		1346	10.5	0.318	2.1	NA	1.2	8.7	0.06	0.14	73.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



MOVEMENT SUMMARY

Site: 101 [Kalamunda Rd and Hawkevale Rd - Proposed PM]

Kalamunda Rd and Hawkevale Rd
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
		veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Kalamunda Rd E											
5	T1	631	12.9	0.350	0.0	LOS A	0.0	0.0	0.00	0.00	79.8
6	R2	71	0.0	0.038	6.8	LOS A	0.0	0.0	0.00	0.64	65.3
Approach		701	11.6	0.350	0.7	NA	0.0	0.0	0.00	0.06	78.1
North: Hawkevale Rd											
7	L2	82	0.0	0.351	12.3	LOS B	1.3	9.3	0.78	0.97	44.4
9	R2	21	0.0	0.351	48.4	LOS E	1.3	9.3	0.78	0.97	44.3
Approach		103	0.0	0.351	19.7	LOS C	1.3	9.3	0.78	0.97	44.4
West: Kalamunda Rd W											
10	L2	71	0.0	0.038	6.9	LOS A	0.0	0.0	0.00	0.63	65.4
11	T1	633	12.9	0.352	0.0	LOS A	0.0	0.0	0.00	0.00	79.8
Approach		703	11.6	0.352	0.7	NA	0.0	0.0	0.00	0.06	78.1
All Vehicles		1507	10.8	0.352	2.0	NA	1.3	9.3	0.05	0.13	74.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



TRANSPORT IMPACT ASSESSMENT

Project:	Karingal Green – High Wycombe
Client:	Activ Foundation
Author:	Anthony Anastas
Doc No:	1902005-TIA-001
Version:	3

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Contents

1.	Introduction	4
1.1.	Background	4
2.	Structure Plan Outline	6
2.1.	Proposed Structure Plan	6
2.2.	Land Use	6
2.3.	Vehicle Access	9
3.	Existing Situation	10
3.1.	Land Use	10
3.2.	Road Network	10
3.3.	Public Transport	13
4.	Proposed Internal Transport Network	15
5.	Changes to External Transport Networks	16
6.	Analysis of Transport Networks	17
6.1.	Assessment Year	17
6.2.	Time Periods for Assessment	17
6.3.	Structure Plan Generated Traffic	17
6.4.	Design Traffic Flows	18
6.5.	Roads and Intersections	19
6.5.1.	Road Capacity	19
6.6.	Intersections	20
6.7.	Access to Public Transport	21
6.7.1.	Buses	21
6.8.	Pedestrian / Cyclist Accessibility	21
7.	Conclusion	22
	Appendix A – Proposed Local Structure Plan	23



Figures

Figure 1 - Location of Local Structure Plan Area	4
Figure 2 – Outline Development Plan Boundary	4
Figure 3 - Proposed Outline Development Plan	6
Figure 4 - Local Road Network and MRWA Road Classification	10
Figure 5 –Hawkevale Road Traffic Volumes	11
Figure 6 – Kalamunda Road Traffic Volumes	12
Figure 7 – Traffic Volumes Distribution	13
Figure 8 - Pedestrian and Cycling Facilities	14
Figure 9 – Traffic Volumes Distribution	18
Figure 10 – Predicted Total Traffic Volumes Distribution	19
Figure 11 - Existing Transperth Bus Service	21

Tables

Table 1 – Proposed Land Use and Yields – Single / Grouped Dwelling – Without Redevelopment of Existing Blocks	7
Table 2 – Proposed Land Use and Yields - Multiple Dwelling – Without Redevelopment of Existing Blocks	7
Table 3 – Proposed Land Use and Yields – Single / Grouped Dwelling– With Redevelopment of Existing Blocks	8
Table 4 – Proposed Land Use and Yields - Multiple Dwelling - With Redevelopment of Existing Blocks	8
Table 5: Structure Plan Additional Vehicle Trip Generation – AM Peak Hour	17
Table 6: Structure Plan Additional Vehicle Trip Generation – PM Peak Hour	17
Table 7 - SIDRA Summary - Hawkevale Road / Kalamunda Road Intersection	20



1. Introduction

1.1. Background

Shawmac has been engaged by Creative Design & Planning on behalf of Activ Foundation to prepare a Transport Impact Assessment for a proposed amendment of the Karingal Green Outline Development Plan (ODP) to accommodate an increase in the land use from R30 to R60 for Lots 265, 316 and 321 located on Buttercup Crescent and Catspaw Way, High Wycombe, in the City of Kalamunda. The location of the site is shown in **Figure 1** and the ODP boundary is illustrated in **Figure 2**. City of Kalamunda have requested that Lot 312, 313, 314, 315, 319 and 320 to also be amended from the existing R20 to R60.

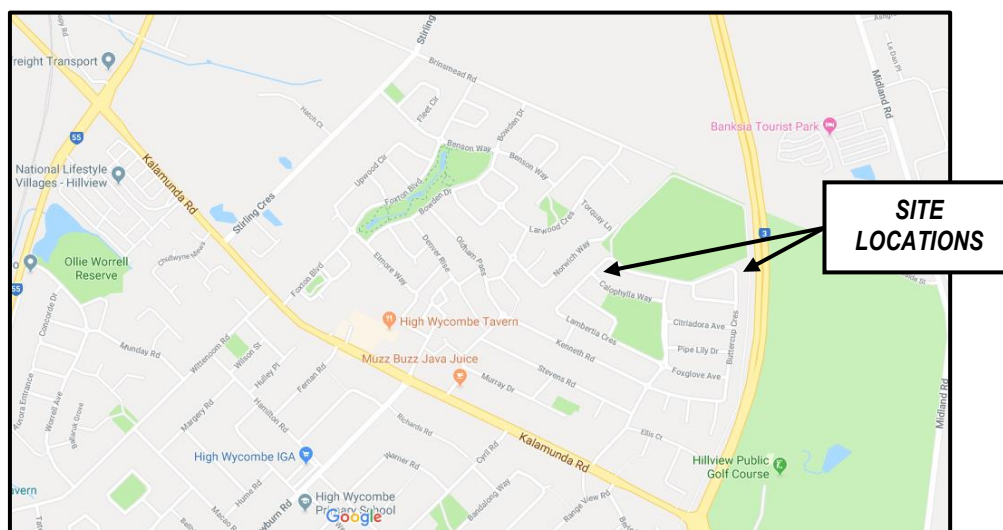


Figure 1 - Location of Local Structure Plan Area



Figure 2 – Outline Development Plan Boundary



The proposed ODP proposes a change to the density of the residential land use from R20/R30 to R60.

This assessment has been prepared in accordance with the WAPC *Transport Assessment Guidelines for Developments Volume 2 – Structure Plans* in a format suitable for submission to the City of Kalamunda as well as Main Roads Western Australia (MRWA) and/or the Department of Planning where required. The key objectives as per the WAPC guidelines are as follows:

- To assess the proposed internal transport networks with respect to accessibility, circulation and safety for all modes (i.e. vehicle, public transport, pedestrian and cyclist);
- To assess the level of transport integration between the structure plan area and the surrounding land uses;
- To determine the impacts of the traffic generated by the structure plan area on the surrounding land uses; and
- To determine the impacts of the traffic generated by the structure plan area on the surrounding transport networks.



2. Structure Plan Outline

2.1. Proposed Structure Plan

The proposed ODP is indicated in **Figure 3**.



Figure 3 - Proposed Outline Development Plan

2.2. Land Use

The proposed land use will change existing Active R30 lots and existing R20 residential dwelling zones to R60 residential dwelling, with all other land uses kept as is. It has been estimated that the additional potential dwellings could range from 15 (multiple dwellings) to 19 (single dwelling) without redeveloping existing lots (**Table 2** and **Table 1** respectively), this can also range from 38 (single dwellings) to 40 (multiple dwelling) by redeveloping existing lots (**Table 3** and **Table 4** respectively).

The tables show the current residential dwelling scenario and the proposed R60 residential dwelling scenario for single / grouped dwelling and multiple dwelling shown in **Table 1** and **Table 2** respectively without redeveloping existing lots. **Table 3** and **Table 4** the same comparison in scenarios but with the existing lots redeveloped.



Table 1 – Proposed Land Use and Yields – Single / Grouped Dwelling – Without Redevelopment of Existing Blocks

	Lot	Gross Area (m2)	Current Scenario		Proposed R60 Scenario	
			Avg. Lot Size (m2)	Dwelling Yield	Avg. Lot Size (m2)	Dwelling Yield
Activ Lots (R30 Existing)	265	1998	300	6	150	13
	316	2003		6		13
	321	1846		6		12
Adjacent Lots (R20 Existing)	320	627	NA	1	NA	1
	319	641		1		1
	312	728		1		1
	313	618		1		1
	314	618		1		1
	315	628		1		1
Total				25		44

Table 2 – Proposed Land Use and Yields - Multiple Dwelling – Without Redevelopment of Existing Blocks

	Lot	Gross Area (m2)	Current Scenario			Proposed R60 Scenario		
			Plot Ratio	Avg. Dwg Size (m2)	Dwelling Yield	Plot Ratio	Avg. Dwg Size (m2)	Dwelling Yield
Activ Lots (R30 Existing)	265	1998	0.5	80	12	0.7	80	17
	316	2003			12			17
	321	1846			11			16
Adjacent Lots (R20 Existing)	320	627	NA	NA	1	NA	NA	1
	319	641			1			1
	312	728			1			1
	313	618			1			1
	314	618			1			1
	315	628			1			1
Total					41			56



Table 3 – Proposed Land Use and Yields – Single / Grouped Dwelling– With Redevelopment of Existing Blocks

	Lot	Gross Area (m2)	Current Scenario		Proposed R60 Scenario	
			Avg. Lot Size (m2)	Dwelling Yield	Avg. Lot Size (m2)	Dwelling Yield
Activ Lots (R30 Existing)	265	1998	300	6	150	13
	316	2003		6		13
	321	1846		6		12
Adjacent Lots (R20 Existing)	320	627	450	1		4
	319	641		1		4
	312	728		1		4
	313	618		1		4
	314	618		1		4
	315	628		1		4
	Total			24		62

Table 4 – Proposed Land Use and Yields - Multiple Dwelling - With Redevelopment of Existing Blocks

	Lot	Gross Area (m2)	Current Scenario			Proposed R60 Scenario		
			Plot Ratio	Avg. Dwg Size (m2)	Dwelling Yield	Plot Ratio	Avg. Dwg Size (m2)	Dwelling Yield
Activ Lots (R30 Existing)	265	1998	0.5	80	12	0.7	80	17
	316	2003			12			17
	321	1846			11			16
Adjacent Lots (R20 Existing)	320	627	NA	NA	1			5
	319	641			1			5
	312	728			1			6
	313	618			1			5
	314	618			1			5
	315	628			1			5
	Total				41			81



2.3. Vehicle Access

The proposed access points to the R60 residential dwellings will remain the same as existing, with the assumed vehicle movements as follows:

- Lot 265 will have an access / egress at Calophylla Way and Lambertia Crescent.
- Lot 316, and 321 will have an access / egress at Buttercup Crescent and Catspaw Way.
- All of the lots above will use Hawkevale Road to exit the suburb.

The internal road network consists of multiple local access roads branching from Hawkevale Road which then connect onto Kalamunda Road.

2.4. Approved Developments

Hall and Prior are currently constructing a Continuing Care Facility on the lot highlighted as Nursing Home within the ODP in **Figure 3**. The development includes a 160 bed facility and an auditorium for training. As part of the development approval conditions a Traffic Impact Statement was undertaken by GTA Consultants which determined that the development would generate the following:

- 29 trips during the AM Peak
- 32 trips during the PM Peak
- 396 Daily Trips



3. Existing Situation

3.1. Land Use

Current land use on the subject site is mainly residential (R15 – R20) dwellings, with the Activ properties currently vacant. Surrounding development comprises a mixture of uses including a private clubs and institutions, retirement village, nursing home, conservation area, POS and recreational uses.

3.2. Road Network

The roads along Lot 265 include Calophylla Way, Lambertia Crescent and Hybanthus Avenue. These are local access roads, two-way with a Principal Shared Path (PSP) and a 50km/h speed limit that connects onto Hawkevale Road.

The roads along Lot 316 and 321 are Buttercup Crescent and Catspaw Way. These are local access roads, two-way with a Principal Shared Path (PSP) and a 50km/h speed limit that connects into Hawkevale Road.

Hawkevale Road is a two-way local access road, with a Principal Shared Path (PSP) and a 50km/h speed limit. It is the main access/egress point for the Karingal Green development connects the local access roads along its length to Kalamunda Road.

Figure 4 illustrates the layout of the local road network and the road classifications as designated under the MRWA Functional Road Hierarchy.

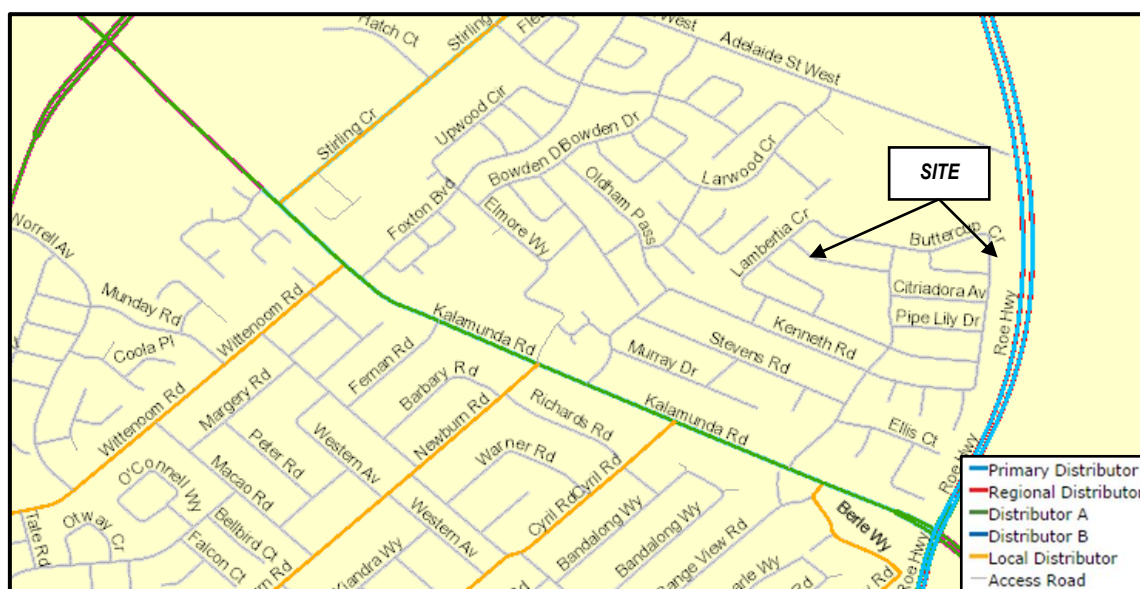


Figure 4 - Local Road Network and MRWA Road Classification



The existing road network traffic flows were obtained from City of Kalamunda and MRWA Trafficmap website for Hawkevale Road (**Figure 5**) and Kalamunda Road (**Figure 6**) respectively. Traffic data for other local access roads is lower than Hawkevale Road and therefore it is considered the critical road in the network.

A traffic volume distribution was created based on the AM Peak 8:00 – 9:00 and PM Peak 17:00 to 18:00 on Hawkevale Road and Kalamunda Road (**Figure 7**). The AADT for Hawkevale Road is 1818vpd well within the desirable maximum of 3000vpd outlined by Liveable Neighbourhoods.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-631

Site: HAWKEVALE RD (0518).0.1NS
 Description: 22 m South of STEVENS RD <50>
 Filter time: 8:44 Friday, 20 January 2017 => 10:39 Thursday, 2 February 2017
 Scheme: Vehicle classification (AustRoads94)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	1 - 7
Hour									
0000-0100	5.5	1.5	5.0	11.0	7.0	12.5	18.5	5.9	8.8
0100-0200	0.0	0.5	1.0	7.5	6.0	8.0	6.5	2.7	4.1
0200-0300	2.5	3.5	1.5	4.5	2.0	4.0	10.0	2.9	4.2
0300-0400	5.5	3.0	4.0	5.0	7.0	4.0	5.5	4.7	4.7
0400-0500	10.5	7.5	5.5	8.5	11.0	6.0	6.0	8.3	7.6
0500-0600	41.0	38.5	45.0	26.5	25.0	7.5	13.5	36.3	28.4
0600-0700	94.5	90.0	91.0	58.5	61.0	36.5	23.5	81.0	65.3
0700-0800	101.5	116.5	122.5	82.0	82.0	74.0	39.0	103.0	88.7
0800-0900	98.5	123.5	143.0	113.0	64.5	104.5	68.0	108.5	102.1
0900-1000	104.0	85.0	107.5	47.5	112.5	152.5	84.5	91.3	99.1
1000-1100	106.0	105.5	94.0	57.5	130.0	134.5	114.5	98.6	106.0
1100-1200	96.0	98.5	109.0	140.0	108.5	160.5	147.0	107.1	121.5
1200-1300	100.5	109.0	122.0	120.0	112.0	129.5	143.0	111.9	119.4
1300-1400	104.0	119.5	112.0	89.0	126.5	120.0	126.0	112.6	115.8
1400-1500	126.5	112.5	138.0	85.0	130.5	127.5	142.0	122.2	126.1
1500-1600	138.5	138.0	162.0	93.0	135.5	124.0	139.0	137.9	135.9
1600-1700	160.0	167.5	173.0	76.0	158.5	110.0	138.5	154.9	145.5
1700-1800	163.0	187.5	175.5	71.0	165.5	115.5	126.5	161.6	149.1
1800-1900	119.0	112.0	129.0	89.0	138.0	107.5	89.0	120.6	113.7
1900-2000	90.5	97.0	102.0	64.0	101.5	88.5	66.0	94.0	88.8
2000-2100	47.5	70.0	67.0	83.0	73.5	63.5	53.0	66.6	64.0
2100-2200	40.5	40.0	47.5	57.0	43.5	45.5	32.0	44.4	42.7
2200-2300	17.5	25.5	38.0	34.0	33.5	49.0	15.5	29.2	30.2
2300-2400	3.5	5.5	13.5	23.0	21.5	28.5	9.5	12.3	14.4
Totals									
0700-1900	1417.5	1475.0	1587.5	1063.0	1464.0	1460.0	1357.0	1430.1	1422.8
0600-2200	1690.5	1772.0	1895.0	1325.5	1743.5	1694.0	1531.5	1716.1	1683.6
0600-0000	1711.5	1803.0	1946.5	1382.5	1798.5	1771.5	1556.5	1757.6	1728.1
0000-0000	1776.5	1857.5	2008.5	1445.5	1856.5	1813.5	1616.5	1818.4	1785.9
AM Peak	1000	0800	0800	1100	1000	1100	1100		
	106.0	123.5	143.0	140.0	130.0	160.5	147.0		
PM Peak	1700	1700	1700	1200	1700	1200	1200		
	163.0	187.5	175.5	120.0	165.5	129.5	143.0		

* - No data.

Figure 5 –Hawkevale Road Traffic Volumes



Hourly Volume

Kalamunda Rd (1020001)

West of Roe Hwy (SLK 5.71)

2018/19
Monday to Friday

	All Vehicles			Heavy Vehicles				
	EB	WB	Both	EB	WB	Both	%	
00:00	36	28	64	6	0	6	9.4	
01:00	17	19	36	2	4	6	16.7	
02:00	18	11	29	3	2	5	17.2	
03:00	22	28	50	3	4	7	14.0	
04:00	69	93	162	13	10	23	14.2	
05:00	182	297	479	33	37	70	14.6	
06:00	294	462	756	60	70	130	17.2	
07:00	390	564	954	70	72	142	14.9	
08:00	555	603	1158	76	83	159	13.7	
09:00	450	502	952	75	74	149	15.7	
10:00	448	431	879	81	63	144	16.4	
11:00	440	469	909	79	72	151	16.6	
12:00	471	484	955	82	69	151	15.8	
13:00	482	478	960	81	76	157	16.4	
14:00	615	491	1106	96	64	160	14.5	
15:00	649	635	1284	90	66	156	12.1	
16:00	663	633	1296	76	59	135	10.4	
17:00	668	666	1334	64	50	114	8.5	
18:00	500	481	981	54	32	86	8.8	
19:00	334	319	653	31	18	49	7.5	
20:00	227	201	428	17	9	26	6.1	
21:00	193	173	366	16	7	23	6.3	
22:00	117	80	197	9	7	16	8.1	
23:00	75	57	132	6	4	10	7.6	
TOTAL	7915	8205	16120	1123	952	2075	12.9	

		Peak Statistics					
AM	TIME	08:00	08:15	08:00	11:45	07:30	07:30
	VOL	555	612	1158	84	83	165
PM	TIME	14:30	17:00	17:00	14:15	13:30	14:45
	VOL	683	666	1334	103	80	166

Figure 6 – Kalamunda Road Traffic Volumes

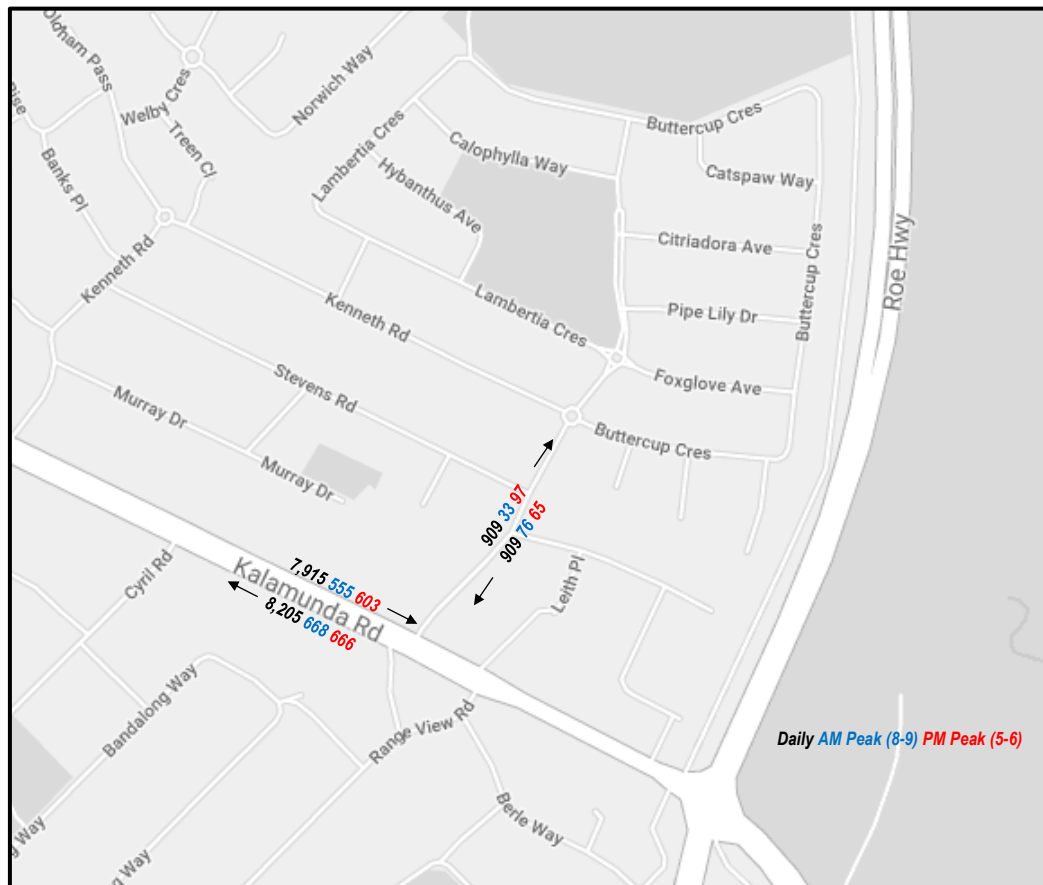


Figure 7 – Traffic Volumes Distribution

3.3. Public Transport

Existing public transport services to the general area is limited to Kalamunda Road and does not enter the Karingal Green development. the 294, 295 and 299 services are available along Kalamunda Road.



3.4. Pedestrian and Cycling Network

Figure 8 illustrates the existing pedestrian and cycling network in the vicinity of the ODP area.



Figure 8 - Pedestrian and Cycling Facilities



4. Proposed Internal Transport Network

The internal transport network will remain unchanged, as the predicted increase in traffic volume is expected to have a minor impact on the road network.



5. Changes to External Transport Networks

The main works that might have an effect on Karingal Green would be the upgrade of Roe Highway and Kalamunda Road grade separation that is planned to start mid-2019. The project will construct a bridge over the highway at that intersection, with a grade separated Dogbone interchange. The interchange will significantly improve on the operation of the Roe Highway / Kalamunda Road intersection and have no impact on the intersection of Hawkevale Road / Kalamunda Road as Roe Highway will be lowered under the existing Kalamunda Road.



6. Analysis of Transport Networks

6.1. Assessment Year

The assessment has been based on 2019 and the existing traffic volumes

6.2. Time Periods for Assessment

The peak morning (08:00am – 09:00am) and afternoon (05:00pm – 06:00pm) peak hours on the road network have been chosen for assessment.

6.3. Structure Plan Generated Traffic

For the purposes of assessment, it was assumed that multiple dwellings will be constructed instead of single / grouped dwelling as this is the worst-case scenario. It is estimated that the development will yield an additional 75 multiple dwellings as outlined in **Table 4**.

The typical vehicle trip generation rates outlined in Table 1 of the WAPC TIA Guidelines were used to estimate the traffic generation potential of the proposed structure plan. The traffic generation is summarised in **Table 5** and **Table 6**. Both the AM and PM peak hour generation has been shown for comparison.

Table 5: Structure Plan Additional Vehicle Trip Generation – AM Peak Hour

Land Use	Units	Quantity	Trip Rate		Number of Trips		
			AM Peak In	AM Peak Out	AM Peak In	AM Peak Out	AM Peak Total
Residential	Dwellings	75	0.2	0.6	15	45	60

Table 6: Structure Plan Additional Vehicle Trip Generation – PM Peak Hour

Land Use	Units	Quantity	Trip Rate		Number of Trips		
			PM Peak In	PM Peak Out	PM Peak In	PM Peak Out	PM Peak Total
Residential	Dwellings	75	0.5	0.3	38	23	61

Table 7: Structure Plan Additional Vehicle Trip Generation – Daily (RTA)

Land Use	Units	Quantity	Trip Rate		Number of Trips	
Residential	Dwellings	75	6.5		488	



Based on the layout of the external road network and the locations of external destinations, the assumed distribution of structure plan traffic is as shown in **Figure 9**. The traffic includes the Nursing Home development.

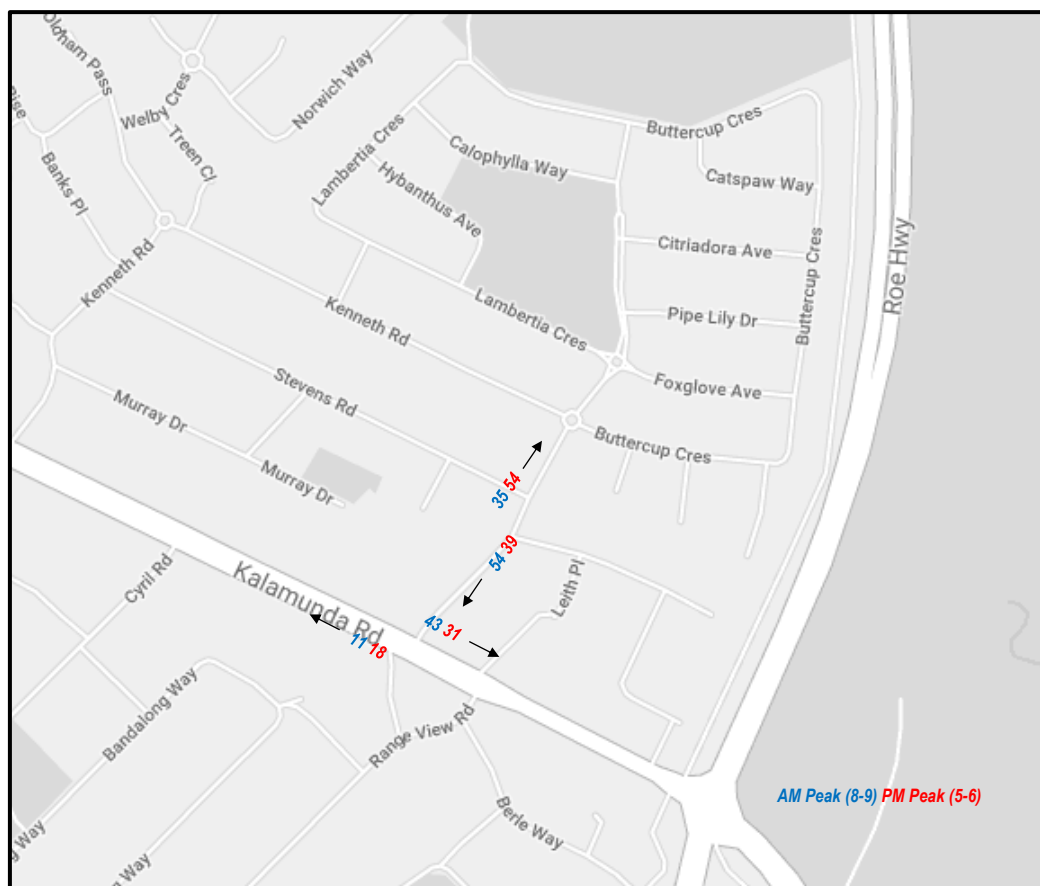


Figure 9 – Traffic Volumes Distribution

6.4. Design Traffic Flows

Using the traffic volumes existing road network traffic flows obtained from City of Kalamunda and MRWA Trafficmap website in Section 3.3 and the predicted volumes generated from the additional dwellings constructed Section 6.3, the traffic flows increase are outlined in **Figure 10**.

