

Development & Infrastructure Services Committee Meeting

Agenda for 10 March 2014



**shire of
kalamunda**

NOTICE OF MEETING DEVELOPMENT & INFRASTRUCTURE SERVICES COMMITTEE

Dear Councillors

Notice is hereby given that the next meeting of the Development & Infrastructure Services Committee will be held in the Council Chambers, Administration Centre, 2 Railway Road, Kalamunda on **Monday 10 March 2014 at 6.30pm.**

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



Rhonda Hardy
Chief Executive Officer
6 March 2014

Our Vision and Our Values

Our Vision

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

Our Core Values

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

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

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

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

Our Aspirational Values

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

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

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

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

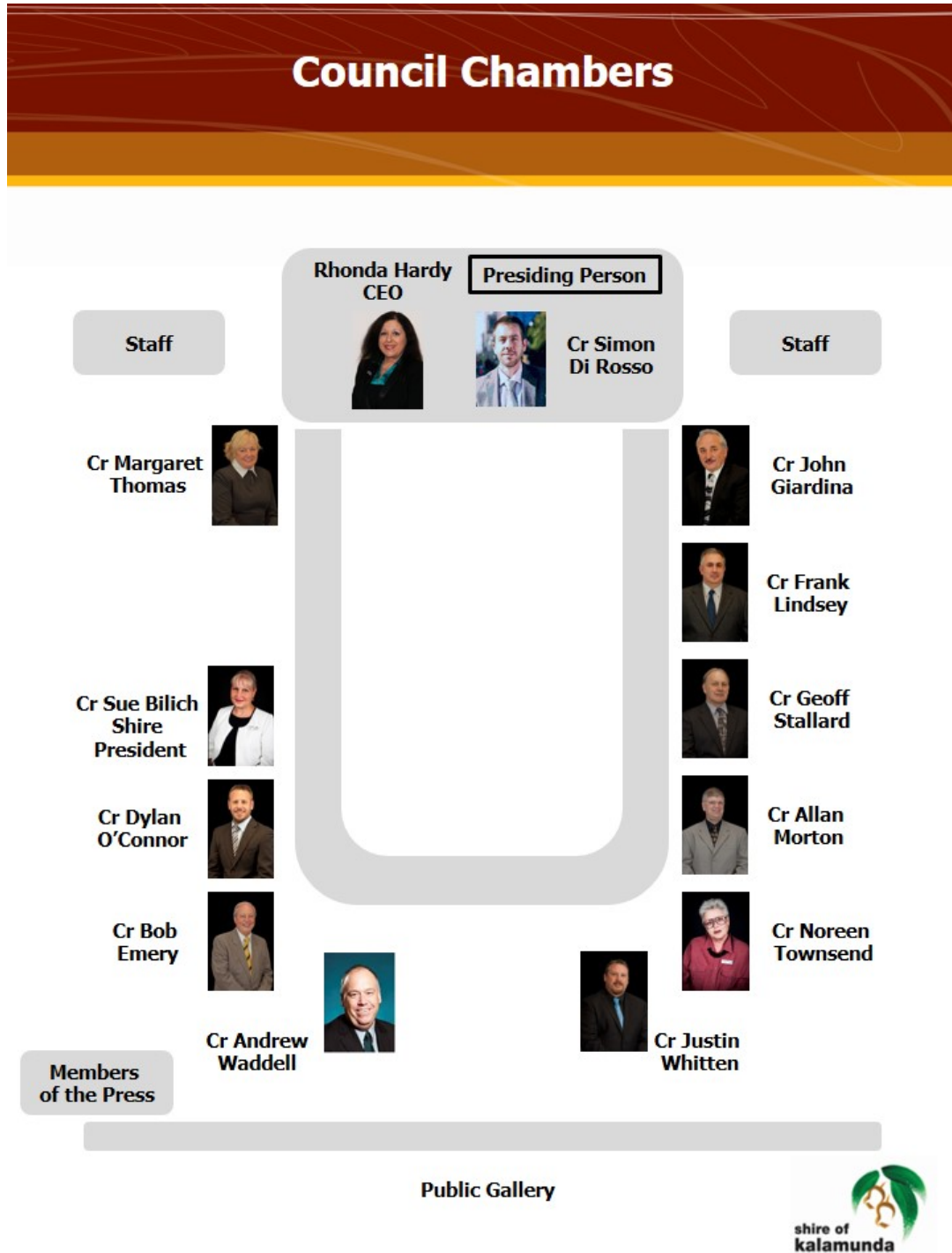


INFORMATION FOR THE PUBLIC ATTENDING COMMITTEE OR COUNCIL MEETINGS

Welcome to this evening's meeting. The following information is provided on the meeting and matters which may affect members of the public.

If you have any queries related to procedural matters, please contact a member of staff.

Council Chambers – Seating Layout



Standing Committee Meetings – Procedures

1. Standing Committees are open to the public, except for Confidential Items listed on the Agenda.
2. Shire of Kalamunda Standing Committees have a membership of all 12 Councillors.
3. Unless otherwise advised a Standing Committee makes recommendations only to the next scheduled Ordinary Council Meeting.
4. Members of the public who are unfamiliar with meeting proceedings are invited to seek advice prior to the meeting from a Shire Staff Member.
5. Members of the public are able to ask questions at a Standing Committee Meeting during Public Question Time. The questions should be related to the purposes of the Standing Committee.
6. Members of the public wishing to make a comment on any Agenda item may request to do so by advising staff prior to commencement of the Standing Committee Meeting.
7. Comment from members of the public on any item of the Agenda is usually limited to three minutes and should address the Recommendations at the conclusion of the report.
8. To facilitate the smooth running of the meeting, silence is to be observed in the public gallery at all times except for Public Question Time.
9. All other arrangements are in general accordance with Council's Standing Orders, the Policies and decision of person chairing the Committee Meeting.

Emergency Procedures

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

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

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

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

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AGENDA

1.0 OFFICIAL OPENING

2.0 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE PREVIOUSLY APPROVED

3.0 PUBLIC QUESTION TIME

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

4.0 PETITIONS/DEPUTATIONS

5.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

Voting Requirements: Simple Majority

- 5.1 That the Minutes of the Development & Infrastructure Services Committee Meeting held on 10 February 2014 are confirmed as a true and accurate record of the proceedings.

Moved:

Seconded:

Vote:

Statement by Presiding Member

"On the basis of the above Motion, I now sign the minutes as a true and accurate record of the meeting of 10 February 2014".

6.0 ANNOUNCEMENTS BY THE PRESIDING MEMBER WITHOUT DISCUSSION

7.0 MATTERS FOR WHICH MEETING MAY BE CLOSED

7.1

8.0 DISCLOSURE OF INTERESTS

8.1 Disclosure of Financial and Proximity Interests

- a. Members must disclose the nature of their interest in matters to be discussed at the meeting. (Sections 5.60B and 5.65 of the *Local Government Act 1995*.)
- b. Employees must disclose the nature of their interest in reports or advice when giving the report or advice to the meeting. (Sections 5.70 and 5.71 of the *Local Government Act 1995*.)

8.2 Disclosure of Interest Affecting Impartiality

- a. Members and staff must disclose their interest in matters to be discussed at the meeting in respect of which the member or employee had given or will give advice.

9.0 REPORTS TO COUNCIL

Please Note: declaration of financial/conflict of interests to be recorded prior to dealing with each item.

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

09. Local Planning Scheme No. 3 Amendment - Rezone from Public Purpose to Special Rural – Lot 5 (33) Lewis Road, Wattle Grove

Previous Items	
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	PG-LPS-003
Applicant	Nil
Owner	M Stinton and J Miljkovich

Attachment 1 Local Planning Strategy Key Elements Plan

PURPOSE

1. To consider whether to initiate an amendment to Local Planning Scheme No. 3 (the Scheme) to rezone Lot 5 (33) Lewis Road, Wattle Grove, from Public Purpose to Special Rural.

BACKGROUND

2. **Land Details:**

Land Area:	1.02ha
Local Planning Scheme Zone:	Local Reserve – Public Purpose
Metropolitan Regional Scheme Zone:	Rural

Locality Plan

- 3.



4. Lot 5 contains a single dwelling and mature vegetation throughout.

5. Surrounding properties contain single dwellings and associated outbuildings. It should be noted that the Shire also owns the properties which abut the south west and north west boundaries.
6. Adjoining properties are zoned Special Rural under the Scheme with the exception of Lot 4255 (29) Lewis Road which is zoned Public Purpose (Hall/Community Centre).
7. In November 2013, Council resolved to adopt Amendment No. 59 to the Scheme which, amongst other things, proposes to rezone Lot 4255 from Public Purpose to Special Rural. A decision on this proposal is yet to be made by the Minister for Planning.
8. If the amendment is approved by the Minister for Planning, the subject property will have no subdivision potential due to the lot being less than 2 hectares in area.
9. The surrounding properties, with the exception of the property at the rear, have been identified in the Shire's Local Planning Strategy ("Strategy") as being a Foothills Investigation Area with the intention of being rezoned to Residential Bushland. Refer to the Local Planning Strategy Key Elements Plan (Attachment 1).

DETAILS

10. It is proposed to rezone the property from Public Purpose to Special Rural under the Scheme.
11. The owners have advised that if the amendment is approved the existing cottage on the property will be renovated and continue to be used for residential purposes.

STATUTORY AND LEGAL CONSIDERATIONS

12. The *Town Planning Regulations 1967* and *Planning and Development Act 2005* establish procedures relating to amendments to local planning schemes. If Council resolves to adopt the proposed amendment, then ultimately the amendment will be determined by the Minister for Planning.
13. Clause 4.2.2 (Objectives of the Zones – Special Rural) of the Scheme stipulates that an objective of the Special Rural zone is to retain the amenity in a manner consistent with orderly and proper planning.

POLICY CONSIDERATIONS

14. Nil.

COMMUNITY ENGAGEMENT REQUIREMENTS

15. If the amendment was initiated by Council, the Amendment would be formally advertised for 42 days in accordance with the provisions of the *Town Planning Regulations 1967* and *Planning and Development Act 2005*.

16. The amendment would be required to be advertised in the form of a notice being published in a district newspaper, and comments would be sought from affected landowners. A sign advertising the proposal would also be required to be erected on the subject property.

FINANCIAL CONSIDERATIONS

17. Nil.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

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

OBJECTIVE 4.3 - To ensure the Shires development is in accord with the Shires statutory and legislative obligations and accepted urban design planning standards.

Strategy 4.3.1 Provide efficient building and development approval services to the community.

SUSTAINABILITY

Social Implications

19. Nil.

Economic Implications

20. Nil.

Environmental Implications

21. The subject lot contains mature vegetation throughout the property. Given the proposed amendment will not result in subdivision on the land impact on the existing vegetation will be minimal.

RISK MANAGEMENT CONSIDERATIONS

- 22.
- | Risk | Likelihood | Consequence | Rating | Action/Strategy |
|---|------------|---------------|--------|---|
| Council may resolve not to initiate the amendment | Unlikely | Insignificant | Low | Demonstrate that the proposed Special Rural zoning is generally consistent with the surrounding area. |

OFFICER COMMENT

23. Council previously support the rezoning of the adjoining property to a Special Rural zone. The proposed Scheme amendment parallel's the previous proposal in giving consideration to a zone that is generally consistent with the surrounding area, and unlikely to have any amenity impacts.
24. It is noted that under the Local Planning Strategy the subject lot comprises part of an urban investigation area. The proposed amendment however, will not prejudice future planning of the area, as the proposed zone will not afford the subject lot any subdivision potential.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 09/2014)

That Council:

1. Initiates the amendment to Local Planning Scheme No. 3, in accordance with the following:

<p>PLANNING AND DEVELOPMENT ACT 2005 RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME SHIRE OF KALAMUNDA LOCAL PLANNING SCHEME NO. 3 AMENDMENT NO.</p>
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Resolved that the Council in pursuance of Part 5 of the *Planning and Development Act 2005* amend the above Local Planning Scheme by:

1. Rezoning Lot 5 (33) Lewis Road, Wattle Grove, from Public Purpose to Special Rural.

Subject to amendment documents being submitted, the amendment documents being adopted by Council and the Amendment being formally advertised for 42 days in accordance with the provisions of the *Town Planning Regulations 1967*, without reference to the Western Australian Planning Commission.

Moved:

Seconded:

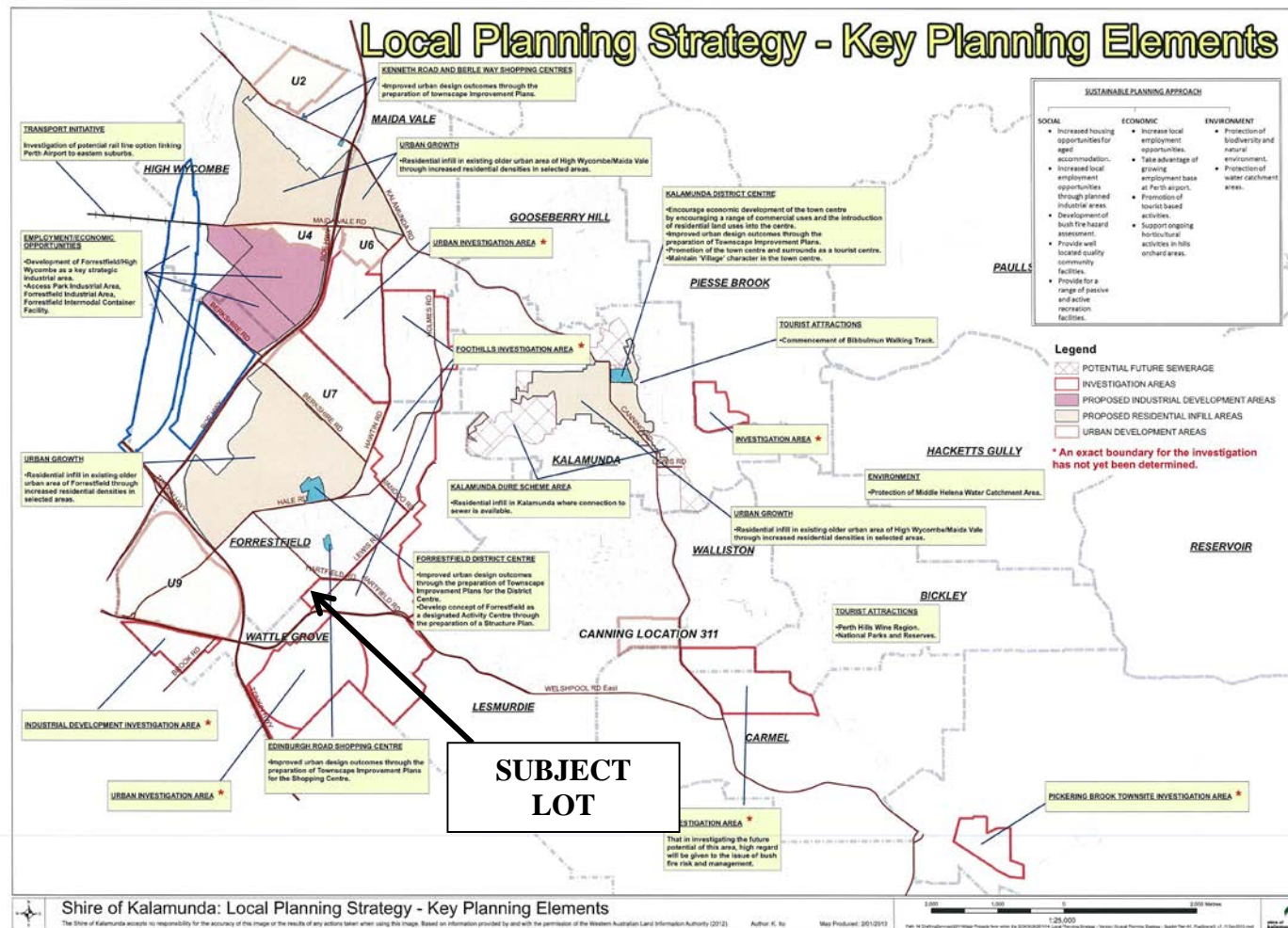
Vote:

Attachment 01

Local Planning Scheme No. 3 Amendment - Rezone from Public Purpose to Special Rural and Additional Uses

Lot 5 (33) Lewis Road, Wattle Grove

Local Planning Strategy Key Elements Plan



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

10. Mixed Use Development - Lot 8 (10), 9 (12) and 10 (14) Central Mall, Kalamunda

Previous Items	OCM 73/2012, OCM 02 /2013, OCM 203/2013
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	CN-05/010
Applicant	Marocchi Engineering Group
Owner	Cagen Holdings Pty Ltd
Attachment 1	Site Plan and First Floor Plan of Proposed Development
Attachment 2	Second Floor Plan
Attachment 3	Third Floor Plan
Attachment 4	Elevations
Attachment 5	Photograph of the Proposed Development's Location (Looking South Along Barber Street)
Attachment 6	Photograph of the Proposed Development's Location (Looking North Along Barber Street)
Attachment 7	Kalamunda Townsite Improvement Plan
Attachment 8	Submission Table

PURPOSE

- To reconsider an application to build a three storey mixed use development at Lot 8 (10), 9 (12) and 10 (14) Central Mall, Kalamunda. Refer to (Attachments 1 to 6).

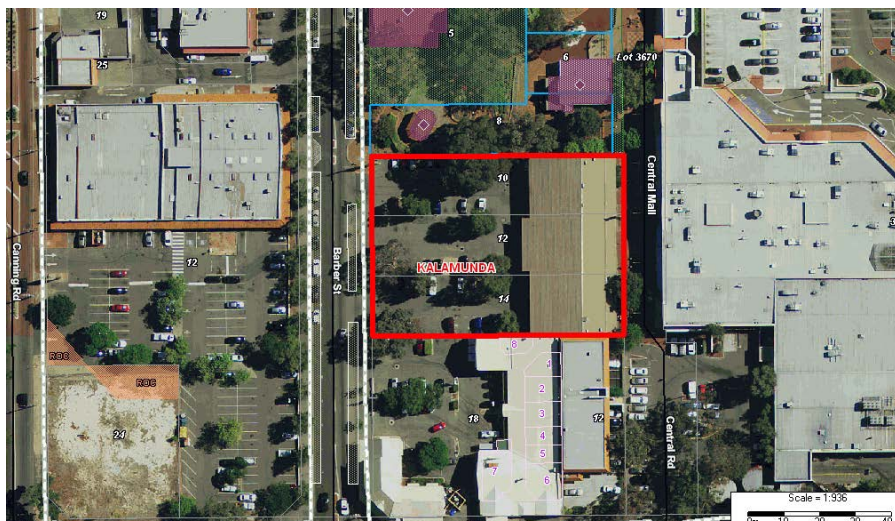
BACKGROUND

- Land Details:**

Aggregate Land Area:	3,552sqm
Local Planning Scheme Zone:	District Centre
Metropolitan Region Scheme Zone:	Urban

Locality Plan

-



4. The property has direct vehicular access from Barber Street via two separate crossovers, pedestrian access from Central Mall via an internal access way, and contains a retail building fronting onto Central Mall to the east and associated car parking to the west. Surrounding properties contain shops and associated car parking. The existing building on the sites fronting Central Mall were approved in 1976.
5. The property is identified on the Kalamunda Townsite Improvement Plan (KTIP) as being an “area of poor amenity” meaning that future development on the property is to address key issues outlined on the KTIP. Refer to the KTIP (Attachment 7).
6. In July 2012, Council resolved (OCM 73/2012) to defer making a decision on this application until Council has:
 - a. *Finalised the Master Plan for Old Road Board Block, bounded by Canning Road, Mead Street, Central Road and Burt Street; and*
 - b. *Identified whether any surplus land will exist within the super block for parking purposes, over and above that required for the anticipated new developments.”*
7. In February 2013, Council resolved (En Bloc Resolution OCM 02 /2013) to adopt the Old Road Board Street Master Plan.
8. In December 2013, Council resolved (En Bloc Resolution OCM 203/2013) to initiate an amendment to the Scheme to modify Table 3 (Parking Requirements) by deleting the current car parking requirements for the use ‘Shop’ and replace with the following:

“5 bays per 100sqm of NLA.”

DETAILS

9. Details of the application are as follows:
 - The premises will contain seven ground floor shop units, eight offices on the second level, and three multiple dwellings on the third level.
 - The tenants, and therefore hours of operation for the shops and offices, are yet to be confirmed
 - Vehicular access to the property is proposed to be gained via a single crossover from Barber Street which will abut the south (side) boundary and allow for two way vehicle movement. The existing crossover which abuts the north (side) boundary is proposed to be removed.
 - Pedestrian access to the premises is proposed via an internal access way from Barber Street, and to the upper storey via three separate stairways linked to the a building for the parking of vehicles for residents of the apartments.

-
- A canopy verandah roof is proposed along the street frontage to allow for sheltered pedestrian movement along Barber Street.
 - Signage is proposed along both the front and rear facades.
 - The street façade will consist of stone cladding features, Colorbond wall sheeting, a large number of windows and window shade awnings.
 - A balcony is proposed along the rear façade which will provide for surveillance of the onsite car parking area.
 - The existing pylon sign on the property is to be removed.
 - External fixtures, such as air conditioning units, attached to building on adjoining properties encroach into the proposed car parking area. The applicant will make the necessary arrangements with the adjoining landowners for these fixtures to be removed.
10. The applicant has requested that should Council require a cash in lieu payment to be made for a shortfall in the required amount of car parking this be done in stages over a 5 year period via a deed of agreement.

STATUTORY AND LEGAL IMPLICATIONS

11. Under the Table 1 (Zoning Table) of the Scheme the use Office and Shop are listed as 'P' uses in the District Centre zone, meaning the uses are permitted providing the uses comply with the relevant development standard and requirements of the Scheme. The use "Multiple Dwellings" is a use not listed.
12. Clause 4.2.3 of the Scheme (Objectives of the Zone – District Centre) includes the following:
- To promote, facilitate and strengthen the District Centres as the major foci of activity, particularly for shopping, business, professional, civic, cultural, entertainment facilities and related employment opportunities.
 - Allow for the establishment of uses which would co-exist with the District Centre's activities whilst recognising a limited level of residential activities in the District Centre.
13. Clause 4.4.2 of the Scheme stipulates that where a use not listed is proposed, and cannot be reasonably determined as falling within the type, class or genus of activity of any other use category, the local government may:
- a. Determine that the use is consistent with the objectives of the particular zone and is therefore permitted;
 - b. Determine that the use may be consistent with the objectives of the particular zone and therefore follow the advertising procedures of clause 9.4 in considering an application for planning approval; or
 - c. Determine that the use is not consistent with the objectives of the particular zone and is therefore not permitted.

14. In considering an application for planning approval, the Scheme requires the Shire to have due regard to the following, amongst others:
- The compatibility of the development within its settings;
 - The preservation of the amenity of the locality;
 - The likely effect of the height, bulk, scale, orientation and appearance of the proposal;
 - Whether the proposed means of access and egress from the property are adequate; and
 - Any other planning consideration the local government considers relevant.
15. The Scheme allows consideration for a lesser amount of prescribed parking taking into account the nature of the proposed development, including hours of operation and abutting land uses.
16. Clause 5.8.4 (Cash in Lieu of Parking) of the Scheme stipulates that if Council agrees to allow less than the minimum required amount of car parking, Council may require any shortfall to be made up by way of a contribution to an appropriate fund.
17. The Scheme sets out method of calculating the cost per parking bay, including the cost of providing the land and the construction costs. This may include, but not be limited to:
- The market value of the land required for the parking bay and necessary access and manoeuvring space.
 - Improvements, including paving, kerbing, drainage, landscaping, crossovers and lighting.
 -
18. The Scheme does not include car parking standards for residential development as the Residential Design Codes (“R Codes”) stipulate these provisions.
19. Under the R Codes the following car parking standards apply for multiple dwellings:

Type and Plot Ratio Area of Dwelling	Car Bays Required	Car Bays Proposed
Large (More than 110sqm) 1.25 per Dwelling	3.75 bays	5
Visitor Bays Per Dwelling 0.25 per Dwelling	0.75 bays	
Total Car Bays	5 minimum	5

-
20. The proposal complies with Scheme standards in respect to setbacks, plot ratio and site coverage.
 21. If Council refuses the development, or imposes conditions that are not acceptable to the applicant, there is a Right of Review (appeal) to the State Administrative Tribunal.

STRATEGIC PLANNING IMPLICATIONS

Kalamunda Townsite Improvement Plan

22. The purpose of KTIP is to provide guidance on the design of new private and public buildings and spaces within the Kalamunda Town Centre, to achieve an enhanced urban environment, to improve the experience of the town for pedestrians, and to reinforce and build upon Kalamunda's established character.
23. The KTIP also provides design principles relating to land use in the context of place-making and urban design, particularly mixed use and commercial development.
24. Each street within the Policy Area has been defined as a "Primary", "General Commercial" or "Green Street", with specific requirements attached to each frontage type. Barber Street is defined as being a "General Commercial Street".
25. The attributes of new development on a General Commercial Street are as follows:
 - Moderate to high level of activation.
 - Mix of shops, offices and other commercial tenancies at ground floor level. Residential lobbies are also acceptable.
 - General commercial and residential uses permitted above ground floor level.
 - At ground floor level, the facades of buildings shall address the street with a commercial shop front, primary business entrance and/or residential lobby.
 - Front setback may be a minimum of nil, up to a maximum of 3m, however the setback will be determined after consideration of the front setbacks of any adjoining existing buildings.
 - Any front setback area to be landscaped to a high standard with soft and hard treatments in a manner appropriate to the site's location and context.
 - Pedestrian shelter, through provision of an awning over the front door, must be provided as a minimum requirement.
 - Car parking shall not be located between the building and the street boundary.
 - The number and width of vehicle crossovers to each site shall be minimised, and sharing with adjoining properties encouraged.
26. The development generally complies with the principles outlined in the KTIP.

POLICY IMPLICATIONS

Local Planning Policy DEV41 – Framework for assessing requests for variations to the number of car parking bays.

27. Local Planning Policy DEV41 – Framework for Assessing Requests for Variation of the Number of Car Parking Bays stipulates that a reduction in parking will only be considered by Council and not under delegation.

Kalamunda Town Centre Car Parking Study

28. A consultant was commissioned to undertake a parking study with a view to develop a strategy to manage parking provision in the Kalamunda Town Centre. The Study was received by the Shire in October 2011.
29. Amongst other recommendations and findings, the study concludes that the current parking demand is less than the number of parking bays provided in the study area. Average parking occupancy (based on observations made in Thursdays and Saturdays) indicate between 30-35% occupancy. The subject sites had an average occupancy of 32% and maximum occupancy of 72%.
30. The study states that for commercial/ office and retail developments up to 20% of parking can be considered as a reciprocal arrangement provided that supporting comparative survey data is provided.

COMMUNITY ENGAGEMENT REQUIREMENTS

31. The proposal was advertised for 14 days to nearby property owners for comment in accordance with Clause 9.4.1 and 9.4.3 of the Scheme. During advertising no submissions were received, however one objection was received following the conclusion of advertising. Refer to the Submission Table (Attachment 8).
32. The reasons given by the submitter for objecting to the proposal were the following:
- The proposed development overshadowing surrounding properties.
 - The over provision of office space.
 - The intrinsic value of Kalamunda.
 - The lack of detail on the submitted plans.
 - The lack of car parking.
33. Attachment 8 provides a response to the single objection raised to the proposal. In respect to the concerns regarding the lack of parking however, it should be noted that the Scheme allows consideration for a lesser amount of prescribed parking taking into account the nature of the proposed development, including hours of operation and abutting land uses. If Council agrees to allow less than the minimum required amount of car parking, Council may require any shortfall to be made up by way of a contribution to an appropriate fund.

FINANCIAL CONSIDERATION

34. The provision of cash-in-lieu for parking would be used for the provision of public parking in the town centre.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

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

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

Strategy 4.1.1 Develop, implement and review strategic land-use plans and policies which guide the location and sustainability of industrial, commercial and residential areas within the Shire.

Strategy 4.1.2 Continue to pursue opportunities for new development and streetscape outcomes through the implementation of Town Centre Improvement Plans.

SUSTAINABILITY

Social implications

36. Development of this site in accordance with the KTIP and the Planning and Urban Design Guidelines is of significant strategic importance, and will set the pattern for future developments and the long term sustainability of business in the future.

Economic Implications

37. Development for commercial purposes will allow for employment opportunities. Importantly the proposal will be the first significant development and investment in the town centre in approximately 30 years.

Environmental Implications

38. Existing trees on the property are to be removed. This is considered acceptable as the current trees are inappropriate for a car park area as the trees' root system damage the bitumen seal.
39. If approved, a condition of the consent will be for trees appropriate for provision of shade to be planted within the car park area.

RISK MANAGEMENT CONSIDERATIONS

40.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Council may resolve to not support the proposal.	Possible	Insignificant	Low	Ensure Council is aware that the proposal is compliant with the adopted Town Centre Improvement Plan for Kalamunda Town Centre. Also that the shortfall in car parking bays will not have a significant impact on the local area. The Shire commissioned parking study has indicated that development of this nature will meet parking objectives. Require the applicant to prepare a legal agreement in favour of the Shire as a legal mechanism for payment of cash in lieu.
Reduction in parking will result in a poor outcome for patrons of the site.	Possible	Minor	Medium	
Applicant defaults on their cash in lieu payments.	Unlikely	Major	Medium	

OFFICER COMMENT

41. The proposal meets the objectives of the Kalamunda Townsite Improvement Plan and the R Code and Scheme requirements with the exception of the car parking standards.
42. In accordance with the Scheme a total of 114 car parking bays are required for the proposal. In respect to the short fall in parking, Council could give consideration to the recommendations of the Town Centre Car Parking Study, and the recently initiated Scheme amendment for shop parking. In this regard the following parking calculations would apply:

Scheme Parking Requirements	Aggregate Net Lettable Area (NLA)	Car Bays Required	Car Bays Provided
Shop (existing) 5 bays per 100sqm of NLA	797sqm	40 bays minimum	
Shop (proposed) 5 bays per 100sqm of NLA	486sqm	24 bays minimum	
Office - 4 bays per 100sqm of NL	611sqm	24 bays minimum	
Total car bays for commercial component of development:		88 bays minimum	39
Total car bays required with 20% reciprocity:		70 bays	
R Code requirements for Multiple Dwellings	Large (More than 110sqm) 1.25 per Dwelling Visitor Bays Per Dwelling 0.25 per Dwelling	3.75 bays minimum 0.75 bays minimum	5
Total:		75 bays	44

43. Council has a number of options in considering the shortfall:
- a. Determine that the shortfall is unacceptable and refuse the proposal.
 - b. Determine that there will be a level of reciprocity between the land uses (existing and proposed) and allow a reduction in the prescribed parking as a 100% offset.
 - c. Determine that there will be a level of reciprocity and allow a reduction in the prescribed parking, with an offset made through the provision of cash in lieu for parking.

-
44. From a planning perspective, it is recommended c) above be the preferred option based on the following assumptions:
- Despite tenancies not being determined at this stage, allowing for reciprocity of uses discounting 20% of the required parking is appropriate in the context of the proposed development and location within an Activity Centre.
 - If the amendment to modify the parking requirements for the use 'Shop' is approved, this would reduce the parking from 88 bays to 70 bays.
 - Payment of a cash in lieu contribution towards the cost of construction of public parking identified in the "Old Road Board" precinct, south of Mead Street. This is within a 100m walkable catchment of the subject site.
 - The applicant had the opportunity to provide 2 additional car parking bays on site however this design would have prevented access to the Kalamunda Dramatic Society at 8 Central Mall. The applicant was not obliged to continue to allow for access to the adjoining property and therefore it is considered acceptable to allow for a further 2 car bay shortfall.
 - Based on the above, it is recommended that that applicant pay cash in lieu for the land acquisition and construction of 29 parking bays.
45. Additionally when considering an application, the Local Government is required to have due regard to a number of matters including "...any relevant local planning scheme amendment, or region scheme amendment, which has been granted consent for public submissions to be sought". As the amendment to lower the parking ratio for shops is currently being advertised for public comment, it is reasonable for the lower parking ratio to be considered.
46. In this instance, as the shortfall in the required amount of car bays is not considered minor the parking shortfall should be required to be made up by way of a cash in lieu contribution.
47. Should Council approve the application subject to cash in lieu being paid a new valuation will be obtained by the Shire.
48. The applicant has requested that should Council require a cash in lieu payment to be made for a shortfall in the required amount of car parking this be done in stages over a 5 year period. In the event that this be supported a deed of agreement is to be prepared, which requires an absolute caveat over the property ensuring Council interests are adequately protected. This can be placed as a condition of the planning approval with a requirement that the agreement be signed prior to the issuing of the building licence.
49. It is considered appropriate to require the cash in lieu payments to be made over a 3 year period so that funding is more readily available if land within the Kalamunda Town Centre is identified as being suitable for car parking in the shorter term.