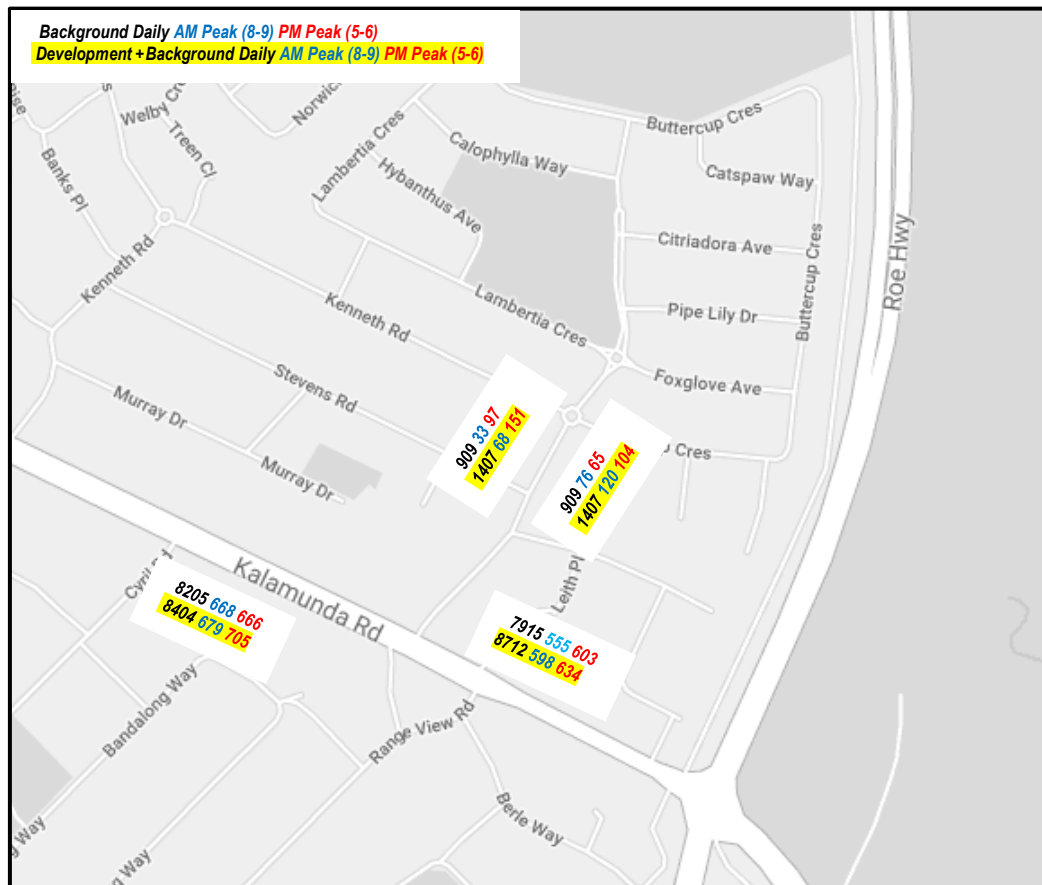


Figure 10 – Predicted Total Traffic Volumes Distribution

6.5. Roads and Intersections

6.5.1. Road Capacity

The WAPC TIA Guidelines refers to Austroads Guide to Traffic Management for assessment of the impact of changes in traffic flows on the surrounding road network. Austroads *Guide to Traffic Management Part 3: Traffic Studies and Analysis* (AGTM03) notes that the following typical midblock lane capacities for different road types:

- Urban Roads with interrupted flow (Kalamunda Road)
 - 1000 pc/h on a divided road
- Urban Roads with interrupted flow (Hawkevale Road)
 - 900 pc/h on an undivided road

Based on the predicted peak hour traffic flows, the existing two-lane, two-way cross section for Hawkevale Road and Kalamunda Road have sufficient capacity to accommodate the proposed structure plan traffic at mid-block locations. Hawkevale Road with a predicted traffic volume of 2814vpd also meets the desirable volume of 3000vpd outlined in Liveable Neighbourhoods.



No additional potential road accidents are expected to occur due to the added traffic volume, as the additional traffic is relatively low.

6.6. Intersections

Intersection capacity assessment for the Hawkevale Road / Kalamunda Road intersection has been undertaken using SIDRA Intersection 7.0, with the following assumptions made:

- The majority (90%) of the traffic on Kalamunda Road to remain on Kalamunda Road, with the remaining traffic to access Hawkevale Road. This is applicable for the eastbound and westbound traffic.
- The southbound traffic along Hawkevale Road to have a distribution of 80% heading eastbound and the remaining 20% heading westbound.

The peak hour intersection traffic flows were derived from the projected traffic volumes and supplemented by traffic count data used in the transport assessment from **Figure 10**.

The results of the assessment are summarised in **Table 8** and detailed in **Appendix B**, with the results explained below.

Table 8 - SIDRA Summary - Hawkevale Road / Kalamunda Road Intersection

Assessment Period	Scenario	DoS	Queue Distance (m)	Average Delay (s)	Worst Delay (s)	Worst LoS
08:00 AM – 09:00 AM	Existing	0.302*	3.9	1.3	26.7	D
08:00 AM – 09:00 AM	Added Dwellings	0.302*	7.1	1.8	28.5	D
05:00 PM - 06:00 PM	Existing	0.334*	4.4	1.6	38.4	E
05:00 PM - 06:00 PM	Added Dwellings	0.334*	8.5	2.5	45.1	E

*DoS is dedicated by the main alignment of Kalamunda Road eastbound during the AM Peak and westbound during the PM Peak

This intersection operates within capacity during the morning and afternoon peak, this is also true for the proposed scenario. The effect of having additional dwelling located in Karingal Green had minimal impact on the intersection, with the intersection operating with minimal increases in delay.

The potential increase in crashes is minimal. This is due to the fact that the increase in delay and traffic volume is small.



6.7. Access to Public Transport

6.7.1. Buses

The existing bus in the area are Transperth Route 294, 295, 299 (**Figure 11**) along Kalamunda Road. The bus routes are considered sufficient to cater for the development.

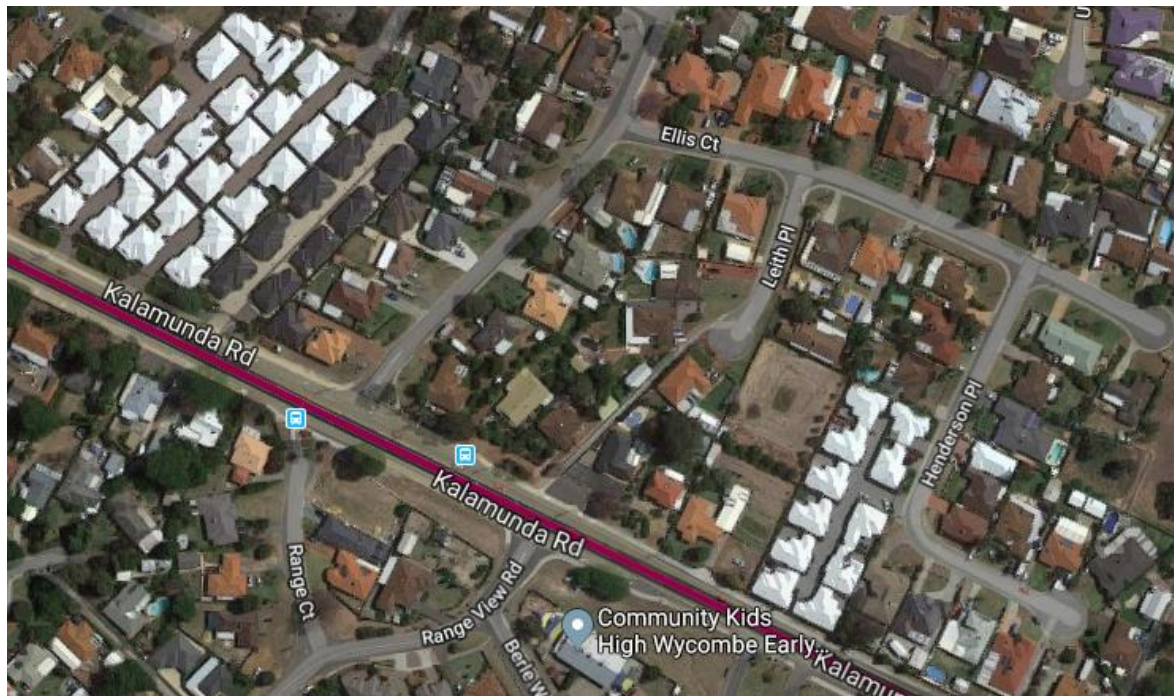


Figure 11 - Existing Transperth Bus Service

6.8. Pedestrian / Cyclist Accessibility

Liveable Neighbourhoods recommends that a footpath is provided along at least one side of all roads and a footpath or shared path on both sides of street where pedestrian and cyclist activity is expected to be high. No modification to the existing path network are proposed, as footpaths are available along the road where the sites are located.

6.9. Crash History

The crash history from 2014 to 2018 was investigated for Hawkevale Road, including the intersection of Kalamunda Road. The data indicates that 1 sideswipe and 2 right angle crashes have occurred in that period resulting in 1 medical and two property damage crashes. The crash history is low and the development is unlikely to increase the risk or severity of crashes.



7. Conclusion

A Transport Impact Assessment of the proposed ODP concluded the following:

- The existing transport network is assessed as having sufficient mid-block capacity to carry the traffic flows generated by the concept structure plan.
- The Kalamunda Road / Hawkevale Road intersection is predicted to operate at existing capacity, as there was minimal impact on the network due to the addition of the dwellings.
- No significant increase in crashes are expected to occur along Hawkevale Road or the Kalamunda Road / Hawkevale Road intersection due to the added traffic volume, as the additional traffic is relatively low.
- No change to the bus routes are required.
- Footpaths are available along the site locations, no changes to the existing layout are necessary.
- The service vehicles routes will remain unaffected by the proposed changes.



Appendix A – SIDRA



MOVEMENT SUMMARY

▽ Site: 101 [Kalamunda Rd and Hawkevale Rd - Existing AM]

Kalamunda Rd and Hawkevale Rd
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
		veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Kalamunda Rd E											
5	T1	543	12.9	0.302	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
6	R2	25	0.0	0.034	9.9	LOS A	0.1	0.9	0.53	0.73	61.9
Approach		568	12.3	0.302	0.5	NA	0.1	0.9	0.02	0.03	78.9
North: Hawkevale Rd											
7	L2	61	0.0	0.167	8.5	LOS A	0.6	3.9	0.61	0.82	48.9
9	R2	15	0.0	0.167	26.7	LOS D	0.6	3.9	0.61	0.82	48.7
Approach		76	0.0	0.167	12.1	LOS B	0.6	3.9	0.61	0.82	48.9
West: Kalamunda Rd W											
10	L2	56	0.0	0.030	6.9	LOS A	0.0	0.0	0.00	0.63	65.4
11	T1	499	12.9	0.277	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
Approach		555	11.6	0.277	0.7	NA	0.0	0.0	0.00	0.06	78.1
All Vehicles		1199	11.2	0.302	1.3	NA	0.6	3.9	0.05	0.10	75.6



MOVEMENT SUMMARY

▽ Site: 101 [Kalamunda Rd and Hawkevale Rd - Existing PM]

Kalamunda Rd and Hawkevale Rd
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
		veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Kalamunda Rd E											
5	T1	599	12.9	0.333	0.0	LOS A	0.0	0.0	0.00	0.00	79.8
6	R2	67	0.0	0.107	11.2	LOS B	0.4	2.7	0.59	0.84	60.5
Approach		666	11.6	0.333	1.2	NA	0.4	2.7	0.06	0.08	77.4
North: Hawkevale Rd											
7	L2	52	0.0	0.195	9.5	LOS A	0.6	4.4	0.72	0.88	46.9
9	R2	13	0.0	0.195	38.4	LOS E	0.6	4.4	0.72	0.88	46.7
Approach		65	0.0	0.195	15.3	LOS C	0.6	4.4	0.72	0.88	46.9
West: Kalamunda Rd W											
10	L2	67	0.0	0.036	6.9	LOS A	0.0	0.0	0.00	0.63	65.4
11	T1	601	12.9	0.334	0.0	LOS A	0.0	0.0	0.00	0.00	79.8
Approach		668	11.6	0.334	0.7	NA	0.0	0.0	0.00	0.06	78.1
All Vehicles		1399	11.1	0.334	1.6	NA	0.6	4.4	0.06	0.11	75.4



MOVEMENT SUMMARY



Site: 101 [Kalamunda Rd and Hawkevale Rd - Proposed AM]

Kalamunda Rd and Hawkevale Rd
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
		veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Kalamunda Rd E											
5	T1	543	12.9	0.302	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
6	R2	55	0.0	0.070	9.7	LOS A	0.3	1.8	0.52	0.75	62.1
Approach		598	11.7	0.302	0.9	NA	0.3	1.8	0.05	0.07	77.8
North: Hawkevale Rd											
7	L2	97	0.0	0.267	9.1	LOS A	1.0	7.1	0.64	0.87	48.4
9	R2	24	0.0	0.267	28.5	LOS D	1.0	7.1	0.64	0.87	48.2
Approach		121	0.0	0.267	13.0	LOS B	1.0	7.1	0.64	0.87	48.3
West: Kalamunda Rd W											
10	L2	13	0.0	0.007	6.9	LOS A	0.0	0.0	0.00	0.63	65.4
11	T1	499	12.9	0.277	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
Approach		512	12.6	0.277	0.2	NA	0.0	0.0	0.00	0.02	79.4
All Vehicles		1231	10.9	0.302	1.8	NA	1.0	7.1	0.09	0.13	74.0



MOVEMENT SUMMARY



Site: 101 [Kalamunda Rd and Hawkevale Rd - Proposed PM]

Kalamunda Rd and Hawkevale Rd
Giveaway / Yield (Two-Way)

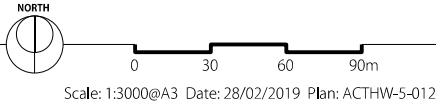
Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
		veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Kalamunda Rd E											
5	T1	599	12.9	0.333	0.0	LOS A	0.0	0.0	0.00	0.00	79.8
6	R2	121	0.0	0.193	11.5	LOS B	0.7	5.1	0.62	0.86	60.3
Approach		720	10.7	0.333	2.0	NA	0.7	5.1	0.10	0.14	75.7
North: Hawkevale Rd											
7	L2	84	0.0	0.323	11.3	LOS B	1.2	8.5	0.75	0.95	45.5
9	R2	20	0.0	0.323	45.1	LOS E	1.2	8.5	0.75	0.95	45.3
Approach		104	0.0	0.323	17.8	LOS C	1.2	8.5	0.75	0.95	45.4
West: Kalamunda Rd W											
10	L2	67	0.0	0.036	6.9	LOS A	0.0	0.0	0.00	0.63	65.4
11	T1	601	12.9	0.334	0.0	LOS A	0.0	0.0	0.00	0.00	79.8
Approach		668	11.6	0.334	0.7	NA	0.0	0.0	0.00	0.06	78.1
All Vehicles		1492	10.4	0.334	2.5	NA	1.2	8.5	0.10	0.16	73.3



BUS STOP LOCATIONS

Lot 265 Calophylla Way, Lot 316 Catspaw Way & Lot 321 Buttercup Cr, HIGH WYCOMBE

City of Kalamunda



Submission Table – Initial Consultation – Closure 14th December 2018

Submitter Assess No.	Nature of Submission	Applicant Response	Officer Response/ Recommended Modifications
1.	<p>Objection</p> <p>We would like to submit our concerns over the proposed modification to zoning of Lot 265 Calophylla Way, Lot 316 Catspaw Way and Lot 321 Buttercup Crescent.</p> <p>We are very concerned with the effect of all lots but the ones in closest proximity Catspaw Way and Buttercup Crescent concern us the most.</p> <p>We purchased our property in 2015 and believed we would be living in a quiet area in the rear of Karingal Green Estate. Changing zoning/density codes for these Lots will only promote advances for Developers to purchase and build unit complexes. These types of buildings will only cause increase of traffic to our very quiet area.</p> <p>Most home owners were aware that the Activ Foundation owned land in the area and there was potential for future development but did not imagine the land being used for high density housing.</p> <p>We are already experiencing a lot of change to traffic flow and noise disruption with the building of the new Aged Care centre together with damage to the roadways, so this should also be taken into consideration. I don't appreciate trucks idling outside my bedroom window from 6am most morning!</p> <p>We believe the zoning should stay at the current zoning plan and if sold for development purposes they would still be able to fit at least 6 full sized houses on the land to prevent overcrowding in a small area.</p> <p>Increase in crime in the Estate is prevalent and believe this would increase with more development in our area.</p> <p>There seems to be a general consensus in the area that no one is happy with the proposed modification to Zoning and would like the City of Kalamunda to</p>	<p>The R60 proposal over Activ's large land holdings is consistent with the State Governments urban consolidation and infill directives, in addition to directives relating to increased housing diversity, affordability and choice. The proposal is in accordance with the City's Local Housing Strategy which supports a greater variety of lot sizes and housing types, in strategic locations, that will cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services.</p> <p>The traffic reporting concludes that the transport network has sufficient capacity to accommodate the likely increase in dwellings resulting from the proposed rezoning. Specifically, the Kalamunda Road / Hawkevale Road intersection is predicted to operate at existing capacity, as there will be minimal impact on the network due to the addition of the dwellings. The traffic assessment took into account the upgrade to the Row Hwy and Kalamunda Road interchange/intersection. In addition, the traffic assessment allows for all trips generated by the future dwellings resulting from this proposal.</p>	<p>It is recognised that the change in built form would be 'different' within the context of the locality which is largely zoned R20 with single storey single dwellings.</p> <p>However in light of the Aged Care Facility under construction, the proposed density and indicative built form outcomes are seen to be compatible.</p> <p>Furthermore, the proposed medium density (R60) is consistent with the strategic planning framework for the State and the City of Kalamunda.</p> <p>City Officers have raised concerns regarding the level of information provided within the submitted Transport impact assessment (TIA). Accordingly, the City has recommended that the proposed amended be approved subject to modification, one of those modifications is that a TIA be provided to the satisfaction of the City of Kalamunda.</p>

	bear this in mind before approving any changes.		
2.	<p>Objection</p> <p>The proposed rezoning from R30 to R60 will have proposed living units not in keeping with the majority of the residential houses and block sizing within Karingal Green, increased traffic flows with one main entry road that being Hawkevale Road. Visitor parking problems with narrow existing roads; given the rezoning. The Shire has already approved Karingal Green – aged car precinct in the immediate area; rezoning will just compound a increase in traffic to the area. The rezoning as submitted is to increase profits not to blend in with the residents of Karingal Green.</p>	<p>The proposed density is considered compatible and complementary to the area given the context of the nearby nursing home and aged care developments and the accessibility to amenities and services. The density is consistent with the intent of the ODP for this area.</p> <p>The traffic reporting concludes that the transport network has sufficient capacity to accommodate the likely increase in dwellings resulting from the proposed rezoning. Specifically, the Kalamunda Road / Hawkevale Road intersection is predicted to operate at existing capacity, as there will be minimal impact on the network due to the addition of the dwellings. The traffic assessment took into account the upgrade to the Row Hwy and Kalamunda Road interchange/intersection. In addition, the traffic assessment allows for all trips generated by the future dwellings resulting from this proposal.</p>	<p>It is recognised that the change in built form would be 'different' within the context of the locality, which is largely zoned R20 with single storey single dwellings.</p> <p>However in light of the Aged Care Facility under construction, the proposed density and indicative built form outcomes are seen to be compatible.</p> <p>Furthermore, the proposed medium density (R60) is consistent with the strategic planning framework for the State and the City of Kalamunda.</p> <p>City Officers have raised concerns regarding the level of information provided within the submitted Transport impact assessment (TIA). Accordingly, the City has recommended that the proposed amended be approved subject to modification, one of those modifications is that a TIA be provided to the satisfaction of the City of Kalamunda.</p> <p>Concerns regarding the potential for insufficient visitor parking will be addressed at the Development Application stage of each individual development.</p>

			Each individual lot before commencing development will submit an application for development approval where your comments will be sought regarding any adverse variations to the deemed to comply requirements of the Residential Design Codes Vol 1.
3.	<p>Objection</p> <p>We need more information and assurances regarding off street parking as already have a problem in Catspaw Way with just 4 units next door, negative impact of increased traffic and negative impact on the value of our property (already plummeting) of excessively high density R60 zoning for our small precinct. Verge parking is impossible which is why we and our neighbours have increased our on site parking options with more driveway space and increased verge paving which was discussed with Kalamunda City staff at the time paving was undertaken.</p> <p>We bought our home knowing R30 zoning was approved and aged care home expected. Building on Hawkevale Rd is already impacting road conditions in the area and now large trucks and other vehicles are using our block around Buttercup as alternative entry to avoid roundabouts. There is also vehicle and construction noise and speeding, noisy workers' vehicles in the area. It can be quite dangerous walking early in the morning as indicators are not always used either. Where will workers park during construction? If other R60 proposals are approved on more appropriately located sites why is R60 needed for these blocks in Catspaw Way when traffic conditions are already hazardous turning into Buttercup at the end of Hawkevale and the Catspaw Way road width causes problems on the bend in front of our home already, particularly at peak work start and end times when vehicles from 4 dwellings are leaving and entering a single driveway. Up to 10 people live in these 4 units with at least 10 vehicles coming and going not counting visitors. Three additional driveways for up to 6 premises each accessing their premises in Catspaw Way with potentially an additional permanent 12 vehicles plus visitors in the street seems excessive.</p>	<p>Visitor car parking, including any need for on street parking, will be detailed as part of a development application and all requirements of the R Codes will be met in this regard. Development plans provided as part of this rezoning proposal are indicative only.</p> <p>The traffic reporting concludes that the transport network has sufficient capacity to accommodate the likely increase in dwellings resulting from the proposed rezoning. Specifically, the Kalamunda Road / Hawkevale Road intersection is predicted to operate at existing capacity, as there will be minimal impact on the network due to the addition of the dwellings. The traffic assessment took into account the upgrade to the Row Hwy and Kalamunda Road interchange/intersection. In addition, the traffic assessment allows for all trips generated by the future dwellings resulting from this proposal.</p>	<p>Concerns regarding the potential for insufficient visitor parking, increased numbers of crossovers and driveways will be addressed through the Development Application and Subdivision Application stages of the planning process.</p> <p>City Officers have raised concerns regarding the level of information provided within the submitted Transport impact assessment (TIA). Accordingly, the City has recommended that the proposed amended be approved subject to modification, one of those modifications is that a TIA be provided to the satisfaction of the City of Kalamunda.</p>

	<p>The claim that public transport is close is a little misleading. There is no bus service through our precinct and a walk of about 1km is required to reach the bus stops at Kalamunda Road, a long way on some of our very hot days.</p> <p>Thankyou for the opportunity to comment. We look forward to further advice, particularly as it relates to whether resining is approved and the likely building schedules and facilities for work vehicle parking, delivery and removal of supplies and equipment. One suggestuib – perhaps the development could only be accessed from Buttercup Crescent during construction and the final development site plan could make use of longer driveways from Buttercup Crescent, opposite the reserve to avoid further congestion on Catspaw Way. With the reserve across the road only traffic to the new development would pass it.</p>	<p>The closest bus stops are within the 800 metre walkable catchment as defined by Liveable Neighbourhoods. In addition, the subject lots are in close proximity to POS and shopping centers as shown on the context plan. Accordingly, it is submitted that the lots are strategically located in regard to access to public transport and community facilities.</p>	<p>The subject lot(s) are located within 800m of the nearest high frequency bus routes (See Attachment 6). These distances vary from a distance of 466m to 721m from the bus stops at Kalamunda Road.</p>
4.	<p>Objection</p> <p>I strongly object to the ridiculously high density in the middle of this area. The change of land use is not in keeping with the area and it is already ridiculously busy trying to exit Hawkevale Road onto Kalamunda Road. With the aged care facility currently under construction, this can only become an accident blackspot and multilevel house in this area – No NO NO</p>	<p>The proposed density is considered compatible and complementary to the area given the context of the nearby nursing home and aged care developments and the accessibility to amenities and services. The density is consistent with the intent of the ODP for this area.</p>	<p>The proposed medium density (R60) is consistent with the strategic planning framework for the State and the City of Kalamunda.</p> <p>It is recognised that the change in built form would be different within the context of the locality, which is largely zoned R20 with single storey single dwellings.</p> <p>However in light of the Aged Care Facility under construction, the proposed density and indicative built form outcomes are seen to be compatible.</p> <p>City Officers have raised concerns regarding the level of information provided within the submitted Transport impact assessment (TIA). Accordingly, the City has recommended that the proposed</p>

			amended be approved subject to modification, one of those modifications is that a TIA be provided to the satisfaction of the City of Kalamunda.
5.	<p>Objection</p> <p>I strongly object to this proposal. A multistorey dwelling R60 in this quiet residential area is totally inappropriate. I cannot believe the CITY is even considering this. It is a quiet estate with quality houses and residents. The traffic is already a nightmare at peak times, accessing Kalamunda Road, and to condier this is ruthlessly negligent of this Shire. We are already been squeezed to death with Industrial areas totally surrounding what was a nearly rural area when we moved to the suburb 30 years ago. Kalamunda City does not look after this area's ratepayers interest. Only the \$\$\$ they can procure from the residents.</p>	<p>The proposed density is considered compatible and complementary to the area given the context of the nearby nursing home and aged care developments and the accessibility to amenities and services. The density is consistent with the intent of the ODP for this area.</p> <p>The traffic reporting concludes that the transport network has sufficient capacity to accommodate the likely increase in dwellings resulting from the proposed rezoning. Specifically, the Kalamunda Road / Hawkevale Road intersection is predicted to operate at existing capacity, as there will be minimal impact on the network due to the addition of the dwellings. The traffic assessment took into account the upgrade to the Row Hwy and Kalamunda Road interchange/intersection. In addition, the traffic assessment allows for all trips generated by the future dwellings resulting from this proposal.</p>	<p>The proposed medium density (R60) is consistent with the strategic planning framework for the State and the City of Kalamunda.</p> <p>It is recognised that the change in built form would be different within the context of the locality, which is largely zoned R20 with single storey single dwellings.</p> <p>However in light of the Aged Care Facility under construction, the proposed density and indicative built form outcomes are seen to be compatible.</p> <p>City Officers have raised concerns regarding the level of information provided within the submitted Transport impact assessment (TIA). Accordingly, the City has recommended that the proposed amended be approved subject to modification, one of those modifications is that a TIA be provided to the satisfaction of the City of Kalamunda.</p>
6.	<p>Objection</p>	<p>The traffic reporting concludes that the transport network has sufficient capacity</p>	<p>City Officers have raised concerns regarding the level of information</p>

	<p>Hi we live in ... and are concerned at proposed changes. Looking at the plans there are 79 additional car bays and this along with the 165 bays at new aged care plus 100 cars for staff at new facility. At the moment it is hard to get out of Hawkvale road into Kalamunda road and you only get a chance when lights at Roe change. With proposed change to Roe intersection we will have a continuous traffic flow and an additional 300 cars a day will make it impossible to get out to Kalamunda Road unless the City installs traffic lights at Hawkvale Road.</p> <p>Re section 7.4 of plan I have to laugh at the reference to bush fire risk looking at aerial photos there is no sign of any fire break along the fence line of conservation area to the north and even street verge is not mowed so City should enforce its fire break laws to make us all safer.</p>	<p>to accommodate the likely increase in dwellings resulting from the proposed rezoning. Specifically, the Kalamunda Road / Hawkevale Road intersection is predicted to operate at existing capacity, as there will be minimal impact on the network due to the addition of the dwellings. The traffic assessment took into account the upgrade to the Row Hwy and Kalamunda Road interchange/intersection. In addition, the traffic assessment allows for all trips generated by the future dwellings resulting from this proposal.</p> <p>Visitor car parking, including any need for on street parking, will be detailed as part of a development application and all requirements of the R Codes will be met in this regard. Development plans provided as part of this rezoning proposal are indicative only.</p>	<p>provided within the submitted Transport impact assessment (TIA). Accordingly, the City has recommended that the proposed amended be approved subject to modification, one of those modifications is that a TIA be provided to the satisfaction of the City of Kalamunda.</p> <p>DFES have requested further information surrounding the classification of vegetation within 100m of the subject lot(s). This further information has been provided to DFES. Any outstanding concerns surrounding bushfire can be addressed at the development application or subdivision stage where detailed Bushfire Management Plans are Bushfire Attack Level (BAL) Assessments are submitted for each individual development.</p>
7.	<p>Objection</p> <p>To Whom it may Concern I am writing this email in response to the proposed development plan for Karingal Green. My husband and myself along with our 3 children live at ... and are exceptionally worried about this proposed development, as it is directly across the road from us. We have lived in this area since 1992 (Stevens Rd) and in 2003 we built in Karingal Green. When we built, we had the understanding (on the plans) that the concept of Activ was having group homes dotted around the subdivision. We never thought (it wasn't on the plans) that we would have 12 double storey houses built not just in this area but across the road from us.</p> <p>Our concerns are</p>	<p>The traffic reporting concludes that the transport network has sufficient capacity to accommodate the likely increase in dwellings resulting from the proposed rezoning. Specifically, the Kalamunda Road / Hawkevale Road intersection is predicted to operate at existing capacity, as there will be minimal impact on the network due to the addition of the dwellings. The traffic assessment took into account the upgrade to the Row Hwy and Kalamunda Road interchange/intersection. In addition,</p>	<p>City Officers have raised concerns regarding the level of information provided within the submitted Transport impact assessment (TIA). Accordingly, the City has recommended that the proposed amended be approved subject to modification, one of those modifications is that a TIA be provided to the satisfaction of the City of Kalamunda.</p> <p>The proposed medium density</p>

	<ul style="list-style-type: none"> - increased traffic. Since Activ (being built by Broad) has started to develop further down the road from us we have so much traffic coming through that my kids aren't able to ride their bikes around as much as they use to. Not to mention the 200+ employees/workers when the development is finished. We now have workers hanging around drinking (alcohol) most afternoons that I won't let my 13 year old daughter walk home from school (bus) along Hawkvale Rd. I am worried now that we are going to have more men drinking directly across from us every afternoon. The rubbish has already accumulated in the temporary car park. - Ruining the feel of the subdivision. I have numerous family and friends commenting how beautiful this area is. The trees give it a beautiful feel and they didn't even know that this area existed. The trees have gone and not to mention the rare animals that co habituated. One main one was a bird that around November every year use to burrow in the ground on (Calophylla Way) that a fence (I was told the Shire) was erected to keep it safe. It looks like nothing was done to protect that bird and even the Quendas (signs were erected to notify residents that they were in the area). - Group Housing. We are not opposed to group housing through Activ at all. We have a group home across from us to the left. We absolutely love seeing the residents walking along the streets and conversing with them and the kids. - Public Housing. We are concerned that Activ is going to sell the town houses and it will be getting turned into a Public Housing pocket of the area. There are 4 houses that have been built recently on Kenneth road near (I think) Oldham Pass near the roundabout. They have been built so cheaply and so close to the road that I don't know how they got any council permission. It is extremely dangerous. If these had been passed through and approved what's to say that it isn't going to happen across the road from us? The plans that we saw at last nights (Wednesday 12th December) meeting at the Kalamunda Shire looked lovely but they are only an 'Artists Impression'. The plans will probably change and I have really no confidence in this development if it is sold as residential. 	<p>the traffic assessment allows for all trips generated by the future dwellings resulting from this proposal.</p> <p>The proposed density is considered compatible and complementary to the area given the context of the nearby nursing home and aged care developments and the accessibility to amenities and services. The density is consistent with the intent of the ODP for this area.</p> <p>The proposed density is considered compatible and complementary to the area given the context of the nearby nursing home and aged care developments and the accessibility to amenities and services. The density is consistent with the intent of the ODP for this area.</p> <p>The R60 proposal over Activ's large land holdings is consistent with the State Governments urban consolidation and infill directives, in addition to directives relating to increased housing diversity, affordability and choice. The proposal is in accordance with the City's Local Housing Strategy which supports a greater variety of lot sizes and housing types, in strategic locations, that will cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services.</p>	<p>(R60) is consistent with the strategic planning framework for the State and the City of Kalamunda.</p> <p>It is recognised that the change in built form would be different within the context of the locality, which is largely zoned R20 with single storey single dwellings.</p> <p>However in light of the Aged Care Facility under construction, the proposed density and indicative built form outcomes are seen to be compatible.</p> <p>It is noted there are concerns surrounding the use of the land for public housing. Unfortunately Activ has not stated their intentions for the lots subject to this amendment.</p> <p>It is also noted there are concerns surrounding noise and vibrations during construction. The applicant of any future development application will be reminded of the their obligations to comply with the Environmental Protection (Noise) Regulations 1997.</p> <p>Following the advertising of this plan the City has requested an amended plan, which increases the density code of the 6 most adversely, impacted property</p>
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	<ul style="list-style-type: none"> - Damage to Properties. We have felt some intense vibrations from the other development and that is down the road. It is going to be unbearable across the road with the rattling of windows, lights and glassware. Not to mention my husband who does shift work (on occasion) and my dogs that have gone absolutely crazy from the compacting. They are absolutely frightened. Who will pay the vet bills when the compacting makes them sick? I really don't think developers think of the effects it has not just on the residents but on the animals (our loved pets). Unless you have experienced it, you would not have a clue how relentless the vibrations are. - Subdividing. We are on a 604sqm block so we will be within the guidelines to demolish our house and put 4 townhouses (min 120-150sqm) on our property if/when the development goes ahead? If not, could you please give me the reason why? I know we aren't zone for it but the proposed development isn't either R30! I really hope you do consider our (and others) concerns even though I'm sure these Big Businesses outweigh the average Tax Payer. 		owners to R60. This plan has been subsequently advertised to the community and would enable those property owners the opportunity to develop to an R60 density.
8.	<p>Objection</p> <p>We would like to submit our concerns over the proposed modification to zoning of Lot 265 Calophylla, Lot 316 Catspaw Way and Lot 321 Buttercup Crescent. We are mostly concerned with the two lots in closest proximity to our property which is Lot 316 Catspaw Way and Lot 321 Buttercup Crescent.</p> <p>We purchased our land and built our property in 2005. The main reason for doing so was because it was in a quiet area in the back parks of Karingal Green Estate. We feel that changing the zoning/density codes for these Lots will promote a Developer to purchase them and build a unit or villa complex. In our opinion with these types of buildings near by it will cause an extreme increase in traffic to the currently quiet area. We don't believe there is enough room for this type of complex.</p> <p>When we built we knew that the Activ Foundation owned that land and there was potential for development in future but in no way did we consider units to be put there. We really hope this doesn't go ahead and understand that most people in the area feel the same.</p>	<p>The traffic reporting concludes that the transport network has sufficient capacity to accommodate the likely increase in dwellings resulting from the proposed rezoning. Specifically, the Kalamunda Road / Hawkevale Road intersection is predicted to operate at existing capacity, as there will be minimal impact on the network due to the addition of the dwellings. The traffic assessment took into account the upgrade to the Row Hwy and Kalamunda Road interchange/intersection. In addition, the traffic assessment allows for all trips generated by the future dwellings resulting from this proposal.</p>	<p>The proposed medium density (R60) is consistent with the strategic planning framework for the State and the City of Kalamunda.</p> <p>It is recognised that the change in built form would be different within the context of the locality, which is largely zoned R20 with single storey single dwellings.</p> <p>However in light of the Aged Care Facility under construction, the proposed density and indicative built form outcomes are seen to be compatible.</p> <p>City Officers have raised concerns regarding the level of information</p>

	<p>We believe it should stay at the current zoning and if sold for development purposes they would still be able to fit at least 6 full sized houses on the land, which is plenty enough.</p> <p>We have also seen an increase in crime to the Karingal Green Estate area over the last 6 months or so, with multiple car break ins and houses being 'scoped out'. Our work vehicle was recently broken in to and majority of the equipment stolen was dumped in the native bush land. I feel that an increase in cheaper living options (units) could also cause yet another increase in crime in our area.</p> <p>We really appreciate the opportunity to have a submission regarding this and really hope that our thoughts and concerns are listened to. Please do not hesitate to contact us if required.</p>		<p>provided within the submitted Transport impact assessment (TIA). Accordingly, the City has recommended that the proposed amended be approved subject to modification, one of those modifications is that a TIA be provided to the satisfaction of the City of Kalamunda.</p>
9.	<p>Objection</p> <p>We object to double storey homes on Lot 265 Calophylla Way H/Wycombe. Do not object to single homes. Roads not designed to take extra traffic. Plus, traffic from new nursing home as well.</p>	<p>The traffic reporting concludes that the transport network has sufficient capacity to accommodate the likely increase in dwellings resulting from the proposed rezoning. Specifically, the Kalamunda Road / Hawkevale Road intersection is predicted to operate at existing capacity, as there will be minimal impact on the network due to the addition of the dwellings. The traffic assessment took into account the upgrade to the Row Hwy and Kalamunda Road interchange/intersection. In addition, the traffic assessment allows for all trips generated by the future dwellings resulting from this proposal.</p>	<p>The indicative built form outcomes show a double storey product. This product is not limited to an R60 density code. Double storey homes can be built at any density code including the surrounding R20 density code.</p> <p>City Officers have raised concerns regarding the level of information provided within the submitted Transport impact assessment (TIA). Accordingly, the City has recommended that the proposed amended be approved subject to modification, one of those modifications is that a TIA be provided to the satisfaction of the City of Kalamunda.</p>

Submission Table – Second Consultation – Closure 10th June 2019

Submitter Assess No.	Nature of Submission	Applicant Response	Officer Response/ Recommended Modifications
1.	<p>Objection</p> <p>Totally unnecessary, Houses jammed on small blocks – 2 storey – I believe. All privacy Gone.</p> <p>Please Leave it as it is – Normal size blocks – Not Slums of Tomorrow!</p> <p>You say our blocks will rise in value – I guess our rates will rise as well.</p> <p>I realise this will make no difference – Very Disappointing</p>	<p>The proposed density is considered compatible and complementary to the area given the context of the nearby nursing home and aged care developments and the accessibility to amenities and services. The density is consistent with the intent of the ODP for this area.</p>	<p>It is recognised that the change in built form would be 'different' within the context of the locality which is largely zoned R20 with single storey single dwellings.</p> <p>However in light of the Aged Care Facility under construction, the proposed density and indicative built form outcomes are seen to be compatible.</p> <p>Furthermore, the proposed medium density (R60) is consistent with the strategic planning framework for the State and the City of Kalamunda.</p>
2.	<p>Objection</p> <p>Further to your letter received today I strongly object to your proposals as already stated. Two storey small dwellings are not needed in this area. I realise Active would get more money for sale of their land at R60 but this is not necessary. Loss of privacy for one reason and who would be moving into these units. The slums of tomorrow. To rezone our houses is virtually forcing our hand to sell and move. All of the neighbours I have spoken to are most disappointed and not in favour at all of the proposal. It is not an old estate and the houses are home to many of us having made a lot of improvements to them, but what for to be sold to developers and pulled down. This is the most annoying proposal I have heard of and leaves us once again feeling that at the bottom of the hill no-one wants to own us. The City of Kalamunda certainly doesn't care. If it was single dwellings on bigger blocks it would not be so bad, but two storey jammed on small blocks is not on. We strongly object.</p>	<p>Matters such as traffic impacts, vehicular access, detailed design and amenity impacts of any development will be addressed in detail through the development assessment process.</p>	<p>It is recognised that the change in built form would be 'different' within the context of the locality which is largely zoned R20 with single storey single dwellings.</p> <p>However in light of the Aged Care Facility under construction, the proposed density and indicative built form outcomes are seen to be compatible.</p> <p>Furthermore, the proposed medium density (R60) is consistent with the strategic planning framework for the State and the City of</p>

			<p>Kalamunda.</p> <p>The amended plan was requested from the applicant to enable the most impacted property owners the opportunity to develop to an R60 density. There is no requirement to develop to an R60 density.</p> <p>Privacy will be addressed at the development application stage where each individual development is assessed against the Residential Design Codes.</p>
3.	<p>Objection</p> <p>Thanks for the opportunity for making a submission stating our concerns and objections to the Karingal Green Outline Development Plan.</p> <p>As a resident of the Karingal Green Estate, as far as I am concerned the ONLY reason for the application to increase from R30 to R60 is to maximise PROFITS for the Owners. There is really NO compelling Justification, other than to maximise Profits to the organisation.</p> <p>In making my submission, I took time to read the Development and Infrastructure Services Committee Meeting minutes for Monday 7 December 2015. In particular the DA for Lot 426 Pipe Lily Drive, High Wycombe. Given that Mapping now indicates a R60 code, it seems that the WAPC overrode the Shire's 12/0 vote on this occasion.</p> <p>Also, I note that the Residents Objections noted in the above document were largely dismissed. It made me reflect on why I am really making this submission when it will be dismissed.</p> <p>On the figures presented, over the 3 sites in the current submission, not including the NEW AMENDMENT, as well as the Pipe Lily site, a total of 84 multiple dwellings is possible, if all are approved. I can only speculate by how many people this would increase the local population. This number will increase in view of the New Amendment.</p>	<p>Visitor car parking, including any need for on street parking, will be detailed as part of a development application and all requirements of the R Codes will be met in this regard.</p> <p>Development plans provided as part of this rezoning proposal are indicative only.</p> <p>The traffic reporting concludes that the transport network has sufficient capacity to accommodate the likely increase in dwellings resulting from the proposed rezoning. Specifically, the Kalamunda Road / Hawkevale Road intersection is predicted to operate at existing capacity, as there will be minimal impact on the network due to the addition of the dwellings. The traffic</p>	<p>Concerns regarding the potential for insufficient visitor parking will be addressed at the Development Application stage of each individual development.</p> <p>City Officers have raised concerns regarding the level of information provided within the submitted Transport impact assessment (TIA). Accordingly, the City has recommended that the proposed amended be approved subject to modification, one of those modifications is that a TIA be provided to the satisfaction of the City of Kalamunda.</p> <p>The provision of services to the subject lot(s) developments will be addressed through the development application and subdivision application stages of</p>

	<p>Objections to Development Proposal</p> <ol style="list-style-type: none"> 1. On Street Parking (Visitor) – I note allowance has been made for 1 Visitor Bay per 4 dwellings. Where do the other visitors park? Will the City be erecting NO VERGE Parking signs? There is currently a seriously annoying situation with the Aged Care construction workers who park on the verge and footpath along Lambertia, Hybanthus and Calophylla, when they could all park over on 1 Pipe Lily. On Street Visitor Parking is also an issue for the Aged Care facility, once it opens, which does not seem to be adequately addressed in any of the drawings I have seen. 2. Traffic – I note reference was made to a 2017 Traffic Survey. This would be largely be irrelevant for the following reasons. <ol style="list-style-type: none"> a. Up to 85 vehicles increase from the 4 residential sites, Plus the latest amendment (number of residences NOT stated). b. An unknown number of vehicles, both Staff as well as inmates and visitors for the Aged Care facility. You can work this number out based upon a 180 bed facility! c. The Hawkevale/Kalamunda intersection is already congested at times during the day. This will only get worse, potentially MUCH worse, when the Roe/Kalamunda interchange is complete. During Peak times the stream will be constant and turning Right from Hawkevale onto Kalamunda will be very problematic. Perhaps a Roundabout will be required. 3. Utilities – NBN, Sewer and Water. Given the greatly increased demand for all three utilities, will the capacity of any of these utilities need to be upgraded? At what cost and inconvenience for current residents??? 4. Gladys Newton Park – jammed up against the Aged Care facility. It needs to be moved and enhanced. It would be good if, as a public concession, that the Aged Care facility be approached to carry out any enhancements to be made. 	<p>assessment took into account the upgrade to the Row Hwy and Kalamunda Road interchange/intersection. In addition, the traffic assessment allows for all trips generated by the future dwellings resulting from this proposal.</p>	<p>the planning process.</p> <p>Unfortunately the Aged Care Facility is not part of this application to amend the Karingal Green ODP. Therefore the City cannot impose that the owners of the facility upgrade Gladys Newton Park.</p>
4.	<p>Objection</p> <p>With regard to Lot 316 Catspaw Way and Lot 321 Buttercup Crescent we would ask our elected representatives voting on this re-zoning application to consider how they would feel if they lived opposite the block between Buttercup Crescent and Catspaw Way and,</p>	<p>The R60 proposal over Activ's large land holdings is consistent with the State Governments urban consolidation and infill directives, in addition to</p>	<p>The proposed medium density (R60) is consistent with the strategic planning framework for the State and the City of Kalamunda. It is recognised that</p>

	<p>now including the re-zoning of five single detached family on the same block, it was suddenly re-zoned with potential to build 81 dwellings. We note that in “pre lodgement discussions with the City of Kalamunda indicated there is in principle support for the increased density to R60”, presumably for all Lots included in the original proposal. We hope that it is not true that our elected City of Kalamunda representatives have already approved this proposal and that they will not ignore our legitimate concerns about the potential for lowering the standard of living, property values and quality of life within our neighbourhood.</p> <p>We are asking for consideration of the re-zoning of ALL of these Lots and requesting at least the one at Lot 316 be left at R30 zoning. While the re-zoning of each individual lot included in this proposal may seem reasonable, taken in totality it is not reasonable that so many lots be increased to this level of dwelling density in such a small neighbourhood area. Just because the Karingal Green Aged Care Centre increases the density of dwellings and numbers of residences in this area and the upcoding of Lot 426 Pipe Lily Drive from R30 to R60 has already occurred and further increases the dwelling density does not mean it is appropriate to further increase housing and population density. In fact, it would be a better and more reasonable approach to leave Lot 316 Catspaw Way at R30 zoning level.</p> <p>Again, diversity of dwelling density is hardly represented if every vacant lot in the area is upcoded to R60. If re-zoned to R60 Lot 316 will bring three additional driveways to Catspaw Way each servicing up to 6 dwellings with potentially two cars per dwelling. We also already have problems with noise levels and pets, particularly barking dogs and roaming cats. One can only imagine how many more pets will be brought into the area as a result of the increased dwelling density.</p> <p>As far as Hawkevale Road is concerned and according to the latest documents released: ‘The precinct will include 160 beds catering to all levels of care needs and provide specialist services (including young disabled & dementia care) as well as in-home and community aged care services. It will be a space for healing with access to state-of-the-art facilities including a heated swimming pool, a wellness centre, gymnasium, café, cinema, primary & allied health clinic and dedicated research, training & education centre.’ Problems are already likely to occur with street parking around the facility already in development, despite on site parking being available to residents and presumably the staff. As we understand it there will be a cafe and cinema, both open to the public.</p>	<p>directives relating to increased housing diversity, affordability and choice. The proposal is in accordance with the City’s Local Housing Strategy which supports a greater variety of lot sizes and housing types, in strategic locations, that will cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services.</p> <p>Matters such as traffic impacts, vehicular access, detailed design and amenity impacts of any development will be addressed in detail through the development assessment process. The sites owned by Activ are large enough and have long street frontage options that would be enable a range of development configurations and access point options to be considered.</p> <p>The traffic reporting concludes that the transport network has sufficient capacity to accommodate the likely increase in dwellings resulting from the proposed rezoning. Specifically, the Kalamunda Road / Hawkevale Road intersection is predicted to operate at existing</p>	<p>the change in built form would be ‘different’ within the context of the locality that is largely zoned R20 with single storey single dwellings.</p> <p>The proposed amendment will facilitate the provision of diverse and affordable housing options in a locality that is primarily zoned residential R20. The City currently has an overabundance of 4 bedroom 2 bathroom single houses, with only 2-3 occupiers.</p> <p>Concerns regarding the potential for insufficient visitor parking will be addressed at the Development Application stage of each individual development.</p> <p>City Officers have raised concerns regarding the level of information provided within the submitted Transport impact assessment (TIA). Accordingly, the City has recommended that the proposed amended be approved subject to modification, one of those modifications is that a TIA be provided to the satisfaction of the City of Kalamunda.</p> <p>The subject lot(s) are located within 800m of the nearest high frequency bus routes (See Attachment 6). These distances vary from a distance of 466m to</p>
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	<p>These issues will be further compounded by development of already approved R60 zoning at Pipe Lily Street and proposed R60 zoning at Lot 265 at Calophylla Way and Lambertia Crescent. Shouldn't the traffic impact assessment be completed once the new facility at Hawkevale is in operation in 2020 to take into account the impact of increased vehicular traffic from additional retirement village properties, employee traffic, including shift work hours, training staff, trainees, visitors and other residents who may require transport by taxi or Uber if they do not run their own vehicles?</p> <p>Transport impact assessment it does not discuss the potential impact of redevelopment of all sites bounded by Buttercup Crescent and Catspaw Way with increase of between 62 and 81 dwellings One vehicle between two properties adds between 30 and 40 vehicles to these two roads, with more likely option for two cars per Catspaw Way properties based on type of accommodation on offer with access to this small suburban street This report does not appear to take into account the increase in visitor traffic, presumably children of older residents will visit regularly and probably all on a Sunday afternoon There appears to be no allowance for increased vehicle traffic resulting from services likely to be needed by the type of residents likely to be accommodated, everything from house cleaning to medical treatments/assessments by organisations such as Silver Chain.</p> <p>The claims of easy access to public transport and shops within the suburb have still not been addressed. For those residents without a vehicle and who may have problems with walking any distance, the nearest bus stop is at least 1km from Catspaw Way and the shops via the most direct walking route are more than 1.6km one way. The return journey, with shopping, is also subject to a mild to medium incline for much of the way which may be barely discernible to an able bodied person but will impact on those with walking difficulties.</p> <p>Given that the predominant dwelling type in the locality of Lots 316 and 321 are single detached family dwellings increasing the zoning of both of these lots to R60 seems excessive. A greater range and a more community, neighbourhood and family sympathetic approach would be to increase zoning of Lot 321 to R60 and leave Lot 316 at R30. If the additional Lots 312, 313, 313, 314, 315 and 320 are approved from R20 to R60 zoning, we request that our property on the other side of Catspaw Way at number 8, also be upcoded to R60.</p>	<p>capacity, as there will be minimal impact on the network due to the addition of the dwellings. The traffic assessment took into account the upgrade to the Row Hwy and Kalamunda Road interchange/intersection. In addition, the traffic assessment allows for all trips generated by the future dwellings resulting from this proposal.</p> <p>The closest bus stops are within the 800 metre walkable catchment as defined by Liveable Neighbourhoods. In addition, the subject lots are in close proximity to POS and shopping centers as shown on the context plan. Accordingly, it is submitted that the lots are strategically located in regard to access to public transport and community facilities.</p> <p>The proposed density would allow for the development of additional dwellings with access to community facilities and public transport, and would also allow for greater variety of housing options in the vicinity of care facilities which may cater for family members or carers wishing to remain close to community members whose</p>	<p>721m from the bus stops at Kalamunda Road. Furthermore the subject lot(s) are located within 750m of a local centre.</p>
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	<p>In summary, if the re-zoning proposal for Lot 316 IS NOT APPROVED we have no objection to the re-zoning to R60 of Lot 321 for a multi dwelling facility as it has only one driveway from Buttercup Crescent and it will be located opposite a reserve. Therefore impact on surrounding properties is limited to increased traffic that the independent consultant reports can be accommodated by arterial roads of Hawkevale and Kalamunda. We assume you are aware that local residents are already voting on this proposal by placing their properties on the market and discussion with neighbours indicates there are more to be listed. We are also giving serious consideration to listing our property if the upcoding to R60 of Lot 316 is approved. Concerns include the potential for a ghetto or slum type enclave developing with increased density at the levels proposed and further erosion of investments if land values are not maintained or improved as a result of approval of this proposal.</p>	<p>needs require the use of such facilities.</p> <p>The proposed density is considered compatible and complementary to the area given the context of the nearby nursing home and aged care developments and the accessibility to amenities and services. The density is consistent with the intent of the ODP for this area.</p>	
5.	<p>Objection</p> <p>We would like to submit our concerns over the proposed modification to zoning of Lot 265 Calophylla, Lot 316 Catspaw Way and Lot 321 Buttercup Crescent. We are mostly concerned with the two lots in closest proximity to our property which is Lot 316 Catspaw Way and Lot 321 Buttercup Crescent.</p> <p>We purchased our land and built our property in 2005. The main reason for doing so was because it was in a quiet area in the back parks of Karingal Green Estate. We feel that changing the zoning/density codes for these Lots will promote a Developer to purchase them and build a unit or villa complex. In our opinion with these types of buildings near by it will cause an extreme increase in traffic to the currently quiet area. We don't believe these is enough room for this type of complex.</p> <p>When we built we knew that the Activ Foundation owned that land and there was potential for development in future but in no way did we consider units to be put there. We really hope this doesn't go ahead and understand that most people in the area feel the same.</p> <p>We believe it should stay at the current zoning and if sold for development purposes they would still be able to fit at least 6 full sized houses on the land, which is plenty enough.</p> <p>We have also seen an increase in crime to the Karingal Green Estate area over the last 6</p>	<p>The proposed density is considered compatible and complementary to the area given the context of the nearby nursing home and aged care developments and the accessibility to amenities and services. The density is consistent with the intent of the ODP for this area.</p> <p>The traffic reporting concludes that the transport network has sufficient capacity to accommodate the likely increase in dwellings resulting from the proposed rezoning. Specifically, the Kalamunda Road / Hawkevale Road intersection is predicted to operate at existing capacity, as there will be minimal impact on the network due to the addition of the dwellings. The traffic</p>	<p>City Officers have raised concerns regarding the level of information provided within the submitted Transport impact assessment (TIA). Accordingly, the City has recommended that the proposed amended be approved subject to modification, one of those modifications is that a TIA be provided to the satisfaction of the City of Kalamunda.</p> <p>The proposed amendment will facilitate the provision of diverse and affordable housing options in a locality that is primarily zoned residential R20. The City currently has an overabundance of 4 bedroom 2 bathroom single houses, with only 2-3 occupiers. Facilitating this increase to medium density is consistent with the Local and State Planning Framework for the locality.</p>

	<p>months or so, with multiple car break ins and houses being 'scoped out'. Our work vehicle was recently broken in to and majority of the equipment stolen was dumped in the native bush land. I feel that an increase in cheaper living options (units) could also cause yet another increase in crime in our area.</p> <p>We really appreciate the opportunity to have a submission regarding this and really hope that our thoughts and concerns are listened to. Please do not hesitate to contact us if required.</p>	<p>assessment took into account the upgrade to the Row Hwy and Kalamunda Road interchange/intersection. In addition, the traffic assessment allows for all trips generated by the future dwellings resulting from this proposal.</p>	
6.	<p>Comment</p> <p>I refer to your e-mail dated 3 July 2019 regarding the submission of a Bushfire Management Plan (BMP) (Revision 0), prepared by Strategen and dated 2 November 2018. The BMP was included as Appendix 2 of the report titled "Karingal Green ODP Proposed ODP Amendment", prepared by Creative Design and Planning, and dated November 2018.</p> <p>It should be noted that this advice relates only to <i>State Planning Policy 3.7 Planning in Bushfire Prone Areas</i> (SPP 3.7) and the <i>Guidelines for Planning in Bushfire Prone Areas</i> (Guidelines). It is the responsibility of the proponent to ensure that the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.</p> <p><u>Assessment</u></p>	<p><u>Ongoing management of Buttercup road reserve:</u> The verges along Buttercup Road reserve are clearly subject to ongoing local government management (as per below screen shot 1a, which depicts a mowing regime within the verge). This presents us with a high level of confidence and assurance that the road and its verges are subject to an ongoing maintenance regime and do not constitute a bushfire threat and can continue to be excluded as part of the vegetation assessment and BAL contour map. We believe this information is sufficient to reiterate the findings of the BMP and adequately responds to the DFES query.</p> <p><u>Query against Plots 5 and 6 in the vegetation assessment:</u> Plots 5 and 6 are very small patches of scrub and shrubland vegetation (respectively) within</p>	<p>DFES have requested further information surrounding the classification of vegetation within 100m of the subject lot(s). Without this clarification and substantiated indicative BAL ratings DFES are unable to have no objection to the proposal.</p> <p>This further information has been provided to DFES for review and final comment. It should be noted that the land is zoned Urban and that any outstanding concerns surrounding bushfire can be addressed through the development application or subdivision stage where detailed Bushfire Management Plans and Bushfire Attack Level (BAL) Assessments are submitted for each individual development.</p>

	1. Policy Measure 6.3 a) (ii) Preparation of a BAL Contour Map			Hawkesvale Reserve to the north of the site fronting Buttercup Cres. These vegetation plots are already at maturity and have been for some time (i.e. vegetation is consistent with pre-European extent) and abut the road reserve, with the broader forest and woodland extents (i.e. Plots 1 and 3 respectively) occurring further to the north in behind these plots. Plot 5 (Class D scrub) contains a small selection of scrub species (as per below screen shot 2a) with no overstorey species present and this aligns with Photo ID 12 of the BMP. Plot 6 (Class C shrubland) contains a small selection of grass trees (as per below screen shot 2b) with no overstorey species present and this aligns with Photo ID 15 of the BMP. We believe this information is sufficient to reiterate the findings of the BMP and adequately responds to the DFES query.	
	Issue	Assessment	Action		
	Vegetation Exclusion - Road Reserve	Vegetation exclusions – not demonstrated The BMP assumes the vegetated areas associated with Buttercup Crescent Road Reserve, as depicted in <i>Figure 3: Vegetation classification and effective slope - Lot 316 and Lot 321</i> of the BMP, will be maintained as low threat vegetation as per AS3959. However, no evidence is provided in the BMP to justify the exclusion of vegetation associated with the Road Reserve as 'low threat'. If unsubstantiated, the resultant BAL rating impacts on future development may be inaccurate.	Further information required. Confirmation that the Local Government accepts responsibility for the ongoing management of the Road Reserve to a 'low threat' state as per AS3959.		