50. The proposed mixed use development represents first opportunity for Council to consider new development along Barber Street which includes residential apartment style living in the town centre. Importantly the development could serve as a catalyst for similar proposals in the town centre.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 10/2014)

That Council:

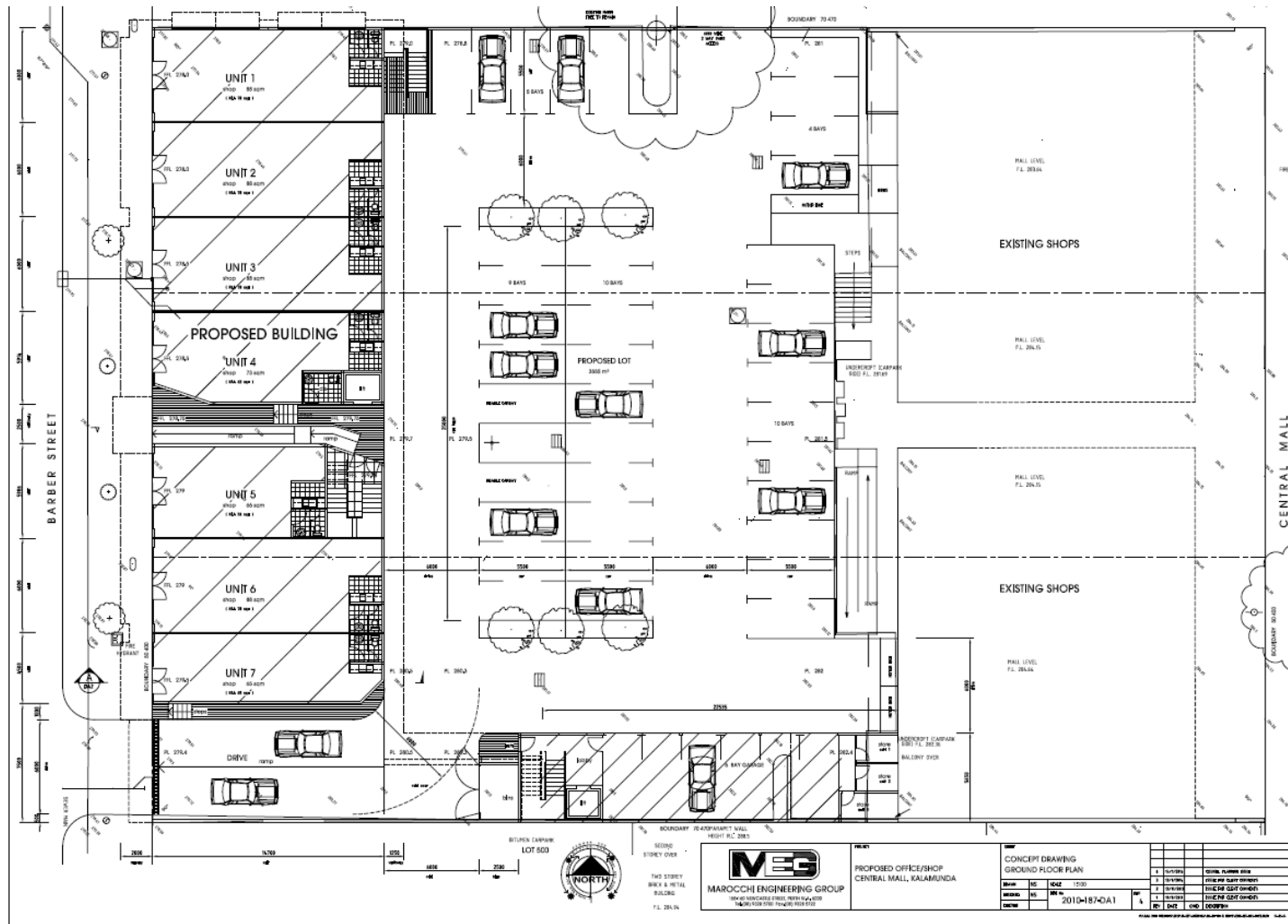
1. Approves the application received on 28 September 2011 for a three storey mixed use development on Lot 8 (10), 9 (12) and 10 (14) Central Mall, Kalamunda, subject to the following conditions:
 - a. The provision and maintenance of a total of 44 car spaces including a minimum of one (1) disabled bay.
 - b. The access way shall be suitably constructed, sealed and drained to the satisfaction of the Shire.
 - c. The crossover shall be designed and constructed to the satisfaction of the Shire.
 - d. Vehicle parking, manoeuvring and circulation areas to be suitably constructed, sealed, kerbed, line marked and drained to the satisfaction of the Shire.
 - e. The specie type(s) of the proposed shade trees being submitted to and approved by the Shire prior to the building licence being issued.
 - f. The proposed shade trees being planted within 28 days of the proposed development's completion, and maintained thereafter by the landowner (Strata management group) to the satisfaction of the Shire.
 - g. A legal agreement being prepared by the Shire's solicitors to the satisfaction of the Shire requiring the cash in lieu payments to be made on an annual basis over a 3 year period. The landowner shall be responsible to pay all costs associated with the Shire's solicitor's costs of and incidental to the preparation of (including all drafts) and stamping of the agreement.
 - h. The colour scheme/pallet of the proposed developed being submitted to and approved by the Shire prior to the building licence being issued, which is compliant with the Kalamunda Town Centre Study.

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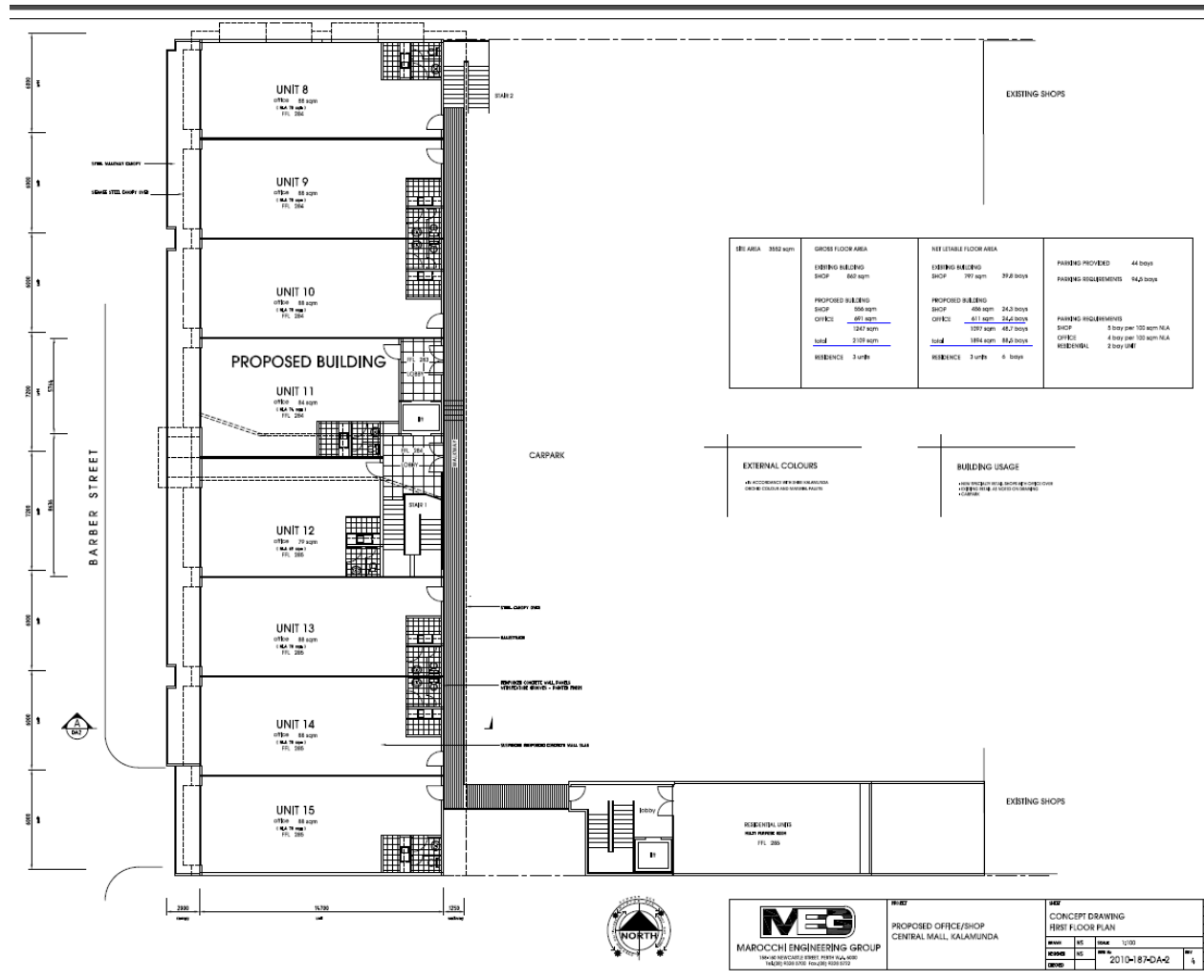
Seconded:

Vote:

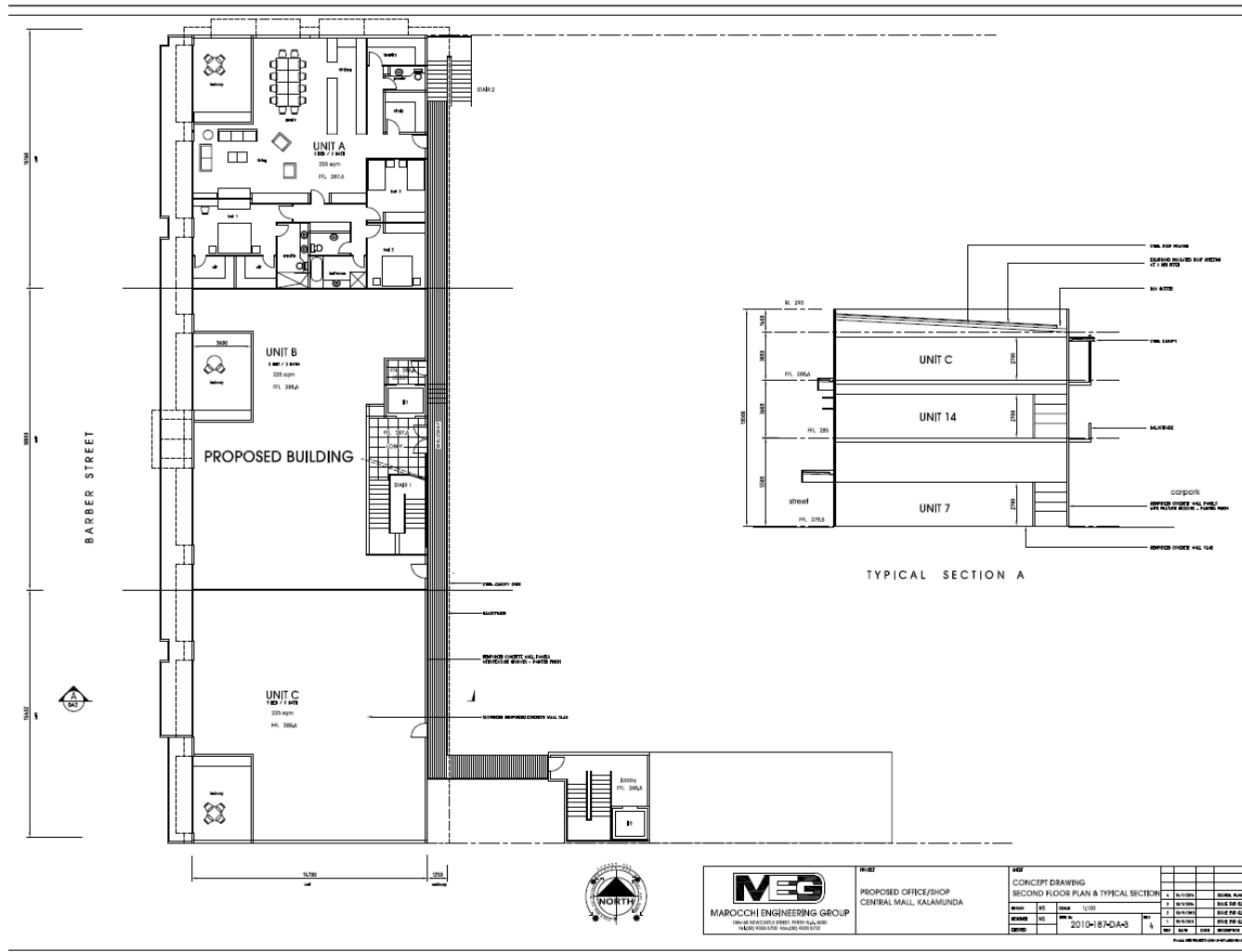
Attachment 1
 Mixed Use Development
 Lot 8 (10), 9 (12) and 10 (14) Central Mall, Kalamunda
Site Plan and First Floor Plan of Proposed Development



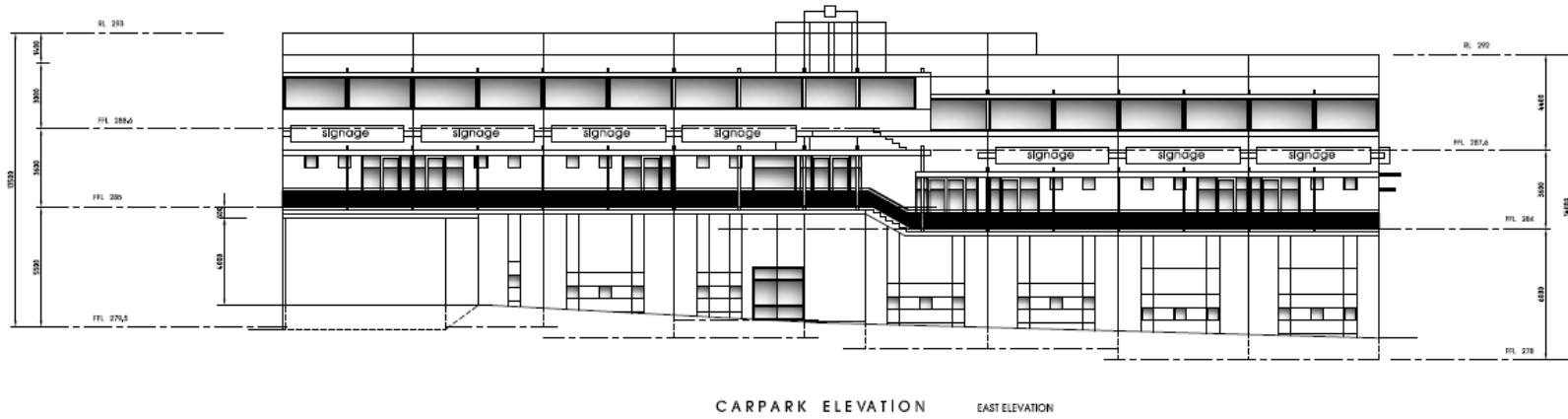
Attachment 2
 Mixed Use Development
 Lot 8 (10), 9 (12) and 10 (14) Central Mall, Kalamunda
Second Floor Plan



Attachment 3
 Mixed Use Development
 Lot 8 (10), 9 (12) and 10 (14) Central Mall, Kalamunda
Third Floor Plan



Attachment 4
Mixed Use Development
Lot 8 (10), 9 (12) and 10 (14) Central Mall, Kalamunda
Elevations



Attachment 5

Mixed Use Development

Lot 8 (10), 9 (12) and 10 (14) Central Mall, Kalamunda

Photograph of the Proposed Development's Location (Looking South Along Barber Street)



Attachment 6

Mixed Use Development

Lot 8 (10), 9 (12) and 10 (14) Central Mall, Kalamunda

Photograph of the Proposed Development's Location (Looking North Along Barber Street)



Attachment 7 Mixed Use Development Lot 8 (10), 9 (12) and 10 (14) Central Mall, Kalamunda Kalamunda Townsite Improvement Plan

Issues and Opportunities Summary

The key issues facing Kalamunda can be grouped into three headings:

Land Use, Built Form & Development

Issues

- Little recent retail or other commercial development has taken place within the town centre. Much of the older building stock is looking run-down and nearing the end of its usefulness;
- Several buildings were designed and developed during the period when an unduly high priority was given to the comfort and convenience of arriving motorists, rather than to the shopper or customer walking about the centre;
- Many buildings have been designed without any consideration for the town's sloping topography;
- There are a number of privately-owned sites located at key points within the town centre that are vacant and/or derelict;
- Advertising signs are numerous throughout the town: they are often oversized, poorly located and excessive in number. The combined visual clutter detracts from the town's desired character;
- There are a number of civic buildings, heritage buildings and tourist facilities located within, and adjacent to, the town centre which currently lack recognition and a significant public profile.

Opportunities

- To encourage new developments which will be designed in such a manner that will add to the functional vitality, pedestrian amenity and visual appeal of the town;
- To encourage land owners and developers to take account of, and advantage of, the sloping nature of the town centre terrain when designing new developments;
- To curb the spread of excessive, unsightly and unnecessary advertising signage;
- To highlight the heritage qualities of the town centre, and to improve the physical relationships between nearby tourist and community facilities and the town centre.



Legend

- Area of poor amenity
- Opportunity site
- Pedestrian link/alley from carpark
- Poor pedestrian amenity
- Poorly activated built edge

Landscape

Issues

- Kalamunda prides itself on its forest location, and certainly trees are a major contributor to the "village in the forest/hills" character that the community wishes to retain and nurture. However, the soil conditions are such that tree roots often lift surrounding paving, and in some instances unsuitable trees have been planted;
- Paving, seating, lighting and other street furniture is diverse and seemingly ad hoc in its design and provision.

Opportunities

- To methodically work through the town, replacing failed trees, improving the health and condition of shade trees and developing distinct landscape character areas;
- To develop a suite of co-ordinated street furniture and paving forms to unify and strengthen the character of the town centre;
- To take advantage of the proposal to place powerlines in Haynes Street underground by planting additional, appropriate tree species, thus creating a continuous shade canopy to frame the street and improve pedestrian comfort during summer.



Village Life

Issues

- Residents consistently rate Kalamunda's "sense of connection", its village atmosphere and friendly community as its unique strengths. We know that making it easier for people to walk within town centres can increase retail activity, especially in smaller speciality and locally-run businesses. It can also encourage more window shopping and conversations between visitors, and can improve informal surveillance (and therefore safety) of the streets and other walkways.
- An uninviting town is characterised by a series of commercial "boxes" surrounded by barren car parks and where all the activity is internalised within the boxes and hidden from the streets.
- A lively, successful and inviting town centre is one that is full of people talking, walking, browsing, congregating, eating and drinking and resting in places on, or adjacent to, the street and under cover. People like to explore interesting, thriving shops and inviting public spaces.
- Public amenities such as good, clean, accessible toilets and functional direction signs are small but vital ingredients of a successful town centre.

Opportunities

- To place a higher priority on pedestrian comfort, amenity and interest within both the public and private domains;
- To improve the streets, public spaces and access ways to make them pleasant, attractive and safe places to be in;
- To promote the activation of the main streets after hours to strengthen the existing sense of community pride within the town.



Attachment 8

Mixed Use Development - Lot 8 (10), 9 (12) and 10 (14) Central Mall, Kalamunda

Submission Table

Submission		Details	Comments
1.	S Della France Address withheld	<p>Objection.</p> <p>a) We object to the 3 storey structure on the property for the following reasons:</p> <p>i) The overshadowing of surrounding properties.</p> <p>ii) The over provision of office space.</p> <p>iii) The intrinsic value of the Kalamunda area.</p>	<p>a) i) The built form and scale of the proposed development is compliant with the Kalamunda Townsite Improvement Plan (KTIP) Overshadowing would only affect car parks and commercial buildings and not gardens or dwellings..</p> <p>ii) The maximum amount of office space in the Town Centre is not a planning consideration.</p> <p>iii) The development is compliant with the KTIP and will have not have an unacceptable impact on the intrinsic value of the town centre.</p>

		<p>iv) The lack of detail on the submitted plans.</p> <p>v) The plans note “bitumen car park” at Lot 500, this is not public parking but allocated parking to an opposite business.</p> <p>b) We also object to the lack of car parking in the area. Central Mall currently has shops along Central Road which need parking bays, these are catered for in the car park of the "proposed" development area. But to add a further 7 shops and 8 offices into this car park area plus 3 multiple dwellings into this area, will impact greatly in this central area of Kalamunda. This will impact on the surrounding businesses as this large a complex in this confined area will without doubt has ramifications to surrounding car parks all along Barker Street.</p> <p>c) We understand that Kalamunda has a unique feel and do not oppose to a good development but will infringe on other intrinsic value of Kalamunda and surrounding business and to tourism value of this area.</p>	<p>iv) The application was advertised for comment due to the use ‘Multiple Dwellings’ being not listed under Table 1 of the Scheme. A site plan and elevations were provided to affected land owners.</p> <p>v) Noted. This is a standard drafting technique noting what is on adjoining property. There is no further relevance to the proposal.</p> <p>b) Noted. The provision of parking for the development formed a substantial consideration of the proposal. Analysis of the parking requirements are contained in the main report.</p> <p>c) Noted. The proposal takes into account the criteria set out in the Kalamunda Town Centre Improvement Plan in terms of use and design.</p>
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Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

11. Proposed Developer Contribution Instalment Plan for an Approved Light Industry - Lot 200 (103) Milner Road, High Wycombe

Previous Items	Nil.
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	ML-10/103
Applicant	Blue Manta Asia Pty Ltd
Owner	Blue Manta Asia Pty Ltd
Attachment 1	Forrestfield/High Wycombe Industrial Area Stage 1 Structure Plan
Attachment 2	Scheme Provisions for Developer Contribution Items
Attachment 3	Developer Contribution Cost Schedule

PURPOSE

- To consider a request to stage the developer contribution payments required for an approved light industry development at Lot 200 (103) Milner Road, High Wycombe.

BACKGROUND

2. Land Details:

Land Area:	9,619sqm
Local Planning Scheme Zone:	Industrial Development
Metropolitan Region Scheme Zone:	Urban

Locality Plan

3.



4. The property is located on the corner of Milner Road and Sultana Road West, within Stage 1 of the Forrestfield/High Wycombe Industrial Area (Stage 1). The property contains a workshop previously used in association with an orchard that operated from the site.
5. In November 2011, the Minister for Planning approved Amendment No. 34 to Local Planning Scheme No. 3 (the Scheme) to rezone the land bounded by Berkshire Road, Roe Highway, Sultana Road West and Milner Road, with the exception of Lots 497, 498 and 499 Sultana Road West and a portion of Lots 1 and 2 Sultana Road West, Forrestfield, from Special Rural to Industrial Development.
6. Amendment No. 34 also included provisions so that Stage 1 became a Development Area (DA).
7. In February 2013, the WA Planning Commission (the Commission) endorsed a Structure Plan for Stage 1 of the Forrestfield/High Wycombe Industrial Area. Refer (Attachment 1).
8. In May 2013, the Minister approved Amendment No. 48 to the Scheme, which amongst other provisions, proposed that Developer Contribution Items for Stage 1 be inserted under Schedule 12 (Development Areas) in the Scheme. Refer to (Attachment 2). The Developer Contribution Cost Schedule (Attachment 3), establishes the cost contribution and apportionment for each landowner.
9. The current Developer Contribution Rate is \$28.49 per sqm plus GST.
10. In February 2014, an application was approved for the storage and maintenance of oilfield equipment on the property.
11. Prior to the property being redeveloped, the landowner is required to make a proportional contribution to the cost of common infrastructure such as road upgrades and modifications, land acquisition for road reserves, dual use paths and administration costs of the sharing arrangements.

DETAILS

12. The total net developer contribution for the approved light industry is currently \$274,035.00 exclusive of GST.
13. The landowner has requested that this payment be made at the following 3 stages:
 - An amount of \$80,000 to be paid immediately upon receipt of approved building permit;
 - An amount of \$80,000 to be paid 6 months after receipt of approved building permit; and
 - The balance of \$114,045.31 to be paid 12 months after receipt of approved building permit.

STATUTORY AND LEGAL IMPLICATIONS

14. Schedule 12 (Development Contribution Areas) of the Scheme describes the DAs and sets out the purpose and particular requirements that may apply to the DA.
15. Clause 6.5.14.2 (Payment of Cost Contribution) of the Scheme stipulates that the owner, with the agreement of Council, may pay the owner's cost contribution in a lump sum, by instalments or in such other manner acceptable to Council.
16. Clause 6.5.17.1 (Shortfall or Excess in Cost Contributions) of the Scheme stipulates that if there is a shortfall in the total cost contribution owed, Council may:
 - a) Make good the shortfall;
 - b) Enter into agreements with the owners to fund the shortfall; or
 - c) Raise loans or borrow from a financial institution, to fund the shortfall.

POLICY IMPLICATIONS

State Planning Policy No. 3.6 – Development Contributions for Infrastructure

17. State Planning Policy No. 3.6 – Development Contributions for Infrastructure (the Policy) sets out the principles underlying development.

COMMUNITY ENGAGEMENT REQUIREMENTS

18. Nil.

FINANCIAL CONSIDERATION

19. The Developer Contribution Scheme for Stage 1 is cost neutral to the Shire.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

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

Strategy 4.1.4	Facilitate the development of industrial land within the Shire.
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SUSTAINABILITY

Sustainability Implications

21. Nil.

Social Implications

22. Infrastructure needs to be carefully designed, costed and ultimately delivered to ensure that social impacts are minimised and that benefits are maximised

Economic Implications

23. The staged payment process will assist the developer in meeting his financial obligations to the Scheme. However without the timely payment of contributions, the Shire will be unable to coordinate the essential infrastructure works needed to make the development functional.

Environmental Implications

24. Nil.

RISK MANAGEMENT CONSIDERATIONS

25.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Instalments being deferred across a long timeframe.	Possible	Major	High	Without the contribution being paid within the short term, the required upgrades and modifications to roads, the acquisition of land for road Reserves and dual use paths, amongst other items, may be delayed.
The applicant defaulting.	Possible	Major	High	A Caveat being placed on the property's Title.

OFFICER COMMENT

26. The Scheme allows the developer contribution to be paid in a lump sum or by instalments which are acceptable to Council. This however has to be considered in the context of the Scheme meeting its obligations in respect to the delivery of Scheme Infrastructure.
27. Without the contribution being paid either in full or in a timely manner the required road extension, upgrades to the road and the acquisition of land for road reserves, amongst other items, may be delayed.
28. Acknowledges that Council has previously supported staged payments to assist developers, if in considering that the proposed arrangement will have an impact on scheme cash flow and may impact on the ability of the Shire to deliver a key scheme infrastructure.
29. Considering the above, it is recommended that the following instalments be adopted by Council:

-
- An amount of \$80,000 to be paid prior to the building permit being issued; and
 - The remaining amount owed be paid within 6 months of the building permit having been issued, at the contribution rate applicable at the time payment is made.
30. If the instalments are agreed to by Council it will be requirement that a caveat be placed on the property's Title so that in the event that the property is sold the required payments are still made.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 11/2014)

That Council:

1. Agrees to allow the contribution amount to be paid in instalments for the approved light industry development at Lot 200 (103) Milner Road, High Wycombe, as follows:
 - A minimum of 30% of the required contribution amount be paid prior to the building permit being issued; and
 - The remaining amount owed including GST be paid within 6 months of the building permit having been issued, at the contribution rate applicable at the time payment is made.
2. Requires a caveat be placed on the property's title at the landowner's expense requiring the Development Contribution payments be made as agreed to by Council.

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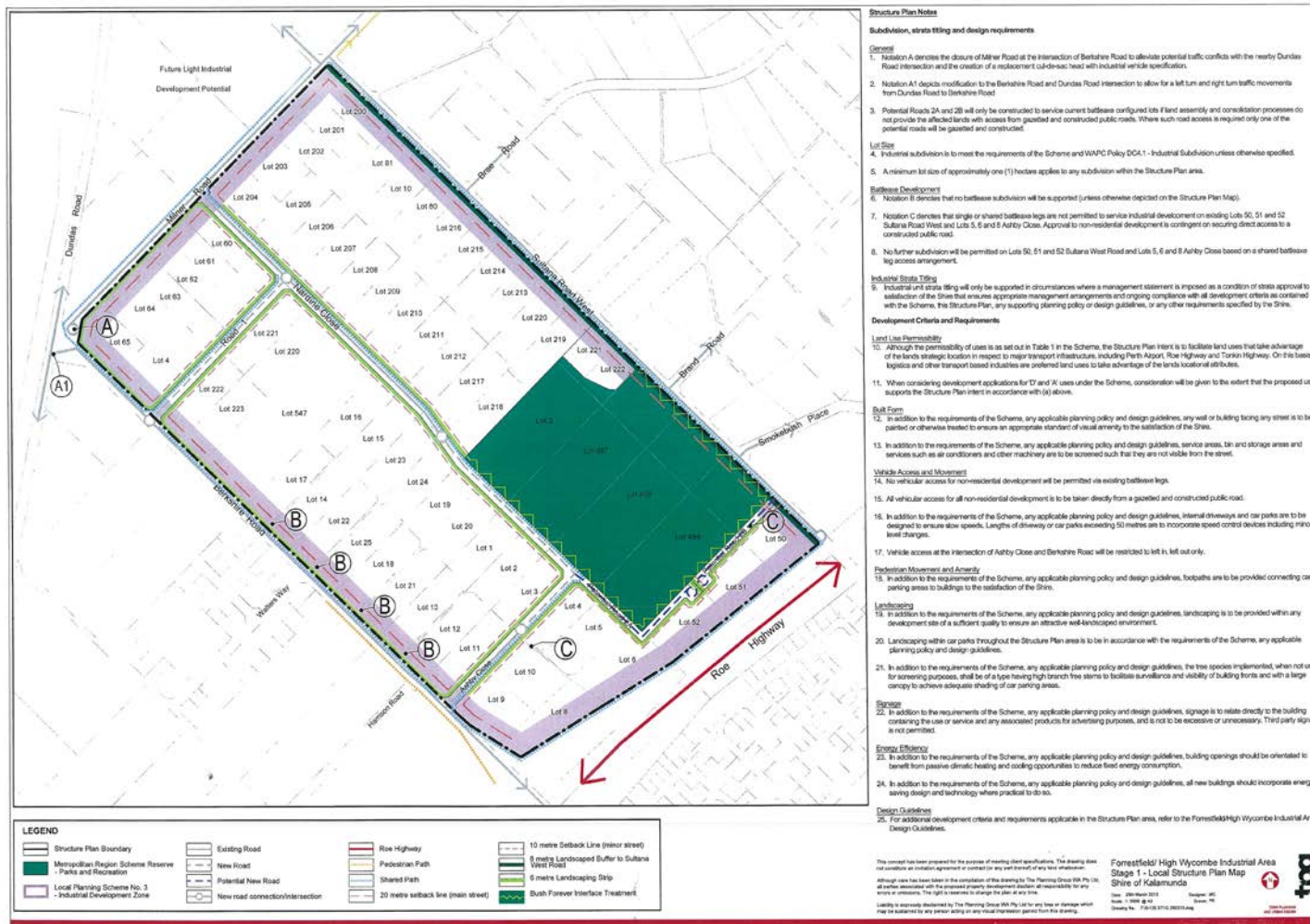
Seconded:

Vote:

Attachment 01

Proposed Developer Contribution Instalment Plan for an Approved Light Industry Lot 200 (103) Milner Road, High Wycombe

Forrestfield/High Wycombe Industrial Area Stage 1 Structure Plan



Attachment 02

Proposed Developer Contribution Instalment Plan for an Approved Light Industry
Lot 200 (103) Milner Road, High Wycombe

Scheme Provisions for Developer Contribution Items

“6.5 DEVELOPMENT CONTRIBUTION AREAS (DCA)

6.5.1 Interpretation

In clause 6.5 unless the context otherwise requires –

‘Administrative Costs’ means such costs as are reasonably incurred for the preparation and (with respect to standard infrastructure items) implementation of the Development Contribution Plan.

‘Administrative Items’ means the administrative matters required to be carried out by or on behalf of the local government in order to prepare and (with respect to standard infrastructure items) implement the Development Contribution Plan, including legal, accounting, planning, engineering, and other professional advice.

‘Cost Apportionment Schedule’ means a schedule prepared and distributed in accordance with clause 6.5.10.

‘Cost Contribution’ means the contribution to Infrastructure Costs and Administrative Costs payable by an Owner pursuant to a Development Contribution Plan.

‘Development Contribution Area’ means an area shown on the scheme map as DCA with a number and included in schedule 12.

‘Development Contribution Plan’ means a development contribution plan prepared in accordance with the provisions of State Planning Policy 3.6 Development Contributions for Infrastructure and the provisions of this clause 6 of the Scheme (as incorporated in Schedule 12 to this Scheme).

‘Development Contribution Plan Report’ means a report prepared and distributed in accordance with clause 6.5.10.

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

‘Infrastructure Costs’ means such costs as are reasonably incurred for the acquisition and construction of infrastructure.

‘Local government’ means the local government or local governments in which the development contribution area is located or through which the services and facilities are provided.

‘Owner’ means an owner of land that is located within a Development Contribution Area.

6.5.2 Purpose

The purpose of having Development Contribution Areas is to –

- (a) provide for the equitable sharing of Infrastructure Costs and Administrative Costs between owners;*
- (b) ensure that the Cost Contributions are reasonably required as a result of the subdivision and development of land in the Development Contribution Area; and*
- (c) coordinate the timely provision of Infrastructure.*

6.5.3 Development contribution plan required

A Development Contribution Plan is required to be prepared for each Development Contribution Area.

6.5.4 Development contribution plan part of scheme

A Development Contribution Plan is incorporated in Schedule 12 as part of this Scheme.

6.5.5 Subdivision, strata subdivision and development

The local government shall not withhold its support for subdivision, strata subdivision or refuse to approve a development solely for the reason that a Development Contribution Plan is not in effect, there is no approval to advertise a Development Contribution Plan or that there is no other arrangement with respect to an owner's contribution towards the provision of community infrastructure.

6.5.6 Guiding principles for development contribution plans

The Development Contribution Plan for any Development Contribution Area is to be prepared in accordance with the following principles –

- (a) Need and the nexus*

The need for the Infrastructure included in the plan must be clearly demonstrated (need) and the connection between the development and the demand created should be clearly established (nexus).

- (b) Transparency*

Both the method for calculating the development contribution and the manner in which it is applied should be clear, transparent and simple to understand and administer.

(c) *Equity*

Development contributions should be levied from all developments within a Development Contribution Area, based on their relative contribution to need.

(d) *Certainty*

All development contributions should be clearly identified and methods of accounting for cost adjustments determined at the commencement of a development.

(e) *Efficiency*

Development contribution should be justified on a whole of life capital cost basis consistent with maintaining financial discipline on service providers by precluding over recovery of costs.

(f) *Consistency*

Development contributions should be applied uniformly across a development contribution area and the methodology for applying contributions should be consistent.

(g) *Right of consultation and review*

Owners have the right to be consulted on the manner in which development contributions are determined. They also have the opportunity to seek a review by an independent third party if they believe the calculation of the costs forming part of the contributions is not reasonable.

(h) *Accountable*

There must be accountability in the manner in which development contributions are determined and expended.

6.5.7 Content of development contribution plans

The Development Contribution Plan is to specify –

- (a) *The Development Contribution Area to which the Development Contribution Plan applies;*
- (b) *the Infrastructure and Administrative Items to be funded through the Development Contribution Plan;*
- (c) *the method of determining the Cost Contribution of each Owner; and*
- (d) *the priority and timing for the provision of Infrastructure.*

6.5.8 Period of development contribution plan

A Development Contribution Plan shall specify the period during which it is to operate.

6.5.9 Land Excluded

In calculating both the area of an Owner's land and the total area of land in a Development Contribution Area, the area of land provided in that Development Contribution Area for –

- (a) roads designated under the Metropolitan Region Scheme as primary regional roads and other regional roads;*
- (b) existing open public open space;*
- (c) existing government primary and secondary schools; and*
- (d) such other land as is set out in the Development Contribution Plan,*

is to be excluded.

6.5.10 Development contribution plan report and cost apportionment schedule

6.5.10.1 Within 90 days of the Development Contribution Plan coming into effect, the local government is to adopt and make available a Development Contribution Plan Report and Cost Apportionment Schedule to all Owners in the Development Contribution Area.

6.5.10.2 The Development Contribution Plan report and the Cost Apportionment Schedule shall set out in detail the calculation of the Cost Contribution for each owner in the Development Contribution Area, based on the methodology provided in the Development Contribution Plan, and shall take into account any proposed staging of the development.

6.5.10.3 The Development Contribution Plan report and the cost apportionment schedule do not form part of the scheme, but once adopted by the local government they are subject to review as provided under clause 6.5.11.

6.5.11 Cost contributions based on estimates

6.5.11.1 The determination of Infrastructure Costs and Administrative Costs is to be based on amounts expended, but when expenditure has not occurred, is to be based on the best and latest estimated costs available to the local government and adjusted accordingly, if necessary.

6.5.11.2 Where a Cost Apportionment Schedule contains estimated costs, such estimated costs are to be reviewed at least annually by the local government –

- (a) in the case of land to be acquired, in accordance with clause 6.5.12; and*
- (b) in all other cases, in accordance with the best and latest information available to the local government,*

until the expenditure on the relevant item of Infrastructure or Administrative Costs has occurred.

- 6.5.11.3 *The local government is to have such estimated costs independently certified by appropriate qualified persons and must provide such independent certification to an Owner when requested.*
- 6.5.11.4 *Where any Cost Contribution has been calculated on the basis of an estimated cost, the local government -*
- (a) *is to adjust the Cost Contribution of any Owner in accordance with the revised estimated costs; and*
 - (b) *may accept a Cost Contribution, based upon estimated costs, as a final Cost Contribution and enter into an agreement with the Owner accordingly.*
- 6.5.11.5 *Where an Owner's Cost Contribution is adjusted under clause 6.5.11.4, the local government, on receiving a request in writing from an Owner, is to provide the owner with a copy of estimated costs and the calculation of adjustments.*
- 6.5.11.6 *If an Owner objects to the amount of a Cost Contribution, the Owner may give notice to the local government requesting a review of the amount of the Cost Contribution by an appropriate qualified person ('independent expert') agreed by the local government and the Owner at the Owner's expense, within 28 days after being informed of the Cost Contribution.*
- 6.5.11.7 *If the independent expert does not change the Cost Contribution to a figure acceptable to the Owner, the cost contribution is to be determined:*
- (a) *by any method agreed between the local government and the Owner; or*
 - (b) *if the local government and the Owner cannot agree on a method pursuant to (a) or on an independent expert, by arbitration in accordance with the Commercial Arbitration Act 1985, with the costs to be shared equally between the local government and the Owner.*

6.5.12 Valuation

- 6.5.12.1 *Clause 6.5.12 applies in order to determine the value of land to be acquired for the purpose of providing Infrastructure.*
- 6.5.12.2 *In clause 6.5.12 –*

'Value', means the fair market value of land, at a specified date, which is defined as the capital sum that would be negotiated in an arms length transaction in an open and unrestricted market, assuming the highest and best use of the land with all its potential and limitations (other than the limitation arising from the transaction for which the land is being valued), wherein the parties act knowledgeably, prudently and without compulsion to buy or sell.

The net land value is to be determined by a static feasibility valuation model, using the working sheet model attached to this scheme as Schedule 13. As part of that feasibility an appropriate profit and risk factor is to be determined from which a 10 per cent profit factor is to be excluded from the calculation.

'Valuer' means a licensed valuer agreed by the local government and the owner, or where the local government and the owner are unable to reach agreement, by a valuer appointed by the President of the Western Australian Division of the Australian Property Institute.

6.5.12.3 *If an Owner objects to a valuation made by the Valuer, the Owner may give notice to the local government requesting a review of the amount of the Value, at the Owner's expense, within 28 days after being informed of the Value.*

6.5.12.4 *If, following a review, the Valuer's determination of the value of the land is still not a figure acceptable to the Owner, the value is to be determined:*

- (a) *By any method agreed between the local government and the owner;
or*
- (b) *if the local government and the owner cannot agree, the owner may apply to the State Administrative Tribunal for a review of the matter under part 14 of the Planning and Development Act 2005.*

6.5.13 Liability for cost contributions

6.5.13.1 *An Owner must make a Cost Contribution in accordance with the applicable Development Contribution Plan and the provisions of clause 6.5.3.*

6.5.13.2 *An Owner's liability to pay the Owner's Cost Contribution to the local government arises on the earlier of -*

- (a) *the Western Australian Planning Commission endorsing its approval on the deposited plan or survey strata plan of the subdivision of the Owner's land within the Development Contribution Area;*
- (b) *the commencement of any development on the Owner's land within the Development Contribution Area;*
- (c) *the approval of any strata plan by the local government or Western Australian Planning Commission on the owner's land within the development contribution area; or*
- (d) *the approval of a change or extension of use by the local government on the Owner's land within the Development Contribution Area.*

The liability arises only once upon the earliest of the above listed events.

6.5.13.3 *Notwithstanding clause 6.5.13.2, an Owner's liability to pay the Owner's Cost Contribution does not arise if the Owner commences development of the first single house or outbuildings associated with that first single house on an existing lot which has not been subdivided or strata subdivided since the coming into effect of the Development Contribution Plan.*

6.5.13.4 *Where a Development Contribution Plan expires in accordance with clause 6.5.8, an owner's outstanding liability to pay the Owner's Cost Contribution under the Development Contribution Plan shall be deemed to continue in effect and be carried over into any subsequent Development Contribution Plan which includes the Owner's land, and the Owner's land, subject to such liability.*

6.5.14 Payment of cost contribution

6.5.14.1 *The Owner, with the agreement of the local government, is to pay the Owner's Cost Contribution by -*

- (a) *cheque or cash;*

- (b) transferring to the local government or a public authority land in satisfaction of the cost contribution;*
- (c) the provision of physical infrastructure;*
- (d) some other method acceptable to the local government; or*
- (e) any combination of these methods.*

6.5.14.2 The Owner, with the agreement of the local government, may pay the Owner's Cost-Contribution in a lump sum, by instalments or in such other manner acceptable to the local government.

6.5.14.3 Payment by an Owner of the cost contribution, including a cost contribution based upon estimated costs in a manner acceptable to the local government, constitutes full and final discharge of the Owner's liability under the development contribution plan and the local government shall provide certification in writing to the owner of such discharge if requested by the Owner.

6.5.15 Charge on land

6.5.15.1 The amount of any Cost Contribution for which an Owner is liable under clause 6.5.13, but has not paid, is a charge on the Owner's land to which the Cost Contribution relates, and the local government may lodge a caveat, at the Owner's expense, against the certificate of title to that land.

6.5.15.2 The local government, at the Owner's expense and subject to such other conditions as the local government thinks fit, can withdraw a caveat lodged under clause 6.5.15.1 to permit a dealing and may then re-lodge the caveat to prevent further dealings.

6.5.15.3 If the Cost Contribution is paid in full, the local government, if requested to do so by the Owner and at the expense of the Owner, is to withdraw any caveat lodged under clause 6.5.15.

6.5.16 Administration of funds

6.5.16.1 The local government is to establish and maintain a reserve account in accordance with the Local Government Act 1995 for each Development Contribution Area into which Cost Contributions for that Development Contribution Area will be credited and from which all payments for the Infrastructure costs and Administrative costs within that Development Contribution Area will be paid.

The purpose of such a reserve account ~~or~~ and the use of money in such a reserve account is limited to the application of funds for that Development Contribution Area.

6.5.16.2 Interest earned on Cost Contributions credited to a reserve account in accordance with clause 6.5.16.1 is to be applied in the Development Contribution Area to which the reserve account relates

6.5.16.3 *The local government is to publish an audited annual statement of accounts for that Development Contribution Area as soon as practicable after the audited annual statement of accounts becomes available.*

6.5.17 *Shortfall or excess in cost contributions*

6.5.17.1 *If there is a shortfall in the total of Cost Contributions when all cost contributions have been made or accounted for in a particular Development Contribution Area, the local government may -*

- (a) make good the shortfall;*
- (b) enter into agreements with Owners to fund the shortfall; or*
- (c) raise loans or borrow from a financial institution, to fund the shortfall,*

but nothing in this clause restricts the right or power of the local government to impose a differential rate to a specified Development Contribution Area in that regard.

6.5.17.2 *If there is an excess in funds available to the development contribution area when all Cost Contributions have been made or accounted for in a particular Development Contribution Area, the local government is to refund the excess funds to contributing Owners for that Development Contribution Area. To the extent, if any, that it is not reasonably practicable to identify Owners and/or their entitled amount of refund, any excess in funds shall be applied, to the provision of additional facilities or improvements in that Development Contribution Area.*

6.5.18 *Powers of the local government*

The local government in implementing the Development Contribution Plan has the power to -

- (a) acquire any land or buildings within the Scheme area under the provisions of the Planning and Development Act 2005; and*
- (b) deal with or dispose of any land which it has acquired under the provisions of the Planning and Development Act 2005 in accordance with the law and for such purpose may make such agreements with other owners as it considers fit.*

6.5.19 *Arbitration*

Subject to clauses 6.5.12.3 and 6.5.12.4, any dispute between an Owner and the local government in connection with the cost contribution required to be made by an owner is to be resolved by arbitration in accordance with the Commercial Arbitration Act 1985."

Attachment 03

Proposed Developer Contribution Instalment Plan for an Approved Light Industry
Lot 200 (103) Milner Road, High Wycombe

Developer Contribution Cost Schedule

Ref No.	DCA1
Area:	Forrestfield Light Industrial Area- Stage 1 (Area bounded by Berkshire Road, Milner Road, Sultana Road West and Roe Highway)
Relationship to other planning instruments	The development contribution plan generally conforms to the Strategic Community Plan to 2022 (Draft)
Infrastructure and Administrative items to be funded	<p>All landowners within DCA1 shall make a proportional contribution to the cost of common infrastructure.</p> <p>The proportional contribution is to be determined in accordance with the provisions clause 6.5 of the Scheme.</p> <p>Contributions shall be made towards the following items:</p> <ul style="list-style-type: none"> a) 50% to the widening and upgrading of Berkshire Road between Dundas Road and Roe Highway, including the cycling lanes; b) Any required modifications to Milner Road, including the closure procedure and installation of a cul-de-sac at the intersection point with Berkshire Road; c) Upgrading of Nardine Close and Ashby Close; d) Upgrading of the Berkshire Road and Dundas Road intersection; e) Upgrading of the Berkshire Road and Ashby Close intersection; f) 50% of any required modifications to Sultana Road West, including the cycling lane which will form part of the dual use path depicted on the applicable Forrestfield/High Wycombe Industrial Area Structure Plan; g) Acquisition of land required for the section of road linking Ashby Close to Nardine Close and the new section of road linking Nardine Close with Berkshire Road. h) Land required for the construction and drainage for all internal roads- Water Sensitive Urban Design principles to be incorporated as per the adopted Drainage Strategy; i) Full earthworks associated with road and drainage construction; j) Dual use paths as depicted on the applicable Forrestfield/High Wycombe Industrial Area Structure Plan; k) Landscaping of verges and entry statements including maintenance; l) Fencing treatment for Bush Forever site; m) Servicing infrastructure relocation where necessary; n) Costs associated with the preparation of the development area framework to meet the statutory requirements and obligations including the local water management strategy and monitoring, structure plan design and report, drainage strategy and development contribution costings. o) Costs to prepare and administer cost sharing arrangements – preliminary engineering drainage design and costings, valuations, annual or more frequent reviews and audits (where

	<p>identified as appropriate at the discretion of the local government) and administrative costs; and</p> <p>p) Costs for the repayment of any loans raised by the local government for the purchase of any land for road reserves or any of the abovementioned works.</p>
Method for Calculating Contributions	<p>All landowners within DCA1 shall make a proportional contribution to the cost of common infrastructure and administrative items based on net lot areas.</p> <p>The contributions will be in accordance with the Cost Contribution Schedule adopted by the local government for DCA1 which will be reviewed annually.</p> <p>owner's cost contribution = net lot area (m²) x contribution rate</p> <p>where</p> $\text{contribution rate} = \frac{\text{cost of infrastructure items} + \text{cost of administrative items}}{\text{total area of DCA (m}^2\text{)}}$ <p>net lot area = lot area (m²) - area of road reserve (m²)</p> <p>The contributions will be in accordance with the Cost Contribution Schedule adopted by the local government for DCA1 which will be reviewed annually.</p>
Period of Operation	10 years
Priority and timing of infrastructure	The timing of the provision of infrastructure will be developer driven and subject to market demand for land. Infrastructure is generally to be provided within the 10 year operating period for the DCP.
Review Process	<p>The plan will be reviewed when considered appropriate, though not exceeding a period of five years duration, having regard to the rate of subsequent development in the development contribution area since the last review and the degree of development potential still existing.</p> <p>The estimated infrastructure costs will be reviewed at least annually to reflect changes in funding and revenue sources and indexed based on the Building Cost index or other appropriate index as approved by the qualified person undertaking the certification of costs.</p>

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

12. Mixed Use Development (Offices and Multiple Dwellings) – Lot 15 (10) Canning Road, Kalamunda

Previous Items	Nil
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	CN-01/010
Applicant	Olk + Associates Architects
Owner	TJW Trust

Attachment 1	Site Plan and Ground Floor
Attachment 2	First Floor and Second Floor
Attachment 3	Fourth Floor
Attachment 4	Elevations
Attachment 5	Building Section and Haynes Street Elevations

PURPOSE

1. To consider an application to build a four storey mixed use development at Lot 15 (10) Canning Road, Kalamunda. Refer to (Attachments 1-5).
2. The application is referred to Council for consideration as it proposes a variation to the provisions in the Kalamunda Town Centre Improvement Plan (the Plan) and Local Planning Scheme No. 3 (the Scheme) in relation to building height and plot ratio under the Scheme.

BACKGROUND

3. **Land Details:**

Land Area:	1,619m ²
Local Planning Scheme Zone:	Commercial
Metropolitan Regional Scheme Zone:	Urban

Locality Plan

4.



5. Note: The above photograph is outdated as the building and hard stand have recently been removed.

DETAILS

6. The site has been unused for over a decade and previously operated as a car yard. Adjacent land uses are a local shop to the south a medical practice to the north and proposed medium density residential to the west.
7. Details of the application are as follows:
- A four storey building consisting 126m² of commercial space (office) at ground level, five apartments at level two (3x1 bedroom and 2x2 bedroom), three apartments at level three (2x2 bedroom and 1x4 bedroom) and a three bedroom penthouse apartment at level four.
 - A single crossover to Canning Road is proposed adjacent to the northern boundary.
 - Twenty-eight parking bays are proposed. Parking will be located at the rear of the site and includes some secure parking for the residential tenants.
 - The overall height of the building will be approximately 15.86 metres.
 - A Traffic Impact Assessment has been provided and the proposal is in accordance with the assessment.

STATUTORY AND LEGAL CONSIDERATIONS

8. Under Table 1 (Zoning Table) of the Scheme the commercial use (office) is a 'P' use, meaning the use is permitted providing it complies with the relevant development standards and requirements of the Scheme. The use of "Multiple Dwellings" (apartments) is a use not listed. As such, Council must determine if the use is consistent with objectives of the zone.
9. In considering an application for planning approval, the Scheme requires the Shire to have due regard to the following matters, amongst others:
- The compatibility of the development within its settings;
 - The preservation of the amenity of the locality;
 - The likely effect of the height, bulk, scale, orientation and appearance of the proposal;
 - Whether the proposed means of access and egress from the property are adequate: and
 - Any other planning consideration the local government considers relevant.
10. In the Commercial zone a maximum plot ratio of 0.6 is prescribed. Under the Scheme, plot ratio is described as:
- "the total floor area of all buildings on a site divided by the area of the site except for residential dwellings where the term has the same meaning as the Residential Design Codes:*
- The proposal has a plot ratio of 0.92.

POLICY CONSIDERATIONS

11. *Kalamunda Town Centre Planning and Urban Development Guidelines*

The Guidelines were adopted in 2011 and essentially are used to guide the built form in the Kalamunda town centre. The proposal generally complies with the provisions of the Guidelines for sites located on a General Commercial Street. However, the proposal fails to comply with an aspect of the Guidelines in respect to building height as a maximum of three stories is recommended whereas four stories is proposed.

COMMUNITY ENGAGEMENT REQUIREMENTS

12. The proposal was forwarded to adjacent landowners for comment as the multiple dwellings are a use not mentioned in the Zoning Table and therefore require advertising. Additionally advertising was required as the proposal was not in accordance with the Guidelines due to the building height. At the end of the submission period one submission of non-objection had been received.

FINANCIAL CONSIDERATIONS

13. Nil.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

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

OBJECTIVE 4.2: To effectively plan for the diverse range of housing stock that will be required to meet the social and economic needs of the Shire's changing demographic.

Strategy 4.2.1 Facilitate the delivery through strategies and policy development of a diverse range of housing within the Shire to ensure inclusiveness in population accommodation.

SUSTAINABILITY

Social Implications

15. Development of a residential land use adjacent to the district centre will bring vibrancy to the locality.

Economic Implications

16. Investment of a \$4.5 million development in area and redevelopment of a prominent disused location will be seen as a sign of economic confidence in the town centre.

Environmental Implications

17. Nil. There is no vegetation on site and the development will be connected to a reticulated sewer service. Tree planting in car bays will be implemented.

RISK MANAGEMENT CONSIDERATIONS

18.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Council may resolve to not support the proposal.	Possible	Insignificant	Low	Make sure Council is aware of the Scheme requirements and the objectives and intent of the Kalamunda Town Centre Planning and Urban Design Guidelines.

OFFICER COMMENT

19. The site is zoned Commercial under the Scheme. The objectives of the Commercial zone are:
- To serve the needs of the localised area in providing for local shopping facilities, business, professional, civic, cultural, medical and other health related services.
 - To ensure that development is designed to be compatible with nearby uses and zones particularly residential zones.
20. It is considered that the proposal meets the objectives of the zone as the office component will provide opportunities for business and professional activities. The building will be compatible with the adjoining residential lot at the rear (western end) as it is setback 30.5 metres from the common boundary and therefore will not have an adverse impact on the amenity of residents.
21. The proposal is essentially assessed against the Scheme and the Guidelines. As previously mentioned, the proposal fails to meet the height requirements in the Guidelines in that a maximum of three storeys is recommended and four storeys are proposed. Under the Scheme, the site is located in the *Kalamunda Town Centre Design Control Area* which states that development should not exceed two storeys unless the particular circumstances may warrant an exception being made and provided the intentions of the Design Control Area provision are not compromised.
22. Where there is "a development which is in any way inconsistent with the specific requirements contained in the Policy [Guidelines]" an applicant is to provide an "Urban Design Statement" justifying the departure from the Guidelines. The applicant has stated that a departure is justified as the building will be the end of the principle view corridor from Haynes Street and will give the impression of three storey building when viewed from Haynes Street due to the topography. Additionally, the fourth storey (penthouse) will be recessed on all sides, which will minimise the bulk and visual impact.

23. Whilst adjoining commercial buildings are of a smaller scale, it is considered that the proposal will not unduly compromise the rhythm of the street nor impact on the amenity of the surrounding area.
24. In respect to the plot ratio variation, being 0.92 in lieu of the prescribed 0.6, this can be considered in accordance with clause 5.6 of the Scheme *Variations to Site and Development Standards and Requirements*. The Scheme requires consultation with affected parties, in this case, the adjoining landowners and no objection was received. In considering the non-compliance, clause 10.2 *Matters to be considered by the Local Government* shall be taken into account and that the non-compliance will not have an adverse effect on the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality.
25. It is considered that the proposal meets the criteria set out above. Additionally it should be noted that development in the District Centre, which is on the opposite side of Canning Road, has a 1.5 plot ratio, which is over double what can be considered in the commercial zone. Given that the site is covered by *Kalamunda Town Centre Design Control Area* there is an implication that the site is considered part of the town centre and therefore should enjoy similar development potential.
26. Parking on site is in excess of what is required under the Scheme and Residential Design Codes. It is proposed to install a motorised gate to block 14 of the bays at the rear of the site to provide secure parking for tenants after hours. This has been discussed with the applicant and they are willing to ensure that the gate is only in place after hours so that visitors to the site can utilise the bays during normal business hours.
27. The proposal has included a bin store area which presupposes individual bins for all tenants which would be placed on the verge for collection. This matter has been discussed with the applicant and it was decided that a communal bin within a store area to be collected on site would be more appropriate.
28. It is considered that, notwithstanding some variations to Design Guidelines and Scheme requirements, the proposal is appropriate in scale and nature and is in keeping with current expectations for development in the town centre. As such, approval is recommended.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 12/2014)

That Council:

1. Determines that the multiple dwellings component of the development is consistent with the objectives for the commercial zone and is therefore permitted.

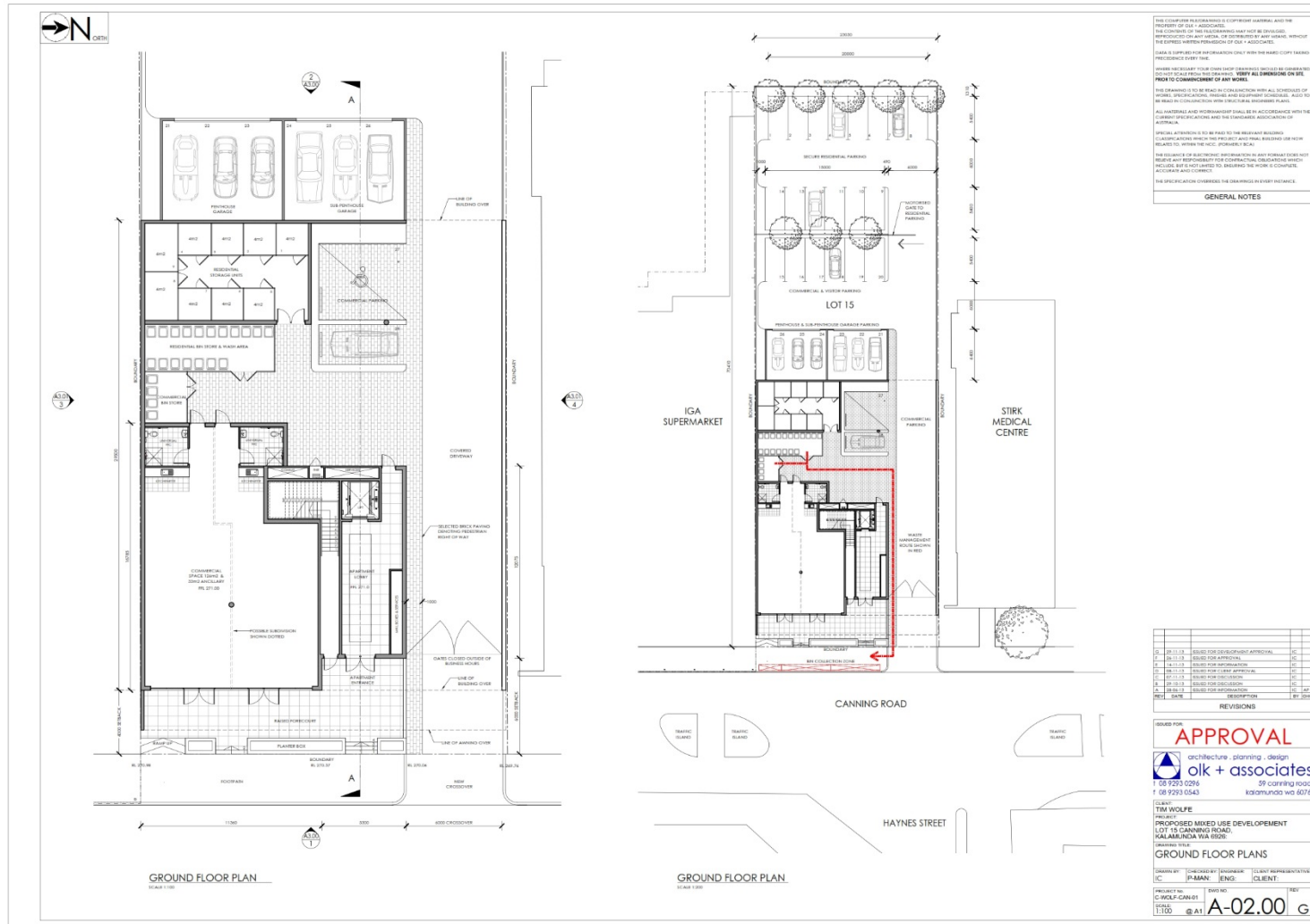
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2. Approves the application dated 29 November 2013 to build an office and nine multiple dwellings at Lot 15 (10) Canning Road, Kalamunda, subject to the following conditions:
1. The access way shall be suitably constructed, sealed and drained to the satisfaction of the Shire.
 2. Vehicle parking, manoeuvring and circulation areas, except for the overflow area, to be suitably constructed, sealed, kerbed, line marked and drained to the satisfaction of the Shire.
 3. The provision and maintenance of a total of 28 car spaces including a minimum of (1) disabled car bay. All car parking and vehicle access ways being line marked, sealed and drained prior to the occupation of the building and maintained thereafter.
 4. The applicant to submit a landscape plan detailing the species of shade trees for the car park area to the satisfaction of the Shire of Kalamunda.
 5. The proposed shade trees being planted within 28 days of the proposed development's completion, and maintained thereafter by the landowner (strata management group) to the satisfaction of the Shire.
 6. A geotechnical report being submitted prior to the issue of a building licence detailing site conditions, particularly in respect to soil and groundwater and stormwater disposal by soakage (Clearance, quantity, soil permeability and location and size of soakwells).
 7. Provision of a bin store area allowing for refuse to be collected from on the site.
 8. A noise assessment being submitted to and approved by the Shire prior to the building permitted being issued.
 9. The external colour details being submitted to and approved by the Shire prior to the building licence being issued.
 10. The motorised gate for residential parking shall be left open during normal business hours.