	<table><tr><td>Vegetation Classification</td><td>Vegetation classification (Plot 5 & Plot 6) – not demonstrated DFES is not confident the vegetation classification is accurate. Aerials and photographic evidence ID12 and ID15 suggests the area is densely vegetated and contiguous with vegetation associated with Plot 1 (Class A Forest) and Plot 3 (Class B Woodland). Plot 5 and Plot 6 are within the larger Crown Reserve: R 49079 and do not appear to consider the mature state of the vegetation. If unsubstantiated, the resultant BAL rating impacts on future development may be inaccurate.</td><td>Modification required.</td></tr></table> <p>2. Policy Measure 6.3 c) Compliance with the bushfire protection criteria</p> <table><tr><td>Issue</td><td>Assessment</td><td>Action</td></tr><tr><td>Location & Siting and Design</td><td>A1.1 & A2.1 – not demonstrated The BAL ratings cannot be validated, as the vegetation classification inputs associated with Plot 5 and Plot 6 require clarification as per the above table.</td><td>Modification to the BMP required.</td></tr></table> <p><u>Recommendation – not supported modification required</u></p> <p>The BMP does not adequately address the policy requirements of SPP 3.7 and the Guidelines.</p> <p>DFES has assessed the ODP and accompanying BMP, and has identified several issues that need to be addressed prior to support of the proposal (refer to tables above).</p>	Vegetation Classification	Vegetation classification (Plot 5 & Plot 6) – not demonstrated DFES is not confident the vegetation classification is accurate. Aerials and photographic evidence ID12 and ID15 suggests the area is densely vegetated and contiguous with vegetation associated with Plot 1 (Class A Forest) and Plot 3 (Class B Woodland). Plot 5 and Plot 6 are within the larger Crown Reserve: R 49079 and do not appear to consider the mature state of the vegetation. If unsubstantiated, the resultant BAL rating impacts on future development may be inaccurate.	Modification required.	Issue	Assessment	Action	Location & Siting and Design	A1.1 & A2.1 – not demonstrated The BAL ratings cannot be validated, as the vegetation classification inputs associated with Plot 5 and Plot 6 require clarification as per the above table.	Modification to the BMP required.		
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Issue	Assessment	Action										
Location & Siting and Design	A1.1 & A2.1 – not demonstrated The BAL ratings cannot be validated, as the vegetation classification inputs associated with Plot 5 and Plot 6 require clarification as per the above table.	Modification to the BMP required.										
7.	<p>Comment</p> <p>Thankyou for the opportunity to comment on the proposed amendment to the Karingal Green ODP.</p> <p>While it is noted that some of the subject land abuts the DBCA managed Hawkevale</p>	Noted.	Noted.									

	<p>Nature Reserve (R 49079) it is not considered there will be any impacts from the change in residential density give all lots are developed and there is an existing hard road edge separating the development from the reserve.</p> <p>The department therefore has no comment to make on this amendment.</p>		
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P-DEV 65 – Public Art Contributions Policy

Local Planning Policy and Management Procedure	Relevant Delegation Approval Services/Economic Development
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Adopted		Next Review Date	
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1. Introduction

Public art is an important part of the City of Kalamunda's (City) built and natural environment. Public art supports local identity and pride of a public place or space. It can also attract people to live, work or recreate in a place, thereby encouraging associated cultural and economic activity.

This Policy relates to the provision of public art for third party development proposals that require planning approval as well as significant public works undertaken by the City itself, provides guidance on the format of public art contributions, and specifies the type and location of public art.

2. Policy Objectives

2.1 Objectives

This Policy aims to:

- a) Facilitate the provision of public art through contributions.
- b) Develop and promote community identity.
- c) Improve the quality of the City's built environment.
- d) Inform the procurement, siting, commissioning and installation of art into public places.
- e) Include elements of design that reflect unique aspects of the area (history, natural environment).
- f) Enhance the amenity and activity options available to local residents and visitors.
- g) Enhance the provision of public art for the enjoyment of residents and visitors.
- h) Provide opportunities for local artists.

3. Application of Policy

This Policy applies to all applications for development approval where the estimated cost of development exceeds one million dollars, with the exception of a single house, grouped dwelling, ancillary dwelling or any ancillary structures.

4. 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*.

5. Policy Statement

5.1 Public Art Contribution

- a) A contribution for Public Art should be provided for any development requiring planning approval valued over one million dollars (\$1 million) – ex GST. The value of the contribution is one percent (1%) of the total estimated cost of

development (including the budgeted costs for contingencies), with a maximum contribution cap of \$250,000 ex GST.

- b) A contribution for Public Art should be provided for any significant works undertaken by the City that are Community Facility projects and Streetscape enhancement projects that have an approved project budget exceeding one million dollars (ex GST & City overheads). This contribution is one percent (1%) of the approved project budget (ex GST & City overheads) with a maximum cap of \$250,000.
- c) An applicant/owner may choose to make a public art contribution by either:
 - i) Coordinating the public art project with a professional artist having regard for any Public Art Master Plan and the approval of the City or;
 - ii) Paying a cash-in-lieu contribution to the City for public art having regard for any Public Art Master Plan.
- d) The public art contribution is to be stipulated as a condition of development approval or approval of project budgets for City projects covered by this Policy.

5.2 The Artwork

- a) The applicant can meet their public art contribution needs by addressing one of the following:
 - i) By integrating public art on-site as a development component;
 - ii) By providing public art onsite or in a publicly accessible area within the vicinity of the site subject to approval of the City, and/or;
 - iii) By payment of cash in lieu to the City's Public Art Fund for the provision of public art.
- b) The required public art must:
 - i) Be produced by a professional artist(s);
 - ii) Provide a plaque or similar item installed on or nearby the public art which details the name of the installation, the artist and date the art was installed and recognise who funded or made a contribution towards the artwork through the City of Kalamunda Public Art Policy;
 - iii) Be installed and completed prior to the first occupation of the new development and maintained afterwards by the owner(s);
 - iv) Be low maintenance, robust, durable and resistant to vandalism in nature, and;
 - v) Be submitted with a brief Public Art Report.

5.3 Types of Public Art

a) Public art, subject to approval at the discretion of the City, may include the following types:

- i) stand-alone sculptural works of art;
- ii) artistic objects displayed or showcased in a public space (such as a sculpture, or moving image projection;
- iii) building features and enhancements which are unique and produced by a professional artist specifically for the purpose of the development;
- iv) murals, tiles, mosaics or bas-relief covering walls, floors and walkways;
- v) 3D works which can be freestanding or wall-supported;
- vi) Community art projects coordinated by a professional artist, resulting in tangible art works
- vii) artworks that identify or interpret a significant site, person, community, history or event (such as an interpretive marker, heritage trail, or monument);
- viii) an artist's conceptual contribution to the planning and design of the public domain (such as a playground design or the fabric of a building);
- ix) the involvement of artists working on integrated elements within urban infrastructure;
- x) artworks that may be integrated within landscaping projects or may be the landscaping or earthworks themselves; and
- xi) a component of an infrastructure or capital works project (such as functional street furniture).

b) The following types of public art should not be provided:

- i) Business logos, wording or names related to the development or Owner/Applicant;
- ii) Directional elements such as super graphics, signage or colour coding.
- iii) 'Art objects' which are mass produced such as fountains, statuary or playground equipment.
- iv) "Off the shelf" art and/or art reproductions.
- v) Landscaping or generic hardscaping elements which would normally be associated with the project.
- vi) Services or utilities necessary to operate or maintain artworks.
- vii) Temporary and ephemeral art installations such as performance art, music, dance or exhibitions which result in short-term impact
- viii) Art that requires significant ongoing curation and maintenance costs borne by the City.

5.4 Public Art Report

Public art applications in the City must be accompanied with a brief report including:

- a) Details of the artist's qualifications, experience and suitability;
- b) Detailed plans of the artwork(s);
- c) A description of the artwork, including the motivation behind it and its meaning;
- d) Any opportunities for participation in the artworks program by local community and school groups;
- e) Details of cost calculations for public art;
- f) Details of requirements and written consent from the artist for any ongoing care or maintenance provisions by the landowner(s),
- g) Details of proposed ongoing curation and maintenance costs and;
- h) Written acknowledgement of the implications of the Copyright Amendment (Moral Rights) Act 2000, how the artist will be acknowledged, consent for any required maintenance or relocation and consent for the City of Kalamunda to publish images of the artwork.

5.5 Kalamunda Art Advisory Committee (KAAC)

The role of the Kalamunda Art Advisory Committee is to guide and inform Public Art processes, as well as assisting with applying the provisions of the Public Art Local Planning Policy and any Public Art Master Plan.

The KAAC is a sub-committee of Council nominated in accordance with the City's Local Planning Scheme No. 3, Clause 10.3, to provide professional advice in relation to public art installations.

6. Definitions

6.1 Ancillary Structures

Includes structures which are additional to the primary development such as an outbuilding, ancillary dwelling, patio, water tank, verandah, fencing, hardstand areas, carparking or other additions to an existing land use.

6.2 Estimated Cost of Development

Estimated cost of development includes all costs associated with the preparation, construction and full completion of a development, including all materials, labour, servicing and ancillary costs and includes the budgeted project contingency costs.

6.3 Professional Artist

Means an artist with extensive Public Art experience. A Professional Artist can be defined as a person who fits into at least two of the following categories:

- a) A person who has a tertiary qualification in the visual arts, or when the brief calls for it, other art forms such as multimedia, or;

- b) A person who has a track record of exhibiting and selling artwork at reputable art galleries, or;
- c) A person who is represented in major public collections, or;
- d) A person who earns more than 50% of their income from arts related activities such as undertaking public art commissions.

6.4 Public Art

"Public Art" refers to artwork in any medium, planned and executed in a publicly accessible area, specifically created to be experienced within the public realm. The creation of Public Art considers the site context and its accessibility to the public. It is widely understood to encompass many forms, materials, processes and intended goals.

6.5 Publicly Accessible Area

Refers to both indoor and outdoor spaces that are physically or visually accessible to the wider public and includes parks, open plazas, road reserves, civic centres and library foyers.

6.6 Public Art Fund

A fund held in an account by the City for the purposes of accumulating cash-in-lieu contributions made under this policy. The funds are to be used by the City, or persons nominated by the City, for the provision of public art within the City of Kalamunda. This Policy and any Public Arts Master Plan will guide the selection, review and delivery process for use of the accumulated funds.

P-DEVLPP 0065 – Public Art Contributions Policy

**Local Planning Policy and
Management Procedure**

Relevant Delegation

Approval Services/Economic Development

Adopted

[Version 1.0 Draft for Advertising](#)

Next Review Date



1. Introduction

Public art is an important part of the City of Kalamunda (the City) built and natural environment. Public art supports local identity and pride of a public place or space. It can also attract people to live, work or recreate in a place, thereby encouraging associated cultural and economic activity.

This policy relates to the provision of public art for third party development proposals that require planning approval as well as significant public works undertaken by the City itself, provides guidance on the format of public art contributions, and specifies the type and location of public art.

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2.1 Objectives

This policy aims to:

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- b) Develop and promote community identity.
- c) Improve the quality of the City's built environment.
- d) Inform the procurement, siting, commissioning and installation of art into public places.
- e) Include elements of design that reflect unique aspects of the area (history, natural environment).
- f) Enhance the amenity and activity options available to local residents and visitors.
- g) Enhance the provision of public art for the enjoyment of residents and visitors.
- h) Provide opportunities for local artists.

3. Application of Policy

This policy applies to all applications for development approval where the estimated cost of development exceeds one million dollars, with the exception of a single house, grouped dwelling, ancillary dwelling or any ancillary structures. [It also applies to City initiated Community Facility projects and Streetscape enhancement projects, with an approved budget over one million dollars excluding GST and overheads.](#)

4. 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*.

5. Policy Statement

5.1 Public Art Contribution

- a) A contribution for Public Art should be provided for any development requiring planning approval valued over one million dollars (\$1 million) – ex GST. The value of the contribution is one percent (1%) of the total estimated cost of development

(including the budgeted costs for contingencies), with a maximum contribution cap of \$250,000 ex GST.

- b) A contribution for Public Art should be provided for any significant works undertaken by the City that are Community Facility projects and Streetscape enhancement projects that have an approved project budget overexceeding one million dollars (ex GST & City overheads). This contribution is one percent (1%) of the approved project budget (ex GST & City overheads) with a maximum cap of \$250,000.
- c) An applicant/owner may choose to make a public art contribution by either:
 - i) Coordinating the public art project with a professional artist having regard for any Public Art Master Plan and the approval of the City or;
 - ii) Paying a cash-in-lieu contribution to the City for public art having regard for any Public Art Master Plan.
- d) The public art contribution is to be stipulated as a condition of development approval, or approval of project budgets for City projects, covered by this Policy.

5.2 ~~The Artwork~~Contribution Methods

- a) The applicant can meet their public art contribution needs by addressing one of the following:
 - i) By integrating public art on-site as a development component;
 - ii) By providing public art onsite or in a publicly accessible area within the vicinity of the site subject to approval of the City, and/or;
 - iii) By payment of cash in lieu to the City's Public Art Fund for the provision of public art.

5.3 ~~Cash-in-Lieu~~

Contributions which amount to \$30,000 or less are to be paid as cash-in-lieu to the Public Art Fund.

Cash-in-lieu funds paid in relation to more than one development may be accrued for more comprehensive or detailed Public Art projects as determined by the City in accordance with the City of Kalamunda Public Art Master Plan.

Cash-in-lieu payments will only be refunded to the owner if the development does not proceed or does not reach the stage of substantial commencement. If the development is substantially commenced the cash-in-lieu will not be refunded.

5.4 ~~Public Art Strategy and Masterplan~~

The Strategy and Master plan will guide both the City and developers in the achievement of public art in developments, the expending of cash-in-lieu from public art contributions, as well as City procurement of art installations.

The Public Art Master Plan is to provide a coordinated approach to the expenditure of monetary contributions and will guide the kind of public art that is expected in key locations throughout the City. The Masterplan will also identify landmark locations for public artwork, underpinned by the City's Reconciliation Action Plan and acknowledgement of significant sites where appropriate.

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5.5 The Artwork

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b) The required public art must:

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a) Be produced by a professional artist(s);

~~i)b) Be in a location where it is visible from the public realm for the life of the artwork;~~

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~~ii)c) Provide a plaque or similar item installed on or nearby the public art which details the name of the installation, the artist and date the art was installed and recognise who funded or made a contribution towards the artwork through the City of Kalamunda Public Art Policy;~~

~~iii)d) Be installed and completed prior to the first occupation of the new development and maintained afterwards by the owner(s);~~

e) Be low maintenance, robust, durable and resistant to vandalism in nature,

~~iv)f) Where possible be integrated as an intrinsic component of the development and;~~

~~v)g) Be submitted with a brief Public Art Report.~~

5.5.6 Types of Public Art

a) Public art, subject to approval at the discretion of the City, may include the following types:

i) stand-alone sculptural works of art;

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~~*)~~

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- ~~viii)~~ Art that requires significant ongoing curation and maintenance costs borne by the City.

~~viii)~~

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- ~~h)~~ Written acknowledgement of the implications of the *Copyright Amendment (Moral Rights) Act 2000*, how the artist will be acknowledged, consent for any required maintenance or relocation and consent for the City of Kalamunda to publish images of the artwork.

~~h)~~

5.8 Copyright and Maintenance of Artwork

- a) Copyright for completed artworks on public land are held mutually by the City of Kalamunda and the artist. Where located on privately owned land copyright is held

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mutually by the [landsite](#) owner, artist and City of Kalamunda. In practical terms, this means that the City or [landsite](#) owner has the right to reproduce extracts from the design documentation and photographic images of the artwork for marketing purposes such as annual reports, information brochures about the development or information brochures about the artwork.

b) The artist will have the right to reproduce extracts from the design documentation or photographic images of the artwork in books or other publications associated with the artist or artwork.

c) Where located on public land the ongoing maintenance of the artwork is the responsibility of the City of Kalamunda. Where located on privately owned land the [landsite](#) owner is responsible for maintenance.

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LPP 00 – Public Art Contributions Policy

Local Planning Policy and Management Procedure	Relevant Delegation Approval Services/Economic Development
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Adopted	Version 1.0 Draft for Advertising	Next Review Date	
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1. Introduction

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This policy relates to the provision of public art for third party development proposals that require planning approval as well as significant public works undertaken by the City itself, provides guidance on the format of public art contributions, and specifies the type and location of public art.

2. Policy Objectives

2.1 Objectives

This policy aims to:

- a) Facilitate the provision of public art through contributions.
- b) Develop and promote community identity.
- c) Improve the quality of the City's built environment.
- d) Inform the procurement, siting, commissioning and installation of art into public places.
- e) Include elements of design that reflect unique aspects of the area (history, natural environment).
- f) Enhance the amenity and activity options available to local residents and visitors.
- g) Enhance the provision of public art for the enjoyment of residents and visitors.
- h) Provide opportunities for local artists.

3. Application of Policy

This policy applies to all applications for development approval where the estimated cost of development exceeds one million dollars, with the exception of a single house, grouped dwelling, ancillary dwelling or any ancillary structures. It also applies to City initiated Community Facility projects and Streetscape enhancement projects, with an approved budget over one million dollars excluding GST and overheads.

4. 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*.

5. Policy Statement

5.1 Public Art Contribution

- a) A contribution for Public Art should be provided for any development requiring planning approval valued over one million dollars (\$1 million) – ex GST. The value of the contribution is one percent (1%) of the total estimated cost of development

(including the budgeted costs for contingencies), with a maximum contribution cap of \$250,000 ex GST.

- b) A contribution for Public Art should be provided for any significant works undertaken by the City that are Community Facility projects and Streetscape enhancement projects that have an approved project budget over one million dollars (ex GST & City overheads). This contribution is one percent (1%) of the approved project budget (ex GST & City overheads) with a maximum cap of \$250,000.
- c) An applicant/owner may choose to make a public art contribution by either:
 - i) Coordinating the public art project with a professional artist having regard for any Public Art Master Plan and the approval of the City or;
 - ii) Paying a cash-in-lieu contribution to the City for public art having regard for any Public Art Master Plan.
- d) The public art contribution is to be stipulated as a condition of development approval, or approval of project budgets for City projects, covered by this Policy.

5.2 Contribution Methods

- a) The applicant can meet their public art contribution needs by addressing one of the following:
 - i) By integrating public art on-site as a development component;
 - ii) By providing public art onsite or in a publicly accessible area within the vicinity of the site subject to approval of the City, and/or;
 - iii) By payment of cash in lieu to the City's Public Art Fund for the provision of public art.

5.3 Cash-in-Lieu

Contributions which amount to \$30,000 or less are to be paid as cash-in-lieu to the Public Art Fund.

Cash-in-lieu funds paid in relation to more than one development may be accrued for more comprehensive or detailed Public Art projects as determined by the City in accordance with the City of Kalamunda Public Art Master Plan.

Cash-in-lieu payments will only be refunded to the owner if the development does not proceed or does not reach the stage of substantial commencement. If the development is substantially commenced the cash-in-lieu will not be refunded.

5.4 Public Art Strategy and Masterplan

The Strategy and Master plan will guide both the City and developers in the achievement of public art in developments, the expending of cash-in-lieu from public art contributions, as well as City procurement of art installations.

The Public Art Master Plan is to provide a coordinated approach to the expenditure of monetary contributions and will guide the kind of public art that is expected in key locations throughout the City. The Masterplan will also identify landmark locations for public artwork, underpinned by the City's Reconciliation Action Plan and acknowledgement of significant sites where appropriate.

5.5 The Artwork

The required public art must:

- a) Be produced by a professional artist(s);
- b) Be in a location where it is visible from the public realm for the life of the artwork;
- c) Provide a plaque or similar item installed on or nearby the public art which details the name of the installation, the artist and date the art was installed and recognise who funded or made a contribution towards the artwork through the City of Kalamunda Public Art Policy;
- d) Be installed and completed prior to the first occupation of the new development and maintained afterwards by the owner(s);
- e) Be low maintenance, robust, durable and resistant to vandalism in nature,
- f) Where possible be integrated as an intrinsic component of the development and;
- g) Be submitted with a brief Public Art Report.

5.6 Types of Public Art

- a) Public art, subject to approval at the discretion of the City, may include the following types:
 - i) stand-alone sculptural works of art;
 - ii) artistic objects displayed or showcased in a public space (such as a sculpture, or moving image projection;
 - iii) murals, tiles, mosaics or bas-relief covering walls, floors and walkways;
 - iv) 3D works which can be freestanding or wall-supported;
 - v) Community art projects coordinated by a professional artist, resulting in tangible art works
 - vi) artworks that identify or interpret a significant site, person, community, history or event (such as an interpretive marker, heritage trail, or monument);
 - vii) an artist's conceptual contribution to the planning and design of the public domain (such as a playground design or street furniture);
 - viii) the involvement of artists working on integrated elements within urban infrastructure;
 - ix) artworks that may be integrated within landscaping projects or may be the landscaping or earthworks themselves; and
 - x) a component of an infrastructure or capital works project (such as functional street furniture).

b) The following types of public art should not be provided:

- i) Business logos, wording or names related to the development or Owner/Applicant;
- ii) Directional elements such as super-graphics, signage or colour coding.
- iii) 'Art objects' which are mass produced such as fountains, statuary or playground equipment.
- iv) "Off the shelf" art and/or art reproductions.
- v) Landscaping or generic hardscaping elements which would normally be associated with the project.
- vi) Services or utilities necessary to operate or maintain artworks.
- vii) Temporary and ephemeral art installations such as performance art, music, dance or exhibitions which result in short-term impact
- viii) Art that requires significant ongoing curation and maintenance costs borne by the City.

5.7 Public Art Report

Public art applications in the City must be accompanied with a brief report including:

- a) Details of the artist's qualifications, experience and suitability;
- b) Detailed plans of the artwork(s);
- c) A description of the artwork, including the motivation behind it and its meaning;
- d) Any opportunities for participation in the artworks program by local community and school groups;
- e) Details of cost calculations for public art;
- f) Details of requirements and written consent from the artist for any ongoing care or maintenance provisions by the landowner(s),
- g) Details of proposed ongoing curation and maintenance costs and;
- h) Written acknowledgement of the implications of the *Copyright Amendment (Moral Rights) Act 2000*, how the artist will be acknowledged, consent for any required maintenance or relocation and consent for the City of Kalamunda to publish images of the artwork.

5.8 Copyright and Maintenance of Artwork

- a) Copyright for completed artworks on public land are held mutually by the City of Kalamunda and the artist. Where located on privately owned land copyright is held mutually by the land owner, artist and City of Kalamunda. In practical terms, this means that the City or land owner has the right to reproduce extracts from the design documentation and photographic images of the artwork for marketing purposes such as annual reports, information brochures about the development or information brochures about the artwork.
- b) The artist will have the right to reproduce extracts from the design documentation or photographic images of the artwork in books or other publications associated with the artist or artwork.

- c) Where located on public land the ongoing maintenance of the artwork is the responsibility of the City of Kalamunda. Where located on privately owned land the land owner is responsible for maintenance.

5.9 Kalamunda Art Advisory Committee (KAAC)

The role of the Art Advisory Committee is to guide and inform Public Art processes, as well as assisting with applying the provisions of the Public Art Local Planning Policy and any Public Art Master Plan.

The KAAC is a sub-committee of Council nominated in accordance with the City's Local Planning Scheme No. 3, Clause 10.3, to provide professional advice in relation to public art installations.

6. Definitions

6.1 Ancillary Structures

Includes structures which are additional to the primary development such as an outbuilding, ancillary dwelling, patio, water tank, verandah, fencing, hardstand areas, carparking or other additions to an existing land use.

6.2 Estimated Cost of Development

Estimated cost of development includes all costs associated with the preparation, construction and full completion of a development, including all materials, labour, servicing and ancillary costs and includes the budgeted project contingency costs.

6.3 Professional Artist

Means an artist with extensive Public Art experience. A Professional Artist can be defined as a person who fits into at least two of the following categories:

- a) A person who has a tertiary qualification in the visual arts, or when the brief calls for it, other art forms such as multimedia, or;
- b) A person who has a track record of exhibiting and selling artwork at reputable art galleries, or;
- c) A person who is represented in major public collections, or;
- d) A person who earns more than 50% of their income from arts related activities such as undertaking public art commissions.

6.4 Public Art

"Public Art" refers to artwork in any medium, planned and executed in a publicly accessible area, specifically created to be experienced within the public realm. The creation of Public Art considers the site context and its accessibility to the public. It is widely understood to encompass many forms, materials, processes and intended goals.

6.5 Publicly Accessible Area

Refers to both indoor and outdoor spaces that are physically or visually accessible to the wider public and includes parks, open plazas, road reserves, civic centres and library foyers.

6.6 Public Art Fund

A fund held in an account by the City for the purposes of accumulating cash-in-lieu contributions made under this policy. The funds are to be used by the City, or persons nominated by the City, for the provision of public art within the City of Kalamunda. This Policy and any Public Arts Master Plan will guide the selection, review and delivery process for use of the accumulated funds.

Review Comments:

Reference (e.g. Page, Ref, Appx)	Reviewer's Comments, Questions, Proposals	Comment from KAAC	Proposal for the correction or justification for the rejection (by City)
Page 2, Section 3. Application of the Policy	This policy applies to all applications for development approval where the estimated cost of development exceeds one million dollars/\$500,000 , with the exception of a single house, grouped dwelling, ancillary dwelling or any <u>ancillary structures</u> .	Request from KAAC is to decrease to \$500,000 Reason: a) The threshold of \$500,000 is supported on the basis that it seems to be commensurate with the nature and types of development undertaken within the City as shown by the research into development applications over the preceding five years. b) It reflects the commitment of the City to Arts as articulated in the Arts Strategy	Not supported. Officer recommendation is to leave the minimum threshold for application of the policy at \$1,000,000. A review of other Local Government Public Art Policies demonstrates that \$1,000,000 is a standard baseline with no other policies reporting less than that threshold. The State Government's Percent for Art Policy threshold is \$2m with projects below that at the discretion of the agency. Reducing the threshold places a considerable financial imposition on small developments potentially including any upgrades/refurbishments of existing commercial developments. Eg; Kalamunda Hotel.
Page 2, Section 5.1 a)any development valued over million dollars/\$500,000 dollars. The value of the contribution is one percent (1%) of the total estimated cost of development including the budgeted costs for contingencies.	Request from KAAC is to decrease to \$500,000 Reason: a) The threshold of \$500,000 is supported on the basis that it seems to be commensurate with the nature and types of development undertaken within the City as shown by the research into development applications over the preceding five years. b) It reflects the commitment of the City to Arts as articulated in the Arts Strategy	Officer recommendation is to leave the minimum threshold for application of the policy at \$1,000,000. A review of other Local Government Public Art Policies demonstrates that \$1,000,000 is a standard baseline with no other policies reporting less than that threshold. The State Government's Percent for Art Policy threshold is \$2m with projects below that at the discretion of the agency. Reducing the threshold places a considerable financial imposition on small developments potentially including any upgrades/refurbishments of existing commercial developments. Eg; Kalamunda Hotel. The "estimated cost" should be that cost as shown on the Development Application form as per standard practice. These are defensible positions should a matter be referred to SAT on appeal.
Page 3, Section 5.1 c)	e) An applicant/owner must choose to make a public art contribution by either: Coordinating the public art project with a professional artist taking cognisance of the City's Public Art Master Plan, or, Paying a cash-in-lieu contribution to the City for public art. The public art contribution is to be stipulated as a condition of development approval. ...	KAAC requested deletion as per the strikethrough text adjacent left column. Reason: This was duplicated but is now handled in 5.2 Provision of Public Artwork which is a more meaningful title.	See Point 5 of comments table.
	5.1 b) For development work undertaken by the City of Kalamunda, the City will contribute 2% of the total estimated costs <u>including the budgeted costs for contingencies</u> .	Section inserted.	Inclusion of 2% not supported. The City has no objection to contributing 1% from capital work improvement programs as stated in Part 5.1b). Public works being included is already considered an exception, and to charge a higher percentage than private development contributions is considered inequitable.

Reference (e.g. Page, Ref, Appx)	Reviewer's Comments, Questions, Proposals	Comment from KAAC	Proposal for the correction or justification for the rejection (by City)
Page 3, Section 5.2	<p>a) The applicant can meet their public art contribution needs by addressing one of the following:</p> <ul style="list-style-type: none"> i) By integrating public art on-site as a development component; ii) By providing public art onsite or in a publicly accessible area within the vicinity of the site subject to the provisions of the City's Public Art Master Plan and the approval of the City and/or; iii) By payment of cash in lieu to the City's Public Art Fund for the provision of public art in accordance to the City's Public Art Master Plan. iv) Attribution plaques alongside public artworks will recognise the developers' contribution.... 	<p>KAAC requested deletion as per the strikethrough text adjacent left column</p> <p>Reason: Was duplicated-in (b), now under 5.5 Implementation by Owner/Applicant</p>	<p>See point 8 of comments table.</p>
Page 3, Section 5. 2 The Artwork	<p>5.2 Provision of Public Art</p> <p>Under this policy public art may be provided by the owner/applicant, or by the City on behalf of the owner/applicant, via a cash-in-lieu contribution.</p> <p>An applicant/owner will fulfil their public art contribution needs by addressing one of the following:</p> <ul style="list-style-type: none"> (i) By providing public art onsite or in a publicly accessible area within the vicinity of the site subject to approval of the City and in reference to any Public Art Masterplan where the contribution amount is in excess of \$30,000 or; (ii) Where contribution amounts are less than \$30,000, by payment of cash in lieu to the City's Public Art Fund for the provision of public art in accordance and reference to any Public Art Masterplan <p>The provision, installation and maintenance of public art will form a condition of planning approval. Where possible, it is recommended that the public art proposed for a development site is considered up-front as part of the development application, to ensure the proposed public art forms an intrinsic component of the development.</p> <p>Cash-in-lieu payments will only be refunded to the owner/applicant if the development does not proceed or does not reach the stage of substantial commencement. If the development is substantially commenced the cash-in-lieu will not be refunded.</p> <p>Cash-in-lieu funds paid in relation to more than one development may be accrued for more comprehensive or detailed Public Art projects as determined by the City in accordance with the City of Kalamunda Public Art Master Plan.</p> <p>Any public art commissioned by the City under this policy will be owned and maintained by the City.</p>	<p>KAAC recommend that the whole of Section 5.2 is reworded as per the text in adjacent left column</p>	<p>Reformatting changes are not supported. Please clarify any additional points you wish to be added, or any sections recommended to be removed.</p> <p>Point i) is addressed in the existing section 5.2 ii) of the policy.</p> <p>Point ii) is a new provision which means developers will not have the option of installing their own public art if their contribution is less than \$30,000. Generally a one million dollar development will contribute \$10,000 so this new provision would capture the majority of contributions. No objections, included in Part 5.3.</p> <p>The sentence relating to the planning condition is already addressed in part 5.1 d).</p> <p>No objection to including the sections which state: <i>"Where possible, it is recommended that the public art proposed for a development site is considered up-front as part of the development application, to ensure the proposed public art forms an intrinsic component of the development"</i> – added as part 5.5 f) which states "The required public art must, where possible, be integrated up-front as an intrinsic component of the development". Also already addressed in part 5.2i)</p> <p><i>"Cash-in-lieu payments will only be refunded to the owner/applicant if the development does not proceed or does not reach the stage of substantial commencement. If the development is substantially commenced the cash-in-lieu will not be refunded"</i></p> <p><i>Cash-in-lieu funds paid in relation to more than one development may be accrued for more comprehensive or detailed Public Art projects as determined by the City in accordance with the City of Kalamunda Public Art Master Plan."</i> – added under a new heading 5.3 Cash-in-lieu.</p>
Page 4, Section 5.3	<p>5.3 Owner/Applicant Provision of Public Art</p>	<p>KAAC requested new title for this paragraph and the addition of Dot Point 4 regarding local community</p>	<p>Already addressed in Part 5.4 of the policy. See Part 5.7 d) in policy version 1.0. Reformatting and heading change not supported as it</p>

Reference (e.g. Page, Ref, Appx)	Reviewer's Comments, Questions, Proposals	Comment from KAAC	Proposal for the correction or justification for the rejection (by City)
	<p>All owner/applicant applications incorporating the provision of public art are to include the following:</p> <ol style="list-style-type: none"> 1. Details of the artist's qualifications, experience and suitability for the project; 2. Detailed plans of the artwork(s) – to scale which include dimensions, materials, colours and installation details of the artwork and its relationship to the site; 3. A description of the artwork, including the motivation and meaning of the piece; 4. Where possible, any opportunities for participation in the artworks program by local community and school groups; 5. Details of cost calculations for the public art, including construction cost and the public art contribution costs. Contribution costs are limited to artist's fees, labour, materials, installation and naming plate. Building fabric that the art is attached to (such as fences and walls) or other construction costs are not to be included in the contribution cost; 6. Details of requirements and written consent from the artist for any ongoing care or maintenance of the artwork by the landowner(s); and 7. Written acknowledgement of the implications of the <i>Copyright Amendment (Moral Rights) Act 2000</i>, including how the artist will be acknowledged, consent for any required maintenance or relocation, and consent for the City of Kalamunda to publish images of the artwork. 	<p>and school groups be added in after points 1-3.</p> <p>Renumber remaining dot points.</p>	<p>removes the requirement for a Public Art Report which is essential for the assessment of any proposed installation.</p>
Page 5, Section 5.4	<p>5.4 Artwork on Public Land</p> <p>Artwork is typically provided onsite however, the City of Kalamunda may consider artwork on public land, such as an adjacent street verge area, at the request of the owner/applicant.</p>	KAAC requested new section 5.4 as per adjacent column	Already addressed in section,5.2 ii). See also part 5.8 regarding maintenance and ownership.
Page 3, 5.2 b	<p>5.5 Implementation by Owner/Applicant</p> <p>The required public artwork must:</p> <ol style="list-style-type: none"> i) Be produced by a professional artist(s); ii) Be in a location where it is visible from the public realm for the life of the artwork. iii) Provide a plaque or similar item installed on or nearby the public art which details the name of the installation, the artist and date the art was installed and who funded the artwork through the City of Kalamunda Public Art Policy; iv) Be installed and completed prior to the first occupation of the new development and maintained afterwards by the owner(s); v) Be low maintenance, robust, durable and resistant to vandalism in nature, and; vi) Vii) Be submitted with a brief Public Art Report a copy of the maintenance schedule to the landowner(s) and City of Kalamunda, at the completion of the commission. The landowner is to undertake the care, maintenance and ongoing management of the artwork in accordance with the artist's maintenance requirements. vii) viii) Prior to the occupation of the development a final invoice(s) of the works associated with the commissioned artwork are to be provided to the City to demonstrate the costs of the artwork is not less than 1% of the construction value of the development. 	<p>KAAC recommend:</p> <ul style="list-style-type: none"> # New heading # New dot point number ii # Renumber from number ii # Revise v) as per annotations in blue adjacent left column and renumber to vi) # new point vi) as per annotations in blue adjacent left column and renumber to vii) 	<p>ii) Support inclusion. Added to Part 5.5 b).</p> <p>vi) Not supported as it removes the need a Public Art Report to be submitted which is essential for officer and KAAC assessment of an art proposal.</p> <p>vii) Not supported as it is considered too onerous for developers and general administration. The public art contribution costs are based off the estimated construction costs at the time of development approval (similar to development application fees), the building application stage or on a Form 1 – MRS application for Development Approval. It would also conflict with timelines for delivery of public art installed by the developer, as the artwork should be completed prior to occupation of the development. Also, final costs are often not known until after occupation, as some works are still being undertaken.</p>
Page 4, Section 5.3 Types of Public Art	<p>5.6 Types of Public Art</p> <p>a) Public art, subject to approval at the discretion of the City, may include the following types:</p> <ol style="list-style-type: none"> i) stand-alone sculptural works of art; ii) artistic objects displayed or showcased in a public space (such as a sculpture, or moving image projection; 	KAAC recommend renumbering to Section 5.6	Formatting to remain consistent with the whole policy document.

Reference (e.g. Page, Ref, Appx)	Reviewer's Comments, Questions, Proposals	Comment from KAAC	Proposal for the correction or justification for the rejection (by City)
	<p>iii) building features and enhancements which are unique and produced by a professional artist specifically for the purpose of the development;</p> <p>iv) murals, tiles, mosaics or bas-relief covering walls, floors and walkways;</p> <p>v) 3D works which can be freestanding or wall-supported;</p> <p>vi) Community art projects coordinated by a professional artist, resulting in tangible art works</p> <p>vii) artworks that identify or interpret a significant site, person, community, history or event (such as an interpretive marker, heritage trail, or monument);</p> <p>viii) an artist's conceptual contribution to the planning and design of the public domain (such as a playground design or the fabric of a building);</p> <p>ix) the involvement of artists working on integrated elements within urban infrastructure;</p> <p>x) artworks that may be integrated within landscaping projects or may be the landscaping or earthworks themselves; and</p>	<p>KAAC request removal of iii) as this is regarded as architecture</p> <p>KAAC request removal of blue strike out text at the end of viii) as this is regarded as architecture</p>	<p>Support removal of iii)</p> <p>Support removal of viii)</p>
Page 5, 5.4 Public Art Report	<p>Public Art Report ...now under 5.3 Owner/Applicant Provision of Public Art</p> <p>Public art applications in the City must be accompanied with a brief report including:</p> <p>a) Details of the artist's qualifications, experience and suitability;</p> <p>b) Detailed plans of the artwork(s);</p> <p>c) A description of the artwork, including the motivation behind it and its meaning;</p> <p>d) Any opportunities for participation in the artworks program by local community and school groups;</p> <p>e) Details of cost calculations for public art;</p> <p>f) Details of requirements and written consent from the artist for any ongoing care or maintenance provisions by the landowner(s), and;</p> <p>g) Written acknowledgement of the implications of the Copyright Amendment (Moral Rights) Act 2000, how the artist will be acknowledged, consent for any required maintenance or relocation and consent for the City of Kalamunda to publish images of the artwork.</p>	<p>KAAC recommend deletion of whole section</p> <p>Reason: Now included under 5.3 Owner/Applicant Provision of Public Art</p>	<p>See point 6. Formatting is to remain consistent with policy document.</p>
Page 6	<p>6.7 Public Art Strategy and Masterplan</p> <p>The strategy and Master plan will guide both the City and developers in the achievement of public art in developments, the expending of cash-in-lieu attained by the City from the public art policy document as well as the city in procuring art installations.</p>	<p>KAAC recommend whole new section</p> <p>6.7 Public Art Strategy and Masterplan</p>	<p>Support insertion. Added as Part 5.4.</p> <p>Recommend inclusion be phrased as follows:</p> <p>"The Strategy and Master plan will guide both the City and developers in the achievement of public art in developments,</p>

Reference (e.g. Page, Ref, Appx)	Reviewer's Comments, Questions, Proposals	Comment from KAAC	Proposal for the correction or justification for the rejection (by City)
	<p>The public art master plan is to provide a coordinated approach to the expenditure of any money that is collected through the local planning policy. It will guide the development of the kind of public art that we expect in certain locations throughout the city. The Masterplan will identify landmark locations for public artwork, underpinned by the City's RAP and acknowledgement of significant sites.</p>		<p><i>the expending of cash-in-lieu from public art contributions, as well as City procurement of art installations.</i></p> <p><i>The Public Art Master Plan is to provide a coordinated approach to the expenditure of monetary contributions and will guide the kind of public art that is expected in key locations throughout the City. The Masterplan will also identify landmark locations for public artwork, underpinned by the City's Reconciliation Action Plan and acknowledgement of significant sites where appropriate."</i></p>
Page 6	<p>7.0 Copyright of Artwork</p> <p>Once an artwork has been completed and accepted by the City of Kalamunda, copyright will be held mutually by the City of Kalamunda and the artist. In practical terms, this means that the City of Kalamunda has the right to reproduce extracts from the design documentation and photographic images of the artwork for non-commercial purposes such as annual reports, information brochures about the City and information brochures about the artwork. The artist will have the right to reproduce extracts from the design documentation or photographic images of the artwork in books or other publications associated with the artist or artwork.</p>	KAAC recommend whole new section 7.0 Copyright of Artwork	<p>Inclusion supported. Added as part 5.8.</p> <p>Recommend changing heading to "Copyright and Maintenance of Artwork" and including a description as follows:</p> <p>"Copyright for completed artworks on public land are held mutually by the City of Kalamunda and the artist. Where located on privately owned land copyright is held mutually by the land owner, artist and City of Kalamunda. In practical terms, this means that the City or land owner has the right to reproduce extracts from the design documentation and photographic images of the artwork for marketing purposes such as annual reports, information brochures about the development or information brochures about the artwork.</p> <p>The artist will have the right to reproduce extracts from the design documentation or photographic images of the artwork in books or other publications associated with the artist or artwork.</p> <p>Where located on public land the ongoing maintenance of the artwork is the responsibility of the City of Kalamunda. Where located on privately owned land the land owner is responsible for maintenance."</p>

LPP 25 – Interim Development Contribution Arrangements

Management Procedure

Relevant Delegation

1. Purpose

1.1 Background

Development contributions are paid by owners who develop or subdivide within an established or proposed Development Contribution Plan (DCP) area. When approval is granted for a subdivision or development within a DCP area, conditions are generally imposed on the approval requiring the payment of development contributions. The owner/developer/subdivider of the land will then be required to make payment of the development contribution either prior to the finalisation of the subdivision or the commencement of construction, whichever is the earlier. Alternatively, the owner may decide to deliver the land or infrastructure (pre-fund) in lieu of paying money to the DCP, in which case an arrangement would be made with the City.

The process to establish a DCP involves a complex amendment to the City's Local Planning Scheme No.3, which can take up to 12-18 months to complete and involves the preparation and adoption of the DCP by the City, the recommendation of the Western Australian Planning Commission (WAPC) and ultimately the approval of the Minister for Planning.

Until a DCP has been finalised, *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) contemplate other arrangements, satisfactory to the City, being established to achieve cost contributions. Regulation 73(1) states that a local government must not levy a contribution for the provision of infrastructure unless there is a DCP for the relevant area. Conversely, the Regulations also state under Regulation 73(3) that a local government must not refuse to grant development approval on the grounds that a DCP is being prepared, unless the plan has already been advertised. The inference is that the City may contemplate refusal of the proposal where an advertised DCP has not been finalised through a Scheme Amendment and in situations where the payment of contributions has not been determined by a DCP Report and a Cost Contribution Schedule.

In the interests of progressing development in the area, a condition of approval can be included on a subdivision and/or development approval, which requires a legal agreement between the parties to address the matter of the contribution requirement (Refer Part 2.2.1.3 of this Policy). The legal agreement referred to as an Interim Development Contribution Arrangement (IDCA), provides a means by which subdivision and development conditions relating to interim contributions can be cleared and cost contributions made, allowing development to progress prior to formal gazettal of the DCP. Through this Policy, the City provides guidance to landowners as to what it deems to be a satisfactory arrangement.

It is desirable for the City to establish a formal position in regard to IDCAs to ensure that Council can carry out its role as administrator of the DCP in a fair, reasonable, consistent and transparent manner that minimises the financial risk to Council and the broader community.

This Policy has been prepared to provide a concise and documented procedure for the establishment of IDCAs within the City of Kalamunda (**the City**).

1.2 Application of the Policy

This Policy applies to all development located within a proposed Development Contribution Area (DCA) in the City of Kalamunda.

1.3 Statutory Authority / Legal Status

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

1.3.1 Relationship to Local Planning Scheme No.3

This Policy is a local planning policy prepared, and to be read, with regard to the general provisions and objectives of Local Planning Scheme No.3 (**the Scheme**). The Policy is intended to augment and to be read in conjunction with the provisions of the Scheme relating to DCAs.

1.3.2 Relationship to other state planning/ development control policies

This Policy has due regard to and should be read in conjunction with State Planning Policies, in particular State Planning Policy 3.6 – Development Contributions for Infrastructure.

1.3.3 Relationship to other local planning policies

This Policy is intended to be read in conjunction with other applicable City of Kalamunda Local Planning Policies; of particular relevance to this Policy is Local Planning Policy No.66 – Development Contribution Area.

2. Policy Statement

2.1 Policy objectives

The objectives of this Policy are to:

- a) clearly outline the City's expectation in regard to satisfactory arrangements being established for contributions prior to formal gazettal of a DCA;*
- b) identify the City's position with regard to interim development contribution arrangements prior to the formal gazettal of a DCA;*
- c) identify the City's position with regard to the provision of infrastructure and land prior to the finalisation of a DCA and the potential for development contribution offsets accordingly; and*
- d) ensure that developers acknowledge the risks of entering into interim development contribution arrangements prior to finalisation of a DCA.*

2.2 Specific Policy Requirements for Interim Development Contribution Agreements

2.2.1 Subdivision and Development Approvals

- 2.2.1.1** In considering subdivision applications for land within a draft DCA, where recommending approval of a subdivision application to the Western Australian Planning Commission (WAPC), the City will recommend Model Condition No. AD5 (as amended)

which requires satisfactory arrangements being entered into with the City for the provision of an IDCA. The City will also generally recommend to the WAPC an advice note be included on the approval stating that the IDCA will be made pursuant to the provisions of the Regulations Scheme and those of this Policy.

- 2.2.1.2 In considering development applications for land within a draft DCA, in approving an application, the City will generally impose a condition of approval requiring satisfactory arrangements being entered into with the City for the provision of an IDCA. The City will also generally provide an advice note with the approval, stating that the IDCA will be made pursuant to the provisions of the Regulations and those of this Policy.
- 2.2.1.3 The recommended condition and associated advice note are noted below:

Recommended Condition – Development Approval

Prior to [INSERT TIMING] the landowner/applicant is to enter into a legally binding agreement with the City of Kalamunda to contribute towards the costs of providing the common service and community infrastructure as identified in Scheme Amendment No. [INSERT NUMBER] to the City of Kalamunda Local Planning Scheme No. 3.

Recommended Condition – Subdivision Approval

Arrangements being made with the City of Kalamunda to the satisfaction of the Western Australian Planning Commission for the landowner/applicant to contribute towards the cost of providing community and/or common infrastructure as established through amendment [INSERT NUMBER] (when gazetted) to the City's Local Planning Scheme No. 3. (Local Government).

Recommended Advice Note

In regards to condition no. (INSERT NUMBER) reference is made to the City of Kalamunda Local Planning Policy PDEV 25 (Interim Developer Contributions) which provides guidance regarding the City's expectations in regard to interim development contribution arrangements.

2.3 Information Required to Seek Clearance of Conditions

- 2.3.1 In applying for City clearance of conditions of subdivision and/or development a landowner and/or applicant is required to:
1. Engage the City's legal representatives, or another appropriate legal representative, to prepare the requisite legal documentation (IDCA); and
 2. Seek the City's endorsement of the requisite legal documentation.
- 2.3.2 The legal documentation will consist of a legal agreement between the landowner and the City.

2.4 Required Content of Legal Agreement

- 2.4.1 To comply with a condition requiring an IDCA, the City will require the legal agreement to address the following matters:
1. The payment of an interim development contribution amount to Council based on the latest available estimated cost contribution rate.

2. The provision of security in addition to cost contributions to the value of not less than 50 percent of the estimated cost contribution rate, netting all stages of subdivision or development. The security will generally be in the form of a cash payment, bank guarantee or charge and caveat over a portion of land having a value equal to or greater than the value of required security.

2.5 Estimated Cost Contribution

- 2.5.1 The latest available estimated cost contribution rate will be the latest rate adopted by Council for the purposes of calculating interim development contributions.
- 2.5.2 The City may take into consideration situations where developers have provided infrastructure and/or land, proposed to be included within the DCA, as part of their development as off-sets against the estimated contribution rate.
 - 2.5.2.1 Only cost items that have been constructed or provided for within a specified stage of subdivision and/or development will be acknowledged as an offset against contribution rates. Future off-sets that have not been constructed or provided for within the specified stage or previous stages will not be acknowledged as an offset. However, should a cost item acknowledged as an off-set against estimated contribution rates exceed the liability of the specified stage, the over provision may be used in subsequent stages as an offset against estimated contribution rates.
- 2.5.3 In determining the value of any off-sets, the City may have regard to the latest infrastructure/land infrastructure costs and land values adopted by Council or may determine rates derived from a combination of rates adopted by Council and supplied by the subdivider.
 - 2.5.3.1 Developers are to acknowledge that offsets are based on infrastructure and land envisaged to be included within the finalised DCA. The inclusion or exclusion of infrastructure, land and other cost items cannot be guaranteed by the City as final approval for a DCA is subject to the relevant statutory process. In this regard, the value of infrastructure and/or land provided as an offset against an IDCA payment may need to be paid to the City upon finalisation of the DCA should the infrastructure or item not be subsequently included within the finalised DCA.

2.6 Payment of Cost Contribution

- 2.6.1 The landowner, with the agreement of the City, is to pay the landowner's cost contribution by:
 1. Cheque or cash;
 2. Transferring to the City land in satisfaction of the estimated cost contribution;
 3. The provision of physical infrastructure;
 4. Some other method acceptable to the local government; or
 5. Any combination of the abovementioned methods.

2.7 Legal Costs

- 2.7.1 All direct and indirect costs associated with the preparation and finalisation of the requisite legal documentation for an IDCA is to be borne by the landowner of land to which the IDCA applies.

2.8 Receipting

- 2.8.1 Developers shall at all times maintain proper and itemised records of all relevant expenditure, including receipts and invoices for all relevant off-sets. Copies of all itemised records and expenditure shall be provided to the City upon request.

Related Local Law	
Related Policies	State Planning Policy 1 – State Planning Framework. State Planning Policy 3.6 – Development Contributions for Infrastructure. Local Planning Policy P-DEV 66 – Development Contribution Area.
Related Budget Schedule	
Legislation	<i>Local Government Act 1995</i> <i>Planning and Development Act 2005</i> <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>
Conditions	
Authority	
Adopted	
	Next Review Date


1.

We, the undersigned residents of Plover Road, Kookaburra Court as well as adjoining streets, are concerned and anxious about traffic speeding and hooning in our area. We require the Shire to consider permanent traffic calming devices be installed to alleviate this problem.

ADDRESSNAMESIGNATURE

1 Plover Road High Wycombe WA 6057

Janessa Farber



1 Plover Road High Wycombe WA 6057

3 Plover Road High Wycombe WA 6057



Carol M. Simpson

3 Plover Road High Wycombe WA 6057

5 Plover Road High Wycombe WA 6057

Jordan Hobbs



5 Plover Road High Wycombe WA 6057

SAMANTHA RICHARDS

7 Plover Road High Wycombe WA 6057



7 Plover Road High Wycombe WA 6057

11 Plover Road High Wycombe WA 6057

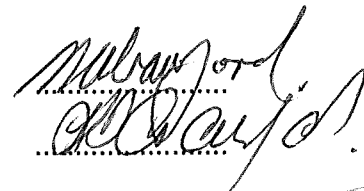
Peta O'borman



11 Plover Road High Wycombe WA 6057

17 Plover Road High Wycombe WA 6057

NOELEN CRAWFORD

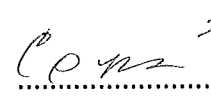


17 Plover Road High Wycombe WA 6057

Kym Crawford

19 Plover Road High Wycombe WA 6057

FIRSILIA



19 Plover Road High Wycombe WA 6057

21 Plover Road High Wycombe WA 6057

21 Plover Road High Wycombe WA 6057

23 Plover Road High Wycombe WA 6057

Matt Eulers



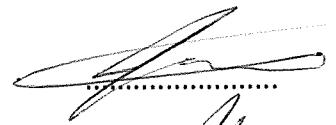
23 Plover Road High Wycombe WA 6057

Destinee Barnett



25 Plover Road High Wycombe WA 6057

Jayden

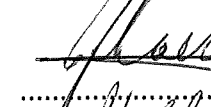


25 Plover Road High Wycombe WA 6057



27 Plover Road High Wycombe WA 6057

TIM LAHEY



27 Plover Road High Wycombe WA 6057

SHARON LAHEY



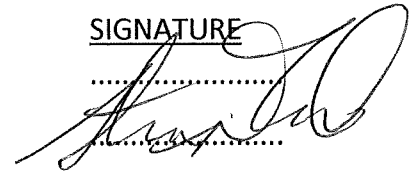
2.

We the undersigned residents of Plover Road, Kookaburra Court and adjoining streets are concerned and about the speeding and hooning in our area. We require the Shire to consider permanent traffic calming devices be installed.

ADDRESSNAMESIGNATURE

28 Plover Road High Wycombe WA 6057

Steve Whelan



28 Plover Road High Wycombe WA 6057

30 Plover Road High Wycombe WA 6057

Jackie Ringrose



30 Plover Road High Wycombe WA 6057

56 Kookaburra Court High Wycombe WA 6057

Tiffany Green



56 Kookaburra Court High Wycombe WA 6057

58 Kookaburra Court High Wycombe WA 6057

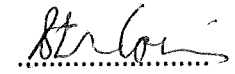
S. Reule



58 Kookaburra Court High Wycombe WA 6057

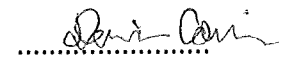
60 Kookaburra Court High Wycombe WA 6057

Steven Cowin



60 Kookaburra Court High Wycombe WA 6057

Denise Cowin



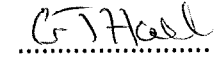
62 Kookaburra Court High Wycombe WA 6057

Roslyn Hall



62 Kookaburra Court High Wycombe WA 6057

Gary Hall



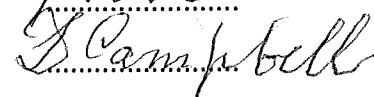
1 Brolga Court High Wycombe WA 6057

1 Brolga Court High Wycombe WA 6057

2 Brolga Court High Wycombe WA 6057

2 Brolga Court High Wycombe WA 6057

Daphne Campbell



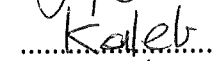
3 Brolga Court High Wycombe WA 6057

3 Brolga Court High Wycombe WA 6057

Lisa Neave



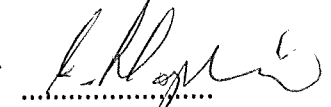
Kaleb Ravassek



4 Brolga Court High Wycombe WA 6057

4 Brolga Court High Wycombe WA 6057

TONY HOPKINS



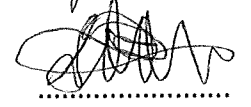
PAT HOPKINS



1 Forward Court High Wycombe WA 6057

1 Forward Court High Wycombe WA 6057

Samantha Mitchell



3.

We the undersigned residents of Plover Road, Kookaburra Court and adjoining streets are concerned and about the speeding and hooning in our area. We require the Shire to consider permanent traffic calming devices be installed.

ADDRESSNAMESIGNATURE

1 Teutonia Court High Wycombe WA 6057

JASON KOVACEVICH

Jason Kovacevich

1 Teutonia Court High Wycombe WA 6057

Melinda Kovacevich

Melinda Kovacevich

3 Teutonia Court High Wycombe WA 6057

Jasmine Thomas

J. Thomas

3 Teutonia Court High Wycombe WA 6057

17 Combellack Way High Wycombe WA 6057

Trevor Andrews

Trevor Andrews

17 Combellack Way High Wycombe WA 6057

KATE ANDREWS

Kate Andrews

19 Combellack Way High Wycombe WA 6057

EDDY PEWSEY

E. Pewsey

19 Combellack Way High Wycombe WA 6057

GLENN PEWSEY

Glenn Pewsey

123 Maida Vale Rd High Wycombe WA 6057

POTTER PEWSEY

P. Pewsey

" " " " "

Jennifer Robinson

J. Robinson

Ryan Robinson

R. Robinson

125 Maida Vale Rd High Wycombe WA 6057

Hayratu Bility

H. Bility

120 MAIDAVALE RD

ANNUNZIATA

A. Annunziata

HIGH WYCOMBE



MINUTES

KALAMUNDA ARTS ADVISORY COMMITTEE

6:00pm Thursday 11 July 2019

Zig Zag Seminar Room

1.0 OPENING OF MEETING

1.1 Meeting opened at 6:05 pm

2.0 ATTENDANCE AND APOLOGIES

2.1 Attendance

Committee

Andy Farrant	Presiding Committee Member
Stephen Castledine	Committee Member
Claire Eden	Committee Member
Briony Bray	Committee Member
Harry Pannekoek	Committee Member
Cr Kathy Ritchie	Committee Member

City of Kalamunda Staff

Gary Ticehurst	Director Corporate Services
John Verbeek	Economic Development Specialist
Mandy Skeates	Economic and Tourism Coordinator
Jamie Patterson	Manager IT

Apologies

Rhonda Hardy	Chief Executive Officer, City of Kalamunda
Cr John Giardina	Mayor, City of Kalamunda
Gordon Mitchell	Committee Member
Carol Innes	Committee Member
Ronan Lane	Committee Member

3.0 ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Presiding Member acknowledged the traditional owners of the land.

4.0 DISCLOSURE OF INTERESTS

4.1 Disclosure of Financial and Proximity Interests:

a) Members must disclose the nature of their interest in matters to be discussed at the meeting. (Section 5.65 of the Local Government Act 1995)

b) Employees must disclose the nature of their interest in reports or advice when giving the report or advice to the meeting. (Section 5.7 of the Local Government Act 1995)

Nil.

4.2 Disclosure of Interest Affecting Impartiality

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.

Nil.

5.0 PUBLIC ARTS CONTRIBUTION POLICY – REVIEW OF DRAFT POLICY

The meeting discussed various aspects of the draft P-DEV 65 Public Art Contributions Policy. This included threshold limits and what sorts of developments would attract a contribution.

MOTION

The members of KAAC resolve to recommend to Council that the threshold for the Public Art Contributions to be applied under the draft Public Art Contributions Policy be reduced from \$1,000,000 to \$500,000.

Reasons:

- a) The threshold of \$500,000 is supported on the basis that it seems to be commensurate with the nature and types of development undertaken within the City as shown by the research into development applications over the preceding five years.
- b) It reflects the commitment of the City to Arts as articulated in the Arts Strategy

Moved: **Harry Pannekoek**

Seconded: **Clare Eden**

Vote: **Carried unanimously**

ACTION 1: Proposed changes to the draft Public Art Contributions Policy to be forwarded to the City for distribution to KAAC with a requested 48 hour turnaround for feedback.

ACTION 2: Confirm with the City's Planning Team in communicating KAAC's revised contribution thresholds and other suggested points of clarification in the draft Public Art Contributions Policy so that they will be adequately considered by Council when the Policy is submitted for endorsement at the August OCM.