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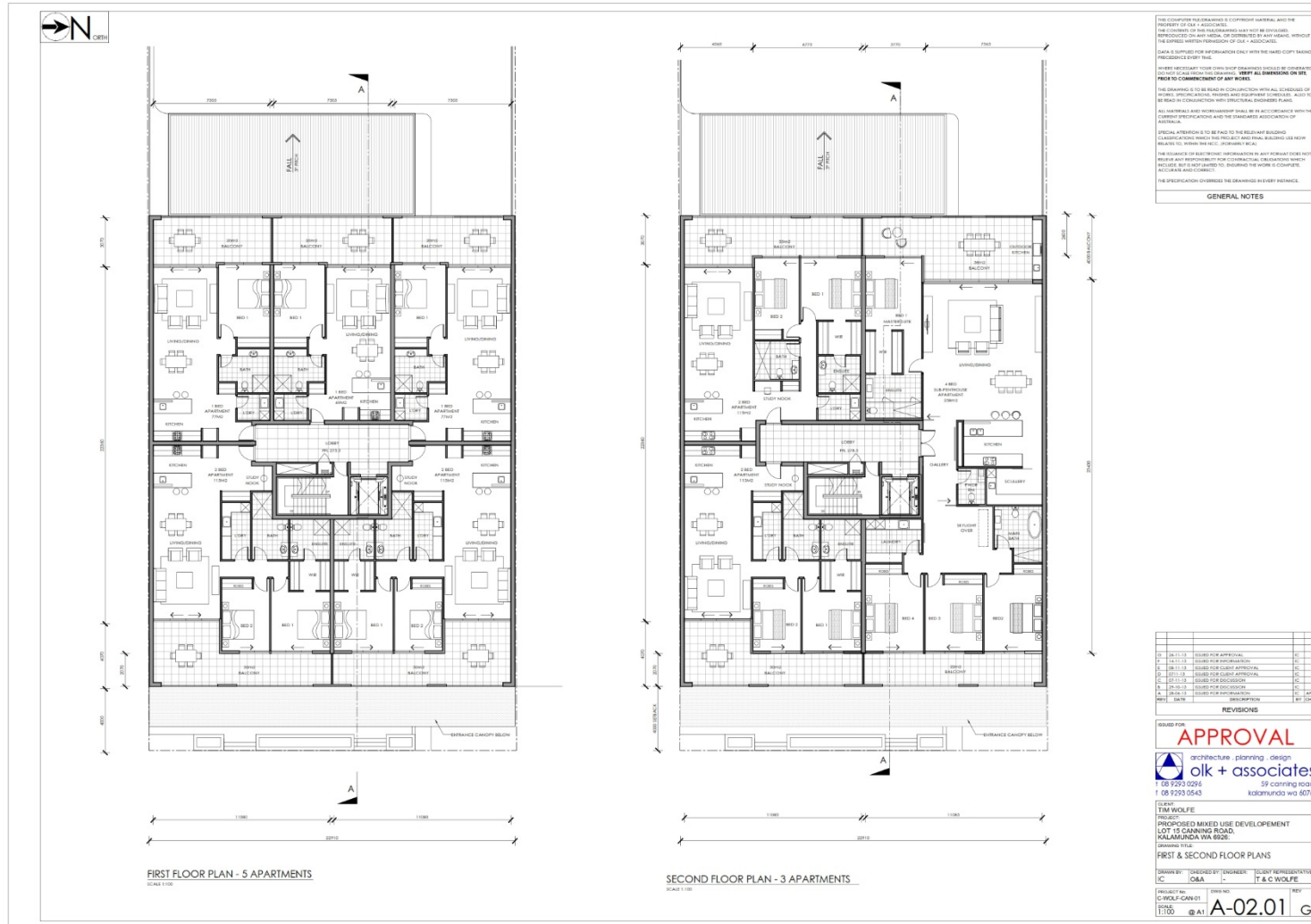
Seconded:

Vote:

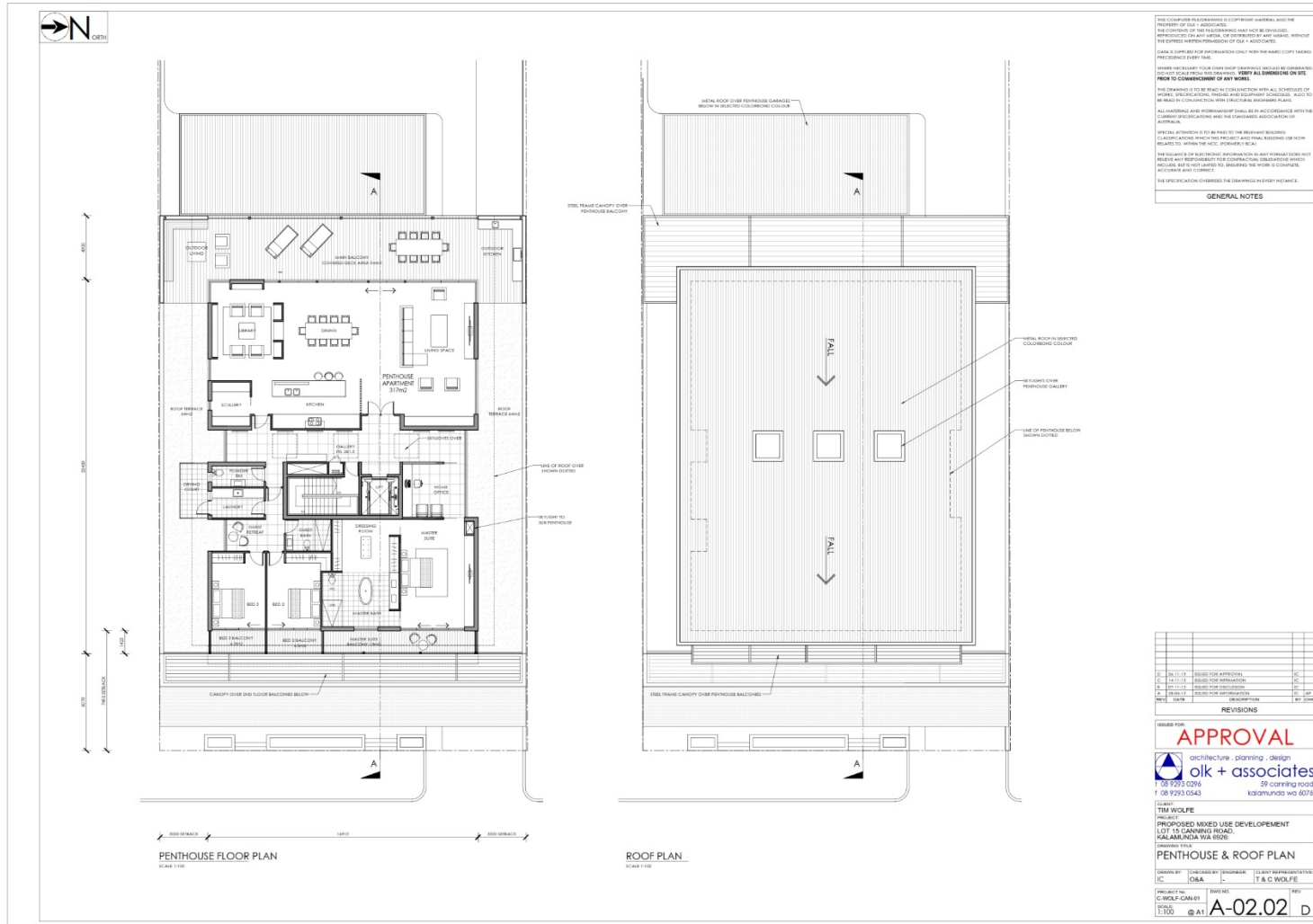
Attachment 1
 Mixed Use Development (Offices and Multiple Dwellings)
 Lot 15 (10) Canning Road, Kalamunda
Site Plan and Ground Floor



Attachment 2
 Mixed Use Development (Offices and Multiple Dwellings)
 Lot 15 (10) Canning Road, Kalamunda
First Floor and Second Floor



Attachment 3
 Mixed Use Development (Offices and Multiple Dwellings)
 Lot 15 (10) Canning Road, Kalamunda
Fourth Floor

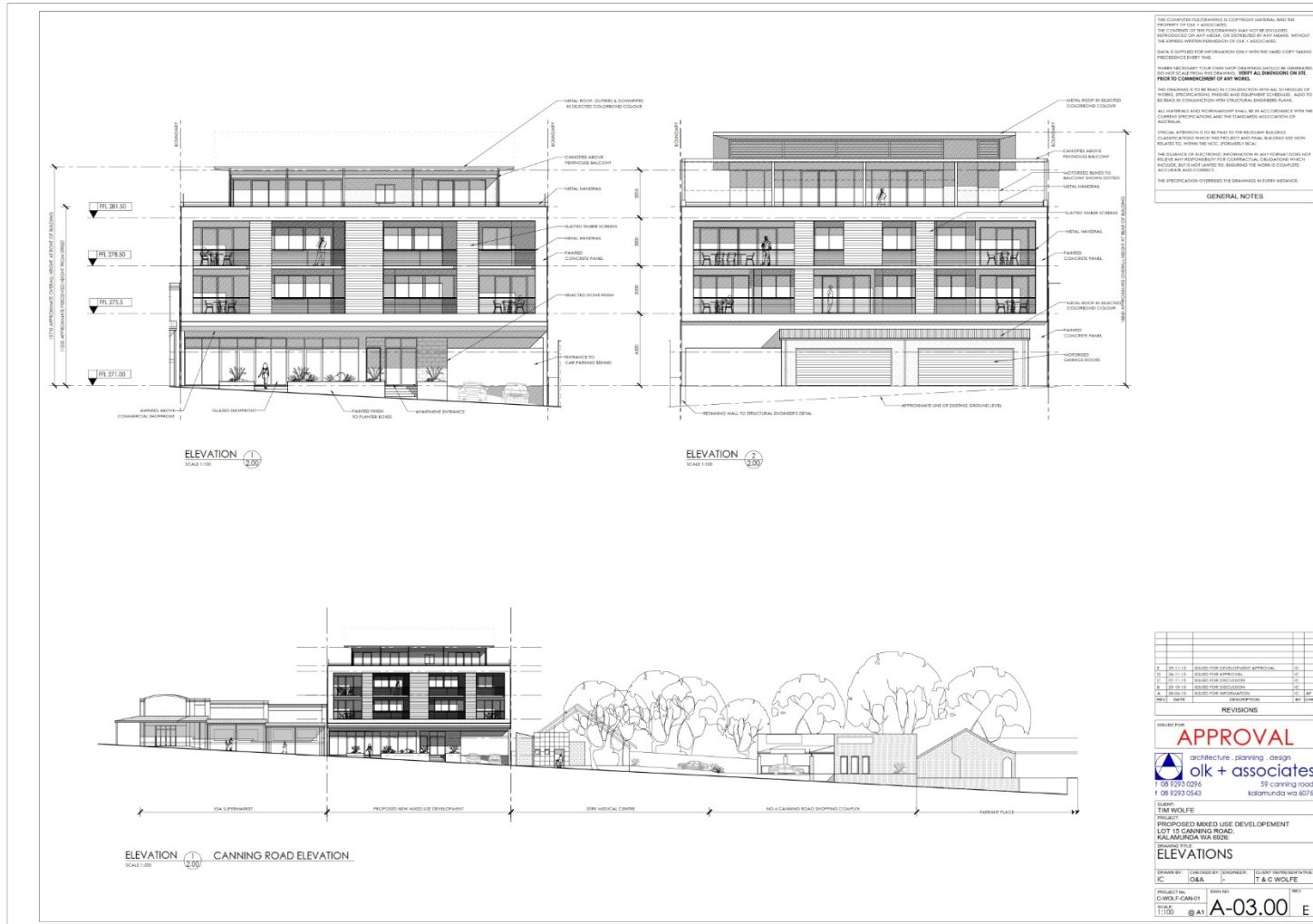


Attachment 4

Mixed Use Development (Offices and Multiple Dwellings)

Lot 15 (10) Canning Road, Kalamunda

Elevations

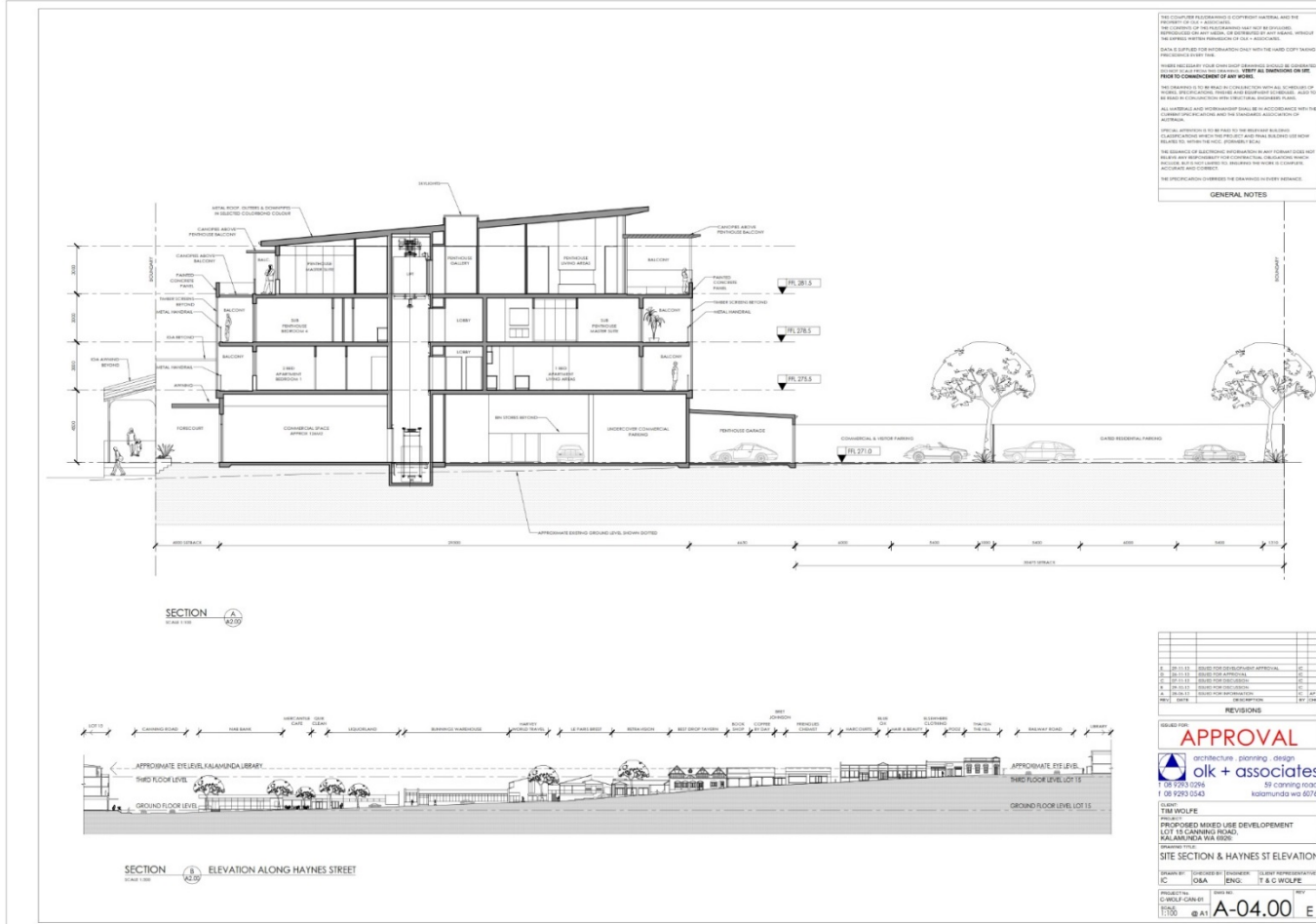


Attachment 5

Mixed Use Development (Offices and Multiple Dwellings)

Lot 15 (10) Canning Road, Kalamunda

Building Section and Haynes Street Elevations



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

13. Cell 9 Wattle Grove Urban Area – Review of Cell Infrastructure Contribution

Previous Items	N/A
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	PG-DEV-013
Applicant	N/A
Owner	N/A
Attachment 1	Adopted Structure Plan
Attachment 2	Cell Infrastructure Contribution Calculations
Attachment 3	Summary of Lots to be Created and Contributions Received
Attachment 4	Projected Expenditure
Attachment 5	Land for Future Purchase

PURPOSE

1. To consider the adoption of the new Cell 9 Infrastructure Contribution Rate to apply from 25 March 2014.

BACKGROUND

2. The Wattle Grove Urban Area commonly referred to as Cell 9 operates as a modified Guided Development Scheme (Development Scheme) with administrative provisions incorporated in Schedule 11 of Local Planning Scheme No 3 (the Scheme). Refer (Attachment 1) Adopted Structure Plan.
3. The administrative provisions identified under Schedule 11 of the Scheme were first established under Scheme amendment 155 to District Planning Scheme No 2. The amendment was approved by Council in May 1997 and subsequently approved by the Minister for Planning in October 1997.
4. In September 2000, Council resolved to adopt the Structure Plan for the Development Scheme with an applicable cell infrastructure Contribution Rate of \$6,700 per dwelling or lot created. The Structure Plan was subsequently adopted by the Western Australian Planning Commission in March 2001 as a basis for subdivision and development.
5. Under Clause 7.8 of Schedule 11 of the Scheme, land valuation estimates for the new Cell Infrastructure Contribution Rate are to be prepared annually.

6. The previous reviews of the Cell Infrastructure Contribution rate for the Development Scheme are listed below:

Date Amended	New Rate
01.11.2001	\$7,100
01.11.2001	\$8,100
01.11.2003	\$10,000
01.11.2004	\$12,550
19.07.2005	\$13,550
01.03.2006	\$15,500
01.09.2006	\$19,050
01.03.2007	\$22,050
01.03.2008	\$24,650
01.11.2008	\$25,500
01.11.2009	\$25,500
01.06.2011	\$26,450
01.01.2013	\$27,335

7. To date a total of 1,617 lots have been created in Development Scheme resulting in a total contribution income of \$27,520,940. In addition the Scheme received income of \$2,163,100 comprising interest and disputed contributions awarded by the Supreme Court. The Development Scheme estimates there are a total of 492 remaining lots to be created.

8. Actual Development Scheme expenditure to date is as follows:

Land purchased for Road Reserves	\$62,795
Land purchased for Public Open Space	\$13,801,083
Cell Infrastructure works	\$4,414,163
Scheme Administration	\$749,703
Total Expenditure	\$19,027,744

9. The purchase of the Wattle Grove Primary School site was prefunded by the Education Department for the amount of \$3,909,090. This amount is still owing to the Education Department.

DETAILS

10. A review of the Cell Infrastructure Contribution includes the following:
- A review of the projected lot yield.
 - An updated residential land market valuation.
 - A review of the projected expenditure for the remaining cell infrastructure works. This includes drainage works associated with the realignment of the Woodlupine Creek, road works associated with the extension of Arthur Road, upgrading of Hale Road, other infrastructure works such as the undergrounding of power along Hale Road and the provision of dual use paths throughout the Public Open Space Area.

11. Details of the review are as follows:

Number of Dwelling Units:

The current estimate for the total lot yield for Development Scheme is 2109 of which 1617 have been created with the balance of 492 dwellings/lots projected to be created by 2018. The actual and projected lot/dwelling yield are shown on Attachment 3.

Land Valuation:

In August 2013 Opteon Valuation Consultants undertook a revaluation of land required to be purchased by the Development Scheme, the investigations also included a review of the residential land market with the Development Scheme area and the broader Perth Metropolitan market. The valuation concluded that the total value of land and buildings required for Scheme purposes would be in the order of \$7,675,095 (Attachment 5).

Cell Infrastructure Works:

A review has been conducted of all outstanding Cell Infrastructure Works comprising drainage and road works and other infrastructure and associated contingencies. The total projected expenditure for these items is \$12,123,300 (Attachment 4).

Scheme Administration:

The project management costs, including legal fees, review of cell infrastructure costs, and structure plan reviews over the next 5 years are estimated at \$658,000 (Attachment 5).

Cell Infrastructure Contributions:

A summary of the outstanding cell infrastructure costs and other liabilities' to the Development Scheme are detailed as follows:

Land required for Public Open Space	7,047,000
Land required for Scheme Roads	628,125
Cell Infrastructure Works	12,123,300
Scheme Management Costs	658,000
Loan repayment to the Education Dept	3,909,090
Total Outstanding Cost	\$24,365,515
Less Projected Interest Income	-270,000
Less Cash on hand	-10,656,296
Net Outstanding Cost	\$13,439,200

Projected Infrastructure Expenses:

There are a number of significant infrastructure works that have to be undertaken in the next two years. These include the upgrading and realignment of Woodlupine Creek, Hale Road, the extension of Arthur Road to the Promenade and electrical and street lighting works along Hale Road. These works will commence in 2013/2014 and expected to be completed in 2014/2015. A summary of the projected expenditure for infrastructure works to the Development Scheme are detailed in Attachment 4 as follows:

Woodlupine Upgrade	1,450,000
Arthur Road Extension and Bridge Construction	505,000
Hale Road Upgrade	2,019,000
Electricals and Street lighting	4,880,000
Total Projected Cost	\$8,854,000

12. The Scheme has a cash balance of \$10,656,296. The total outstanding costs will be met by the current cash balance plus projected contributions from the remaining 492 lots yet to be created. This will result in a Cell Infrastructure Contribution rate of \$27,315 per lot/dwelling unit. This is a reduction of \$20.00 on the previous contribution rate. The projected income from the developer contributions is \$13,439,200.

STATUTORY AND LEGAL CONSIDERATIONS

13. Cell Infrastructure Contributions are administrated and determined in accordance with Schedule 11 of Local Planning Scheme No.3.

POLICY CONSIDERATIONS

14. Nil.

COMMUNITY ENGAGEMENT REQUIREMENTS

15. Landowners will be advised in writing on the proposed new Developer Contribution Rate.

FINANCIAL CONSIDERATIONS

16. The Development Scheme is cost neutral to the Shire.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

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

OBJECTIVE 4.7 - To ensure the selection, maintenance, inspection, renewal and disposal of all categories of assets within the Shire is managed efficiently.

Strategy 4.7.1 Maintain, refurbish or upgrade existing infrastructure, including public buildings, parks, reserves, local roads, footpaths, cycle ways, verges and drainage networks to encourage increased utilisation and extension of asset life.

SUSTAINABILITY

Social Implications

18. The provision of pedestrian footpaths/bridges and improvements to Woodlupine Brook through the developer contributions will assist Council in delivering amenity improvements to the passive and active areas of the Public Open Space in accordance with the objectives of the Woodlupine Living Stream Project.

Economic Implications

19. The Contribution Scheme allows for a more equitable cost sharing of common infrastructure.

Environmental Implications

20. Nil.

RISK MANAGEMENT CONSIDERATIONS

21.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Council may resolve not to adopt the revised Cell Infrastructure Contribution Rate.	Unlikely	Minor	Low	Make sure Council is aware that if the revised rate is not adopted then the rate previously adopted will be used. As a consequence the necessary funding will not be available for necessary upgrades to cell infrastructure works within Development Scheme.

OFFICER COMMENT

22. The past 12 months has seen a total of 134 lots created in the Development Scheme which is reflective of the demand for land in this area. The area proves popular due to proximity to the City and immediate access to regional road networks. The demand for land in the Development Scheme, it is envisaged that with the exception of couple of lots all the land will be subdivided and sold within two to three years.

-
23. In respect to the commercial activities in the Development Scheme, work on the site for the development of the Local neighbourhood Shopping Centre on Hale Road has commenced.
 24. The recent purchase of Lot 35 Hale Road for drainage and Public Open Space requirements has enabled the Scheme to progress with some drainage works to reshape the Woodlupine Creek to create a small drainage swale. The lot also forms part of an important public open space corridor that will integrate the drainage swale with the future planned development of the open space which will link through to the recently developed nature based play space and the approved local Shopping Centre.
 25. The Development Scheme has a positive cash flow at present with a cash balance \$10,656,296. Ultimately contribution rates will be adjusted over time to account for increasing land values and cell infrastructure costs to ensure the Scheme is cost neutral to the Shire.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 13/2014)

That Council:

1. Adopt the revised Cell Infrastructure Contribution Rate of \$27,315 plus GST per lot or dwelling effective from 25 March 2014.
2. Advise landowners on the revised Developer Contribution Rate.

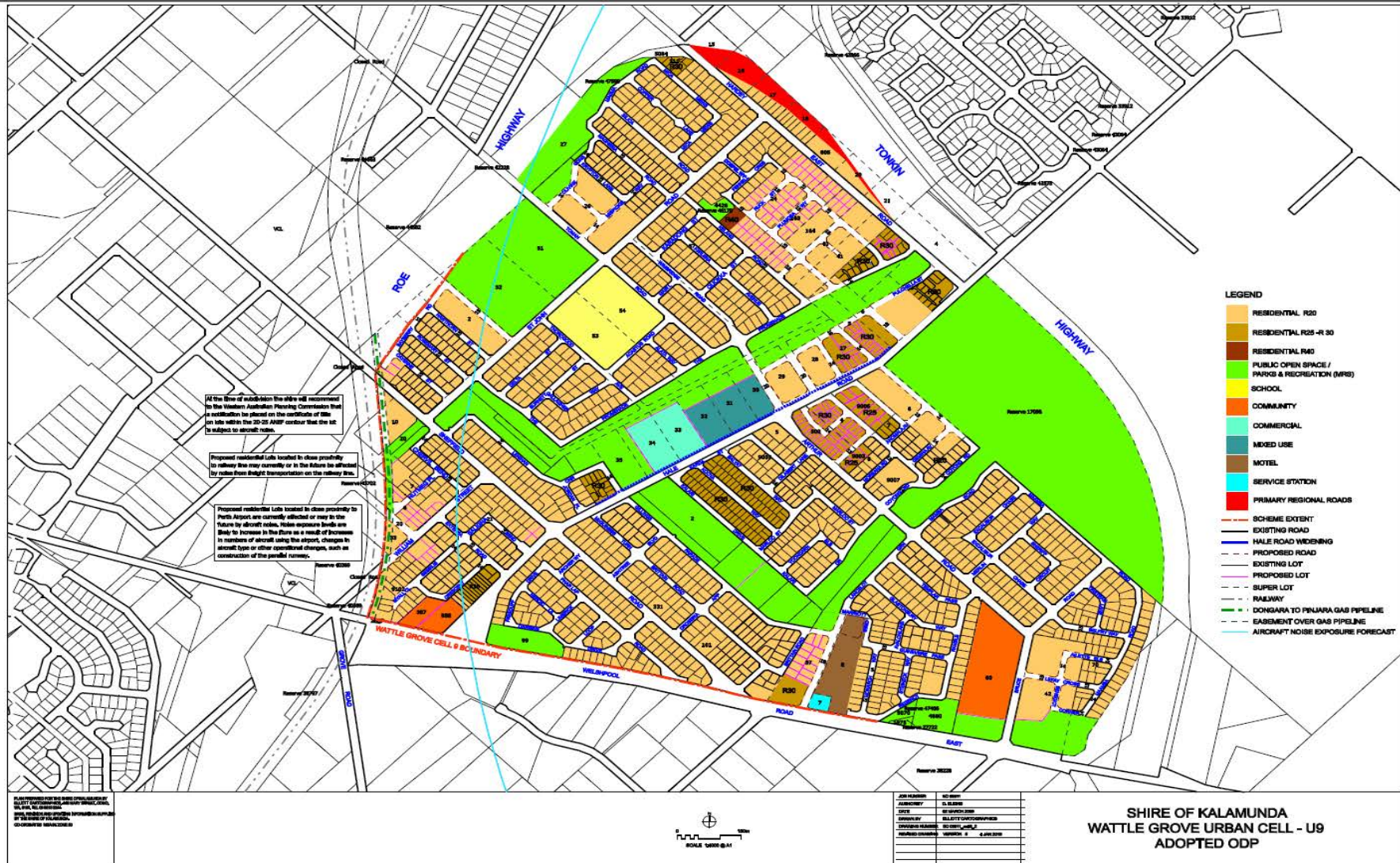
Moved:

Seconded:

Vote:

Attachment 01

Cell 9 Wattle Grove Urban Area – Review of Cell Infrastructure Contribution
 Existing Wattle Grove Cell 9 Structure Plan



Attachment 02

Cell 9 Wattle Grove Urban Area – Review of Cell Infrastructure Contribution



**INFRASTRUCTURE
 CONTRIBUTION CALCULATIONS**



ACCOUNTING POSITION TO DATE:

INCOME

Interest	\$1,990,071
Other	\$173,029
Contributions Received	\$27,520,940
Total Income Received	\$29,684,041

EXPENSES

Land Costs Paid POS	\$13,801,083
Land Costs Paid Road Res	\$82,795
Infrastructure Expenses	\$4,414,163
Scheme Administration	\$749,703
Amount paid to Education Department	\$0
	\$19,027,745

Balance	\$6,747,206
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Represented By:

Cash in Hand	\$10,656,296
Amount owed to Education Department	\$3,909,090

OUTSTANDING COSTS:

Land POS	\$7,047,000
Land Scheme Rd	\$628,125
Estimated Infrastructure Cost	\$12,123,300
Estimated Scheme Administration Cost	\$658,000
Repayment Education Department	\$3,909,090
	\$24,365,515

Less Projected Interest Income	-\$270,000
Less Cash in Hand	-\$10,656,296

NET Outstanding Costs	\$13,439,200
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SCHEME INFORMATION:

Total Number of Lots	100
Total Dwelling Lots Yield	2,109
Dwelling Lots Created	1,617
Remaining Dwelling Lots	492
Current Contribution Rate	\$27,335
Effective Date	01-Jan-13
Required Contribution Rate	(\$13,439,200/492)
	\$27,315 per dwelling/lot

Attachment 03

Cell 9 Wattle Grove Urban Area – Review of Cell Infrastructure Contribution



Summary of Lots Created and Contribution Received



<i>Lot#</i>	<i>Street No</i>	<i>Zoning</i>	<i>Anticipated Yield</i>	<i>Lots Release</i>	<i>Remaining Lots</i>	<i>Contribution Received</i>	<i>Estimated Completion</i>
<u>Arthur Road</u>							
8	21	R20	14	9	5	\$229,500	30-Dec-12
9	29	R20	15	15	0	\$382,500	30-Jun-19
56	46	R20	43	43	0	\$582,650	27-Feb-06
61	71	R20	26	26	0	\$201,600	01-Jul-03
63	22	R20	33	33	0	\$841,500	21-Apr-11
63	55	R20	50	50	0	\$431,150	31-Mar-05
500	9	R20	40		40		30-Jun-13
<i>Arthur Road (7 Lots)</i>		Su	221	176	45	\$2,668,900	
<u>Bruce Road</u>							
42	12	R20	33		33		30-Jun-17
55	30	R20	39	39	0	\$528,450	11-Nov-05
60	7	R20	0		0		
62	49	R20	27	27	0	\$218,700	07-Apr-04
68	50	R20	23	23	0	\$186,300	07-Apr-04
70	40	R20	54	54	0	\$1,377,000	29-Mar-11
<i>Bruce Road (6 Lots)</i>		Su	176	143	33	\$2,310,450	
<u>Fennell Crescent</u>							
64	0	R20	26	26	0	\$495,330	10-Oct-06
<i>Fennell Crescent (1 Lot)</i>		Su	26	26	0	\$495,330	
<u>Hale Road</u>							
1	353	R20	14	14	0	\$140,000	08-Apr-04
2	268	R20	13		13		30-Jun-17
2	345	R20	0		0		30-Jun-03
3	260	R20	20	20	0	\$441,000	10-Aug-07
4	299	R20	20		20		30-Jun-14
5	280	R30	8		8		30-Jun-14



**Summary of Lots Created and
 Contribution Received**



Lot#	Street No	Zoning	Anticipated Yield	Lots Release	Remaining Lots	Contribution Received	Estimated Completion
5	313	R20	0		0		
6	287	R20	24		24		30-Jun-14
6	276	R30	6		6		30-Jun-14
7	293	R20	38	19	19	\$484,500	30-Jun-14
27	286	R30	16		16		30-Jun-14
28	296	R20	10		10		30-Jun-14
29	302	R20	12		12		30-Jun-14
30	310	Comme	12		12		30-Jun-17
31	318	Comme	13		13		30-Jun-17
32	326	Comme	13		13		30-Jun-17
33	332	Comme	13		13		30-Jun-14
34	338	Comme	13		13		30-Jun-13
35	348	R20	0		0		15-Mar-12
36	356	R20	13	13	0	\$286,650	19-Nov-07
37	362	R20	18	18	0	\$225,900	10-Nov-04
61	335	R30	46	46	0	\$1,184,400	01-Jul-11
62	331	R30	44	44	0	\$1,148,600	01-Jul-11
64	323	R20	25	25	0	\$661,250	27-Oct-11
180	361	R20	24	24	0	\$196,300	08-Apr-04
9100	386	R30	11	11	0	\$290,950	27-Oct-11
Hale Road (20 Lots)		Su	426	234	192	\$5,059,550	
<u>Hardey East Road</u>							
15	85	R20	0		0		
16	75	R20	0		0		
17	65	R20	6	6	0	\$114,300	16-Jan-07
18	55	R20	7	7	0	\$133,350	16-Jan-07
19	47	R20	6	6	0	\$164,010	30-Jun-14
20	37	R20	4		4		30-Jun-14
24	48	R20	42	42	0	\$1,148,070	30-Jun-13