5.0 ADOPTION OF MINUTES FROM THE PREVIOUS MEETING

MOTION

"That the meeting notes of the Kalamunda Arts Advisory Committee held on 23/05/2019, are confirmed as a true and accurate record of the proceedings."

Moved: **Cr Kathy Ritchie**

Stephen Castledine

Vote: Carried unanimously

6.0 MATTERS ARISING FROM PREVIOUS MEETING NOTES.

Item	Who	Date	Status
Action item 1: Members to familiarise themselves with fellow member biographies	All	23/05/19	In progress
Action item 2: Members' biographies to be forwarded to the Mayor with compliments of KAAC	JV via Director	23/05/19	Completed
Action item 3: Check requirements for submission of Art Strategy Report	JV	23/05/19	Completed
Action item 4: Version to be submitted for Council endorsement to be FINAL	JV	23/05/19	Completed
Action item 6: Members to familiarise themselves with final the version of the Art Strategy	All	23/05/19	Completed
Action item 7: Provide an update on next steps for communication strategy	JV	23/05/19	Completed
Action Item 8: Discussion to be had with Planning and Executive to determine if any final negotiation on KAAC position on thresholds can take place.	JP	23/05/19	Completed
Action Item 9: A request was made to obtain financial data on developments over \$1m and over \$500,000, going back five years, to determine the approximate amount that would have been collected if the Public Arts policy had been implemented at that time.	JV & JP	23/05/19	Provided by Planning
Action Item 10: That a Public Art Master Plan sub-committee be tasked with collaborating with the City in the development of the Public Art Master Plan.	CE, GM, JH and CI	23/05/19	Sub-committee identified. Work to commence this financial year.
Action Item 11: Liaise with City officers to determine a timeline for the development of the Public Art Master Plan. To be provided for next KAAC meeting	JV & GT	23/05/19	Completed
Action Item 12: A request was made for the hanging rail for art display to be raised higher up the wall to allow for additional art to be hung for exhibitions. Further that this be included in the City's works program.	City officers	23/05/19	Has been reprioritised to a lesser priority and will be re-evaluated at a later date.
Action Item 13. Collate review sheets and provide a report of combined priorities.	JV	23/05/19	Collation has been completed.

7.0 DISCUSSION OF ARTS STRATEGY AND CITY 2020 BUDGET UPDATE AND NEXT STEPS

Confirmation of the Arts budget adopted by Council on Monday 27th June was provided. It was confirmed that a sum of \$209,000 has been allocated for the 2019/2020 budget. This comprised of \$70,000 for consultants and \$139,000 for employee costs.

8.0 BRIEFING ON THE BAPTIST CHURCH MURAL AND PLAYGROUND PROJECTS

Lesmurdie Baptist Church requested assistance with their mural project. Discussion took place on what KAAC role in this project would look like.

It was decided that KAAC would provide to the Baptist Church the following recommendations:

- a) KAAC are supportive of the mural having a youth focus with the City's youth team to play a part in the management of the project, however this would be subject to a direct approach and approval from the City.
- b) Consider the mural project as part of an overall community/youth precinct involving the new building and the adventure playground over the road.
- c) On that basis, apply for funding to the City's Community Grant Scheme, Lottery West and whatever other funding schemes are available. These applications are usually more successful when the proponent has funds allocated to support the project as well.
- d) To facilitate the development, the application of an exterior cladding on top of the bricks will make the result more efficient and effective rather than painting directly onto the bricks.
- e) KAAC would be willing to review the design prior to application and make recommendations.

ACTION 3: Prepare a draft response advising there of KAAC's recommendation and forward to the Presiding Officer for review and subsequent forwarding to the Lesmurdie Baptist Church.

9.0 KALAMUNDA ACTIVITY CENTRE DRAFT PLAN

Several Committee members provided feedback that the current naming of the Activity Centre Draft Plan was confusing to community members which could impact the level of community feedback. It was advised that the Activity Centre Plans were a statutory planning instrument with the document name prescribed through the Local Planning Scheme Regulations & associated legislation. Individual members are encouraged to provide feedback.

10.0 COMMITTEE TO PRIORITISE THE RECOMMENDATIONS OF THE KPAC AND ZZ ARTS CENTRE CONSULTANTS' REPORTS.

A document was tabled which summarised the priorities as provided by KAAC members. After some discussion in respect to the KPAC and Zig Zag gallery Review - consultants' recommendations, it was decided to undertake a further review of priorities at the next meeting.

ACTION 4: The City is requested to undertake research in respect to a comparison of charges for similar sized theatres to KPAC and a bench marking exercise on fee structures and bring back to the next meeting.

11.0 REVIEW OF KAAC TERMS OF REFERENCE

The KAAC Terms of Reference are being reviewed.

ACTION 5: KAAC feedback on the purpose and objectives is to be provided by 13 August 2019.

12.0 REQUEST FOR TEMPORARY LEAVE OF ABSENCE – Carol Innes

KAAC member, Carol Innes, has communicated with the Presiding Officer and requested a temporary leave of absence due to personal reasons. This was discussed by members and then put to the vote.

MOTION

That Carol Innes be allowed a temporary leave of absence.

Moved: **Harry Pannekoek**

Seconded: **Cr Kathy Ritchie**

Vote: **Carried unanimously**

ACTION 6: AF to advise CI that her request for leave of absence is approved.

13.0 RESIGNATION – Amberley Bradley and Tammy Lai

KAAC member Amberley Bradley has communicated with the Presiding Officer to inform KAAC of her resignation. Tammy Lai also advised of her wish to resign from the Committee.

14.0 PROPOSED TIMETABLE OF EVENTS 2019

ACTION 7: The City is requested to provide an overview of the key dates and timelines regarding Council Reports.

15.0 FACEBOOK PAGE – members agreed that work on the Facebook Page be suspended and that this item is no longer required on the agenda.

16.0 REGISTER OF VOLUNTEER HOURS

The Presiding Member requested KAAC Members to estimate the number of volunteer hours incurred on KAAC matters.

17.0 ANY OTHER BUSINESS

- a) Annette Eassie was a substantial contributor to the public consultation process for the draft Art Strategy and has requested to join the Arts Advisory Committee.

MOTION

That the nomination of Annette Eassie to KAAC be accepted.

Moved: **Harry Pannekoek**

Seconded: **Claire Eden**

Vote: **Carried unanimously**

Clarification was sought regarding any conflict of interest concerns relating to a KAAC Member providing design services to the City's Branding Committee.

ACTION 8: City to provide advice in regards to any conflict of interest in regard to being both a contractor to the City and being on the Brand Committee and KAAC.

18.0 DATE OF NEXT MEETING – TBA**19.0 CLOSURE**

Presiding Committee Member closed the meeting at 8:26 pm

I confirm these Minutes to be a true and accurate record of the proceedings of this meeting.

Signed: Presiding Member

Dated this Day of2019

ACTION ITEMS			
Item	Who	Date	Status
ACTION 1: to mark-up suggested changes to the draft Public Art Contributions Policy forward to JV for distribution to KAAC members with a requested 48 hour turnaround for feedback.	HP All	18/07/2019	Pending
ACTION 2: Liaise with the City's Planning Team in communicating KAAC's revised contribution thresholds and other suggested points of clarification in the draft Public Art Contributions Policy so that they will be adequately considered by Council when the Policy is submitted for endorsement at the August OCM.	JV	18/07/2019	Pending
ACTION 3: Draft response and forward to the Presiding Officer for review and subsequent forwarding to the Lesmurdie Baptist Church.	JV AF	18/07/2019	Pending
ACTION 4: Undertake research in respect to a comparison of charges for similar sized theatres to KPAC and a bench marking exercise on fee structures and bring back to the next meeting.	JV	18/07/2019	Pending
ACTION 5: Working party consisting of CE, AF and SC to review document and provide feedback to the City ahead of the August OCM.	AF	18/07/2019	
ACTION 6: to advise CI that her request for leave of absence is approved.	AF	18/07/2019	Pending
ACTION 7: advise on calendar of events for next meeting.	GT	18/07/2019	Pending
ACTION 8: get internal advice as to SC's position in regard to being both a contractor to the City and being on the Brand Committee and KAAC.	GT		

DOCUMENT REVIEW – COMMENT SHEET

Comment Sheet Information *(to be filled in by the Reviewer)*

Comment Sheet Date : 25 July 2019

Document Information *(to be filled in by the Author)*

Document Title : P-DEV 65 - Public Art Contributions Local Planning Policy

Document Reference :

Document Version : Kalamunda Arts Advisory Committee Additions / Edits

Document Date :

Date By Which Document is to be Reviewed :

Document Reviewed by *(to be filled in by the Reviewer)*

Advisory Committee: Kalamunda Arts Advisory Committee

Name : John Verbeek Secretary on behalf of KAAC

E-mail : John.verbeek@kalamunda.wa.gov.au

Document Review – Assessment *(filled in by reviewer of the review)*

Team: Strategic Planning

Name: Stephanie Brokenshire / Peter Varelis

E-mail peter.varelis@kalamunda.wa.gov.au

Review Comments (if necessary add extra lines in the table):

Nº	Reference (e.g. Page, Ref, Appx)	Reviewer's Comments, Questions, Proposals	Comment from KAAC	Proposal for the correction or justification for the rejection (by City)
1.	Page 2, Section 3. Application of the Policy	This policy applies to all applications for development approval where the estimated cost of development exceeds one million dollars/\$500,000 , with the exception of a single house, grouped dwelling, ancillary dwelling or any <u>ancillary structures</u> .	Request from KAAC is to decrease to \$500,000 Reason: a) The threshold of \$500,000 is supported on the basis that it seems to be commensurate with the nature and types of development undertaken within the City as shown by the research into development applications over the preceding five years. b) It reflects the commitment of the City to Arts as articulated in the Arts Strategy	Not supported. Officer recommendation is to leave the minimum threshold for application of the policy at \$1,000,000. A review of other Local Government Public Art Policies demonstrates that \$1,000,000 is a standard baseline with no other policies reporting less than that threshold. The State Government's Percent for Art Policy threshold is \$2m with projects below that at the discretion of the agency. Reducing the threshold places a considerable financial imposition on small developments potentially including any upgrades/refurbishments of existing commercial developments. Eg; Kalamunda Hotel.
2.	Page 2, Section 5.1 a)any development valued over million dollars/\$500,000 dollars. The value of the contribution is one percent (1%) of the total estimated cost of development including the budgeted costs for contingencies.	Request from KAAC is to decrease to \$500,000 Reason: a) The threshold of \$500,000 is supported on the basis that it seems to be commensurate with the nature and types of development undertaken within the City as shown by the research into development applications over the preceding five years. b) It reflects the commitment of the City to Arts as articulated in the Arts Strategy	Officer recommendation is to leave the minimum threshold for application of the policy at \$1,000,000. A review of other Local Government Public Art Policies demonstrates that \$1,000,000 is a standard baseline with no other policies reporting less than that threshold. The State Government's Percent for Art Policy threshold is \$2m with projects below that at the discretion of the agency. Reducing the threshold places a considerable financial imposition on small developments potentially including any upgrades/refurbishments of existing commercial developments. Eg; Kalamunda Hotel. The "estimated cost" should be that cost as shown on the Development Application form as per standard practice. These are defensible positions should a matter be referred to SAT on appeal.
3.	Page 3, Section 5.1 c)	e) An applicant/owner must choose to make a public art contribution by either: Coordinating the public art project with a professional artist taking cognisance of the City's Public Art Master Plan, or; Paying a cash-in-lieu contribution to the City for public art. The public art contribution is to be stipulated as a condition of development approval. ...	KAAC requested deletion as per the strikethrough text adjacent left column. Reason: This was duplicated but is now handled in 5.2 Provision of Public Artwork which is a more meaningful title.	See Point 5 of comments table.
4.		5.1 b) For development work undertaken by the City of Kalamunda, the City will contribute 2% of the total estimated costs	Section inserted.	Inclusion of 2% not supported. The City has no objection to contributing 1% from capital

N°	Reference (e.g. Page, Ref, Appx)	Reviewer's Comments, Questions, Proposals	Comment from KAAC	Proposal for the correction or justification for the rejection (by City)
		<u>including the budgeted costs for contingencies.</u>		work improvement programs as stated in Part 5.1b). Public works being included is already considered an exception, and to charge a higher percentage than private development contributions is considered inequitable.
5.	Page 3, Section 5.2	<p>a) The applicant can meet their public art contribution needs by addressing one of the following:</p> <p>i) By integrating public art on-site as a development component;</p> <p>ii) By providing public art onsite or in a publicly accessible area within the vicinity of the site subject to the provisions of the City's Public Art Master Plan and the approval of the City and/or;</p> <p>iii) By payment of cash in lieu to the City's Public Art Fund for the provision of public art in accordance to the City's Public Art Master Plan.</p> <p>iv) Attribution plaques alongside public artworks will recognise the developers' contribution...</p>	<p>KAAC requested deletion as per the strikethrough text adjacent left column</p> <p>Reason: Was duplicated-in (b), now under 5.5 Implementation by Owner/Applicant</p>	See point 8 of comments table.
6.	Page 3, Section 5. 2 The Artwork	<p>5.2 Provision of Public Art</p> <p>Under this policy public art may be provided by the owner/applicant, or by the City on behalf of the owner/applicant, via a cash-in-lieu contribution.</p> <p>An applicant/owner will fulfil their public art contribution needs by addressing one of the following:</p> <p>(i) By providing public art onsite or in a publicly accessible area within the vicinity of the site subject to approval of the City and in reference to any Public Art Masterplan where the contribution amount is in excess of \$30,000 or;</p> <p>(ii) Where contribution amounts are less than \$30,000, by payment of cash in lieu to the City's Public Art Fund for the provision of public art in accordance and reference to any Public Art Masterplan</p> <p>The provision, installation and maintenance of public art will form a condition of planning approval. Where possible, it is recommended that the public art proposed for a development site is considered up-front as part of the development application, to ensure the proposed public art forms an intrinsic component of the development.</p> <p>Cash-in-lieu payments will only be refunded to the owner/applicant if the development does not proceed or does not reach the stage of substantial commencement. If the development is substantially commenced the cash-in-lieu will not be refunded.</p> <p>Cash-in-lieu funds paid in relation to more than one development may be accrued for more comprehensive or detailed Public Art projects as determined by the City in accordance with the City of Kalamunda Public Art Master Plan.</p> <p>Any public art commissioned by the City under this policy will be owned and maintained by the City.</p>	<p>KAAC recommend that the whole of Section 5.2 is reworded as per the text in adjacent left column</p>	<p>Reformatting changes are not supported. Please clarify any additional points you wish to be added, or any sections recommended to be removed.</p> <p>Point i) is addressed in the existing section 5.2 ii) of the policy.</p> <p>Point ii) is a new provision which means developers will not have the option of installing their own public art if their contribution is less than \$30,000. Generally a one million dollar development will contribute \$10,000 so this new provision would capture the majority of contributions. No objections, included in Part 5.3.</p> <p>The sentence relating to the planning condition is already addressed in part 5.1 d).</p> <p>No objection to including the sections which state: <i>"Where possible, it is recommended that the public art proposed for a development site is considered up-front as part of the development application, to ensure the proposed public art forms an intrinsic component of the development"</i> – added as part 5.5 f) which states "The required public art must, where possible, be integrated up-front as an intrinsic component of the development". Also already addressed in part 5.2i)</p> <p><i>"Cash-in-lieu payments will only be refunded to the owner/applicant if the development does not proceed or does not reach the stage of</i></p>

N°	Reference (e.g. Page, Ref, Appx)	Reviewer's Comments, Questions, Proposals	Comment from KAAC	Proposal for the correction or justification for the rejection (by City)
				<p><i>substantial commencement. If the development is substantially commenced the cash-in-lieu will not be refunded</i></p> <p><i>Cash-in-lieu funds paid in relation to more than one development may be accrued for more comprehensive or detailed Public Art projects as determined by the City in accordance with the City of Kalamunda Public Art Master Plan."</i> – added under a new heading 5.3 Cash-in-lieu.</p>
7.	Page 4, Section 5.3	<p>5.3 Owner/Applicant Provision of Public Art</p> <p>All owner/applicant applications incorporating the provision of public art are to include the following:</p> <ol style="list-style-type: none"> 1. Details of the artist's qualifications, experience and suitability for the project; 2. Detailed plans of the artwork(s) – to scale which include dimensions, materials, colours and installation details of the artwork and its relationship to the site; 3. A description of the artwork, including the motivation and meaning of the piece; 4. Where possible, any opportunities for participation in the artworks program by local community and school groups; 5. Details of cost calculations for the public art, including construction cost and the public art contribution costs. Contribution costs are limited to artist's fees, labour, materials, installation and naming plate. Building fabric that the art is attached to (such as fences and walls) or other construction costs are not to be included in the contribution cost; 6. Details of requirements and written consent from the artist for any ongoing care or maintenance of the artwork by the landowner(s); and 7. Written acknowledgement of the implications of the <i>Copyright Amendment (Moral Rights) Act 2000</i>, including how the artist will be acknowledged, consent for any required maintenance or relocation, and consent for the City of Kalamunda to publish images of the artwork. 	<p>KAAC requested new title for this paragraph and the addition of Dot Point 4 regarding local community and school groups be added in after points 1-3.</p> <p>Renumber remaining dot points.</p>	<p>Already addressed in Part 5.4 of the policy. See Part 5.7 d) in policy version 1.0. Reformatting and heading change not supported as it removes the requirement for a Public Art Report which is essential for the assessment of any proposed installation.</p>
8.	Page 5, Section 5.4	<p>5.4 Artwork on Public Land</p> <p>Artwork is typically provided onsite however, the City of Kalamunda may consider artwork on public land, such as an adjacent street verge area, at the request of the owner/applicant.</p>	<p>KAAC requested new section 5.4 as per adjacent column</p>	<p>Already addressed in section,5.2 ii). See also part 5.8 regarding maintenance and ownership.</p>
9.	Page 3, 5.2 b	<p>5.5 Implementation by Owner/Applicant</p> <p>The required public artwork must:</p> <ol style="list-style-type: none"> i) Be produced by a professional artist(s); ii) Be in a location where it is visible from the public realm for the life of the artwork. iii) Provide a plaque or similar item installed on or nearby the public art which details the name of the installation, the artist and date the art was installed and who funded the artwork through the City of Kalamunda Public Art Policy; iv) Be installed and completed prior to the first occupation of the new development and maintained afterwards by the owner(s); v) Be low maintenance, robust, durable and resistant to vandalism in nature, and; vi) Vii) Be submitted with a brief Public Art Report a copy of the maintenance schedule to the landowner(s) and City of Kalamunda, at the completion of the commission. The landowner is to undertake the care, maintenance and ongoing management of the artwork in accordance with the artist's maintenance requirements. vii) viii) Prior to the occupation of the development a final invoice(s) of the works 	<p>KAAC recommend:</p> <ul style="list-style-type: none"> # New heading # New dot point number ii # Renumber from number ii # Revise v) as per annotations in blue adjacent left column and renumber to vi) # new point vi) as per annotations in blue adjacent left column and renumber to vii) 	<p>ii) Support inclusion. Added to Part 5.5 b).</p> <p>vi) Not supported as it removes the need a Public Art Report to be submitted which is essential for officer and KAAC assessment of an art proposal.</p> <p>vii) Not supported as it is considered too onerous for developers and general administration. The public art contribution costs are based off the estimated construction costs at the time of development approval (similar to development application fees), the building application stage or on a Form 1 – MRS application for Development Approval. It would also conflict with timelines for delivery of public art installed by the developer, as the artwork should be completed prior to occupation of the development. Also, final costs are often not known until after occupation, as some works are still being</p>

N°	Reference (e.g. Page, Ref, Appx)	Reviewer's Comments, Questions, Proposals	Comment from KAAC	Proposal for the correction or justification for the rejection (by City)
		associated with the commissioned artwork are to be provided to the City to demonstrate the costs of the artwork is not less than 1% of the construction value of the development.		undertaken.
10.	Page 4, Section 5.3 Types of Public Art	<p>5.6 Types of Public Art</p> <p>a) Public art, subject to approval at the discretion of the City, may include the following types:</p> <ul style="list-style-type: none"> i) stand-alone sculptural works of art; ii) artistic objects displayed or showcased in a public space (such as a sculpture, or moving image projection; iii) building features and enhancements which are unique and produced by a professional artist specifically for the purpose of the development; iv) murals, tiles, mosaics or bas-relief covering walls, floors and walkways; v) 3D works which can be freestanding or wall-supported; vi) Community art projects coordinated by a professional artist, resulting in tangible art works vii) artworks that identify or interpret a significant site, person, community, history or event (such as an interpretive marker, heritage trail, or monument); viii) an artist's conceptual contribution to the planning and design of the public domain (such as a playground design or the fabric of a building); ix) the involvement of artists working on integrated elements within urban infrastructure; x) artworks that may be integrated within landscaping projects or may be the landscaping or earthworks themselves; and 	<p>KAAC recommend renumbering to Section 5.6</p> <p>KAAC request removal of iii) as this is regarded as architecture</p> <p>KAAC request removal of blue strike out text at the end of viii) as this is regarded as architecture</p>	<p>Formatting to remain consistent with the whole policy document.</p> <p>Support removal of iii)</p> <p>Support removal of viii)</p>
11.	Page 5, 5.4 Public Art Report	<p>Public Art Report ...now under 5.3 Owner/Applicant Provision of Public Art</p> <p>Public art applications in the City must be accompanied with a brief report including:</p> <ul style="list-style-type: none"> a) Details of the artist's qualifications, experience and suitability; b) Detailed plans of the artwork(s); c) A description of the artwork, including the motivation behind it and its meaning; d) Any opportunities for participation in the artworks program by local community and school groups; 	<p>KAAC recommend deletion of whole section</p> <p>Reason: Now included under 5.3 Owner/Applicant Provision of Public Art</p>	<p>See point 6. Formatting is to remain consistent with policy document.</p>

N°	Reference (e.g. Page, Ref, Appx)	Reviewer's Comments, Questions, Proposals	Comment from KAAC	Proposal for the correction or justification for the rejection (by City)
		<p>e) Details of cost calculations for public art;</p> <p>f) Details of requirements and written consent from the artist for any ongoing care or maintenance provisions by the landowner(s), and;</p> <p>g) Written acknowledgement of the implications of the Copyright Amendment (Moral Rights) Act 2000, how the artist will be acknowledged, consent for any required maintenance or relocation and consent for the City of Kalamunda to publish images of the artwork.</p>		
12.	Page 6	<p>6.7 Public Art Strategy and Masterplan</p> <p>The strategy and Master plan will guide both the City and developers in the achievement of public art in developments, the expending of cash-in-lieu attained by the City from the public art policy document as well as the city in procuring art installations.</p> <p>The public art master plan is to provide a coordinated approach to the expenditure of any money that is collected through the local planning policy. It will guide the development of the kind of public art that we expect in certain locations throughout the city. The Masterplan will identify landmark locations for public artwork, underpinned by the City's RAP and acknowledgement of significant sites.</p>	<p>KAAC recommend whole new section</p> <p>6.7 Public Art Strategy and Masterplan</p>	<p>Support insertion. Added as Part 5.4.</p> <p>Recommend inclusion be phrased as follows:</p> <p><i>"The Strategy and Master plan will guide both the City and developers in the achievement of public art in developments, the expending of cash-in-lieu from public art contributions, as well as City procurement of art installations.</i></p> <p><i>The Public Art Master Plan is to provide a coordinated approach to the expenditure of monetary contributions and will guide the kind of public art that is expected in key locations throughout the City. The Masterplan will also identify landmark locations for public artwork, underpinned by the City's Reconciliation Action Plan and acknowledgement of significant sites where appropriate."</i></p>
13.	Page 6	<p>7.0 Copyright of Artwork</p> <p>Once an artwork has been completed and accepted by the City of Kalamunda, copyright will be held mutually by the City of Kalamunda and the artist. In practical terms, this means that the City of Kalamunda has the right to reproduce extracts from the design documentation and photographic images of the artwork for non-commercial purposes such as annual reports, information brochures about the City and information brochures about the artwork. The artist will have the right to reproduce extracts from the design documentation or photographic images of the artwork in books or other publications associated with the artist or artwork.</p>	<p>KAAC recommend whole new section</p> <p>7.0 Copyright of Artwork</p>	<p>Inclusion supported. Added as part 5.8.</p> <p>Recommend changing heading to "Copyright and Maintenance of Artwork" and including a description as follows:</p> <p>"Copyright for completed artworks on public land are held mutually by the City of Kalamunda and the artist. Where located on privately owned land copyright is held mutually by the land owner, artist and City of Kalamunda. In practical terms, this means that the City or land owner has the right to reproduce extracts from the design documentation and photographic images of the artwork for marketing purposes such as annual reports, information brochures about the development or information brochures about the artwork.</p> <p>The artist will have the right to reproduce extracts from the design documentation or photographic images of the artwork in books or other publications associated with the artist or artwork.</p> <p>Where located on public land the ongoing</p>

N°	Reference (e.g. Page, Ref, Appx)	Reviewer's Comments, Questions, Proposals	Comment from KAAC	Proposal for the correction or justification for the rejection (by City)
				maintenance of the artwork is the responsibility of the City of Kalamunda. Where located on privately owned land the land owner is responsible for maintenance."

Membership and Terms of Reference for Advisory and Management Committees

2019/2021 (August 2019)



**city of
kalamunda**

INDEX

ADVISORY COMMITTEES.....	3
Bush Fire Advisory Committee	3
Community Safety and Crime Prevention Advisory Committee.....	9
Disability and Carers Advisory Committee	14
Kalamunda Aged Care Advisory Committee.....	19
Kalamunda Arts Advisory Committee	24
Kalamunda Environmental Advisory Committee.....	29
Kalamunda Tourism Advisory Committee	34
Strategic Sport and Recreation Committee	39
MANAGEMENT COMMITTEES.....	43
Lesmurdie School Community Library Management Committee	43
Ray Owen Sports Centre Management Committee.....	46
EXTERNAL COMMITTEES	51
Audit & Risk Sub-Committee.....	51
Chief Executive Officer Performance Review.....	51
Eastern Metropolitan Regional Council	51
Kalamunda History Village	52
Parks of the Darling Range Community Advisory Committee.....	52
Perth Airport Management Committee	52
Western Australian Local Government Association (WALGA) East Zone.....	53
SPECIAL PURPOSE ADVISORY COMMITTEES.....	54
Design Advisory Committees	54

ADVISORY COMMITTEES

Bush Fire Advisory Committee **TERM - NOVEMBER 2019 TO OCTOBER 2021**

Committee Representatives

Name	Representing	Email Address	Telephone
	Councillor Delegate		
	Chief Bush Fire Control Officer (CBFCO) - CESM		
	Deputy Chief Bush Fire Control Officer Kalamunda Volunteer Bush Fire Brigade (KVBFB)		
	DCBFCO KVBFB		
	Captain KVBFB		
	Kalamunda Volunteer Fire & Rescue Service (KVFRS)		
	KALAMUNDA Volunteers Fire and Rescue Service		
	Kalamunda SES		
	DFES (Non-Voting -Ex Officio)		
	DBCA (Non-Voting -Ex Officio)		

Deputy Representatives

Name	Representing	Email Address	Telephone
	Deputy Councillor Delegate		

City of Kalamunda Support/Secretarial Officers

Name	Position	Email Address	Telephone
	Director of Development Services		
	Technical Officers as required		
	Committee Secretary		

BUSH FIRE ADVISORY COMMITTEE

Terms of Reference

August 2019

1. Name

The name of the Committee shall be the ***Bush Fire Advisory Committee (BFAC)***.

2. Purpose

To advise and make recommendations to Council on matters related to effective bush fire risk and emergency management.

3. Objectives

To consider and advise Council with regard to:

- a) All matters relating to the *Bush Fires Act 1954*.
- b) The financial affairs of the Bush Fire Brigade not covered by the Local Government Grants Scheme.
- c) The general management of the affairs of the Bush Fire Brigade.
- d) Provide advice and submissions on needs.
- e) Oversee the implementation of the policies, to assist in the development and maintenance of an appropriate emergency management and bush fire capability.
- f) Preventing, controlling and extinguishing of bush fires.
- g) The planning of the layout of fire-breaks in the district.
- h) Prosecutions for breaches of the *Bush Fire Act 1954*.
- i) The formation of bush fire brigades and the grouping thereof under group brigade officers.
- j) The ensuring of co-operation and co-ordination of bush fire brigades in their efforts and activities.
- k) Any other matter relating to bush fire control whether of the same kind, as, or a different kind from, those specified.
- l) Carrying out other functions assigned to the committee by Council.

4. Legislative Framework

Council established the Bush Fire Advisory Committee under s5.8 of the Local Government Act 1995 and is a committee for such purpose as defined under s67 of the Bushfire Act 1954.

5. Councils Strategic Alignment

Kalamunda Advancing Strategic Community Plan to 2027

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

OBJECTIVE 4.2 – To proactively engage and partner for the benefit of the community.

6. Membership

6.1 No. of Members

A total membership of up to nine full members comprising: -

- i. One Councillor
- ii. Chief Bush Fire Control Officer
- iii. Deputy Chief Bush Fire Control Officer(s) as appointed from time to time by the Council
- iv. Two members nominated by the Kalamunda Volunteer Bush Fire Brigade
- v. Two members nominated by the Kalamunda Volunteer Fire & Rescue Service

6.2 Ex-Officio Members

Ex-Officio Members may be called from the following agencies:

- i. Member nominated by the Department of Fire and Emergency Services
- ii. Member nominated by the Department of Biodiversity, Conservation and Attractions
- iii. Member nominated by the State Emergency Service
- iv. Another member nominated by the Committee

6.3 Deputy Members

All members shall have an appointed Deputy who is to attend meetings in the absence of a member.