**Summary of Lots Created and
 Contribution Received**



Lot#	Street No	Zoning	Anticipated Yield	Lots Released	Remaining Lots	Contribution Received	Estimated Completion
25	58	R20	38	38	0	\$190,000	01-Aug-99
40	30	R20	17		17		30-Jun-14
41	26	R20	25		25		30-Jun-14
123	20	R30	25	25	0	\$637,500	15-Apr-11
163	40	R20	20		20		31-Dec-13
164	36	R20	24		24		30-Jun-14
1231	20	R30	1	1	0	\$26,450	01-Jun-12
1233	20	R30	1	1	0	\$26,450	01-Jun-12
Harley East Road (15 Lots)		Su	216	126	90	\$2,440,130	
<u>Regency Ramble</u>							
115	30	R20	0		0		
Regency Ramble (1 Lot)		Su	0		0		
<u>Sessils Court</u>							
9102	17	R20	23	23	0	\$608,350	30-Jun-12
Sessils Court (1 Lot)		Su	23	23	0	\$608,350	
<u>Sheffield Road</u>							
1	70	R20	12	12	0	\$295,800	06-Feb-09
2	15	R20	20	20	0	\$441,000	07-Jan-08
3	29	R20	17	17	0	\$263,500	25-Jul-06
4	25	R20	12	12	0	\$186,000	25-Jul-06
4	21	R20	1	1	0	\$5,000	01-Nov-00
8	121	R20	22	17	5	\$433,500	01-Jul-13
26	119	R20	7	0	7	\$0	30-Jun-15
50	85	R20	26	26	0	\$495,330	03-Oct-06
101	21	R20	2		2		30-Jun-15
181	35	R20	23	23	0	\$211,000	08-Apr-04
386	60	R20	38	38	0	\$269,800	29-Apr-02



**Summary of Lots Created and
 Contribution Received**



Lot#	Street No	Zoning	Anticipated Yield	Lots Release	Remaining Lots	Contribution Received	Estimated Completion
800	1	R20	2	1	1	\$13,550	01-Jan-20
801	4	R20	19	19	0	\$410,450	07-Jan-08
Sheffield Road (13 Lots)		Su	201	186	15	\$3,024,930	
<u>St John Road</u>							
2	84	R20	21		21		30-Jun-15
9	98	R20	18	18	0	\$451,350	13-May-10
10	16	R20	105	105	0	\$850,500	21-Oct-03
25	32	R20	45	45	0	\$1,147,500	22-Jun-10
26	44	R20	32		32		30-Jun-14
51	91	R20	28	28	0	\$280,000	07-Sep-04
52	77	R20	40	40	0	\$400,000	07-Sep-04
53	65	R20	15	15	0	\$188,250	24-Mar-05
54	55	R20	15	15	0	\$285,750	03-Oct-06
55	45	R20	37	37	0	\$573,500	27-Jul-06
57	31	R20	47	47	0	\$728,500	27-Jul-06
59	29	R20	28	28	0	\$533,400	18-Dec-06
60	27	R20	10	10	0	\$190,500	08-Dec-06
61	92	R20	21	21	0	\$517,650	11-Aug-08
St John Road (14 Lots)		Su	462	409	53	\$6,146,900	
<u>Tomah Road</u>							
27	25	R20	2	2	0	\$51,000	22-Sep-10
Tomah Road (1 Lot)		Su	2	2	0	\$51,000	
<u>Wels hpool Road</u>							
4	556	R20	84	84	0	\$635,400	15-Sep-03
5	614	R20	29	29	0	\$767,050	30-Mar-12
6	620	R20	22	22	0	\$220,000	28-Nov-03
7	604	R20	0		0		



Summary of Lots Created and Contribution Received



Lot#	Street No	Zoning	Anticipated Yield	Lots Release	Remaining Lots	Contribution Received	Estimated Completion
8	610	R20	0		0		
57	596	R30	38		38		30-Jun-14
59	630	R20	34	34	0	\$241,400	01-Oct-02
Welshpool Road (7 Lots)		Su	207	169	38	\$1,863,850	
<u>William Street</u>							
6	19	R20	10	10	0	\$273,350	30-Jun-13
7	15	R20	15	15	0	\$396,750	30-Jun-13
8	9	R20	11	11	0	\$280,500	10-Sep-10
9	3	R20	18	18	0	\$433,700	11-Aug-08
21	8	R20	37	37	0	\$704,850	29-Jan-07
22	20	R20	28	28	0	\$663,800	25-Jul-11
23	30	R20	27	4	23	\$98,600	01-Dec-12
33	27	R20	3		3		30-Jun-13
William Street (8 Lots)		Su	149	123	26	\$2,851,550	
Grand Total			2,109	1,617	492	\$27,520,940	

Attachment 04

Cell 9 Wattle Grove Urban Area – Review of Cell Infrastructure Contribution



Projected Expenditure - Summary



<i>Date</i>	<i>Lot No</i>	<i>Scheme Amount</i>
05 Income		
<u>Interest Income</u>		
Trust Account - Interest		-\$270,000.00
Sum Interest Income		-\$270,000.00
Total 05 Income		-\$270,000.00
07 Infrastructure Expenses		
<u>Cell Drainage Works</u>		
Compensating Basins		\$0.00
GPT		\$180,000.00
Stormwater Pipe Drainage		\$260,300.00
Woodlupine Upgrade		\$1,450,000.00
Sum Cell Drainage Works		\$1,890,300.00
<u>Cell Road Works</u>		
Arthur Rd		\$143,000.00
Arthur Rd - Bridge		\$362,000.00
Hale Rd		\$2,019,000.00
Intersection Modifications		\$0.00
Roundabouts		\$300,000.00
Sheffield Rd		\$61,000.00
Sum Cell Road Works		\$2,885,000.00
<u>Cell Works - Other Infrastructure</u>		
Electricals & Street lighting		\$4,880,000.00
Pedestrian Bridges Woodlupine EST Nov 13		\$120,000.00
Shared Paths		\$625,000.00
Sum Cell Works - Other Infrs		\$5,625,000.00
<u>Contingency</u>		
Cell Drainage Works		\$190,000.00
Cell Land Purchase		\$400,000.00
Cell Road Works		\$289,000.00
Other Cell Infrastructure Works		\$844,000.00
Sum Contingency		\$1,723,000.00
Total 07 Infrastructure Expenses		\$12,123,300.00
08 Scheme Administration Expenses		
<u>Contingency</u>		
Scheme Windup		\$100,000.00
Sum Contingency		\$100,000.00



Projected Expenditure - Summary



<i>Date</i>	<i>Lot No</i>	<i>Scheme Amount</i>
<u>Legal Costs</u>		
Legal Advice		\$120,000.00
<i>Sum Legal Costs</i>		<i>\$120,000.00</i>
<u>Review of Cell Infrastructure Costs</u>		
Cost Estimates		\$60,000.00
Valuations		\$28,000.00
<i>Sum Review of Cell Infrastruc</i>		<i>\$88,000.00</i>
<u>Scheme Management Cost</u>		
Monthly Administration and Financial Reporting		\$200,000.00
<i>Sum Scheme Management Co</i>		<i>\$200,000.00</i>
<u>Structure Plan Review</u>		
Administration and Council approval		\$150,000.00
<i>Sum Structure Plan Review</i>		<i>\$150,000.00</i>
<i>Total 08 Scheme Administration</i>		<i>\$658,000.00</i>
09 Scheme Loans		
<u>Repayment of Prefunded Costs</u>		
Education Department		\$3,909,090.00
<i>Sum Repayment of Prefunded</i>		<i>\$3,909,090.00</i>
<i>Total 09 Scheme Loans</i>		<i>\$3,909,090.00</i>
<i>Grand Total Expenses</i>		<i>\$16,690,390.00</i>
<i>Grand Total Net</i>		<i>\$16,420,390.00</i>

Attachment 05

Cell 9 Wattle Grove Urban Area – Review of Cell Infrastructure Contribution



Land for Future Purchase



<i>Lot Address</i>	<i>POS</i>		<i>Road Reserve</i>		<i>School</i>	
	<i>Area</i>	<i>Cost</i>	<i>Area</i>	<i>Cost</i>	<i>Area</i>	<i>Cost</i>
Lot 42 (12) Bruce Road	11,191	\$1,452,920	0	\$0	0	\$0
Lot 60 (7) Bruce Road	6,912	\$859,440	0	\$0	0	\$0
Lot 2 (268) Hale Road	3,000	\$375,000	50	\$6,250	0	\$0
Lot 5 (280) Hale Road	3,500	\$437,500	135	\$16,875	0	\$0
Lot 6 (276) Hale Road	3,400	\$425,000	135	\$16,875	0	\$0
Lot 27 (286) Hale Road	1,200	\$150,000	275	\$34,375	0	\$0
Lot 28 (296) Hale Road	1,800	\$225,000	200	\$25,000	0	\$0
Lot 29 (302) Hale Road	2,200	\$275,000	200	\$25,000	0	\$0
Lot 30 (310) Hale Road	1,800	\$225,000	3,150	\$398,750	0	\$0
Lot 31 (318) Hale Road	2,600	\$330,000	210	\$26,250	0	\$0
Lot 32 (326) Hale Road	2,700	\$337,500	210	\$26,250	0	\$0
Lot 33 (332) Hale Road	2,700	\$357,500	220	\$27,500	0	\$0
Lot 34 (338) Hale Road	2,600	\$325,000	200	\$25,000	0	\$0
Lot 26 (44) St John Road	5,100	\$663,000	0	\$0	0	\$0
Lot 55 (45) St John Road	2,782	\$347,750	0	\$0	0	\$0
Lot 57 (596) Welshpool Road	2,178	\$261,360	0	\$0	0	\$0
Totals	55,663	\$7,046,970	4,985	\$628,125	0	\$0
Grand Total Ar	60,648					
Grand Total Cost	\$7,675,095					

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

14. Draft Local Housing Strategy

Previous Items	OCM 40/2013, OCM 118/2013
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	PG-LPS-003
Applicant	N/A
Owner	N/A
Attachment 1	Draft Local Housing Strategy
Attachment 2	Draft Local Housing Strategy – Key Elements
Attachment 3	Local Housing Strategy – Kalamunda Centre (As Advertised)
Attachment 4	Local Housing Strategy – Kalamunda Centre (Modified Plan)
Attachment 5	Local Housing Strategy – Forrestfield (As Advertised)
Attachment 6	Local Housing Strategy – Forrestfield (Modified Plan)
Attachment 7	Local Housing Strategy – High Wycombe and Maida Vale (As Advertised)
Attachment 8	Local Housing Strategy – High Wycombe and Maida Vale (Modified Plan)
Attachment 9	Local Planning Strategy Key Planning Elements
Attachment 10	Submission Table
Attachment 11	Draft Local Housing Strategy Community Feedback Form

PURPOSE

1. To consider submissions received during public advertising and adoption of the Local Housing Strategy (the Strategy). Refer to (Attachments 1-8).

BACKGROUND

2. The Western Australian Planning Commission (the Commission) requires each local government authority to prepare a Local Housing Strategy to identify the main housing related issues for its district and determine an appropriate response.
3. The Shire's Local Planning Strategy identified opportunities for increased residential densities ranging from medium to high residential development around the Kalamunda Town Centre and Forrestfield District Centre.
4. Opportunities also exist for increased medium density residential infill in the older residential areas of Forrestfield, High Wycombe and Maida Vale shown as Urban Growth areas in the Local Planning Strategy. Refer to (Attachment 9).
5. The preparation of the Strategy is a key recommendation of the Local Planning Strategy.

6. In April 2013, Council resolved (En Bloc Resolution OCM 40/2013) to endorse the Strategy for the purpose of advertising for a period of 60 days.
7. The Strategy was advertised from 3 June 2013 up to and including 2 August 2013.
8. In August 2013, Council resolved (Resolution OCM 118/2013) to advertise the Strategy for a further period to give the community more time to be able to fully review and provide comment. The Strategy was further advertised until 31 October 2013.
9. In August 2013, the Commission released a modified version of the Residential Design Codes which has reduced the minimum and/or average lot size requirements for medium density codings, which has been considered in the first recommended actions.

DETAILS

10. The Shire is required to plan to meet the future housing needs of its residents. The Perth Metropolitan Region is growing rapidly and better use of existing urban land is needed to create a more intense metropolitan area that is functional and less expensive to service. Perth has become more diverse with new and different types of housing emerging beyond the traditional single house typology. State Government policies, particularly *Directions 2031 and Beyond*, and *Activity Centres for Perth and Peel*, are encouraging this movement towards a more efficient use of land, and the Shire of Kalamunda's draft *Local Housing Strategy* has been prepared in this context.
11. The Strategy has been prepared using the Department of Planning and Infrastructure's *Guidelines for the Preparation, Form and Content of Local Housing Strategies*.
12. The principle purpose of the Strategy is to provide a firm rationale for determining the future housing needs of the community. The Strategy will also provide the strategic basis for future re-codings and amendments to the Local Planning Scheme ("Scheme") and assist with the long term direction for the review of the Scheme.
13. The Strategy does not propose a blanket increase in residential densities across the Shire. As outlined in the Shire's Local Planning Strategy, a strategic, focussed approach has been adopted which identifies appropriate areas which are located close to public transport, the main activity centres and District Open Spaces.
14. The Strategy recognises that the provision of greater housing choice should occur gradually, and seeks to build on the existing strengths of the Shire: i.e., its numerous and diverse commercial centres, availability of sewer, significant future employment opportunities, parks, natural features and community facilities. Future major transport links have also been considered as potential catalysts for growth and change.

Housing Issues

15. The background research conducted and the analysis of public submissions has resulted in the identification of a number of key issues that need to be properly addressed in the Strategy. The following sections are a summary of these issues.

Current Housing Stock

16. Single dwellings at a low density make up 93.7% of Kalamunda's housing stock. Town houses/terrace houses make up just 3.5% of the dwellings, while flats, units and apartments make up only 1.7% of housing.
17. The Shire has a high proportion of owner-occupiers (78%), indicating a settled, mature community.

Household Types

18. It is clear that the Shire has a lack of variety when it comes to housing options. The variety of housing types available to residents is limited in comparison to the rest of Perth, even though the age structure and household composition of Kalamunda is very similar.
19. Nearly half of all dwellings within the Shire are occupied by just one or two persons.
20. There is clearly a mismatch between dwelling types/sizes, and household types, with an oversupply of large dwellings, and a commensurate undersupply of in smaller dwellings. This is a problem common to most suburbs of the Perth metropolitan area.

Streetscapes, Character and Amenity of Residential Areas

21. Many of the older residential areas are in need of revitalisation or a "facelift" through the encouragement of appropriate new development. Many of the properties in High Wycombe and Forrestfield with residences built in the 1960s on large lots have potential for infill subdivision.
22. Any proposed new densities with matching policies relating to dual density requirements must address how new developments should best proceed in order to achieve better streetscapes and quality built form.
23. Local authorities have the ability (under the Residential Design Codes) to prepare and adopt residential design standards and streetscape guidelines to control the future character and design of new residential development in a locality. Potentially, this is one way of ensuring that new land releases have a better level of character and amenity for new residents.

Environmental Considerations

24. The total land area of the Shire of Kalamunda is 32,354ha. Just over one-quarter (26%) is occupied by urban development. The remaining land is set aside for conservation, in one form or another (i.e., "Bush Forever", State Forest, Regional Parks and Local Natural Areas).
25. While this figure of 26% may suggest that the Shire is "underdeveloped", much of the Shire has very hilly topography and/or granite soils, and is therefore difficult to develop intensively.
26. While some undeveloped areas have recently been identified in the Shire's *Local Planning Strategy* as suitable for future urban growth, such as the Pickering Brook Townsite, it is clear that the most efficient and sustainable way for the Shire to reduce its "ecological footprint" is to facilitate consolidation of existing urban areas – the great majority of which are occupied by very low density housing. This approach is consistent with the principles associated with *Directions 2031*.

Seniors and Aged Housing

27. The Shire's adopted *Aged Accommodation Strategy* has identified the need for diversification of housing stock to:
 - Better cater for an ageing population.
 - Increase the supply of Aged Care Accommodation in every locality.
 - Improve the levels of home support.
28. The Strategy contains objectives, strategies and recommended actions relevant to the draft Local Housing Strategy. These actions need to be carried out as an integral part of the Local Housing Strategy implementation.

Affordable Housing

29. The Foothills suburbs of Maida Vale, High Wycombe and Forrestfield represent good value for home buyers compared to many other areas within the Perth metropolitan region. Forrestfield is the most affordable, while Wattle Grove is the most expensive Foothills suburb in terms of both purchasing and renting.
30. Most of the Foothills suburbs are either at, or below, the Perth metropolitan area average in terms of the cost of renting.

Community Facilities and Land Use

31. The Shire provides a large range of community facilities across the local government area in the form of libraries, local halls, purpose-built multi-function centres and recreation centres. The suburbs of Forrestfield and High Wycombe are likely to experience significant growth which in turn will increase demand on existing community facilities.

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32. The Shire's Community Facilities Plan has the following five objectives:
- To respond to demographic trends and perceived community desires influencing demand for services;
 - To ensure modifications to population catchments resulting from the Local Housing Strategy, are considered in community service and infrastructure planning;
 - To consider distance factors in assuring location deficiencies of community services and infrastructure;
 - To identify opportunities for facility sharing or co-location benefits; and
 - To highlight particular peculiarities within the Shire where standards and criteria may be inadequate or inappropriate.
33. Community needs are highly dynamic and influenced by the prevailing economic climate, demographic characteristics, technological change, community values and information and education availability. The criteria provide measures and guidance for indicative comparisons at the strategic planning level.

Activity Centres

34. The Shire contains two major District Centres in Kalamunda and Forrestfield, as well as several small neighbourhood and local shopping centres scattered through the residential areas.
35. Increasing the density and range of housing within walking distance of these centres will have several benefits:
- It will allow more residents to live close to the shops and facilities they tend to patronise on a regular basis;
 - Potentially reduce the need for some people to use their vehicles to access these facilities; and
 - Potentially increase the level of patronage at the shops and other facilities in the centres, thereby increasing their viability, and perhaps leading to an increase in the range of shops and services on offer.

Mixed Use Developments

36. At present there are very few, if any mixed-use residential developments within the Shire, whereby residential and small scale forms of commercial and/or retail development co-exist on the same property.
37. The social and amenity benefits of well-designed and appropriately located mixed use developments have been well documented. It is acknowledged that introducing such "different" and contemporary development forms into the Kalamunda Shire may be difficult, however, the two District Centres of Kalamunda and Forrestfield offer the best locations for future mixed use developments – provided in either vertical or horizontal formats. To this end Council has adopted appropriate plans for both centres, and these plans and their objectives are being promoted to potential developers by the Shire.

Implications of Population Growth and Change for Infrastructure and Service Provision

38. The careful planning and coordination of infrastructure is fundamental to the economic and social well-being of any community. New urban development and redevelopment needs to ensure the cost efficient provision of infrastructure and facilities, such as roads, drainage, open space, community and recreation facilities. All of these greatly influence the standard of living and lifestyle choices of a community.
39. Public infrastructure is funded through various sources including State Government taxes, local government property rates, federal assistance grants, user and access charges, fees and charges, and development contributions.
40. In Western Australia, as in other Australia states, local governments face increasing pressures on the services they provide. These pressures arise from population and economic growth, and increasing expectations of the community for new and upgraded infrastructure.
41. The capacity of local governments to provide the additional infrastructure and facilities necessary to accommodate future growth and change is limited by the available financial resources. As a result, local governments are increasingly seeking to apply development contributions for the construction of both development and social infrastructure such as car parking, community centres, recreation centres, sporting facilities, libraries, and other such facilities.

Future Housing Needs and Capacity for Change

42. The WAPC has estimated in the draft *Outer Metropolitan Perth and Peel Sub-regional Strategy* that the Shire of Kalamunda can accommodate approximately 14,100 new dwellings by 2031.
43. There are existing areas of land zoned for future Urban Development (so-called "greenfields" sites) that have the capacity to absorb some of the required housing, but not all. It is also proposed to increase the density of older (low density) residential areas with larger lots and suitable servicing such as Forrestfield and High Wycombe to accommodate a significant percentage of the additional growth.
44. Urban infill areas have potential for the creation of an additional 11,938 lots when combined with the Shires existing urban areas and proposed investigation areas, the Shire has the capacity to absorb the projected additional dwellings.
45. A key element of the Strategy will be able to provide a full range of housing types and densities that meet the changing demographic including the aged, young families and the need for affordable housing to achieve this.

Proposed Recommendations to Implement the Strategy

46. The following recommendations are proposed to implement the Strategy:

Recommendation 1

Accept the Housing Opportunity Precincts (Attachments 3 – 5 of this report) as areas suitable for higher residential density codings in the amendments to the Local Planning Scheme.

Recommendation 2

Use the proposed new residential densities and zonings in each of the Housing Opportunity Precincts as the basis for new density codings and rezonings in the Scheme.

Recommendation 3

As part of the Local Planning Scheme review process, adopt a new planning policy - "Dual Density Code Policy – Subdivision and Development Requirements" - to guide development in the Housing Opportunity Precincts.

Recommendation 4

As part of the Local Planning Scheme review process, prepare developer contribution schemes to fund the provision of community infrastructure.

Recommendation 5

As part of the Local Planning Scheme review process, develop scheme provisions to encourage the development of more aged persons dwellings within small residential developments.

Recommendation 6

Implement the recommendations of the Shire's adopted Aged Accommodation Strategy in order to better cater for an ageing population, increase the supply of over 55 development in every locality, and improve the levels of home support.

Recommendation 7

Prepare a Streetscape Enhancement Strategy which commits the Shire to upgrading streetscapes in the Housing Opportunity Precincts in a co-ordinated manner, and to complement the redevelopment of private residential land. The Strategy should address issues such as street tree preservation and planting, verge maintenance, crossover construction and location, new street furniture and footpaths.

Recommendation 8

Carry out more detailed investigations of the likely implications of greater residential infill and the development of new urban areas to determine the

capacity of existing service infrastructure, as well as the potential upgrades required to accommodate the more intensive residential development proposed.

Recommendation 9

Identify superfluous Shire-owned Land suitable for redevelopment for residential uses, and prepare a programme for bringing this land onto the market.

The form and density of residences on each site would be determined by their location, and their relationship to the established criteria for identifying areas suitable for greater housing choice.

47. The draft *Local Housing Strategy* does not propose a blanket increase in residential densities across the Shire. As outlined in the Shire's Local Planning Strategy, a strategic approach is required by identifying areas close to public transport and main centres.
48. The draft *Local Housing Strategy* is not a statutory document and the Local Planning Scheme remains the principal instrument for local planning and development control.
49. The preparation of the Strategy has been based on:
 - The Department for Planning's *Guidelines for the Preparation, Form and Content of Local Housing Strategies*.
 - State and Regional policies such as *Directions 2031 and Beyond*, and the *Draft Liveable Neighbourhoods Policy*.
 - The Shire of Kalamunda Local Planning Strategy.
 - The outcomes of a community survey undertaken.
50. Based on the principles of the Local Planning Strategy and the Draft Liveable Neighbourhoods Policy, broad selection criteria were developed to assist with selecting areas within the Shire for higher density investigation:
 - A 400m catchment around Kalamunda Town Centre and Forrestfield District Centre to emphasise the commercial centres as a focal point within the neighbourhood.
 - A 200m catchment around high frequency bus routes which generally link Kalamunda Town Centre and Forrestfield District Centre. The subsequent increase in densities will not only support the public transport route, but also reinforce a visual link between commercial centres and residential areas by increasing the urban built form which abuts the street.
 - A 200m catchment around District Open Space, as these are generally large reserves where increased activity and facilities, such as sports and recreation centres, and community centres. The subsequent increase in densities will increase surveillance over the open space, provide a visual/urban 'border' around space, increase the neighbourhood focus upon the community/open space facilities and increase the number of residents within walking distance of this facility.

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51. These areas are proposed to be known as Housing Opportunity Areas.
 52. Each Housing Opportunity Area is proposed to include dual density codes for example, R20/R30. This is where the lower R Code (R20) will apply unless the criteria for the higher R Code (R30) is fulfilled. The criteria for the higher density coding will be outlined in a Dual Density Code policy, which will be presented to Council in future when the Scheme is amended.
 53. The objectives of dual density codes are:
 - a) To promote the application of higher density codes where specific design criteria are met. These design criteria will be chosen and included in a new local planning policy to ensure more sustainable, aesthetically pleasing and safer built form outcomes are achieved.
 - b) To promote orderly and proper planned infill development in areas identified by the Local Housing Strategy.
 - c) To set clear guidelines for infill development control through a statutory planning framework.
 - d) To promote more diverse, affordable housing options to cater for demographic needs.
 - e) To encourage passive surveillance, safety and designing out crime.
 - f) Enhance streetscapes.
 54. The Aged Accommodation Strategy has identified the need for diversification of housing stock to better cater for an ageing population, to increase the supply of Aged Care Accommodation in every locality, and to improve the levels of home support.
 55. In order to encourage the amalgamation and development of between 2 and 4 residential lots in appropriate locations for 'over 55's' housing, a dual code policy will be prepared to allow for consideration of a greater density yield than that allowed under the Residential Design Codes.

STATUTORY AND LEGAL IMPLICATIONS

56. The adoption of the Strategy will in itself not change residential densities. Any recommendations of the Strategy adopted will be implemented when the Scheme is amended.

POLICY IMPLICATIONS

Local Planning Strategy

57. A key recommendation of the Shire of Kalamunda's Local Planning Strategy is that a Local Housing Strategy be prepared which will:
 - Investigate and determine the additional housing requirements over the next twenty years.

- Identify areas which are strategically located – within walking distance to activity centres including the Kalamunda Town Centre and Forrestfield District Centre or on public transport corridors - for infill or redevelopment.
- Identify areas which, due to the age of housing stock, are suitable for infill or redevelopment.
- Prepare Residential Design Guidelines to guide future redevelopment outcomes in the above areas and to ensure high levels of liveability and amenity; consultation with the community will occur during this process.
- To ensure that in the above areas higher density is only permitted subject to good design outcomes being achieved, use innovative approaches to density codes rather than use blanket up-codings that have no design criteria supporting them.
- Identify areas where it is highly desirable to retain existing housing stock and residential density for the future accommodation needs of families
- Recognise that changes in housing density occur gradually and need community support.

Directions 2031 and Beyond

58. Directions 2031 and beyond is a spatial framework to guide the growth of Perth and Peel.
59. The key features of *Directions 2031 and Beyond* for the Shire of Kalamunda are as follows:
- Both the Kalamunda town centre and Forrestfield (shopping centre) are identified as District Centres.
 - An estimated increase in population of 69,000 across the whole sub-region.
 - The importance of the vast areas of forest for conservation within the Shire is acknowledged.
 - Several areas around the Shire have potential for increased residential development to accommodate airport, freight, container and light industrial development in the area.
 - Forrestfield, High Wycombe, Maida Vale and Wattle Grove have potential for increased residential development.

Liveable Neighbourhoods

60. Liveable Neighbourhoods is a Western Australian Government sustainable cities initiative. It addresses both strategic and operational aspects of structure planning and subdivision development in a code framework.

- 61. The policy aims to increase support for efficiency, walking, cycling and public transport and achieving density targets amongst other matters.
- 62. 'Liveable Neighbourhoods' identifies the application of increased densities within a 400m radius of commercial centres, and a 200m radius of high frequency bus routes and District Open Space.

Affordable Housing Strategy 2010 – 2020: Opening Doors to Affordable Housing (Department of Housing)

- 63. The *Affordable Housing Strategy 2010-2020 - Opening Doors to Affordable Housing* (Affordable Housing Strategy) is a 10-year strategic document intended to address a lack of affordable housing opportunities for low to moderate income earners in Western Australia. The Affordable Housing Strategy signifies a new government direction in housing affordability focus from public rentals to stakeholder collaboration to increase the range of housing options and solutions available to those facing housing stress.
- 64. Critically, the Affordable Housing Strategy also emphasises the importance of housing strategies in informing town planning schemes and facilitating the delivery of dwelling diversity in local areas.

Residential Design Codes

- 65. In August 2013, the Commission released a modified version of the Residential Design Codes which has reduced the minimum and/or average lot size requirements for medium density codings.
- 66. As a consequence of these changes the following changes are to be made to Table 8 of the Strategy:

Proposed Housing Opportunity Precincts	Potential Additional Dwellings	Estimated Population
High Wycombe and Maida Vale	4,744 5,508	11,860 13,770
Forrestfield	5,548 5,765	13,870 14,412
Kalamunda	1,446 1,972	3,615 4,930
Total	11,738 13,245	29,345 33,112

- 67. These amounts are based on a 100 per cent take up of the dwellings whereas in reality it will be a lot less. The Local Planning Strategy forecasts a 50 per cent take up, and if this occurred there would be the potential for approximately 6,622 additional dwellings and an estimated population of 16,556.

COMMUNITY ENGAGEMENT REQUIREMENTS

68. The Strategy was advertised between 3 June and 2 August, and 2 September and 31 October 2013, which involved:
- A local public notice being placed in a paper circulating within the District;
 - Two “open day” public information sessions being held at Kalamunda and Forrestfield;
 - Information/display panels being located at the libraries, and the Kalamunda, Forrestfield and High Wycombe Shopping Centres for the period of advertising, with information sheets, submission forms and Staff available at the Centres;
 - The Strategy report and precinct plans being available for viewing on the Shire web site for the period of advertising, and information sheets and submission forms being available for downloading;
 - The Strategy being widely advertised through various media releases i.e., “Kalamunda Comments”; and
 - The Strategy being referred to the Commission, Main Roads WA and the utility providers for comment.

69. During advertising 71 submissions were received. Of these, 11 strongly agreed, 11 agreed, 13 were neutral, 10 disagreed, 17 strongly disagreed and 9 provided general comment. Refer to the Submission Table (Attachment 10).

70. Residents were given the opportunity to provide comment on the Strategy using a Community Feedback Form (Attachment 11). The following general concerns were raised on the questionnaire:

Bushland being destroyed to allow for the future redevelopment of properties.

The properties proposed to have a change in density do not contain significant bushland.

Objection to the Wilkins Road Development

Substantial studies are being undertaken separately in respect to Wilkins Road.

The proposed dual density codings being increased further to allow for more landowners to be able to redevelop.

If the proposed dual densities were made higher this may result in built forms which are not desirable in the local area.

The areas where there is no deep sewer needing to be included in this strategy. Only those properties which could be connected to mains sewer have been included in the Strategy so that future redevelopment and subdivision proposals can comply with the Government Sewerage Policy in terms of lots less than 2,000sqm having access to mains sewer.

The need for the ageing population of Kalamunda to remain in the area but not necessarily on large blocks.

Upcoding will allow for smaller lots and therefore a greater variety of choice.

The proposed higher density codings not being needed.

The Strategy has been prepared to meet the projected increase in local population and the change in demographics.

There being not enough infrastructure to support the increase in local population as a consequence of the Strategy (i.e. public transport).

Upgrading of services to meet population increases is the responsibility of various agencies.

FINANCIAL CONSIDERATIONS

71. Nil.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

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

OBJECTIVE 4.1 - To ensure the Shire's development is in accord with the Shire's statutory and legislative obligations and accepted urban design planning standards.

Strategy 4.1.6 Continue to work collaboratively with State government and agencies to deliver strategic land use plans, policies and initiatives.

OBJECTIVE 4.2 - To effectively plan for the diverse range of housing stock that will be required to meet the social and economic needs of the Shire's changing demographics.

Strategy 4.2.1 Facilitate the delivery through strategies and policy development of a diverse range of housing within the Shire to ensure inclusiveness in population accommodation.

Strategy 4.2.2 Facilitate the delivery of suitable housing options for the aged population and people with special needs through a range of smaller and affordable homes and unit dwellings.

SUSTAINABILITY

Social Implications

73. The Strategy will encourage residential development which protects amenity and ensures that growth in the Shire occurs in a sustainable way.

74. The Strategy will also identify areas suitable for greater housing choice and where the existing housing stock and residential density should generally be retained for the future housing needs of families.

Economic Implications

75. The Strategy aims to encourage cost-effective and resource-efficient development with the aim of promoting affordable housing.

Environmental Implications

76. An objective of the Strategy is to enhance streetscapes in terms of the built form of development fronting onto streets, and the planting of additional street trees.
77. The Strategy identifies suitable areas for greater housing choice which are strategically located within close proximity to existing and future services such as shops and public transport routes.

RISK MANAGEMENT CONSIDERATIONS

78.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Council may resolve not to adopt the Strategy.	Possible	Major	High	Ensure Council is aware that the Strategy is consistent with the adopted Local Planning Strategy.

OFFICER COMMENT

79. The Strategy represents an important step for the Shire in responding to changing demographics and community needs.
80. The Strategy proposes a way to increase the housing choice in appropriate areas. Principally this will be achieved by giving landowners within the Housing Opportunity Areas the potential to subdivide their property.
81. The Strategy has been prepared using the Department for Planning and Infrastructure's *Guidelines for the Preparation, Form and Content of Local Housing Strategies*.
82. During advertising landowners along Seaview Terrace requested that the dual density proposed for their properties (R5/R10) be made higher to allow for further subdivision, and also due to the now retired DURE Plan for Central Kalamunda having previously shown this area as becoming R20. It is considered appropriate to change the dual density within this locality to R10/R20.

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83. During advertising the Commission suggested various amendments be made to the Strategy to reflect changes in, and consistency with, its planning related policies. These will be made if the Strategy is adopted by Council.
 84. In August 2013, the Commission released a modified version of the Residential Design Codes which has reduced the minimum and/or average lot size requirements for medium density codings. The applicable changes will be made to the Strategy if adopted by Council.
 85. Properties along the northern side of Heath Road towards Seaview Terrace, Dixon Road, and along Canning Road are now proposed to have an increased density coding so as to allow for a built form which will be consistent with nearby properties affected by the Strategy.
 86. Once the new density codes come into force, it will be important to closely monitor the uptake of medium density development in the new Housing Opportunity Precincts as well as measuring the success of other policy levers such as density targets for large sites. The purpose of the monitoring is to determine whether the rate of infill development is meeting expectations in terms of achieving greater housing diversity and anticipated housing targets. The Local Housing Strategy should be reviewed at the same time as the next review of the Local Planning Scheme.
 87. If the Strategy is adopted by Council a local planning policy will be prepared which stipulates the criteria required to be complied with to allow for the redevelopment of properties at the higher density codings. The objectives of the Policy will include the following:
 - a) To promote the application of higher density codes where specific design criteria are met. These design criteria will be chosen and included in the Policy to ensure more sustainable, aesthetically pleasing and safer built form outcomes are achieved.
 - b) To encourage passive surveillance, safety and designing out crime.
 - c) To enhance streetscapes.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 14/2014)

That Council:

1. Notes the submissions received (Attachment 10).
2. Adopts the Draft Local Housing Strategy with the following modifications made:
 - a) The Strategy making reference to the updated infill development housing target in the Western Australian Planning Commission's Annual Report Card for the Kalamunda region.

- b) Table 8 of the Strategy be modified as follows to reflect the changes made to the Residential Design Codes:

Proposed Housing Opportunity Precincts	Potential Additional Dwellings	Estimated Population
High Wycombe and Maida Vale	4,744 5,508	11,860 13,770
Forrestfield	5,548 5,765	13,870 14,412
Kalamunda	1,446 1,972	3,615 4,930
Total	11,738 13,245	29,345 33,112

- c) The term 'new dwelling lots' being replaced with the term 'estimated dwelling supply' as used in the Western Australian Planning Commission's draft 'Outer Metropolitan Perth and Peel Sub-Regional Strategy'.
- d) Reference being made to additional 'dwellings' rather than 'lots' where the dwelling yield targets are stated.
- e) The density codings being modified as shown on the Housing Opportunity Area plans (Attachments 4, 6 and 8).
- f) Modifications being made to the Strategy to reflect that the Central Kalamunda Sewerage (DURE) Scheme has been retired by the Water Corporation.
3. A notice to this effect be placed in a newspaper circulating the District.
4. Forwards a copy of the adopted Local Housing Strategy to the Western Australian Planning Commission for its information.
5. Instructs Officers to prepare a local planning policy and associated Scheme amendments which stipulate the criteria required to comply with to allow for the redevelopment of properties at the higher density codings and will be presented to Council at a future meeting.

Moved:

Seconded:

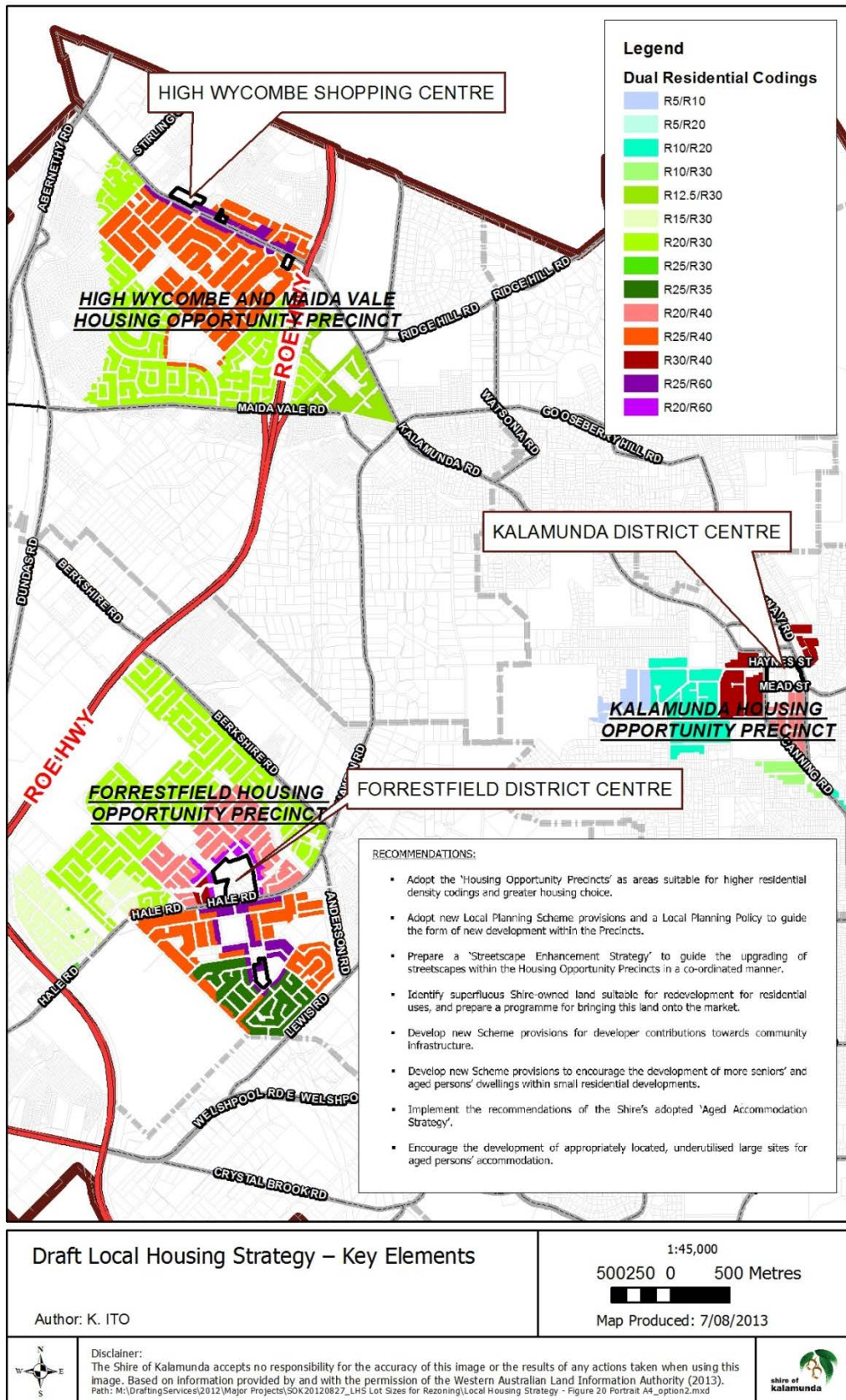
Vote:

Attachment 01

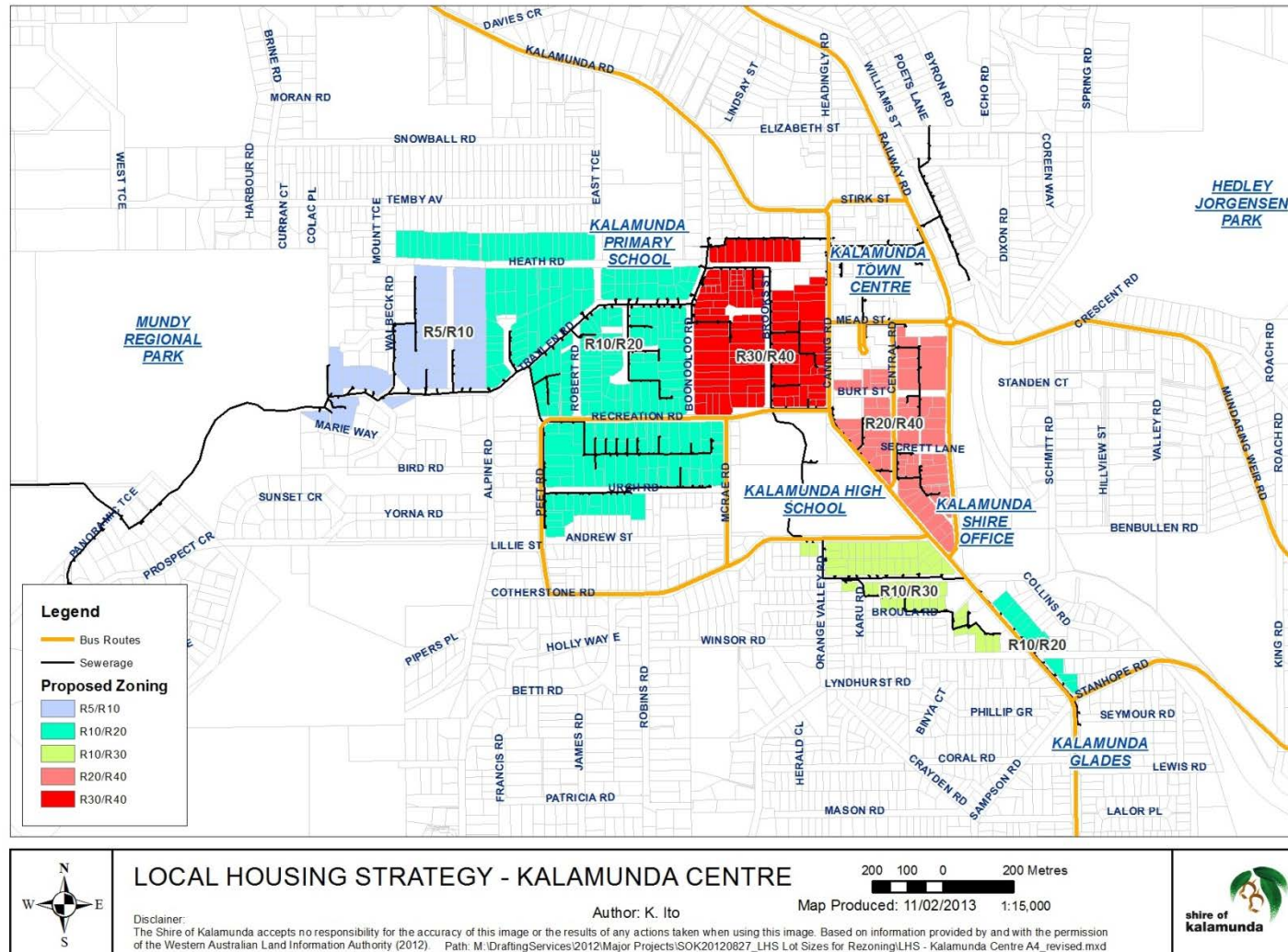
Draft Local Housing Strategy

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

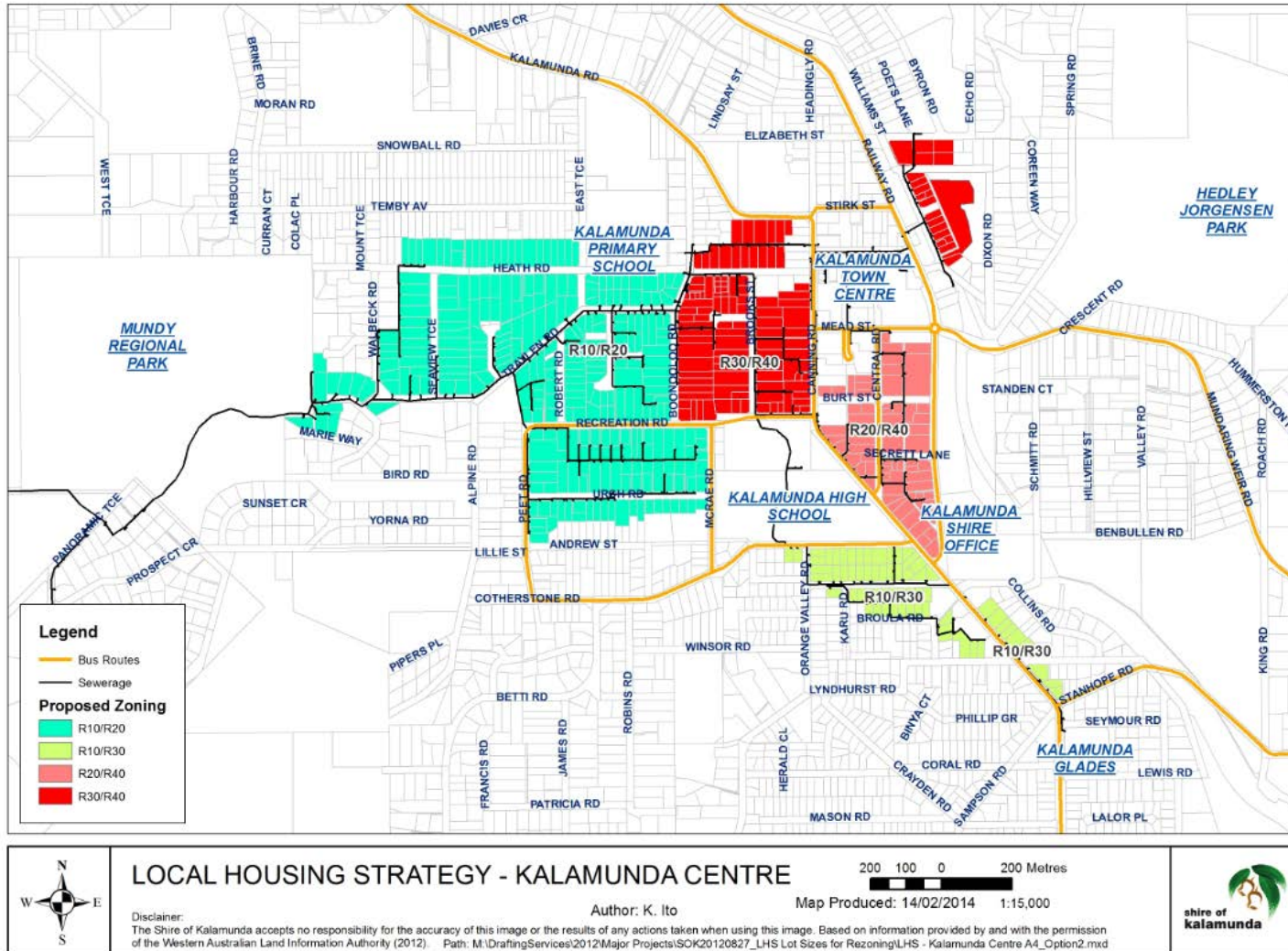
Attachment 02
 Draft Local Housing Strategy
 Draft Local Housing Strategy – Key Elements



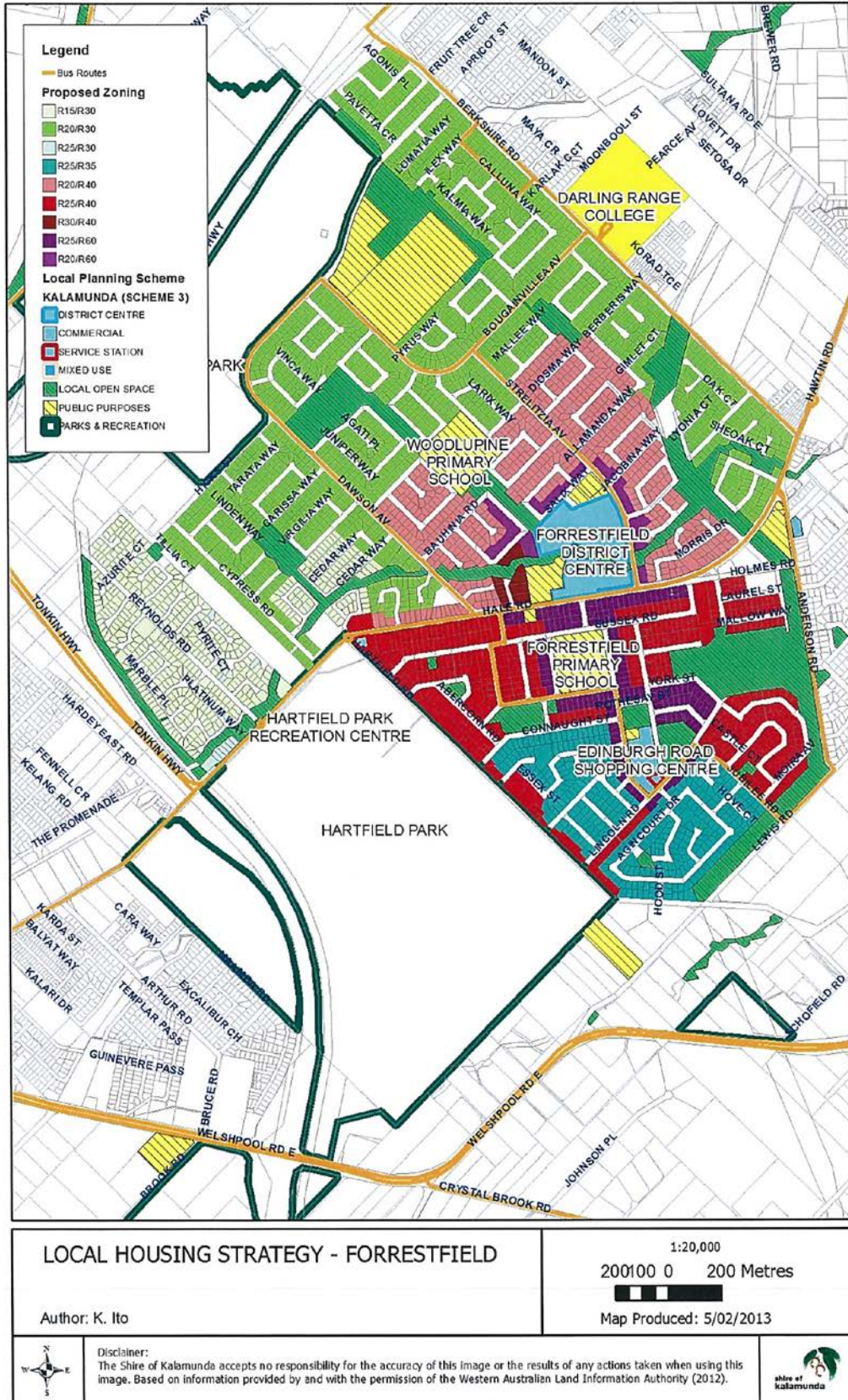
Attachment 03
 Draft Local Housing Strategy
Local Housing Strategy – Kalamunda Centre (As Advertised)



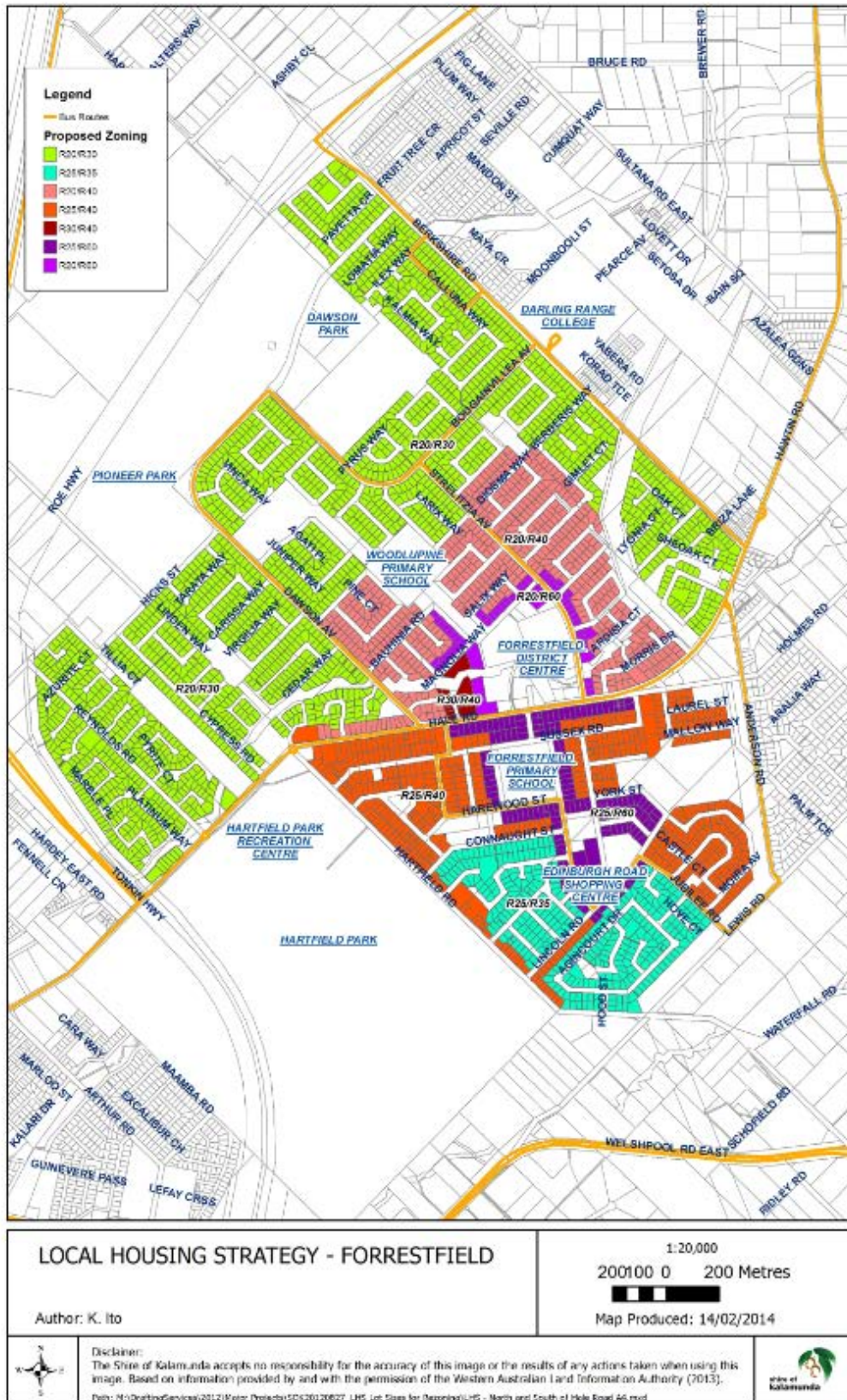
Attachment 04
 Draft Local Housing Strategy
Local Housing Strategy – Kalamunda Centre (Modified Plan)



Attachment 05
 Draft Local Housing Strategy
Local Housing Strategy – Forrestfield (As Advertised)



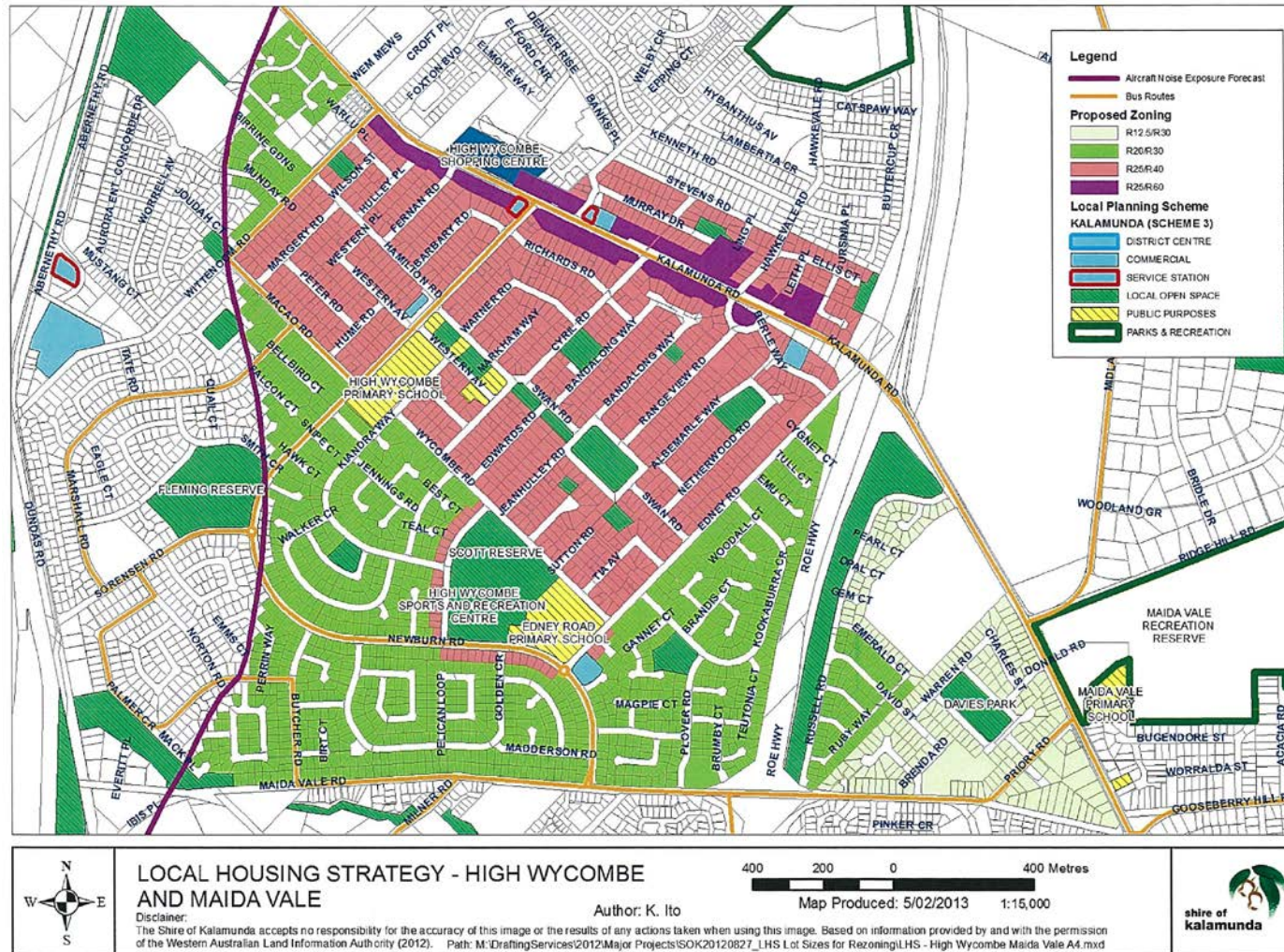
Attachment 06
 Draft Local Housing Strategy
Local Housing Strategy – Forrestfield (Modified Plan)



Attachment 07

Draft Local Housing Strategy

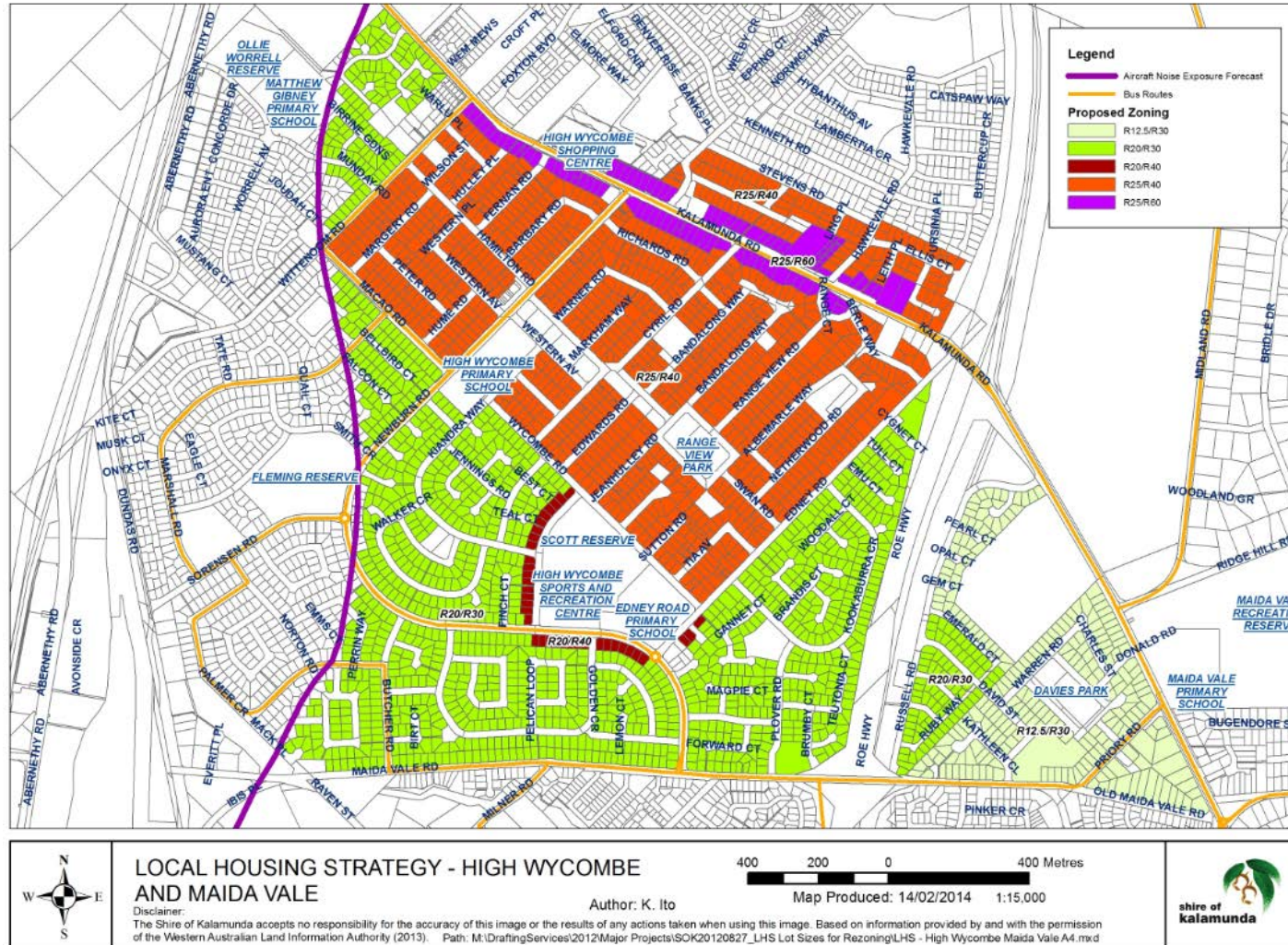
Local Housing Strategy – High Wycombe and Maida Vale (As Advertised)



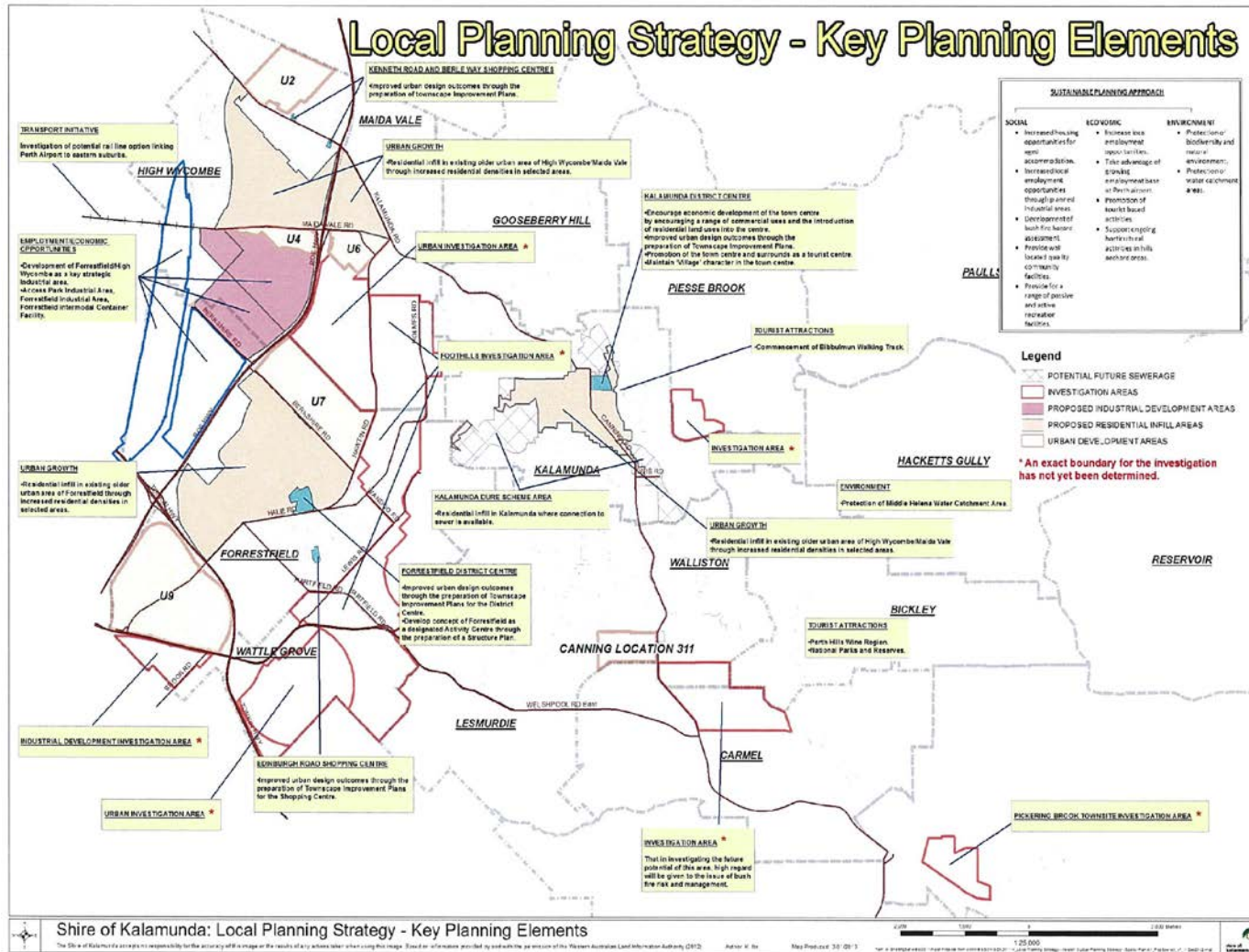
Attachment 08

Draft Local Housing Strategy

Local Housing Strategy – High Wycombe and Maida Vale (Modified Plan)



Attachment 09
 Draft Local Housing Strategy
 Local Planning Strategy Key Planning Elements



Attachment 10
 Draft Local Housing Strategy
Submission Table

Submission		Details	Comments
2.	S Robbins Address Withheld	Neutral 1. I feel that the area should be expanded and density increased.	1. Noted.
3.	Name Withheld 4 Lalor Place Kalamunda WA 6076	Agree 1. Housing for elderly and seniors should be located close to shops and amenities for easy access.	1. Noted.
4.	G Brown 3 Carpene Place Kalamunda WA 6076	Neutral 1. I would like to see the undergrounding of power to improve the quality of streetscapes. 2. Greater housing and choices are good but not at the cost of bushland, too much in Perth already bulldozed. 3. Objection to the Wilkins Road Development.	1. Noted. This is being considered in the District Centre at this stage. 2. Noted. The properties proposed to have a change in density do not contain significant bushland. 3. Noted. Substantial studies are being undertaken separately in respect to Wilkins Road.