6.4 City Appointed Representatives

The Committee will also include three City appointed representatives to provide support and are without voting rights:

- i. Director Development Services
- ii. Manager Parks and Environmental Service
- iii. Manager Community Safety Services
- iv. Other officers as required from time to time

6.5 Term of Appointment

Appointment is for up to two years and members are eligible for re-appointment following the Council Ordinary Election.

6.6 Resignation or Termination of Membership

- i. Membership will be reviewed should a member miss three consecutive meetings without approved leave of absence and the Committee may choose to recommend to Council that the member is removed.
- ii. A committee member may resign from membership of the committee by giving the Chief Executive Officer or the committee's presiding member written notice of the resignation.

6.7 Observers

Observers are welcome to attend meetings. However, they are not able to become involved in the discussion of the meeting unless the Committee has made a resolution inviting observers to participate.

6.8 Perth South District Operations Advisory Committee

- a) The City of Kalamunda shall be a member of the Perth South District Operations Advisory Committee pursuant to the powers conferred under Section 68 of the *Bush Fires Act 1954*.
- b) Membership of the Committee shall consist of two delegates from the local authority, one of which will be its Chief Bush Fire Control Officer and the other a Deputy Bush Fire Control Officer. Each member of the Committee shall have a deputy member.
- c) Meetings are to be held as prescribed by the Chairman of the Perth South Region District Operations Advisory Committee and not less than once a year.

7 Election of Presiding Member and Deputy Presiding Member

The election of the Presiding Member and Deputy Presiding Member will be conducted in accordance with the provisions of the *Local Government Act 1995*.

8 Meetings

a) Conduct of Meetings

All meetings will be conducted in accordance with the provisions of the Local Government Act 1995 and the City's Standing Orders Local Law and the City of Kalamunda Code of Conduct.

b) Inductions

All Members will be required to attend an induction which will be held prior to the first meeting of a committee following a Council election.

c) Scheduling of Ordinary Meetings

The Committee will hold its ordinary meetings in the months of March, July (incorporating the Annual General Meeting) and September each year.

d) Special or Extra Meetings and Working Groups

The Committee may convene special meetings or working groups, under the following circumstances: -

- i. The presiding member of the Committee
- ii. By written notice to all Committee members, at least four members of the Committee must sign the notice and give a minimum of at least seven (7) days notice and state the purpose of the meeting.
- iii. By the Council.

e) Time and Venue

The time and venue of meetings will be determined by the Presiding Member or the Council having due regard to the general convenience of the Committee members.

f) Quorum

A quorum shall consist of at least one half of the appointed members.

g) Disclosure of Interests

All Committee Members are required to disclose any financial, proximity or impartiality interests they may have in any matter to be discussed at the meeting.

h) Voting

Each appointed member present shall have one (1) vote. In the event of a tied vote, the Presiding Member is to cast a second vote.

City of Kalamunda Officers supporting the Committee do not have voting rights.

i) Agendas and Minutes

- i. Agendas and Minutes will be administered by the Chief Executive Officer or their delegate.
- ii. The Secretary will distribute an Agenda and notice of meeting electronically at least 7 days prior to each meeting.
- iii. It is important, the Secretary send the Agenda Items along with any supporting papers no later than 7 days prior to the meeting. This allows time for members to consider the item and make an informed decision.
- iv. If there are no Agenda Items the Secretary in consultation with the Presiding Member, will cancel the scheduled meeting and provide notifying all members.
- v. The Committee may accept late agenda or business items for consideration.

-
- vi. The Secretary shall keep minutes of all business transacted at all meetings and a copy shall be forwarded to members within 7 days of each meeting.
 - vii. Bush Fire Advisory Committee will report all recommendations to Council for consideration.
 - viii. The City of Kalamunda will publish (making them available to the public) the unconfirmed Bush Fire Advisory Committee minutes at the next Ordinary Council meeting.

Reports to the Bush Fire Advisory Committee:

- i. The Chief Bush Fire Control Officer and the Deputy Chief Bush Fire Control Officers will submit a report.
- ii. The Brigade representatives will submit a report on other Brigade activities including operational matters, training and appliance and equipment status.
- iii. Kalamunda Volunteer Fire & Rescue
- iv. The Council delegate and Ex Officio members will report on matters relevant to the Committee.

9 City of Kalamunda Administrative Support

A City of Kalamunda staff member or the Secretary of the Volunteer Bush Fire Brigade will act as a secretary for the Committee.

Community Safety and Crime Prevention Advisory Committee

TERM NOVEMBER 2019 TO OCTOBER 2021

Committee Representatives

Name	Representing	Email Address	Telephone
	Council		
	Council		
	Council		
	Council		
	WAPS		
	Community Member		
	Community Member		
	Community Member		
	Community Member		

Deputy Members

Name	Representing	Email Address	Telephone
	Council		
	Council		
	Council		
	Council		

City of Kalamunda Support/Secretarial Officers

Name	Position	Email Address	Telephone
Peter Varelis	Director of Development Services		
	Technical Officers as required		
	Committee Secretary		

COMMUNITY SAFETY AND CRIME PREVENTION ADVISORY COMMITTEE

Terms of Reference

TERM NOVEMBER 2019 TO OCTOBER 2021

1. Name

The name of the Committee shall be the ***Community Safety and Crime Prevention Advisory Committee (CSCPAC)***.

2. Purpose

To provide advice to Council on strategic and/or policy development to guide initiatives to enhance community safety and reduce antisocial behaviour within the City.

3. Objectives

To:

- a) Consider issues relevant to the implementation of the Community Safety and Crime Prevention (CSCP) Plan.
- b) provide advice and recommendations to Council, based on local community safety and crime prevention needs.
- c) Liaise and consult with relevant agencies, individuals and community groups that will assist in the implementation of the CSCP Plan.
- d) Monitor and review the strategies and actions adopted as part of the CSCP Plan.

4. Councils Strategic Alignment

Kalamunda Advancing Strategic Community Plan to 2027

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

5. Membership

5.1 Qualification to be a Member

Appropriate skills, knowledge and interest in community safety and crime prevention.

5.2 No. of Members

A total membership of up to 9 full members comprising: -

- i. One member of WA Police Service (Forrestfield).
- ii. Four community representatives, one from each ward where possible.
- iii. Four Councillors, one from each ward where possible.

Council may appoint proxy Councillors to the Committee.

5.3 Deputy Members

All Council delegates are required to have a deputy appointed and all other members may have an appointed Deputy who is to attend meetings in the absence of a member.

5.4 Term of Appointment

Appointment is for up to two years and reviewed and members are eligible for reappointment, following each council ordinary election.

Members may be eligible for reappointment at the end of their tenure

5.5 Resignation or Termination of Membership

- i. Membership will be reviewed should a member miss three consecutive meetings without approved leave of absence and the Committee may choose to recommend to Council that the member is removed.
- ii. A committee member may resign from membership of the committee by giving the Chief Executive Officer or the committee's presiding member written notice of the resignation.

6. Election of Presiding Member and Deputy Presiding Member

The election of the Presiding Member and Deputy Presiding Member will be conducted in accordance with the provisions of the *Local Government Act 1995*.

7. Meetings

a) Conduct of Meetings

All meetings will be conducted in accordance with the provisions of the *Local Government Act 1995* and the City's Standing Orders Local Law and the City of Kalamunda Code of Conduct.

b) Inductions

All Members will be required to attend an induction which will be held prior to the first meeting of a committee following a Council election.

c) Scheduling of Ordinary Meetings

The Committee shall meet at least quarterly and can increase the frequency of meetings if required and in consultation with the city to ensure resources are available. Meetings should be held on a regular date and time to be determined by the committee.

d) Special or Extra Meetings and Working Groups

A Special or extra meeting can be called by: -

- i. A majority decision of the Committee
- ii. The presiding member of the Committee
- iii. By at least 1/3rd of the members of the committee

A Committee may also choose to form working groups from its membership or to second others with specific skills for undertaking specific tasks required by the Committee.

e) Quorum

A quorum shall consist of at least one half of the appointed members.

f) Disclosure of Interests

All Committee Members are required to disclose any financial, proximity or impartiality interests they may have in any matter to be discussed at the meeting.

g) Voting

Each appointed member present shall have one (1) vote. In the event of a tied vote, the Presiding Member is to cast a second vote.

City of Kalamunda Officers supporting the Committee do not have voting rights.

h) Agendas and Minutes

- i. Agendas and Minutes will be administered by the Chief Executive Officer or their delegate.
- ii. A City of Kalamunda Officer will be appointed by the Chief Executive Officer as the Secretary to the Committee.
- iii. A call for agenda items and notices of meetings will be distributed electronically by the Secretary 10 working days prior to each meeting. Members are to submit any agenda items within 2 working days.
- iv. A draft Agenda will be sent electronically to the Presiding Member 8 working days prior to committee meeting for sign off.
- v. The City and the Presiding Member may choose to meet to discuss agenda items prior to finalising an agenda.
- vi. Agenda items along with any supporting papers are to be sent to the committee members no later than 5 days prior to meeting. This allows time for members to consider the item and make an informed decision.
- vii. Late or urgent agenda/business items may be accepted for consideration by the Committee by the Presiding Member.
- viii. If there are no agenda items the City's administration in consultation with the Presiding Member, will advise all members the scheduled meeting is cancelled.

-
- ix. The City's administration shall prepare draft minutes for all meetings within 5 business days. A copy of the minutes shall be forwarded to Presiding Member for sign off within 10 working days of each meeting.
 - x. All recommendations made by the Committee will be reported to Council for consideration.
 - xi. All minutes will be tabled at the next Ordinary Council Meeting.

8. City of Kalamunda Administrative Support

The City will provide resources by way of technical officer support and secretarial support to ensure the effective functioning of the Committee. All resources are selected and designated by the Chief Executive Officer to ensure there is no impact upon operations of the City.

Disability and Carers Advisory Committee

TERM NOVEMBER 2019 TO OCTOBER 2021

Committee Members

Name	Representing	Email Address	Telephone
	Councillor Delegate		

Deputy Representatives

A Deputy Representative only attends meetings if the Delegate is unable to do so; should they both be in attendance only the Delegate is able to vote.

Name	Representing	Address	Telephone
	Deputy Councillor Delegate		

City of Kalamunda Support/Secretarial Officers

Name	Position	Email Address	Telephone
Darren Jones	Manager Community Development		
	Technical Officers as required		
	Committee Secretary		

DISABILITY AND CARERS ADVISORY COMMITTEE

Terms of Reference

AUGUST 2019

1. Name

The name of the Committee shall be the ***Disability and Carers Advisory Committee***.

2. Purpose

To advise and make recommendations to Council, on a range of strategic issues which affect the quality of life of people with disability, their families and carers living in and visiting the City of Kalamunda.

3. Objectives

To support the goals of being a community that cares for its frail, aged and people living with disability through:

- a) Considering provision of services, facilities and programs for people living with disability, their families and carers and visitors to the City of Kalamunda.
- b) Considering issues pertaining to the implementation of the Disability Access and Inclusion Plan (DAIP).
- c) Seeking to identify any opportunities to improve inclusion and reduce social isolation for all community members.
- d) Provide advice and recommendations to Council in respect to disability, disability services and improvement of access.

4. Councils Strategic Alignment

Kalamunda Advancing Strategic Community Plan to 2027

OBJECTIVE 1.1 - To be a community that advocates, facilitates and provides quality lifestyles choices.

5. Membership

5.1 Qualification to be a Member

Appropriate skills knowledge or interest in disability access and inclusion.

5.2 No. of Members

A total membership of eight, appointed by Council and comprising: -

- i. One Councillor.
- ii. Up to five community representatives with a disability or who have experience and interest in access and inclusion of people with disability.

-
- iii. Up to two organisations providing services to people with disability.
 - iv. A senior management staff member will be appointed to attend the meetings for the purpose of providing guidance and advice to the Committee but will not be entitled to vote.

5.3 Deputy Members

All Council delegates are required to have a deputy appointed and all other members are entitled to have a deputy appointed, who is to attend in the absence of the member.

5.4 Term of Appointment

Appointment is for up to two years and members are eligible for re-appointment following the Council Ordinary Election.

5.5 Resignation or Termination of Membership

- i. Membership will be reviewed should a member miss three consecutive meetings without approved leave of absence and the Committee may choose to recommend to Council that the member is removed.
- ii. A committee member may resign from membership of the committee by giving the Chief Executive Officer or the committee's presiding member written notice of the resignation.

6. Election of Presiding Member and Deputy Presiding Member

The election of the Presiding Member and Deputy Presiding Member will be conducted in accordance with the provisions of the *Local Government Act 1995*.

7. Meetings

a) Conduct of Meetings

All meetings will be conducted in accordance with the provisions of the *Local Government Act 1995* and the City's Standing Orders Local Law and the City of Kalamunda Code of Conduct.

b) Inductions

All Members will be required to attend an induction which will be held prior to the first meeting of a committee following a Council election.

c) Scheduling of Ordinary Meetings

The Committee shall meet at least quarterly and can increase the frequency of meetings if required and in consultation with the City to ensure resources are available. Meetings should be held on a regular date and time to be determined by the committee.

d) Special or Extra Meetings and Working Groups

A Special or extra meeting can be called by: -

- i. A majority decision of the Committee
- ii. The presiding member of the Committee
- iii. By at least 1/3rd of the members of the committee

A Committee may also choose to form working groups from its membership or to second others with specific skills for undertaking specific tasks required by the Committee.

e) Quorum

A quorum shall consist of at least one half of the appointed members.

f) Disclosure of Interests

All Committee Members are required to disclose any financial, proximity or impartiality interests they may have in any matter to be discussed at the meeting.

g) Voting

Each appointed member present shall have one (1) vote. In the event of a tied vote, the Presiding Member is to cast a second vote.

City of Kalamunda Officers supporting the Committee do not have voting rights.

h) Agendas and Minutes

- i. Agendas and Minutes will be administered by the Chief Executive Officer or their delegate.
- ii. A City of Kalamunda Officer will be appointed by the Chief Executive Officer as the Secretary to the Committee.
- iii. A call for agenda items and notices of meetings will be distributed electronically by the Secretary 10 working days prior to each meeting. Members are to submit any agenda items within 2 working days.
- iv. A draft Agenda will be sent electronically to the Presiding Member 8 working days prior to committee meeting for sign off.
- v. The City and the Presiding Member may choose to meet to discuss agenda items prior to finalising an agenda.
- vi. Agenda items along with any supporting papers are to be sent to the committee members no later than 5 days prior to meeting. This allows time for members to consider the item and make an informed decision.
- vii. Late or urgent agenda/business items may be accepted for consideration by the Committee by the Presiding Member.
- viii. If there are no agenda items the City's administration in consultation with the Presiding Member, will advise all members the scheduled meeting is cancelled.

-
- ix. The City's administration shall prepare draft minutes for all meetings within 5 business days. A copy of the minutes shall be forwarded to Presiding Member for sign off within 10 working days of each meeting.
 - x. All recommendations made by the Committee will be reported to Council for consideration.
 - xi. All minutes will be tabled at the next Ordinary Council Meeting.

8. City of Kalamunda Administrative Support

The City will provide resources by way of technical officer support and secretarial support to ensure the effective functioning of the Committee. All resources are selected and designated by the Chief Executive Officer to ensure there is no impact upon operations of the City.

Kalamunda Aged Care Advisory Committee

TERM NOVEMBER 2019 TO OCTOBER 2021

Committee Members

Name	Representing	Email Address	Telephone
	Mayor		
	Councillor Delegate		
	Councillor Delegate		
	Community Members who are carers of seniors or people with senior's interests.		
	Community Members who are carers of seniors or people with senior's interests.		
	Community Members who are carers of seniors or people with senior's interests.		
	Community Members who are carers of seniors or people with senior's interests.		
	Aged Care Community Representation organisations.		
	Aged Care Community Representation organisations.		
	Local organisations providing services to seniors (community or residential)		
Hon. Ken Wyatt (Member for Hasluck)	Local Federal Member of Parliament (Non-Voting - ex officio)		
Matthew Hughes (Member for Kalamunda)	Local State Member of Parliament (Non-Voting - ex officio)		

Deputy Members

Name	Representing	Email Address	Telephone
	Deputy Council Representative		

City of Kalamunda Support/Secretarial Officers

Name	Representing	Email Address	Telephone
Rhonda Hardy	City of Kalamunda advisor to Committee	Rhonda.hardy@kalamunda.wa.gov.au	92579902
Donna MacPherson	Secretary to Committee	Donna.mcpherson@kalamunda.wa.gov.au	92579909

KALAMUNDA AGED CARE ADVISORY COMMITTEE

Terms of Reference

August 2019

1. Name

The name of the Committee shall be the ***Kalamunda Aged Care Advisory Committee (KACAC)***.

2. Purpose

To advise and make recommendations to Council on strategic or policy matters that assist in the facilitation of residential aged care provision within the City of Kalamunda.

3. Objectives

To: -

- a) provide advice on City developments involving Residential Aged Care accommodation in the City of Kalamunda.
- b) monitor and advise on trends, issues and developments occurring at the local, state and national levels for the aged care sector.
- c) advocate and develop relationships with the aged care sector and identify opportunities for partnership ventures.
- d) advocate for and support aged care developments within the City of Kalamunda.

4. Councils Strategic Alignment

Kalamunda Advancing Strategic Community Plan to 2027

OBJECTIVE 1.1 - To be a community that advocates, facilitates and provides quality lifestyles choices.

5. Membership

5.1 Qualification to be a Member

Members must have an interest or background or experience in the provision of aged care services and facilities to the community.

5.2 No. of Members

A total membership of 10, appointed by Council and comprising: -

- i. The Mayor.
- ii. Two Councillors.
- iii. Up to two members from Aged Care Community Representation organisations.

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- iv. Four community members who are carers of seniors or people with senior's interests.
 - v. One representative for a local organisation providing services to seniors (community or residential) within the City of Kalamunda.

5.3 Deputy Members

All Council delegates are required to have a deputy appointed and all other members are entitled to have a deputy appointed, who is to attend in the absence of the member.

Non-Voting - Ex-Officio Members

In addition, it is proposed that two Local Members of parliaments, one each from Federal and State government, be invited as non-voting Ex-Officio members to the committee.

5.4 Term of Appointment

Appointment is for up to two years and members are eligible for re-appointment following the Council Ordinary Election.

5.5 Resignation or Termination of Membership

- i. Membership will be reviewed should a member miss three consecutive meetings without approved leave of absence and the Committee may choose to recommend to Council that the member is removed.
- ii. A committee member may resign from membership of the committee by giving the Chief Executive Officer or the committee's presiding member written notice of the resignation.

6. Election of Presiding Member and Deputy Presiding Member

The election of the Presiding Member and Deputy Presiding Member will be conducted in accordance with the provisions of the *Local Government Act 1995*.

7. Meetings

a) Conduct of Meetings

All meetings will be conducted in accordance with the provisions of the *Local Government Act 1995* and the City's Standing Orders Local Law and the City of Kalamunda Code of Conduct.

b) Inductions

All Members will be required to attend an induction which will be held prior to the first meeting of a committee following a Council election.

c) Scheduling of Ordinary Meetings

The Committee shall meet at least quarterly and can increase the frequency of meetings if required and in consultation with the City to ensure resources are available. Meetings should be held on a regular date and time to be determined by the committee.

d) Special or Extra Meetings and Working Groups

A Special or extra meeting can be called by: -

- i. A majority decision of the Committee
- ii. The presiding member of the Committee
- iii. By at least 1/3rd of the members of the Committee

A Committee may also choose to form working groups from its membership or to second others with specific skills for undertaking specific tasks required by the Committee.

e) Quorum

A quorum shall consist of at least one half of the appointed members.

f) Disclosure of Interests

All Committee Members are required to disclose any financial, proximity or impartiality interests they may have in any matter to be discussed at the meeting.

g) Voting

Each appointed member present shall have one (1) vote. In the event of a tied vote, the Presiding Member is to cast a second vote.

City of Kalamunda Officers supporting the Committee do not have voting rights.

h) Agendas and Minutes

- i. Agendas and Minutes will be administered by the Chief Executive Officer or their delegate.
- ii. A City of Kalamunda Officer will be appointed by the Chief Executive Officer as the Secretary to the Committee.
- iii. A call for agenda items and notices of meetings will be distributed electronically by the Secretary 10 working days prior to each meeting. Members are to submit any agenda items within 2 working days.
- iv. A draft Agenda will be sent electronically to the Presiding Member 8 working days prior to committee meeting for sign off.
- v. The City and the Presiding Member may choose to meet to discuss agenda items prior to finalising an agenda.
- vi. Agenda items along with any supporting papers are to be sent to the committee members no later than 5 days prior to meeting. This allows

-
- time for members to consider the item and make an informed decision.
- vii. Late or urgent agenda/business items may be accepted for consideration by the Committee by the Presiding Member.
 - viii. If there are no agenda items the City's administration in consultation with the Presiding Member, will advise all members the scheduled meeting is cancelled.
 - ix. The City's administration shall prepare draft minutes for all meetings within 5 business days. A copy of the minutes shall be forwarded to Presiding Member for sign off within 10 working days of each meeting.
 - x. All recommendations made by the Committee will be reported to Council for consideration.
 - xi. All minutes will be tabled at the next Ordinary Council Meeting.

8. City of Kalamunda Administrative Support

The City will provide resources by way of technical officer support and secretarial support to ensure the effective functioning of the Committee. All resources are selected and designated by the Chief Executive Officer to ensure there is no impact upon operations of the City.

Kalamunda Arts Advisory Committee

TERM NOVEMBER 2019 TO OCTOBER 2021

Committee Members

Name	Representing	Email Address	Telephone
	Councillor Delegate		
	Art Community Representative		
	Art Community Representative		
	Art Community Representative		
	Art Community Representative		
	Art Community Representative		
	Community Arts Groups		
	Community Arts Groups		
	Community Arts Groups		
	Performing Arts Community		
	Performing Arts Community		

Deputy Representatives

A Deputy Representative only attends meetings if the Delegate is unable to do so; should they both be in attendance only the Delegate is able to vote.

Name	Representing	Email Address	Telephone
	Councillor Delegate		

City of Kalamunda Support/Secretarial Officers

Name	Position	Email Address	Telephone
Gary Ticehurst	Director Community Services		
John Verbeek	Technical Officers as required		
Sarah Griffiths	Committee Secretary		

KALAMUNDA ARTS ADVISORY COMMITTEE

Terms of Reference

AUGUST 2019

1. Name

The name of the Committee shall be the ***Kalamunda Arts Advisory Committee***.

2. Purpose

The purpose of the KAAC is to provide information and advice about current and emerging arts related matters to City of Kalamunda Council for the purpose of decision-making and planning.

The City of Kalamunda recognises that the Arts contribute to the overall well-being, liveability and economy of our community. Incorporating arts into planning and urban design provides an opportunity to deliver a cohesive vision and celebrate the City's rich heritage and contemporary Arts practise.

The Committee will provide advice on engagement with the Arts community and will also advise Council on matters regarding policy, strategic planning, integration and implementation of City initiatives.

The Committee will help identify much of the work required that will inform the development of recommendations to Council to enable informed decision-making.

3. Objectives

- a) Reference and maintain the Arts Vision for the City to provide a cohesive creative direction and appropriate themes for all planning and development initiatives that are in line with the City's Arts' Masterplan.
- b) Review City Master Plans and make recommendations that draw on the City's Arts Strategy and best contemporary practise.
- c) Review current initiatives, identify and advise on opportunities in the City's provision of arts activities and events.
- d) Provide advice to Council to guide the development and implementation of the City's Art Strategy Policies.
- e) Provide advice on forums and other opportunities for sharing and receiving information from the arts community.
- f) Provide advice that ensures community expectations and relevant policies are aligned to promote the Arts.
- g) Identify Arts related collaborations and strategies to maximise participation by the community and opportunities to create and engage with diverse Arts activities.

-
- h) Ensure the effectiveness of the Committee's work and achievement of best value for the community is supported by strong ongoing communications between the Committee and the City.

4. Councils Strategic Alignment

Kalamunda Advancing Strategic Community Plan to 2027

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

5. Membership

5.1 Qualification to be a Member

Members must have knowledge, interest or have worked in the arts industry.

5.2 No. of Members

A total membership of up to 11 full members comprising: -

- i. One Elected Member.
- ii. Five members from the reprinting the Arts.
- iii. Three members representing Community Art Groups.
- iv. Two members from Performing Arts.

5.3 Deputy Members

All Council members shall have an appointed Deputy who is to attend meetings in the absence of a member.

All other members may have a deputy delegate appointed if required.

5.4 Term of Appointment

Appointment is for up to two years and members are eligible for re-appointment following the Council Ordinary Election.

5.5 Resignation or Termination of Membership

- i. Membership will be reviewed should a member miss three consecutive meetings without approved leave of absence and the Committee may choose to recommend to Council that the member is removed.
- ii. A committee member may resign from membership of the committee by giving the Chief Executive Officer or the committee's presiding member written notice of the resignation.

6. Election of Presiding Member and Deputy Presiding Member

The election of the Presiding Member and Deputy Presiding Member will be conducted in accordance with the provisions of the *Local Government Act 1995*.

7. Meetings

a) Conduct of Meetings

All meetings will be conducted in accordance with the provisions of the *Local Government Act 1995* and the City's Standing Orders Local Law and the City of Kalamunda Code of Conduct.

b) Inductions

All Members will be required to attend an induction which will be held prior to the first meeting of a committee following a Council election.

c) Scheduling of Ordinary Meetings

The Committee shall meet at least quarterly and can increase the frequency of meetings if required and in consultation with the City to ensure resources are available. Meetings should be held on a regular date and time to be determined by the committee.

d) Special or Extra Meetings and Working Groups

A Special or extra meeting can be called by: -

- i. A majority decision of the Committee
- ii. The presiding member of the Committee
- iii. By at least 1/3rd of the members of the Committee

A Committee may also choose to form working groups from its membership or to second others with specific skills for undertaking specific tasks required by the Committee in consultation with the City to ensure resources can be made available.

e) Quorum

A quorum shall consist of at least one half of the appointed members. If a quorum is not achieved the meeting can progress informally, with minutes prepared in accordance with established processes.

f) Disclosure of Interests

All Committee Members are required to disclose any financial, proximity or impartiality interests they may have in any matter to be discussed at the meeting.

g) Voting

Each appointed member present shall have one (1) vote. In the event of a tied vote, the Presiding Member is to cast a second vote.

City of Kalamunda Officers supporting the Committee do not have voting rights.

h) Agendas and Minutes

- i. Agendas and Minutes will be administered by the Chief Executive Officer or their delegate.
- ii. A City of Kalamunda Officer will be appointed by the Chief Executive Officer as the Secretary to the Committee.
- iii. A call for agenda items and notices of meetings will be distributed electronically by the Secretary 10 working days prior to each meeting. Members are to submit any agenda items within 2 working days.
- iv. A draft Agenda will be sent electronically to the Presiding Member 8 working days prior to committee meeting for sign off.
- v. The City and the Presiding Member may choose to meet to discuss agenda items prior to finalising an agenda.
- vi. Agenda items along with any supporting papers are to be sent to the committee members no later than 5 days prior to meeting. This allows time for members to consider the item and make an informed decision.
- vii. Late or urgent agenda/business items may be accepted for consideration by the Committee by the Presiding Member.
- viii. If there are no agenda items the City's administration in consultation with the Presiding Member, will advise all members the scheduled meeting is cancelled.
- ix. The City's administration shall prepare draft minutes for all meetings within 5 business days. A copy of the minutes shall be forwarded to Presiding Member for sign off within 10 working days of each meeting.
- x. All recommendations made by the Committee will be reported to Council for consideration.
- xi. All minutes will be tabled at the next Ordinary Council Meeting.

8. City of Kalamunda Administrative Support

The City will provide resources by way of technical officer support and secretarial support to ensure the effective functioning of the Committee. All resources are selected and designated by the Chief Executive Officer to ensure there is no impact upon operations of the City.

Kalamunda Environmental Advisory Committee

TERM NOVEMBER 2019 TO OCTOBER 2021

Committee Representatives

Name	Representing	Email Address	Telephone
	Council Delegate		
	Council Delegate		
	Community Representative		
	Community Representative		
	Community Representative		
	Community Representative		
	Community Representative		
	Community Representative		

Deputy Representatives

A Deputy Representative only attends meetings if the Delegate is unable to do so; should they both be in attendance only the Delegate is able to vote.

Name	Representing	Address	Telephone
Cr Cameron Blair	Deputy		

City of Kalamunda Support/Secretarial Officers

Name	Position	Email Address	Telephone
Rod Strang	Manager Parks and Environment Services		
Dallas Lynch	Technical Officers as required		
	Committee Secretary		

KALAMUNDA ENVIRONMENTAL ADVISORY COMMITTEE

Terms of Reference

August 2019

1. Name

The name of the Committee shall be the ***Kalamunda Environmental Advisory Committee (KEAC)***.

2. Purpose

To provide Council with expert advice on all matters that benefit or impact the natural environmental assets of the City.