		<p>4. If the aged accommodation was to be built on Wilkins Road, we are concerned of the noise created from the site works.</p> <p>5. We are concerned about the wildlife and the cockatoos as they use this reserve to feed.</p> <p>6. A development of 100 beds and 200 villas would also create high density housing, and would take the feel away from the area.</p> <p>7. I would worry about the traffic increase along Canning Road as it is busy enough currently.</p>	<p>4. Noted. The properties proposed to have a change in density do not contain significant bushland.</p> <p>5. Noted. The properties proposed to have a change in density do not contain significant bushland.</p> <p>6. Noted. The properties proposed to have a change in density do not contain significant bushland.</p> <p>7. Noted. The properties proposed to have a change in density do not contain significant bushland.</p>
5.	S Mueller 24 Wheelwright Road Lesmurdie WA 6076	<p>Neutral</p> <p>1. Generally in my view the proposed recoding (dual densities) should go even higher to encourage redevelopment of blocks not yet developed ie – Kalamunda Town Centre.</p> <p>2. The areas where there is no deep sewer need to be included in this strategy.</p>	<p>1. Noted. If the proposed dual densities were however made higher then this may result in built forms which are not desirable in the local area.</p> <p>2. Only those properties which could be connected to mains sewer have been included in the Strategy so that future redevelopment and subdivision proposals can comply with the Government Sewerage Policy in terms of lots less than 2,000sqm having access to mains sewer.</p>

		<p>3. Lesmurdie is old and out of date housing stock – with poor environmental design or sustainable features. New houses on R5 sites seem to be small footprint or 2 storeys. Rezone the areas within 500m of the local centre to R10.</p> <p>4. Gooseberry Hill - adopt a local planning policy to allow for R5/ R10 to be developed R12.5 for aged persons dwellings irrespective or R5/R10 coding.</p>	<p>3. Noted. This could be considered if state legislation, particularly in relation to development in non-sewered areas allowed for this.</p> <p>4. Only those properties which could be connected to mains sewer have been included in the Strategy so that future redevelopment and subdivision proposals can comply with the Government Sewerage Policy in terms of lots less than 2,000sqm having access to mains sewer.</p>
6.	Name & Address Withheld	<p>Disagree/Neutral</p> <p>1. I see the need for the ageing population of Kalamunda to remain the area but not necessarily on large blocks.</p> <p>2. We have always wanted to put 3 dwellings on our 2300m² block.</p> <p>3. Do not agree with the high rise development.</p>	<p>1. Noted. Upcoding will allow for smaller lots and therefore a greater variety of choice.</p> <p>2. Noted. This will depend on the density and available services.</p> <p>3. Noted. Any proposed residential development is required to comply with the Residential Design Codes.</p>

<p>7.</p>	<p>E Collett 92 Stanhope Road Kalamunda WA 6076</p>	<p>Strongly Disagree</p> <ol style="list-style-type: none"> 1. Kalamunda has still held on barely to a community spirit. This is being eroded by allowing large companies to do business here ie Dome. 2. Enforce protection of vegetation. 3. The escarpment used to be a beautiful back drop to our city. Leave it green, the current intention makes it look shabby. 	<ol style="list-style-type: none"> 1. Commercial development does not form part of the Strategy. 2. Noted. 3. Noted. The areas affected by the Strategy are established Residential zoned properties.
<p>8.</p>	<p>W G Collett 92 Stanhope Road Kalamunda WA 6076</p>	<p>Strongly Disagree</p> <ol style="list-style-type: none"> 1. You are trying to destroy Kalamunda for money you make from high density development. 2. Would sell and move from Kalamunda as you are destroying the hills. 	<ol style="list-style-type: none"> 1. The Strategy has been prepared to meet the projected increase in local population and the change in demographics. 2. Noted.
<p>9.</p>	<p>K Duzevich 15 Seaview Terrace Kalamunda WA 6076</p>	<p>Neutral</p> <ol style="list-style-type: none"> 1. We have more than enough seniors developments in Kalamunda. It is starting to change the nature of the suburb. 	<ol style="list-style-type: none"> 1. The Shire's Aged Accommodation Strategy (2008) confirms that there is a shortfall in the amount of housing suitable for the aged within the District. Development for this purpose is market driven.

<p>10</p>	<p>T Marwood 39 West Terrace Kalamunda WA 6076</p>	<p>Neutral</p> <ol style="list-style-type: none"> 1. I would probably sell to a developer and move to a property that was a lower density code as I enjoy the current space of my property 2000m2. 2. My suggestions are for more footpaths to allow safe walking around the Shire, residents being encouraged to plant verges with native flora, more public art and public seating. 3. Yes there must be housing to suit elderly people. 4. Affordable housing should be in areas similar to those for seniors meaning close to town centre, shops and public transport. 5. I support the idea for greater housing choices within the Shire as long as it is not in areas covered by native vegetation, or which has vegetation for native fauna. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. This can be considered under separate policy. 3. Noted. 4. Noted. Higher densities near town centres and public transport will mean a greater level of choice and therefore potentially more affordable. 5. The areas affected by the Strategy are established Residential zoned properties. If vegetation of significance was to be affected then approval would need to be obtained from the Department of Environmental Regulation.
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11	Department of Housing 99 Plain Street East Perth WA 6004	<p>Agree</p> <ol style="list-style-type: none"> 1. To provide for a variety of lot sizes and housing types that will cater for diverse housing needs. 2. To provide incentives for landowners in appropriate areas with the aim of encouraging them to develop or redevelop their land more intensively. 3. The Department supports higher residential density codings around the three major activity centres of Kalamunda, Forrestfield, and High Wycombe. 4. It is clear the strategy has employed sound planning principles to identify appropriate areas for infill and future housing development. 5. The provision of dual density coding is also supported where design criteria are established to achieve more sustainable and aesthetically pleasing and safer built form outcomes. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted. 4. Noted. 5. Noted.
12	Name & Address Withheld	<p>Strongly Disagree</p> <ol style="list-style-type: none"> 1. I would like more options, now that we have deep sewerage I was for the zoning to R20. 	<ol style="list-style-type: none"> 1. Noted.
13	E Breshand 16 Petunia Street Kalamunda WA 6076	<p>Strongly Agree</p> <ol style="list-style-type: none"> 1. I would consider subdividing or redeveloping my property. 	<ol style="list-style-type: none"> 1. Noted.

		<p>2. I am growing older and appreciate the need for aged accommodation.</p>	<p>2. Noted.</p>
14	<p>Name & Address Withheld</p>	<p>Neutral</p> <p>1. I would consider subdividing or redeveloping my property for family reasons.</p> <p>2. The intentions according to the guidelines may be good, but there are many floors in the interpretation of this document.</p>	<p>1. Noted.</p> <p>2. Noted.</p>
15	<p>M Hall 5 Gregona Place Kalamunda WA 6076</p>	<p>Agree</p>	<p>Noted.</p>
16	<p>Name & Address withheld</p>	<p>Strongly Disagree</p> <p>1. Our Shire is different from the rest in the metro area and attracts a lot of people who want semi-rural lifestyle. We don't need higher density.</p> <p>2. The area will lose its qualities.</p>	<p>1. The Strategy has been prepared to meet the projected increase in local population and the change in demographics.</p> <p>2. If the Strategy is adopted by Council a Policy will be prepared so that future development and subdivision of the affected properties does not have a detrimental impact on the amenity of the area in terms of built form, lot</p>

			configurations and environmental implications.
17	Name and address withheld	<p>Neutral/Agree</p> <ol style="list-style-type: none"> 1. Support the principle of greater housing choice being made available in appropriate areas. 2. The character and quality of the streetscapes is important. 3. Support the principle of more housing being developed specifically for seniors. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted.
18	R Riedel Address withheld	<ol style="list-style-type: none"> 1. I am concerned that the intense rezoning of prime areas, especially the unique hills forest feel of Kalamunda and the one of a kind orchards areas in Bickley, will destroy the precious environment that is unique to our Shire. 2. Any change to zoning should aim to retain the character of Kalamunda, the trees and the birds they attract. 	<ol style="list-style-type: none"> 1. If the Strategy is adopted by Council a Policy will be prepared so that future development and subdivision of the affected properties does not have a detrimental impact on the amenity of the area in terms of built form, lot configurations and environmental implications. Properties within Bickley are not included in the Strategy. 2. Noted.

		<p>3. Keep the block sizes larger not smaller, thereby reducing the number of dwellings allowed per block.</p> <p>4. Do not saturate designated areas with dwellings, reduce the amount of rezoning proposed.</p> <p>5. Introduce a Local Law stating that any developer or individual seeking to build has to get prior approval to knock down any trees on their property.</p> <p>6. I believe the Strategy as it currently stands is not responsible planning. It supports blocks and units getting smaller and smaller, and lots of trees being chopped down as a result, leaving streets dominated by dwellings.</p> <p>7. The only people who are going to support the rezoning are the people who want to make money from subdividing.</p>	<p>3. The Strategy has been prepared to meet the projected increase in local population and the change in demographics.</p> <p>4. The Strategy has been prepared to meet the projected increase in local population and the change in demographics.</p> <p>5. Assessment of development takes into account impact on vegetation.</p> <p>6. If the Strategy is adopted by Council a Policy will be prepared so that future development and subdivision of the affected properties does not have a detrimental impact on the amenity of the area in terms of built form, lot configurations and environmental implications. Properties within Bickley are not included in the Strategy.</p> <p>The Strategy takes into account growing populations needing somewhere to live. The alternative is to zone greenfield sites for residential.</p> <p>7. Noted.</p>
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		<p>8. We bought our house in our area because it is lush with trees.</p> <p>9. If you believe the Shire needs more affordable housing then encourage multiple high rise dwellings on the flatland where the trees are already stripped away.</p> <p>10. What Kalamunda needs is not more seniors and low income earners but families with children.</p> <p>11. If the Shire wants to attract more FIFO families then downsizing properties into tiny blocks and homes is not the way to achieve this.</p>	<p>8. Noted.</p> <p>9. Refer to the Directions 2013 and Beyond section of the report to Council.</p> <p>10. The Strategy has been prepared to meet the projected increase in local population and the change in demographics.</p> <p>11. Noted.</p>
19	J Langford 17 Sampson Road KALAMUNDA WA 6076	<p>Strongly disagree</p> <p>1. Would not consider subdividing or redeveloping my property or selling to a developer.</p> <p>2. This is the thin edge of the wedge where does it stop?</p> <p>3. I would like to maintain the current character of Kalamunda.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p>
20	E Wright 58 Lesmurdie Road East LESMURDIE WA 6076	<p>Agree</p> <p>1. More residential care. Villas and apartments on proposed site opposite us (40 Wilkins</p>	<p>1. Noted.</p>

		<p>Road). We would be interested in obtaining one of these.</p> <p>2. Kalamunda is in urgent need for more housing specifically for seniors.</p>	<p>2. Noted.</p>
21	<p>C S McLeish 20 Gladstone Road KALAMUNDA WA 6076</p>	<p>Agree</p> <p>1. Needed to meet population increase.</p> <p>2. Blocks of approximately 2,000sqm could retain the bush feel but reduce the fire threat which will increase if there is no development.</p> <p>3. If the increase in population is accommodated, public open space will become essential.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p>
22	<p>H Leybourne 93 Stanhope Road KALAMUNDA WA 6076</p>	<p>Disagree</p> <p>1. Higher density housing must be closer to Kalamunda. We have inadequate public transport to allow transport for the elderly.</p> <p>2. We bought in Stanhope Road specifically for its low density and water catchment restrictions that would prevent subdivision.</p>	<p>1. Noted.</p> <p>2. With the exception of the property at the intersection of Stanhope Road and Canning Road, no properties along Stanhope Road will be affected by the Strategy.</p>

		<p>3. Would like to see Stanhope Road becoming a bus route.</p> <p>4. Only support the principle of more housing specifically for seniors with appropriate infrastructure improvements.</p> <p>5. Support if development can take place without the loss of parks or reserves.</p> <p>6. Increased traffic levels near Lesmurdie roundabout will cause greater numbers of traffic incidents.</p> <p>7. The Wilkins Road development is not located appropriately.</p> <p>8. There is a high focus on housing for the elderly, we must give consideration to the young people and couples who have grown up in the hills and equally deserve an opportunity of hills housing.</p>	<p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Noted. Concerns relating to traffic will be addressed at the development and subdivision stage.</p> <p>7. This is being considered in the District Centre at this stage.</p> <p>8. Noted. Development as a consequence of increased zonings will not be limited to seniors unless expressly applied for.</p>
23	M Howe Address withheld	<p>1. I would like to seek the R30/R40 coding being applied over the R30 coded properties fronting Kalamunda Road which are adjacent to, and north of the sewer main going through the Health Road properties east of Boonooloo Road.</p> <p>2. Despite the fall of this land away from the mains sewer it would seem appropriate given the proximity to the town.</p>	<p>1. Agreed. Recommend that lots fronting Kalamunda Road and Boonooloo Roads, Kalamunda currently coded R30 be designated R30/R40.</p> <p>2. Noted.</p>

		<p>3. Definitely need a broader range of more affordable housing.</p> <p>4. Already have property that would be suitable for redevelopment close to the Town Centre.</p> <p>5. I think more could be done to improve the streetscapes. Our main roads near the town centre in particular could do with a consistent/uniform approach to verge appearance/finishes, crossovers fencing etc.</p> <p>6. More multiple dwellings/ apartments close to amenities, shops, and transport services.</p>	<p>3. Noted.</p> <p>4. Noted.</p> <p>5. If the Strategy is adopted by Council a Policy can prepared to address such matters.</p> <p>6. Noted.</p>
24	Name and address withheld	<p>Strongly agree</p> <p>1. I agree so long as it is with reason. Too many town houses and flats will spoil the Kalamunda village feel.</p> <p>2. I would subdivide allowing one house per 1,000sqm. R10 maximum.</p> <p>3. Support there being more housing specifically for seniors is in close proximity to the town centre.</p>	<p>1. Noted.</p> <p>2. Noted. The Strategy proposes a number of densities to provide a choice of housing for residents.</p> <p>3. Noted. This is a market driven exercise.</p>

		<p>4. I support greater choice, but it needs to be controlled within reasons.</p> <p>5. We still need plenty of open space.</p>	<p>4. Noted.</p> <p>5. Noted.</p>
25	<p>A Bloor 43 Wilkins Road KALAMUNDA WA 6076</p>	<p>Strongly disagree</p> <p>1. Do not support more housing choice being made available.</p> <p>2. Would sell my property to a developer.</p> <p>3. The character of quality of the streetscape in residential areas is important.</p> <p>4. Development should only be in Forrestfield, keeping Kalamunda as is.</p> <p>5. Development on the Wilkins Road site will become a building site for a period of 5 years.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted. Kalamunda should have access to a variety of housing choices.</p> <p>5. Noted. It is premature to determine the nature of any development on Wilkins Road.</p>
26	<p>A and J Brian-Davis Address withheld</p>	<p>Strongly disagree</p> <p>1. Overtime choice will be overwhelmed by developers who need to maximise their returns by increasing density.</p>	<p>1. Noted.</p>

		<p>2. You will not achieve quality and character with terrace development.</p> <p>3. Seniors will not want to live in these high density ghettos, they are unsafe, noisy and cluttered.</p> <p>4. Affordability changes with economic forces. Affordably means cheaper. This has socio-economic outcomes.</p> <p>5. What will you do regarding traffic flows, noise and access?</p> <p>6. If the developers do not want the land they will see it as being undesirable.</p> <p>7. The Strategy is poorly conceived. Little evidence of proactive responses that will arise.</p>	<p>2. Noted. Residential development will need to conform with the provisions of the RD Codes.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. These matters will be addressed at the development and subdivision stage.</p> <p>6. Noted.</p> <p>7. Noted.</p>
27	<p>M Syme 16 Phillip Grove KALAMUNDA WA 6076</p>	<p>Strongly disagree</p> <p>1. Kalamunda residents chose to live in the suburb because of its feel, friendly village style suburb, the low density housing, larger blocks of "tree-ed" land.</p> <p>2. To start changing Kalamunda will mean it will become like other metropolitan suburbs with small treeless blocks of land.</p>	<p>1. Noted.</p> <p>2. Noted. The potential for grouped dwelling development is relatively limited due to lack of sewer in the vast majority of the hills urban areas.</p>

		<p>3. If you provide kerbed roads with a footpath and leave the native trees then the beauty of Kalamunda will always be better than any manufactured streetscape that costs a packet of money.</p> <p>4. Seniors are quite capable of making decisions about scaling down their living styles if they want to and it should not be part of what the Shire does to be making arrangements for them.</p> <p>5. If someone has high care needs or has dementia then there is a need for them to be in care. This does have to be provided for them but the whereabouts is of little consequence.</p> <p>6. If providing more affordable housing means the clearing of bushland or knocking down trees then no.</p> <p>7. The Shire should not be selling land to private companies for their development and profit. If a private company wants to set up a business they should purchase the land from private sellers. This is particularly more important if the Shire has plans to sell land that is valued by the community.</p>	<p>3. Noted.</p> <p>4. Noted. However, if seniors wish to scale down and remain in the area, there needs to be the housing choice provided for.</p> <p>5. Noted.</p> <p>6. The areas affected by the Strategy are established Residential zoned properties.</p> <p>7. Noted.</p>
28	J Thornton 3 Raymond Road WALLISTON WA 6076	<p>Strongly Agree</p> <p>1. I am looking at downsizing but want to stay in the area but there is not a lot of lesser value (smaller dwellings) available.</p>	<p>1. Noted.</p>

		<p>2. I would put a small unit out back for my mother then I could stay in my home.</p> <p>3. I like the character and streetscapes as it is.</p> <p>4. I would like to retire up here in a village setting.</p> <p>5. Having more housing specifically for seniors would be convenient.</p> <p>6. We need more affordable housing and housing for retirees and elderly people who want to stay in this community.</p>	<p>2. Noted. This could possibly be achieved in terms of Ancillary Accommodation.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Noted.</p>
29	M Maher 52 Temby Avenue KALAMUNDA WA 6076	<p>Agree</p> <p>1. Would like to see more underground power in Central Kalamunda.</p> <p>2. The Shire's report on the aged showed the demographics and the current and future needs.</p> <p>3. Need more high care facilities.</p> <p>4. We do not want public housing like in Belmont.</p>	<p>1. Noted. This is being considered.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Whether development becomes public housing is not a matter the Shire has to have due regard to.</p>

30	M Rintoul 107 First Avenue MOUNT LAWLEY WA 6050	<p>Strongly agree</p> <p>1. I think 85 Canning Road should be R40, this will allow for quality, affordable housing.</p> <p>2. High density quality housing needed rather than low density and low quality.</p>	<p>1. Noted, however due to the property's proximity to Kalamunda Town Centre the density will not be proposed to become R40.</p> <p>2. Noted.</p>
31	M Brockman Address withheld	<p>Strongly agree</p> <p>1. It is a balance. Pockets of high density are required, leaving the hill scar free and retaining the natural vegetation with suitable walkways.</p> <p>2. To subdivide and redevelop seems too difficult and the return is unknown.</p> <p>3. Improvements I would like to see include native trees on verges, underground power, energy efficient street lighting and access walkways linking to external parks of suburbs.</p> <p>4. Support more housing for seniors as this allows residents to live and retire in familiar surroundings.</p> <p>5. Shire owned land should be developed to meet the long term planning requirements not because of it being excess to community needs.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted. This will be considered at the policy stage.</p> <p>4. Noted.</p> <p>5. Noted.</p>

<p>32</p>	<p>K Bradbury 236 Vines Avenue THE VINES WA 6069</p>	<p>Strongly disagree</p> <ol style="list-style-type: none"> 1. By providing smaller lots will allow higher density in areas that already have good services. 2. I would subdivide the lot and provide an additional home. 3. Improve streetscapes with verge plantings, better lighting and improved footpaths. 4. If its industrial land I would not support redeveloping parks or bushland. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. This will be dependent on current and proposed density and available services. 3. Noted. This will be considered at the policy stage. 4. No property is proposed to be rezoned for industrial purposes as part of this Strategy.
<p>33</p>	<p>A De La Pair 10A Northumberland Road FORRESTFIELD WA 6058</p>	<p>Agree</p> <ol style="list-style-type: none"> 1. I do think we need more housing solutions but worry there is not enough infrastructure to support it, such as public transport, swimming pool, medical and police. 2. Appropriate trees on verges and footpaths are needed or to be upgraded. 3. More nursing homes needed. 4. Areas need to be diverse so you do not have one area of low income families. 	<ol style="list-style-type: none"> 1. Noted. Upgrading of services to meet population increases is the responsibility of various agencies. 2. Noted. This will be considered at the policy stage. 3. Noted. 4. Noted.

		5. I would not like to see all our native bush gone.	5. Noted.
34	S St. James 186 Williams Street GOOSEBERRY HILL WA 6076	Disagree 1. Kalamunda is a unique area. I would hate to lose the village atmosphere and to see it become just another suburb. People chose to live here because of the hills atmosphere and because it is not a concrete jungle. 2. Would like traffic calming devices along Williams Street and more street trees. 3. There are probably enough units for seniors now. 4. Many elderly leave the area because of the lack of choice of smaller homes and support.	1. Noted. 2. Noted. 3. The Shire's Aged Accommodation Strategy (2008) confirms that there is a shortfall in the amount of housing suitable for the aged within the District. 4. Noted.
35	Main Roads WA PO Box 6202 EAST PERTH WA 6892	1. A key component of the implementation of the initiatives outlined in the Strategy shall be the development of a robust Traffic Impact Assessment that models the impact of the proposed rezonings on the local and regional road networks.	1. Matters relating to traffic will be addressed at the development and subdivision stage.

		<p>2. Any development adjacent to a Primary Regional Roads Reserve would need to undertake a noise assessment in accordance with SPP 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning.</p> <p>3. Main Roads WA supports the Strategy in principle, subject to the above being adequately addressed.</p>	<p>2. Noted.</p> <p>3. Noted.</p>
36	R Hodgson 17 Robert Road KALAMUNDA WA 6076	<p>Strongly agree</p> <p>1. Most of the residents in Kalamunda are over 50 years old and are therefore as progressively ageing and with it are unable to look after large blocks of land.</p> <p>2. I would consider subdividing my property.</p> <p>3. Kalamunda falls short of providing appropriate accommodation for seniors. The greater number of elderly people's needs have not been adequately provided for.</p> <p>4. The needs should be addressed especially for the elderly who compromise a major percentage of the population.</p>	<p>1. Noted. The Strategy will allow for a variety of lot sizes enabling "downsizing".</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p>
37	S Collins 15 Burtonia Way FORRESTFIELD WA 6058	<p>Disagree</p> <p>1. Forrestfield is a beautiful suburb, it is one of the reasons I moved here.</p>	<p>1. Noted.</p>

		<p>2. Where I used to live, the local government did not think about the residents only of the amount of rates people paid.</p> <p>3. I am a senior and most people enjoy being in their own homes.</p> <p>4. Support the principle of more housing for the seniors only for those who need hostels and nursing care.</p> <p>5. Please think before you change the Shire as once the area is changes there is no going back.</p>	<p>2. Noted.</p> <p>3. Noted. Landowners will not be compelled to develop their land.</p> <p>4. Noted.</p> <p>5. Noted.</p>
38	Western Power 363 Wellington Street PERTH WA 6000	<p>1. All works undertaken in the areas must comply with Worksafe Regulation 3.64 – Guidelines for Work in the Vicinity of Overhead Power Lines.</p>	<p>1. Noted.</p>
39	K Rintoul 107 First Avenue MOUNT LAWLEY WA 6050	<p>Strongly agree</p> <p>1. The demographics of the area is changing. There needs to be more housing for first time buyers, also those wishing to remain in the area but downsize the block size.</p> <p>2. My first choice would be to subdivide and develop my property.</p>	<p>1. Noted.</p> <p>2. Noted.</p>

		<p>3. Long term residents need better options so they can stay in the area when no longer capable of maintaining a large block.</p> <p>4. I think subdivision of the current housing stock should occur before using public space.</p>	<p>3. Noted.</p> <p>4. Noted.</p>
40	<p>G Bridgement 10 Aboyne Road GOOSEBERRY HILL WA 6076</p>	<p>Agree</p> <p>1. More development of alternative housing choices.</p> <p>2. Should consider social and environmental impact on existing areas.</p> <p>3. Want to subdivide my property.</p> <p>4. The ageing population is intensifying the need for low maintenance homes and access to medical, social activities, the shopping centre and public transport.</p> <p>5. Accommodation for families, couples without children and single persons required throughout the Shire.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted. This will be dependent on the existing and proposed density and necessary services.</p> <p>4. Noted.</p> <p>5. Noted. The Strategy allows for various housing choices to cater for different demographics.</p>
41	<p>S O'Hara Statewest Planning PO Box 1377 MIDLAND WA 6936</p>	<p>1. The Local Planning Strategy demonstrates Council's commitment and the need for increased densities to:</p>	<p>1. Noted.</p>

	<p>(Acting on behalf of the landowners for 2, 4, 6, 8, 10, 14, 16, 18 and 22 Seaview Terrace, and 19 Walbeck Road, Kalamunda)</p>	<p>a) Enable the Shire to accept its share of metropolitan growth in accordance with the State Government policy.</p> <p>b) Make the sewerage scheme in Kalamunda economically viable.</p> <p>c) Create more disposable income to sustain businesses in Kalamunda.</p> <p>2. In terms of the Kalamunda locality, the uptake of the DURE scheme has been slower than expected, leading to the position where the Water Corporation has considered closing the scheme. This places considerable pressure on encouraging redevelopment of the properties within the reticulated sewer catchment if the growth objectives of the Local Planning Strategy (and Directions 2031) are to be achieved. Reducing the density of the Seaview Terrace properties will produce a contrary effect.</p> <p>3. The Draft Local Housing Strategy states: “In some situations a single lot containing an existing dwelling has been subdivided to allow the construction of a “house behind a house”. The original house at the front of the lot is now old and in poor condition, while the house at the rear is relatively new, but out of sight from the street. This is of concern in terms of the maintenance or improvement of the visual character and social amenity of the streetscapes in these areas.”</p>	<p>2. The Water Corporation has reviewed the DURE Scheme and advised the Shire that from 1 July 2013 the DURE Scheme has been retired.</p> <p>3. Like with the majority of properties affected by the Strategy there is the opportunity for those along Seaview Terrace to be amalgamated and then subdivided to avoid battle axe lots being created. If a property is sold to a developer there is also the likelihood that the existing dwelling would not be retained.</p>
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		<p>Given the existing lot sizes in Seaview Terrace (2,000sqm) this outcome, one of concern, is exactly what would happen if the R10 code was applied to this area.</p> <p>4. The nearest bus stop to the south east of Seaview Terrace is 450m by road on Peet Road. It is the same distance from Crestview Crescent (proposed to be R10/R20) and much closer than the properties on Heath Road that are proposed to be R10/R20.</p> <p>5. We would remind Council that the density proposed for Seaview Terrace under the Local Planning Strategy (R20) has long been the base density for residential development in the metropolitan area and not considered the higher density that should only be considered in close proximity to activity centres and/or public transport routes.</p>	<p>If the Strategy is adopted by Council a Policy will be prepared will outlines the requirements in terms of built form and lot configurations, amongst other matters.</p> <p>4. It is considered appropriate to change the locality to R10/R20 to allow for the built form of future development in the area to be consistent.</p> <p>5. Properties along Seaview Terrace are shown as being proposed to become R20 under the DURE Scheme. Such densities were proposed to make the Scheme viable.</p> <p>Since 1 July 2013 the DURE Scheme has been retired by the Water Corporation.</p> <p>Whilst those properties along Seaview Terrace are no longer proposed to have as a density coding, properties nearer the Kalamunda Town Centre are proposed to have their density coding increased. This is consistent with the provisions of Liveable Neighbourhoods.</p>
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		6. The Draft Local Housing Strategy identifies Housing Opportunity Precincts. By coding Seaview Terrace as R5/R10 where reticulated sewer is available the opportunity is lost. We therefore request that it be re-coded to R10/R20 consistent with the Local Planning Strategy.	6. The Strategy has been prepared in accordance with the provisions of Liveable Neighbourhoods. Refer to the Liveable Neighbourhoods section of the report to Council.
42	G Raymond 8 Brooks Street Kalamunda WA 6076	Strongly disagree 1. There is a need for elderly who can no longer look after themselves even with assistance to have a high care facility, however there is no infrastructure to support this proposal. 2. Impossible to achieve affordable housing since the prices of unit developments so far are hugely expensive.	1. Noted. 2. Noted.
43	M McInnes 45 Wilkins Road KALAMUNDA WA 6076	Neutral 1. Footpath along Wilkins Road should be built. 2. Our view is that we cannot afford a smaller unit as the price we would get for our house on 1000m2 would not cover it.	1. Noted. 2. Noted.
44	Name & Address Withheld	Agree 1. Many Seaview Terrace residents went through considerable disruption and expense to have the sewerage line put through their properties to enable the R20 to be applied and this now has been altered to R5/R10 without	1. Properties along Seaview Terrace are shown as being proposed to become R20 under the DURE Scheme. Such densities were proposed to make the Scheme viable.