3. Objectives

To:

- a) make recommendations to Council on matters relating to environmental policy and practice, including but not limited to:
 - i. Biodiversity protection and enhancement
 - ii. Natural area, natural resources, remnant bushland and trees
 - iii. Park and streetscape management
 - iv. Catchment drainage and water course management
 - v. Surface water quality management
 - vi. Resource recovery and waste management
 - vii. Friends groups and community environment activities
 - viii. Significant pest control
 - ix. Integrated pest and weed management
- b) provide feedback on community engagement matters relating to the above items.
- c) assist the City and its work within the community to encourage an increased level of awareness relating to the matters presented and discussed.
- d) highlight the Council's projects whereby the City Officer will have an opportunity to actively engage with representatives of the community.

4. Councils Strategic Alignment

Kalamunda Advancing Strategic Community Plan to 2027

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

OBJECTIVE 2.1 - To protect and enhance the environmental values of the city.

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

OBJECTIVE 2.3. - To reduce the amount of waste produced and increase the amount of reuse and recycling of waste.

OBJECTIVE 3.1. - To plan for sustainable population growth.

OBJECTIVE 3.2. - to connect community to quality amenities.

OBJECTIVE 4.1. - To provide leadership through transparent governance.

OBJECTIVE 4.2. - To proactively engage and partner for the benefit of the community.

5. Membership

5.1 Qualification to be a Member

The committee members shall have the following interest and/or expertise in:

- i. Upgrades, renewal and improvements to infrastructure and natural areas such as reserves, streetscapes, trails, waterways, parks and recreation areas;
- ii. Environmental matters such as water sensitive urban design, biodiversity protection and enhancement, waste and recycling management, active transport, bushfire management and community partnerships.

Community Representatives will not be selected to represent community interest groups, associations or commercial interests.

5.2 No. of Members

The committee shall consist of eight (8) members, including:

- i. Two Elected Members.
- ii. Six Community Representatives, residing in the district.

5.3 Deputy Members

All Council members shall have an appointed Deputy who is to attend meetings in the absence of a member.

All other members may have a deputy delegate appointed if required.

5.4 Term of Appointment

Appointment is for up to two years and members are eligible for re-appointment following the Council Ordinary Election.

5.5 Resignation or Termination of Membership

- i. Membership will be reviewed should a member miss three consecutive meetings without approved leave of absence and the Committee may choose to recommend to Council that the member is removed.

- ii. A committee member may resign from membership of the committee by giving the Chief Executive Officer or the committee's presiding member written notice of the resignation.

6. Election of Presiding Member and Deputy Presiding Member

The election of the Presiding Member and Deputy Presiding Member will be conducted in accordance with the provisions of the *Local Government Act 1995*.

7. Meetings

a) Conduct of Meetings

All meetings will be conducted in accordance with the provisions of the *Local Government Act 1995* and the City's Standing Orders Local Law and the City of Kalamunda Code of Conduct.

b) Scheduling of Ordinary Meetings

The Committee shall meet at least quarterly and can increase the frequency of meetings if required and in consultation with the City to ensure resources are available. Meetings should be held on a regular date and time to be determined by the committee.

c) Special or Extra Meetings and Working Groups

A Special or extra meeting can be called by: -

- i. A majority decision of the Committee
- ii. The presiding member of the Committee
- iii. By at least 1/3rd of the members of the Committee

A Committee may also choose to form working groups from its membership or to second others with specific skills for undertaking specific tasks required by the Committee in consultation with the City to ensure resources can be made available.

d) Quorum

A quorum shall consist of at least one half of the appointed members. If a quorum is not achieved the meeting can progress informally, with minutes prepared in accordance with established processes.

e) Disclosure of Interests

All Committee Members are required to disclose any financial, proximity or impartiality interests they may have in any matter to be discussed at the meeting.

f) Voting

Each appointed member present shall have one (1) vote. In the event of a tied vote, the Presiding Member is to cast a second vote.

City of Kalamunda Officers supporting the Committee do not have voting rights.

g) Agendas and Minutes

- i. Agendas and Minutes will be administered by the Chief Executive Officer or their delegate.
- ii. A City of Kalamunda Officer will be appointed by the Chief Executive Officer as the Secretary to the Committee.
- iii. A call for agenda items and notices of meetings will be distributed electronically by the Secretary 10 working days prior to each meeting. Members are to submit any agenda items within 2 working days.
- iv. A draft Agenda will be sent electronically to the Presiding Member 8 working days prior to committee meeting for sign off.
- v. The City and the Presiding Member may choose to meet to discuss agenda items prior to finalising an agenda.
- vi. Agenda items along with any supporting papers are to be sent to the committee members no later than 5 days prior to meeting. This allows time for members to consider the item and make an informed decision.
- vii. Late or urgent agenda/business items may be accepted for consideration by the Committee by the Presiding Member.
- viii. If there are no agenda items the City's administration in consultation with the Presiding Member, will advise all members the scheduled meeting is cancelled.
- ix. The City's administration shall prepare draft minutes for all meetings within 5 business days. A copy of the minutes shall be forwarded to Presiding Member for sign off within 10 working days of each meeting.
- x. All recommendations made by the Committee will be reported to Council for consideration.
- xi. All minutes will be tabled at the next Ordinary Council Meeting.

8. City of Kalamunda Administrative Support

The City will provide resources by way of technical officer support and secretarial support to ensure the effective functioning of the Committee. All resources are selected and designated by the Chief Executive Officer to ensure there is no impact upon operations of the City.

Kalamunda Tourism Advisory Committee

TERM NOVEMBER 2019 TO OCTOBER 2021

Committee Representatives

Name	Representing	Email Address	Telephone
	Council		
	Council		
	Community member		
	Community member		
	Community member		
	Community member		
	Industry Body		
	Tourism Business consultant		
	Tourism Business Operator		
	Tourism Business Operator		

Deputy Representatives

Name	Representing	Email Address	Telephone
	Deputy Councillor Delegate		

City of Kalamunda Support/Secretarial Officers

Name	Position	Email Address	Telephone
	Director Corporate Services		
	Technical Officers as required		
	Committee Secretary		

KALAMUNDA TOURISM ADVISORY COMMITTEE

Terms of Reference

August 2019

1. Name

The name of the Committee shall be the ***Kalamunda Tourism Advisory Committee (KTAC)***.

2. Purpose

The Kalamunda Tourism Advisory Committee has been established as an Advisory Committee in accordance with the Local Government Act 1995.

Its purpose is to provide information and advice about the current and emerging trends in Tourism and to provide guidance in the implementation of the City's Tourism Development Strategy.

The Committee will advise Council on matters regarding policy, strategic planning, integration and implementation of City initiatives relating to Tourism.

The Committee will provide advice and make recommendations to Council on strategic issues which will help implement the Tourism Development Strategy.

3. Objectives

To:

- a) Promote the Tourism Vision to establish the City as a major tourist destination with a sustainable and vibrant future.
- b) Assist the City to foster strong relationships with tourism stakeholders, including peak bodies and government agencies.
- c) Provide advice on current initiatives, opportunities or gaps in the promotion of tourism.
- d) Provide advice to Council to guide the implementation of the Tourism Development Strategy.
- e) Provide advice that leverages community expectations in promoting the strengths and opportunities in Tourism.
- f) Provides a forum for sharing information relating to tourism opportunities within the City.
- g) Provide advice and give consideration of how tourism can be integrated and aligned in other key informing City Strategies and Plans.

4. Council's Strategic Alignment

Kalamunda Advancing Strategic Community Plan to 2027

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

5. Membership

5.1 Qualification to be a Member

Members must be able to demonstrate skills, knowledge and experience and a strong interest in tourism development.

5.2 No. of Members

The committee shall consist of up to 10 full time voting members comprising:

- i. Two Elected Members.
- ii. Two community members with demonstrated experience and an interest in seeing tourism grown in the City of Kalamunda.
- iii. Two community members who have experience in tourism development (not necessarily tourism development within the City).
- iv. One member of a recognised Tourism Industry Board. i.e. Tourism Western Australia, Tourism Council of Western Australia, Destination Perth.
- v. One business consultant with expertise in tourism.
- vi. Two tourism operators, representing different perspectives of tourism, operating within the City.

An invitation to Local State Member of Parliament with a strong interest in tourism will be extended. This is a non-voting position.

Observers are welcome to attend meetings; however, they are not able to become involved in the discussion of the meeting unless the Committee has made a resolution inviting observers to participate.

5.3 Deputy Members

All Council members shall have an appointed Deputy who is to attend meetings in the absence of a member.

All other members may have a deputy delegate appointed if required.

5.4 Term of Appointment

Appointment is for up to two years and members are eligible for re- appointment following the Council Ordinary Election.

5.5 Resignation or Termination of Membership

- i. Membership will be reviewed should a member miss three consecutive meetings without approved leave of absence and the Committee may choose to recommend to Council that the member is removed.

-
- ii. A committee member may resign from membership of the committee by giving the Chief Executive Officer or the committee's presiding member written notice of the resignation.

6. Election of Presiding Member and Deputy Presiding Member

- a) The Committee shall elect a Presiding Member and Deputy Presiding member to oversee the chairing of the committee.
- b) The election of the Presiding Member and Deputy Presiding Member will be conducting in accordance with the provisions of the *Local Government Act 1995*.

7. Meetings

a) Conduct of Meetings

All meetings will be conducted in accordance with the provisions of the *Local Government Act 1995* and the City's Standing Orders Local Law and the City of Kalamunda Code of Conduct.

b) Inductions

All Members will be required to attend an induction which will be held prior to the first meeting of the committee following a Council election.

c) Schedule of Ordinary Meetings

The Committee shall meet at least quarterly and can increase the frequency of meetings if required. Meetings should be held on a regular date and time to be determined by the committee

d) Special or Extra Meetings

A Special or extra meeting can be called by: -

- i. A majority decision of the Committee
- ii. The presiding member of the Committee
- iii. By at least 1/3rd of the members of the Committee

A Committee may also choose to form working groups from its membership or to second others with specific skills for undertaking specific tasks required by the Committee in consultation with the City to ensure resources can be made available.

e) Quorum

A quorum shall consist of at least one half of the appointed members. If a quorum is not achieved the meeting can progress informally, with minutes prepared in accordance with established processes

f) Disclosure of Interest

All Committee Members are required to disclose any financial, proximity or impartiality interests that they may have in any matter to be discussed at the meeting.

g) Voting

Each appointed member present shall have one (1) vote. In the event of a tied vote, the Presiding Member is to cast a second vote.

City of Kalamunda Officers supporting the Committee do not have voting rights.

h) Agendas and Minutes

- i. Agendas and Minutes will be administered by the Chief Executive Officer or their delegate.
- ii. City of Kalamunda Officer will be appointed by the CEO as the Secretary to the Committee.
- iii. A call for agenda items and notices of meeting will be distributed electronically by the Secretary 10 working days prior to each meeting. Members are to submit any agenda items within 2 working days.
- iv. A draft Agenda will be sent electronically to the Presiding Member 8 working days prior to committee meeting for sign off.
- v. The City and the Presiding Member may choose to meet to discuss agenda items prior to finalising an agenda.
- vi. Agenda items along with any supporting papers are to be sent to the committee members no later than 5 working days prior to meeting. This allows time for members to consider the item and make an informed decision.
- vii. Late or urgent agenda/business items may be accepted for consideration by the Committee by the Presiding Member.
- viii. If there are no agenda items the City's administration in consultation with the Presiding Member, will advise all members the scheduled meeting is cancelled.
- ix. The City's administration shall prepare draft minutes for all meetings within 10 working days. A copy of the minutes shall be forwarded to Presiding Member for sign off within 10 working days of each meeting.
- x. All recommendations made by the Committee will be reported to Council for consideration.
- xi. All minutes will be tabled at the

8. City of Kalamunda Administrative Support

The City will provide resources by way of technical officer support and secretarial support to ensure the effective functioning of the Committee. All resources are selected and designated by the Chief Executive Officer to ensure there is no impact upon operations of the City.

Strategic Sport and Recreation Committee

(Formerly Hartfield Park Advisory Committee, Kalamunda Sporting Precinct Advisory Committee (Kostera Oval and Scott Reserve) and Maida Vale Reserve Advisory Committee)

TERM NOVEMBER 2019 TO OCTOBER 2021

Committee Members

Name	Representing	Email Address	Telephone
Paul Curtis	Kalamunda Sporting Precinct – AFL/Cricket		
Doug Harvey	Maida Vale Reserve - Archery		
Allan Mappin	Stirk Park - Bowls		
Buster Aamot	Ray Owen Reserve - Cricket		
Terry Rolfe	Ray Owen Sports Centre - Basketball		
Phil Barker	Hartfield Park - Soccer		
Darryl Downing	High Wycombe – Range View Tennis		
Annaliese Arndt	Maida Vale Reserve – Basketball / T-Ball		
Frank Scardifield	Scott Reserve		

City Officers (Non-Voting)

Name	Representing	Email Address	Telephone
Gary Ticehurst (or Nominee)	Director Corporate Services		
Brett Jackson (or Nominee)	Director Asset Services		
Darren Jones	Manager Community Development		
Nick Daxter	Leisure Planning Project Officer		
Fiona Stuart	Secretary		

City of Kalamunda Support/Secretarial Officers

Name	Position	Email Address	Telephone

STRATEGIC SPORT AND RECREATION COMMITTEE

Terms of Reference

August 2019

1. Name

The name of the Committee shall be the ***Strategic Sport and Recreation Committee (SSRC)***.

2. Purpose

To make recommendation to Council for the allocation of funding to support Capital sport and recreation projects within the City.

3. Objectives

To:

- a) assess and prioritise applications submitted from sporting and recreation clubs toward any new or major upgrade projects received through the City's Capital Grants program and to make recommendations to Council for funding.

Note: Renewal projects based upon replacement of 'like for like' will not be considered by this Committee

- b) review and validate sport and recreation projects identified in the City's ten-year Long-Term Financial Plan.

4. Councils Strategic Alignment

Kalamunda Advancing Strategic Community Plan to 2027

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

OBJECTIVE 1.3 - To support the active participation of local communities

OBJECTIVE 3.2 - To connect community to quality amenities

OBJECTIVE 4.2 - To proactively engage and partner for the benefit of community

5. Membership

5.1 Qualification to be a Member

An assessment based on selection criteria will focus on relevant skills and experience in regard to sport and recreation development projects, with an aim to achieve a balance with respect to sporting codes and locality.

Community representatives will not be selected as representatives of their individual sport and recreation clubs or reserves.

Nominations will be open to all sporting and recreation clubs based within the City.

5.2 No. of Members

A total membership of up to eleven (11) full members comprising of:

- i. two (2) City of Kalamunda officers will be ex-officio members of the Committee:
 - A. Director Corporate Services
 - B. Director Asset Services
 - C. Or their nominees will provide this support
- ii. up to nine (9) sport and recreation representatives for the community.

5.3 Term of Appointment

Appointment is for up to two years and members are eligible for re-appointment following the Council Ordinary Election.

5.4 Resignation or Termination of Membership

- i. Membership will be reviewed should a member miss three consecutive meetings without approved leave of absence and the Committee may choose to recommend to Council that the member is removed.
- ii. A committee member may resign from membership of the committee by giving the Chief Executive Officer or the committee's presiding member written notice of the resignation.

6. Election of Presiding Member and Deputy Presiding Member

The election of the Presiding Member and Deputy Presiding Member will be conducted in accordance with the provisions of the *Local Government Act 1995*.

7. Meetings

a) Conduct of Meetings

All meetings will be conducted in accordance with the provisions of the *Local Government Act 1995* and the City's Standing Orders Local Law and the City of Kalamunda Code of Conduct.

b) Scheduling of Ordinary Meetings

The Committee shall meet up to four times per financial year in line with the City's Capital Grants Policy and Procedure funding cycle and can increase the frequency of meetings if required.

c) Special or Extra Meetings and Working Groups

A Special or extra meeting can be called by: -

- i. A majority decision of the Committee
- ii. The presiding member of the Committee
- iii. By at least 1/3rd of the members of the Committee

d) Quorum

A quorum shall consist of at least one half of the appointed members. If a quorum is not achieved the meeting can progress informally, with minutes prepared in accordance with established processes.

e) Disclosure of Interests

All Committee Members are required to disclose any financial, proximity or impartiality interests they may have in any matter to be discussed at the meeting.

f) Voting

Each appointed member present shall have one (1) vote. In the event of a tied vote, the Presiding Member is to cast a second vote.

City of Kalamunda Officers supporting the Committee do not have voting rights.

g) Agendas and Minutes

- i. Agendas and Minutes will be administered by the Chief Executive Officer or their delegate.
- ii. A City of Kalamunda Officer will be appointed by the Chief Executive Officer as the Secretary to the Committee.
- iii. A call for agenda items and notices of meetings will be distributed electronically by the Secretary 10 working days prior to each meeting. Members are to submit any agenda items within 2 working days.
- iv. Agenda items along with any supporting papers are to be sent to the committee members no later than 5 days prior to meeting. This allows time for members to consider the item and make an informed decision.
- v. Late or urgent agenda/business items may be accepted for consideration by the Committee by the Presiding Member.
- vi. If there are no agenda items the City's administration in consultation with the Presiding Member, will advise all members the scheduled meeting is cancelled.
- vii. The City's administration shall prepare draft minutes for all meetings within 5 business days. A copy of the minutes shall be forwarded to Presiding Member for sign off within 10 working days of each meeting.
- viii. All recommendations made by the Committee will be reported to Council for consideration.
- ix. All minutes will be tabled at the next Ordinary Council Meeting.

8. City of Kalamunda Administrative Support

The City will provide resources by way of technical officer support and secretarial support to ensure the effective functioning of the Committee. All resources are selected and designated by the Chief Executive Officer to ensure there is no impact upon operations of the City.

MANAGEMENT COMMITTEES

Lesmurdie School Community Library Management Committee

TERM NOVEMBER 2019 TO OCTOBER 2021

Committee Representatives

Name	Representing	Email Address	Telephone
	Councillor Delegate		
Library Services Team Leaders	City of Kalamunda Delegate		
TBA	City of Kalamunda Delegate		
School Principal Lesmurdie Senior High School	Education Department Delegate		
TBA	Education Department Delegate		
Education Department Representative	Education Department Delegate		

Deputy Representatives

Name	Representing	Email Address	Telephone
	Deputy Council Delegate		
Kalamunda Branch Librarian	City of Kalamunda Deputy Delegate <i>(Represents either Manager or Team Leader)</i>		

Licence Agreement

There shall be a Management Committee of six members who, subject to the Minister and the City, shall exercise the functions set out in Clause 2 of The Rules hereto annexed and marked "C" (The Rules).

City of Kalamunda Support/Secretarial Officers

Name	Position	Email Address	Telephone

LESMURDIE SCHOOL COMMUNITY LIBRARY MANAGEMENT COMMITTEE

Terms of Reference

August 2019

1. Name

The name of the Committee shall be the ***Lesmurdie School Community Library Management Committee***.

2. Purpose

To oversee the management and operations of the joint use Library on behalf of the Education Department and the City of Kalamunda.

3. Objectives

Subject to mutual directions from the City and the Minister and subject to the Agreement to which these Rules are annexed (the Agreement), the Committee's functions are:

- a) To facilitate the management and control of the Library in accordance with the requirements and policies of the City and the Minister, including the selection and appointment of the Community Librarian and to make recommendations relating to other staff of the library;
- b) To develop community awareness of the potential and the limitations of the Library and to facilitate communication between users of the Library, the City and the Minister;
- c) To provide input into the annual operating budgets of the partners having regard to the prime objectives of providing a coordinated and comprehensive library resource service;
- d) To encourage and facilitate access to the facilities and the resources of the Library so that they are available to both school and public/community users;
- e) To ensure that the equipment and other resources of the Library will be of good quality and suitable to meet the needs of the school and community users;
- f) To ensure that there will be coordinated management and administration of all information materials, items and resources used in the Library; and
- g) To encourage and facilitate the provision of fully integrated and efficient services, facilities and operation for the benefit of both school and community users.

4. Method of Operation

- a) The Committee shall elect a Chairperson and Deputy Chairperson who shall hold office for 1 year. In the absence of the Chairperson, the Deputy Chairperson shall act as Chairperson at that meeting.
- b) The quorum necessary for the transaction of the business of the Committee shall be four (4) members which must include two (2) representatives of the Minister and two (2) representatives of the City.
- c) Each member has one (1) vote and the Chairperson shall not have a casting vote. The Community Librarian, as the Executive Officer, shall not be entitled to vote.
- d) In the case of a voting deadlock the matter shall be referred to the Minister and the City for consideration and direction.
- e) The Committee shall meet at intervals of no greater than 6 months. At the meetings the Community Librarian will table a report outlining the operations of the library for the preceding period.
- f) The Committee may prescribe its own procedure for the day to day running of its affairs but such procedure shall not contravene these Rules, any legislation or other law, or the policies by laws or regulations of the Minister or any right power authority or duty conferred or imposed on the Minister or the City or any person acting under the authority of either including (without limiting the generality of the foregoing) the Principal and the Chief Executive Officer.
- g) Minutes of each meeting shall be recorded by the Community Librarian and be forwarded to each member of the Committee not later than 2 weeks after each meeting.
- h) The Committee shall not -
 - i. handle any money; or
 - ii. undertake any obligation involving the expenditure of money without the prior written approval of the Minister and the City or (in a case involving expenditure of money by only one of those Parties) the prior written approval of the Minister or the City as the case may require.

5. Definitions

Unless the context otherwise requires, in these Rules all words and phrases shall have the same meanings as those ascribed to them in the Agreement.

Ray Owen Sports Centre Management Committee

TERM FROM NOVEMEBR 2019 TO OCTOBER 2021

Committee Representatives

Name	Representing	Email Address	Telephone
	Council Delegate		

Deputy Representatives

Name	Representing	Email Address	Telephone
	Council Delegate		

City of Kalamunda Support/Secretarial Officers

Name	Representing	Email Address	Telephone
Darren Jones	Manager Community Development		
	Secretary to Committee		

RAY OWEN SPORTS CENTRE MANAGEMENT COMMITTEE

Terms of Reference

August 2019

1. Name

The name of the Committee shall be the ***Ray Owen Sports Centre Management Committee***.

2. Purpose

To advise and make recommendations to Council on a range of strategic and/or policy issues regarding the development, care and management of the Ray Owen Sports Centre, Ray Owen Reserve, Lesmurdie (Reserve No 26127). This shall include the stadium and the outdoor netball/basketball courts.

3. Objectives

To:

- a) provide an opportunity for the main contributing parties –
 - i. Kalamunda & Districts Netball Association
 - ii. Kalamunda & Districts Basketball Association, and
 - iii. City of Kalamunda.
- b) provide an opportunity for the Kalamunda & Districts Netball Association and Kalamunda & Districts Basketball Association and City Representatives to regularly meet together to review operational matters that may arise from time to time in the management of the facility.
- c) Promote community awareness of the potential and to encourage the full utilisation of the amenity.
- d) Encourage a cooperative attitude among people using the facilities so that the most effective use is obtained to the satisfaction of the City and the two associations.
- e) Provide guidance on future developments of the facility, inclusive of any improvements and extensions in line with changing community needs. Any such developments however, should first be approved by Council and subject to annual budget capacity.

4. Councils Strategic Alignment

Kalamunda Advancing Strategic Community Plan to 2027

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

5. Membership

5.1 Qualification to be a Member

Members must be a representative of the Kalamunda & Districts Netball Association, Kalamunda & Districts Basketball Association or the City of Kalamunda.

5.2 No. of Members

A total membership of up to six (6) members, five (5) voting members and one (1) non-voting member comprising:

- i. Two representatives from the Kalamunda & Districts Netball Association, appointed from a meeting of that Association.
- ii. Two representatives from the Kalamunda & Districts Basketball Association, appointed from a meeting of that Association.
- iii. Two representatives from the City of Kalamunda, one member being a Councillor and a staff member appointed as a non-voting member.

5.3 Deputy Members

All Council delegates are required to have a deputy appointed and all other members are entitled to have a deputy appointed, who is to attend in the absence of the member.

5.4 Term of Appointment

Appointment is for up to two years and members are eligible for re-appointment following the Council Ordinary Election.

5.5 Resignation or Termination of Membership

- i. Membership will be reviewed should a member miss three consecutive meetings without approved leave of absence and the Committee may choose to recommend to Council that the member is removed.
- ii. A committee member may resign from membership of the committee by giving the Chief Executive Officer or the committee's presiding member written notice of the resignation.

6. Election of Presiding Member and Deputy Presiding Member

The election of the Presiding Member and Deputy Presiding Member will be conducted in accordance with the provisions of the *Local Government Act 1995*.

7. Meetings

a) Conduct of Meetings

All meetings will be conducted in accordance with the provisions of the *Local Government Act 1995* and the City's Standing Orders Local Law and the City of Kalamunda Code of Conduct.

b) Scheduling of Ordinary Meetings

The Committee shall meet at least quarterly and can increase the frequency of meetings if required, in consultation with the City to ensure resources are available. Meetings should be held on a regular date and time to be determined by the committee.

c) Special or Extra Meetings and Working Groups

A Special or extra meeting can be called by: -

- i. A majority decision of the Committee
- ii. The presiding member of the Committee
- iii. By at least 1/3rd of the members of the Committee

A Committee may also choose to form working groups from its membership or to second others with specific skills for undertaking specific tasks required by the Committee in consultation with the City to ensure resources can be made available.

d) Quorum

A quorum shall consist of at least one half of the appointed members. If a quorum is not achieved the meeting can progress informally, with minutes prepared in accordance with established processes.

e) Disclosure of Interests

All Committee Members are required to disclose any financial, proximity or impartiality interests they may have in any matter to be discussed at the meeting.

f) Voting

Each appointed member present shall have one (1) vote. In the event of a tied vote, the Presiding Member is to cast a second vote.

City of Kalamunda Officers supporting the Committee do not have voting rights.

g) Agendas and Minutes

- i. Agendas and Minutes will be administered by the Chief Executive Officer or their delegate.
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- iv. Agenda items along with any supporting papers are to be sent to the committee members no later than 5 days prior to meeting. This allows

-
- time for members to consider the item and make an informed decision.
- v. Late or urgent agenda/business items may be accepted for consideration by the Committee by the Presiding Member.
 - vi. If there are no agenda items the City's administration in consultation with the Presiding Member, will advise all members the scheduled meeting is cancelled.
 - vii. The City's administration shall prepare draft minutes for all meetings within 5 business days. A copy of the minutes shall be forwarded to Presiding Member for sign off within 10 working days of each meeting.
 - viii. All recommendations made by the Committee will be reported to Council for consideration.
 - ix. All minutes will be tabled at the next Ordinary Council Meeting.

8. City of Kalamunda Administrative Support

The City will provide resources by way of technical officer support and secretarial support to ensure the effective functioning of the Committee. All resources are selected and designated by the Chief Executive Officer to ensure there is no impact upon operations of the City.

EXTERNAL COMMITTEES

Audit & Risk Sub-Committee

Name	Representing	Email Address	Telephone
	Councillor Delegate		
	Deputy Councillor Delegate		
	Chief Executive Officer or delegated Officer supporting		

Chief Executive Officer Performance Review

Name	Representing	Email Address	Telephone
	Councillor Delegate		
	Deputy Councillor Delegate		
	Chief Executive Officer or delegated Officer supporting		

Eastern Metropolitan Regional Council

Name	Representing	Email Address	Telephone
	Councillor Delegate		
	Councillor Delegate		
	Deputy Councillor Delegate		
Rhonda Hardy	Chief Executive Officer or delegated Officer supporting		
Brett Jackson	Chief Executive Officer or delegated Officer supporting		

Kalamunda History Village

Name	Representing	Email Address	Telephone
	Councillor Delegate		
	Deputy Councillor Delegate		
Gary Ticehurst	Chief Executive Officer or delegated Officer supporting		
Mandy Skeates	Chief Executive Officer or delegated Officer supporting		

Parks of the Darling Range Community Advisory Committee

Name	Representing	Email Address	Telephone
	Councillor Delegate		
	Deputy Councillor Delegate		
Brett Jackson	Chief Executive Officer or delegate Officer supporting		

Perth Airport Management Committee

Name	Representing	Email Address	Telephone
	Councillor Delegate		
	Deputy Councillor Delegate		
Rhonda Hardy	Chief Executive Officer or delegated Officer supporting		

Western Australian Local Government Association (WALGA) East Zone

Name	Representing	Email Address	Telephone
	Councillor Delegate		
	Councillor Delegate		
	Councillor Delegate		
	Deputy Councillor Delegate		
Rhonda Hardy	Chief Executive Officer or delegated Officer supporting		

SPECIAL PURPOSE ADVISORY COMMITTEES

Design Advisory Committees

Name	Representing	Address	Telephone	Appointed
Chris Melsom	Sitting Member			02/11/2017
Carmel Van Ruth	Sitting Member			02/11/2017
David Barr	Sitting Member			02/11/2017
Jurg Hunziker	Sitting Member			02/11/2017
Ross Montgomery	Sitting Member			02/11/2017
Patrick Beale	Alternate Member			02/11/2017
Ian Molyneux	Alternate Member			02/11/2017

Planning Policy P-DEV 60 – Design Advisory Committees

(Adopted OCM 24 July 2017)

The role of the DAC is to provide formal technical and professional advice and recommendations to the City and Councillors on significant planning proposals.

The DAC is advisory in nature only and will not be able to make determinations on development applications or any other proposals.

The DAC shall only deal with matters that have been referred to them by the Director of Development Services or authorised officer.