		<p>consideration and most properties will not be able to be developed.</p> <p>2. It is important for seniors to be in familiar surroundings if they are current Kalamunda residents. Closeness to friends and family and the feeling of safety is vital. As well as services being provided for them.</p>	<p>Since 1 July 2013 the DURE Scheme has been retired by the Water Corporation.</p> <p>Whilst those properties along Seaview Terrace are no longer proposed to have as a density coding, properties nearer the Kalamunda Town Centre are proposed to have their density coding increased. This is consistent with the provisions of Liveable Neighbourhoods.</p> <p>2. Noted.</p>
45	<p>M Donaldson 11 Stanhope Road KALAMUNDA WA 6076</p>	<p>Strongly Disagree</p> <p>1. We moved to Kalamunda to be in a low density area. Kalamunda is a tourist attraction.</p> <p>2. Would not sell or develop my property.</p> <p>3. A greater housing choice is fine for Forreestfield but would destroy Kalamunda.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Central Kalamunda is identified under Directions 2031 and Beyond as a District Centre, and with the change in demographics within the Shire,</p>

		4. The bushland adds to the charm of Kalamunda.	there is a need to allow for a greater choice in housing types in such areas. 4. Noted. Public bushland is not affected by the Strategy.
46	Name & Address Withheld	Strongly Agree 1. We would like to build a new house and subdivide in the future. 2. Better footpaths needed and houses that suit Kalamunda area and also buildings and shops that blend in and have the village feel. 3. I think units are acceptable but not multi level developments. 4. We purchased this property with the intention to subdivide as we have sewer connection we would be the perfect candidates for rezoning to R20.	1. Noted. This will be dependent of current and proposed density and availability of services. 2. Noted. 3. Noted. 4. Noted.
47	R & J Stephenson 9 Carpena Place KALAMUNDA WA 6076	Neutral 1. We desperately need senior and nursing home facilities, the Wilkins Rd proposal would be ideal. The bush there isn't very nice and isn't regularly used. 2. We do have a large block but would not be able to fund subdividing or re developing. When we	1. Noted. 2. Noted.

		<p>can no longer manage to look after our property we would like to downsize.</p> <p>3. The Shire needs to expand but in keeping with the "Home in The Forest" style not high rise.</p>	<p>3. Noted.</p>
48	<p>A & J Brian-Davis PO Box 1239 GAWLER SA 5118</p>	<p>Disagree</p> <p>1. Houses and units that impede each other's space, noise levels are sustained for most of the week.</p> <p>2. The only choices that exist will be those of developers.</p>	<p>1. Matters relating to built form and potential noise issues will be dealt with at the development stage.</p> <p>2. Noted. Landowners will effectively be the developers in most cases.</p>
49	<p>Name & Address Withheld</p>	<p>Disagree</p> <p>1. Don't support housing being developed for seniors on Heath Road.</p>	<p>1. Noted. This will be a market driven exercise.</p>
50	<p>P Dusenberg 39 Wilkins Road KALAMUNDA WA 6076</p>	<p>Strongly Disagree</p> <p>1. Greater housing choice but not where community facilities and recreational areas are being forfeited.</p> <p>2. We love where we live and financial gain is not part of our considerations with regard to our home.</p> <p>3. We need to consider other sectors not just seniors.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. The Strategy proposes more opportunity for housing suitable for single persons, couples and small</p>

		<p>4. The main reason most people have chosen to live in the hills is the availability of bushland and all the recreational outlets it provides.</p>	<p>families due to the changing demographics within the Shire.</p> <p>4. Noted.</p>
51	<p>R Barclay 8 Trott Road LESMURDIE WA 6076</p>	<p>Strongly agree</p> <p>1. Perhaps have separate units within minimal walking distance to shops etc.</p> <p>2. Would either sell to a developer, subdivide or redevelop depending on adjoining neighbours' approval.</p> <p>3. Improvements not needed as my area is usually tidy and the scenery is pleasant.</p> <p>4. Most seniors like the area familiar to them and the closeness to family and friends.</p>	<p>1. Noted. Part of the consideration for increase in density would be the walking distances to services.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p>
52	<p>P Monkhouse 2 Burns Road KALAMUNDA WA 6076</p>	<p>Agree</p> <p>1. Big lots in Kalamunda could be subdivided without too much impact on the area, not just in sewerred areas.</p>	<p>1. If the density coding and size of a property allows for it to be subdivided in accordance with the Residential Design Code, and the proposal can comply with the Government Sewerage Policy, subdivision can be considered.</p>

		<p>2. Some of my properties could be subdivided as they are large lots.</p> <p>3. Not too many houses for seniors as they pay less rates and do not have much disposable income to spend in local shops and businesses.</p> <p>4. Too costly to develop in Kalamunda due to the high cost of earthworks and connection to sewer.</p>	<p>2. Noted.</p> <p>3. Noted. This is a market driven exercise.</p> <p>4. Noted.</p>
53	<p>P and J Stavenuiter 2 Lalor Place KALAMUNDA WA 6076</p>	<p>Agree</p> <p>1. Gives older couples choice to down size and frees up large lots for families.</p> <p>2. Why should people who have lived all their lives in the hills be forced to move out of the area to find suitable housing?</p> <p>3. Greater housing choice is always a good thing.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p>
54	<p>Perth Airport PO Box 6 CLOVERDALE WA 6985</p>	<p>1. High Wycombe and Kalamunda are in stormwater catchments for drains that convey stormwater through airport land.</p> <p>2. The Strategy as proposed would have an impact in both Perth Airport's North Main Drain and South Main Drain unless managed prior to reaching the airport boundary.</p>	<p>1. Noted.</p> <p>2. Noted. This will be determined at subdivision or development stage.</p>

		<p>3. Perth Airport's concern is that the Strategy does not have any specific comment about increased stormwater flows and water pollution as a consequence of increased development nor their management by the Shire or the Water Corporation.</p> <p>4. Perth Airport requests that the Strategy be amended to ensure that the existing stormwater infrastructure will manage the increase in flows and water borne pollution so that there is not an increase in peak flows and/or decrease in the quality of the stormwater entering Perth Airport's drains.</p>	<p>3. Matters relating to stormwater and potential environmental impacts are dealt with at the development and subdivision stages. The Shire will ensure that this continues to be done.</p> <p>When preparing the Policy which includes the criteria to achieve the higher density coding consideration will be given to include requirements relating to stormwater and environmental implications.</p> <p>4. Matters relating to stormwater and potential environmental impacts are dealt with at the development and subdivision stages. The Shire will ensure that this continues to be done.</p> <p>When preparing the Policy which includes the criteria to achieve the higher density coding consideration will be given to include requirements relating to stormwater and environmental implications.</p>
55	<p>Nature Reserves Preservation Group Inc. PO Box 656 KALAMUNDA WA 6926</p>	<p>1. The Strategy acknowledges that <i>"the Shire is relatively well covered with very good condition remnant vegetation when compared to most metropolitan municipalities. The majority of the</i></p>	<p>1. Noted. The proposed rezoning and of 40 Wilkins Road is currently being considered by the WA Planning Commission and will be</p>

		<p><i>remnant vegetation in the Darling Range portion of the Shire is contained within existing public water supply catchments to the east and south of the Kalamunda townsite."</i></p> <p>We therefore request that the Wilkins Road site be removed from the list if sections of the Local Biodiversity Strategy (2008) and Local Planning Strategy relating to conservation of biodiversity and the protection of the natural environment are to have any relevance.</p> <p>2. We fully support the concept of inducements for developers and residents to embrace sustainable living.</p> <p>3. Future dwellings should be constructed with consideration given to orientation, the use of green technologies, water sensitive design and the strategic use of shade trees to alleviate the 'heat island' effect.</p> <p>4. Where the district open space contains remnant natural vegetation, forms part of a wildlife corridor, greenway or natural linkage, increased densities should not be approved. Such open spaces require surrounding areas to be of low density in order to function as a buffer against the ingress of weed species.</p> <p>5. The area of urban design and streetscape is one needing work. The Strategy may improve the</p>	<p>assessed by the Environmental Protection Authority in due course.</p> <p>The Local Planning Scheme contains provisions for the protection of the environment as part of any development application. These provisions can be used to provide conditions for the achievement of biodiversity conservation.</p> <p>2. Noted.</p> <p>3. When preparing the Policy which includes the criteria to achieve the higher density coding consideration will be given to include requirements relating to environmental implications.</p> <p>4. The increase in density on properties nearby to District Open Space may act as a better buffer due to the reduced opportunity for weeds to ingress because of a greater portion of the residential properties being developed upon.</p> <p>5. When preparing the Policy which includes the criteria to achieve the higher density coding consideration will</p>
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		<p>planning and approval process by placing emphasis on innovative yet workable initiatives such as shade tree plantings, stormwater harvesting and environmentally beneficial public arts projects.</p> <p>6. We are opposed to the loss of any Shire owned sites deemed “surplus to requirements”, having the potential to serve as a viable remnants of natural vegetation, wildlife corridors, greenways or linkages.</p> <p>7. The implementation of the Strategy should ensure that this increasingly fragile and endangered environment is protected.</p>	<p>be given to include requirements relating to environmental implications.</p> <p>6. Noted.</p> <p>7. Noted.</p>
56	Name and Address withheld	<p>Disagree</p> <p>1. No large scale unit developments or flats. A maximum of 3 units per half acre.</p> <p>2. Would consider subdividing and do my own development.</p> <p>3. More footpaths and better streetscaping required.</p> <p>4. The elderly need to stay in their District with their existing support network.</p>	<p>1. If the allocated density coding and the property’s size allows for it, and the proposal complies with the Residential Design Codes, such development would be considered.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p>

		<p>5. We do not want major high density housing.</p> <p>6. Retain parks and bushland for the community. There is a future need, do not just live for today.</p>	<p>5. Noted.</p> <p>6. Noted.</p>
57	<p>A Fowler 10 Marie Way KALAMUNDA WA 6076</p>	<p>Neutral</p> <p>1. Support the principle of greater housing choice, to relieve the population pressure on our remnant natural vegetation, wildlife corridors and greenways.</p> <p>2. Would not consider subdividing, redeveloping or selling my property to a developer.</p> <p>3. More underground power and harvesting of stormwater runoff.</p> <p>4. Aged car facilities should not be at the expense of the natural environment.</p> <p>5. Do not support the Shire using some of its land for housing due to the rationalisation Scheme indicating the Shire considering valuable natural Reserves to be excess to requirements.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted.</p>
58	<p>Timothy Colegate & Kathryn Wooldridge 39 Lesmurdie Rd East WALLISTON WA 6076</p>	<p>Strongly Disagree</p> <p>1. For higher density housing, upgraded infrastructure is needed to create liveable neighbourhoods. New footpaths, new cycle</p>	<p>1. Noted.</p>

		<p>paths, restrictions to avoid wall-to-wall houses with poor visual and social amenity. Higher quality native street trees that are pruned properly under power lines. Footpaths with a high kerb to prevent parking.</p> <p>2. Does not support the Shire in developing housing for seniors because this will likely require some form of land gift or subsidy from the Shire. However would support if a developer wished to purchase land for this purpose.</p> <p>3. The Shire should preserve the land it owns for community use, social value and environmental value.</p>	<p>2. Noted.</p> <p>3. Noted.</p>
59	R F Stearne Unit 5/1 Secret Lane	<p>Neutral</p> <p>1. Support the principle of greater housing choice, as many retirees (55+) find their housing needs change as they grow older, but not multi-storeys. Resident considers Wilkins Road a perfect place to be utilized.</p> <p>2. Have already sold our large property for a smaller one.</p> <p>3. More street trees on Central Road in front of the Masonic Hall.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p>

		<p>4. Supports housing being developed specifically for seniors as long as this is done in suitable areas and only single storeys.</p>	<p>4. Noted. Aged housing will be located in accordance with the applicable State policies.</p>
60	<p>(No surname provided) 10 Jackson Road WALLISTON WA 6076</p>	<p>Strongly Disagree</p> <p>1. Does not support the principle of greater housing choice.</p> <p>2. Would neither subdivide nor sell his property as prefer a larger area for living.</p> <p>3. Believes the quality of streetscapes in residential areas is important.</p> <p>4. Does not support the principle of housing being developed specifically for seniors/the elderly.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted. If the Draft Local Housing Strategy is adopted the Shire will be looking at ways to improve the streetscape.</p> <p>4. Noted.</p>

61	Duncan McInnes 41 Wilkins Road KALAMUNDA WA 6076	<p>Strongly Disagree</p> <ol style="list-style-type: none"> 1. Does not support the principle of greater house choice as experience has shown units and flats soon become slums. 2. Would not consider subdividing or selling their property. 3. Would like to see pavement on Wilkins Road. 4. Does not support more housing being developed for seniors/the elderly because the cost of proposed housing is out of financial reach of most seniors. 5. Supports the Shire in developing some of its land for housing, but not at the expense of reserves. 6. Strongly supports keeping the Wilkins Road Reserve as a reserve. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted. 4. Noted. 5. Noted. 6. Noted.
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62	Marnelke Colegate 19 Cageny Way LESMURDIE WA 6076	<p>Strongly Disagree</p> <ol style="list-style-type: none"> 1. Does not support the principle of greater housing choice. "The Shire logo is – Home in the trees" 2. Would neither subdivide nor sell their property. 3. Believes the quality of streetscapes is important. 4. Supports the development of housing specifically for seniors/the elderly, but only in the form of a lifestyle village and not to the disadvantage of the removal of bushland. 5. Believes more affordable housing be provided, but only if there is suitable land, not from the destruction of reserves and bushland. 6. Does not support the Shire using its own land to develop housing and definitely not areas that are reserves. 7. "There is very little remnant bush left and this should be preserves for future generations. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted. 4. Noted. 5. Noted. 6. Noted. 7. Noted.
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63	Name withheld. 6 Seaview Terrace KALAMUNDA WA 6076	Strongly Disagree 1. Supports the principle of greater housing choice and greater housing choice around the Kalamunda and Forrestfield District Centres. Would consider subdividing. 2. Supports the principle of more housing being developed specifically for seniors/the elderly. 3. Believes more affordable housing should be provided within the Shire. 4. Does not support the Shire using its own land to develop housing. 5. Seaview Terrace was always R20 and is now R5/R10. It needs to be R5-R20	1. Noted. 2. Noted. 3. Noted. 4. Noted. 5. The Draft Local Housing Strategy is based on planning principles, and because of the street's distance from the town centre it is deemed that the proposed R5/R10 density coding is more appropriate.
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64	S Youdel 6 Hanover Street FORRESTFIELD WA 6058	<p>Strongly Agree</p> <ol style="list-style-type: none"> 1. Supports the principle of greater housing choice and would consider subdividing. 2. Believes the quality of streetscapes is important. 3. Supports the principle of more housing being developed specifically for seniors/the elderly. 4. Believes more affordable housing should be provided within the Shire. 5. Supports greater housing choice around the Kalamunda and Forrestfield District Centres. 6. Supports the Shire using its land to develop housing. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted. 4. Noted. 5. Noted. 6. Noted.
65	Water Corporation	<ol style="list-style-type: none"> 1. High Wycombe, Maida Vale, Forrestfield: recent water scheme reviews in this area have included a future demand assessment and hydraulic performance. This indicated that the capital works proposed in a previous planning report (1993) are likely to be more than adequate to satisfy the expected system requirements for hydraulic capacity. Before any new pipeline project is considered for construction, the recommended pipeline diameter should be reassessed. 	<ol style="list-style-type: none"> 1. Noted.

		<p>Areas proposed to be zoned to R20/R60 an R25/R60 are more likely to develop in a way that requires a fire service. In some cases these areas are currently serviced with 100mm diameter mains which may require an upgrade to a 150mm should a fire service be requested.</p> <p>2. Kalamunda Town Centre Housing Opportunity Precinct – Water Zones – Walliston LHL HIH3 and Kalamunda Lesmurdie West HIH1:</p> <p>Water Scheme: The area is served by two high level areas mentioned above which do not have the capacity to serve the area if it was all developed to the maximum R codes proposed. A review of the scheme is required in order to know what upgrades will be required in the future.</p> <p>Wastewater: The capacity of the Kalamunda wastewater system was established and funded under the former DUREs arrangement. There appears to be sufficient capacity in the significant 375mm mains extension from the Town Centre to Forrestfield. The reticulation in the Town Centre also should have sufficient capacity. A next planning review shall include the change in density.</p>	<p>2. Noted.</p>
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66	Graeme Young 12 Lyndhurst Road KALAMUNDA WA 6076	Neutral. 1. The suggestion is made that DPS No. 3 as it applies to the “hill top” areas still mirrors a combination in structural design under Town Planning administration which mirrors economic, social and development standards of the 1980’s to 1990’s era at between R10 to R20 density, with small pockets of R20, or R30 where deep sewerage is provided. 2. I seek to make the point that DPS No.3 applies out-dated urban design modelling which fails to mirror housing development standards, to adapt to changing demand trends. The thread of this consequence is developed within this submission. 3. I suggest that the potential proposed under the strategy will not encourage “new” development between Canning Road and Boonooloo Road in the short term. I make the statement that insufficient “bonus in density potential” is available within the draft strategy to trigger significant change over the next 10 to 20 years. The only new development which will be unlocked by the proposal will relate to older homes where the redevelopment potential of the land evaluates to suggest a \$x capital value which is significantly greater than the worth of the established property.	1. Noted. 2. Noted. 3. Noted.
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		<p>4. Street verges could be developed by local residents to become “wildlife corridors” to interconnect with the Regional Open Space (ROS) areas – ie: Darling Range Regional Park, and Mundy Regional park, and the local POS areas created within the suburban framework of residential development over the years.</p> <p>5. Local Government needs to be more proactive in fulfilling its role in the creation of affordable residential land to increase the residential dwelling options across all classes of the population demographic.</p>	<p>4. Noted.</p> <p>5. Noted.</p>
67	<p>Name withheld 15 Seymour Road KALAMUNDA WA 6076</p>	<p>Strongly agree.</p> <p>1. Support the principle of greater housing choice.</p> <p>2. Nothing for younger families.</p> <p>3. I want to continue to live in Kalamunda.</p> <p>4. Where we live behind Woolworths there are no play grounds or parks.</p> <p>5. You need to have a mixture of ages together, the younger aged people can then assist the aged.</p> <p>6. Better access for wheel chairs and goffers is needed.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Noted.</p>

		7. I totally support the Wilkins Road proposal.	7. Noted.
68	Name withheld 70 Cotherstone Road KALAMUNDA WA 6076	Disagree in part. 1. Support the principle of greater housing choice. 2. Would like to stay in Kalamunda but we are battling to maintain our property. 3. We would like the opportunity to subdivide and redevelop our property. 4. Would like to see a higher density along Cotherstone Road and Andrew Street.	1. Noted. 2. Noted. 3. Noted. 4. The density coding proposed along portions of Cotherstone Road and Andrew Street (R10/R20 and R10/R30) are deemed adequate considering their distance from the town centre. The remaining portion of Andrew Street and Cotherstone Road have not been included in the Draft Local Housing Strategy due to mains sewer not being able to be extended to those properties. 5. Noted. 6. Noted.
		5. There is a desperate need for more aged persons housing. 6. Community needs are to be met and land reserved for public open space be retained.	

<p>69</p>	<p>Department of Planning Locked Bag 2506 PERTH WA 6001</p>	<p>1. The Draft Local Housing Strategy does not reference the WAPC's Annual Report Card document. The Strategy should reference the updated infill development housing target in the Annual Report Card for the Kalamunda region.</p> <p>2. The Draft Strategy should be updated to reference the amended Residential Design Codes.</p> <p>3. Consideration should be given to incorporating some or all of the dual density code provisions in a new local planning scheme rather than a local planning policy.</p> <p>4. There may be scope to review the proposed density codings further.</p> <p>5. The criteria for identifying areas suitable for redevelopment should demonstrate compliance with the WAPC's Planning for Bushfire Protection Guidelines.</p> <p>6. The draft Strategy uses the terms 'new dwelling lots', as opposed to the term 'estimated dwelling supply' used in the WAPC's draft 'Outer Metropolitan Perth and Peel Sub-Regional Strategy'.</p>	<p>1. Noted. Changes will be made to the Strategy to reflect the updated infill development housing targets.</p> <p>2. Noted. The Strategy will be amended to reflect the updated requirements of the Residential Design Codes.</p> <p>3. Noted. This will be considered if the Strategy is adopted by Council and when the Scheme is amended accordingly.</p> <p>4. Noted. This has been reviewed and density codings will be changed where considered appropriate.</p> <p>5. Noted. When preparing a new local planning scheme and/or local planning policy for the areas provisions will be included regarding bushfire management.</p> <p>6. Noted. The term 'estimated dwelling supply' will be used in the Strategy.</p>
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	<p>7. It is recommended that the Shire refer to additional 'dwellings' rather than 'lots' when stating dwelling yield targets.</p> <p>8. It would be beneficial if the draft Strategy states the proposed greenfield and infill areas which will be the source of additional development sites.</p> <p>9. The Shire should ensure that the need for future infrastructure is reflected in its community infrastructure plan and the relevant capital expenditure plan.</p>	<p>7. Noted. Reference will be made to additional 'dwellings' rather than 'lots'.</p> <p>8. The Draft Local Housing Strategy adequately identifies the infill areas which will be the source of potential development.</p> <p>The Shire does not contain any significant "greenfield" sites currently zoned for residential purposes. Notwithstanding this, preliminary investigations have taken place for potential rezoning of reserved land for residential purposes within the Shire. The Shire has identified "Urban Development Zones", "urban investigation areas" and "rural investigation areas" which will all be capable of accommodating more residential development. These areas are shown generally on Figure 2, and discussed in Section 9 of the Draft Local Housing Strategy.</p> <p>9. The need for future infrastructure will be taken into consideration in its community infrastructure plan.</p>
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		<p>10. No detail is provided of the proposed local planning policy relating to additional density bonuses for the development of aged accommodation.</p> <p>11. It is considered unlikely that the WAPC would support the development of aged accommodation prior to the land being appropriately zoned under the MRS and local scheme.</p>	<p>10. This will be considered once the Strategy has been adopted by Council. The Shire will liaise with the WAPC during the preparation of the provisions.</p> <p>11. Noted. This is in reference to Wilkins Road.</p>
70	Name and address withheld	<p>Disagree</p> <p>1. I do not accept that the uniqueness of Kalamunda needs to be destroyed for commercial interests only to emulate inner suburbia.</p> <p>2. Seeking to subdivide our Carmel Road property to 1ha lots but bureaucracy considerably delaying any progress with this.</p> <p>3. Clearly insufficient housing for seniors in Kalamunda at present.</p> <p>4. The driver for this would be high density commercialism with no benefits to current ratepayers.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p>

71	M and C Jackson 64 Pomeroy Road WALLISTON WA	<ol style="list-style-type: none">1. This document identifies an 'area of investigation' located approximately between Pomeroy and Carmel Roads, and Canning and Television Roads.2. We selected our property for its rural character and conservation vales and are keen to ensure this is retained irrespective of and subsequent development nearby.3. While not opposed in principal to the concept of subdivision in this area we have a number of concerns and request that they be considered in the Local Housing Strategy:<ol style="list-style-type: none">a) Conservation Vales – our block is registered under the Land for Wildlife scheme as it includes 1.3ha of remnant bushland of sufficient conservation value.b) Impact on wildlife – The Local Housing Strategy should consider the impact of potential subdivision on wildlife and ensure any developments include appropriate features to maintain the corridors necessary to ensure the viability of wildlife populations in adjacent bushland areas.c) Impact on groundwater – Many properties within the study area are not connected to Scheme water.	<ol style="list-style-type: none">1. The area is shown in the Local Planning Strategy as an Investigation Area which does not form part of the Draft Local Housing Strategy.2. Noted. The property does not fall within one of the Draft Local Housing Strategy precincts.3. Noted.
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		d) Light and noise – Increased housing density will inevitably increase the potential for disturbance from neighbouring properties.	
72	S Ashmore Address withheld	Disagree 1. I consider housing for the elderly is needed but should be built on land already cleared. 2. I do not support the Shire developing bushland it owns for housing. 3. The Wilkins Road Reserve should be reclassified to be preserved for the future.	1. Noted. 2. Noted. 3. Noted.

Attachment 11

**Draft LOCAL HOUSING STRATEGY
 COMMUNITY FEEDBACK FORM**



The Shire has prepared a draft **Local Housing Strategy** aimed at meeting the future housing needs of its residents, and would appreciate feedback on the draft Strategy before finalising its contents. Among other things, the final recommendation of the Local Housing Strategy will guide the application of new zonings and R-Codings over the residential areas of the Shire in the new Local Planning Scheme. Your constructive comments are therefore welcomed.

Please take the time to get involved in shaping the future of Kalamunda!

What interest do you have in the Shire of Kalamunda draft **Local Housing Strategy**? (Tick all that apply.) You may add your name & street address if you wish.

- I am a home owner & occupier. I rent a home.
 What street do you live in? What street do you live in?
- _____
- I have another interest (Please state) _____
- _____

There are many housing-related issues dealt with in the draft Local Housing Strategy. After investigation and analysis of these issues, a number of strategies and actions have been proposed. After reading the draft Local Housing Strategy (or at least the parts that interest you), do you have any general or specific comments to make?

To help you organise your comments, the main housing issues and questions are listed below. (You may use the spaces provided or attach a separate document.)

There is only a limited type of housing that is available within the Shire. (93.7% of all dwellings are single houses in low density areas.) Nearly half of all dwellings within the Shire are occupied by just one or two persons. Do you support the principle of greater housing choice being made available in appropriate areas within the Shire? (i.e., more duplexes, town houses, units and flats)

YES NO (please circle whichever is applicable)
 Please explain

.....

.....

.....

If your property was rezoned with a higher residential code, would you consider (1) subdividing and redeveloping your property, or (2) would you sell to a developer?
(1) (2) (please circle whichever is applicable)
 Please explain

.....

.....

Please turn over the page

www.kalamunda.wa.gov.au

Is the character and quality of the streetscapes in residential areas important?
YES NO (please circle whichever is applicable)

If you answered yes, what improvements would you like to see in your area?

(My suburb is)

My suggestions are

Do you support the principle of more housing being developed specifically for seniors?
YES NO (please circle whichever is applicable)

Explain.....

Do you support the principle of more housing being developed specifically for the elderly?
YES NO (please circle whichever is applicable)

Explain.....

Should more affordable housing be provided within the Shire?

YES NO (please circle whichever is applicable)

If you answered yes, what type and where should it be provided?

The draft Strategy recommends providing more housing and greater housing choice around the Kalamunda and Forrestfield District Centres. Do you support this principle?

YES NO (please circle whichever is applicable)

Explain.....

The Strategy recommends that the Shire develop some of the land it owns for housing. This would take place in some areas where the land is excess to the community's needs. Do you support this principle?

YES NO (please circle whichever is applicable)

Explain.....

Overall, do you agree or disagree with the strategies and actions proposed in the draft Local Housing Strategy?

1 2 3 4 5
Strongly Disagree Disagree Neutral Agree Strongly Agree

If you disagree, please explain why

.....

Thank you for taking the time to provide your feedback.

Submissions to be received by **2nd of August 2013**

Please mail to - The Shire of Kalamunda, PO Box 42, KALAMUNDA WA 6926

www.kalamunda.wa.gov.au

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

15. Kalamunda Returned Service Men's League (RSL) – Donation towards 2014 ANZAC Service

Previous Items	
Responsible Officer	Director Infrastructure Services
Service Area	Infrastructure Operations
File Reference	
Applicant	N/A
Owner	N/A

Attachment 1 Request from Kalamunda RSL Sub Branch.

PURPOSE

1. To consider a request from the Kalamunda Returned Service Men's League (RSL) Sub Branch for a donation towards the hire of two bleacher seating stands for the 2014 ANZAC Service.

BACKGROUND

2. The Kalamunda RSL Sub Branch has been liaising with the Shire regarding improving the capacity at the existing war memorial site located within Kostera Reserve.
3. The Shire has provided in-kind support by assisting with conceptual design and preliminary cost estimates towards a Hasluck Grant that provide funding towards the modification of the existing retaining walls that will increase the capacity at this memorial.

DETAILS

4. The Shire has received a request from the Kalamunda RSL Sub Branch to donate towards the hire of bleacher seating stands to be placed surrounding the memorial in preparation for the 2014 ANZAC service. This will temporarily increase the capacity at this memorial.

STATUTORY AND LEGAL CONSIDERATIONS

5. The Chief Executive officer has delegated Authority to make donations to Community Groups up to \$1,000 subject to funds being available in the budget.

POLICY CONSIDERATIONS

6. Nil.

COMMUNITY ENGAGEMENT REQUIREMENTS

7. Nil.

FINANCIAL CONSIDERATION

8. Kalamunda RSL Sub Branch is seeking a donation of \$1,900 + GST to hire two bleacher seating stands for the 2014 ANZAC service.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

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

OBJECTIVE 1.8 – Support local community groups to grow, prosper and shape the future of Kalamunda.

Strategy 1.8.3 Proactively investigate opportunities that facilitate the establishment and/or growth of local community groups.

SUSTAINABILITY

Social Implications

10. The annual ANZAC service at Kostera Reserve has increased in popularity each year. The venue is now considered to be running at capacity and therefore the temporary hire of bleacher seating stands may be an appropriate short term measure for increasing the capacity at this service.

Economic Implications

11. Nil.

Environmental Implications

12. Nil.

RISK MANAGEMENT CONSIDERATIONS

- 13.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Council may resolve to not support the donation	Possible	Minor	Medium	Advise the applicant regarding the outcome and consider including in future budget consideration.

OFFICER COMMENT

14. Increasing the seating capacity by temporary seating is a suitable short term solution until funding grants become available to develop the site.

15. The request from the RSL can be accommodated within the current Donations Budget.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 15/2014)

That Council:

1. Approves the request for a donation of \$1,900 + GST towards the hire of two bleacher seating stands for the 2014 ANZAC service.

Moved:

Seconded:

Vote:

Attachment 1

From: Wayne [<mailto:waynecelebrant@bigpond.com>]

Sent: Wednesday, 5 February 2014 3:15 PM

To: Ryan Cocking

Subject: RE: Idea for Memorial wall Stirk Park

Hello Ryan and Happy New Year, even though we are now one month into it.

I have been checking through my emails and I cannot see if I replied to your email below.

Since putting this proposal forward I have had another look at current Stirk Park and I would like to suggest that if this was to be part of the re development of the park, may I suggest that the wall be placed on the Eastern area near where the stone wall is being rebuilt. This would be close to the entrance to the Avenue of Honour and would not hinder the water way which I believe runs through my original suggested site.

I have attached an amended sketch of the area.

I have not heard anything back from the Hasluck Grant committee on any of the submissions made , I believe the next meeting will be after the next sitting of Parliament. So it a wait and see scenario.

Could you please advise what the ordering time frame would be for the tiered seating for the ANZAC day Dawn service would be and if the Shire would assist in the funding of the seating.

Regards

Wayne

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

- 11.0 QUESTIONS BY MEMBERS WITHOUT NOTICE**

- 12.0 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN**

- 13.0 URGENT BUSINESS APPROVED BY THE PRESIDING MEMBER OR BY
 DECISION**

- 14.0 MEETING CLOSED TO THE PUBLIC**

- 15.0 CLOSURE**