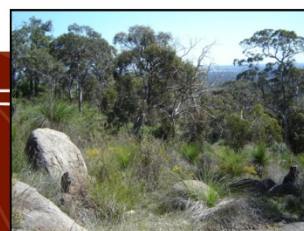


# Development & Infrastructure Services Committee Meeting

Agenda for Monday 12 May 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 12 May 2014 at 6.30pm**.

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

Rhonda Hardy  
**Chief Executive Officer**  
6 May 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.

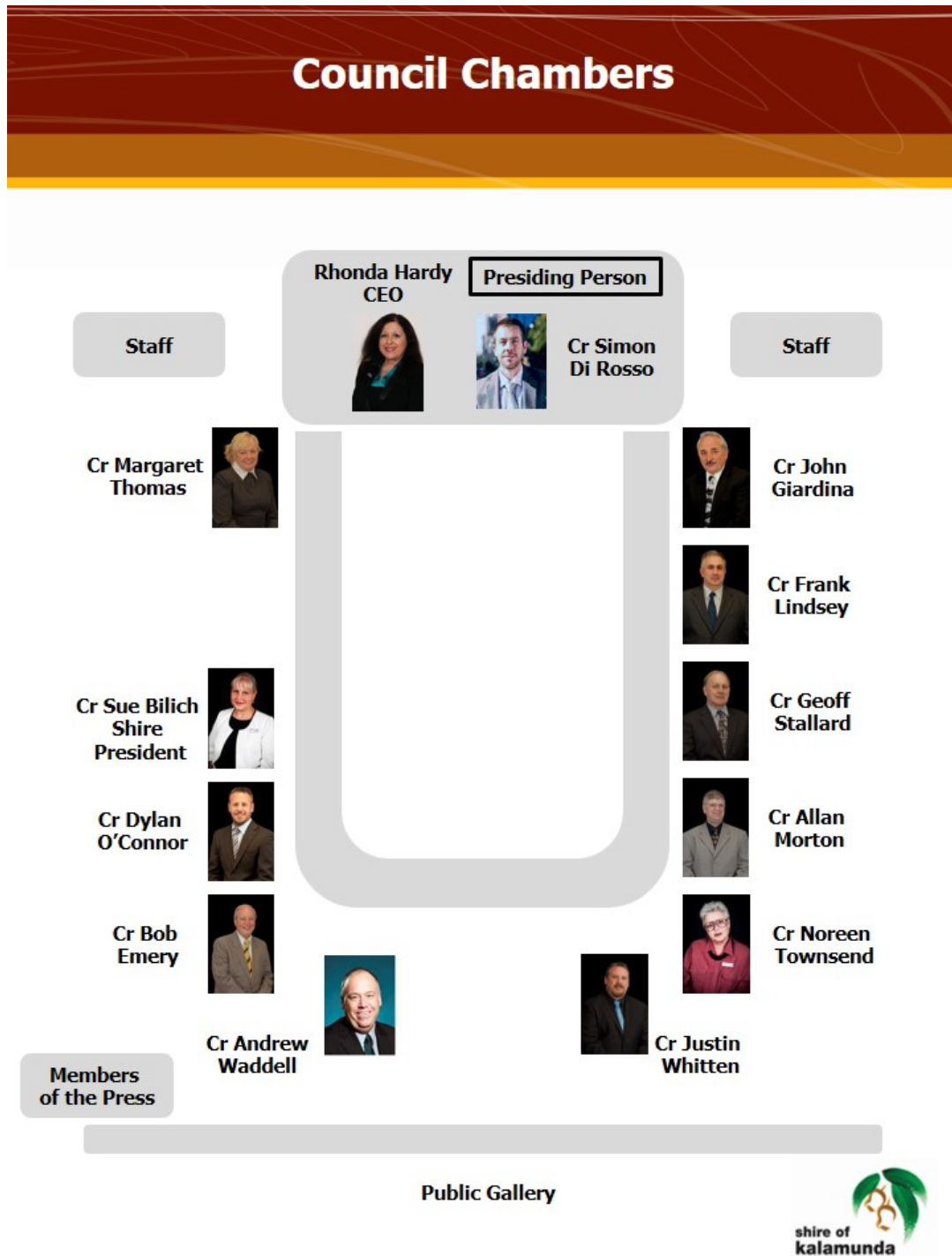


## INFORMATION FOR THE PUBLIC ATTENDING COMMITTEE OR COUNCIL MEETINGS

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

<b>Voting Requirements: Simple Majority</b>
---------------------------------------------

- 5.1 That the Minutes of the Development & Infrastructure Services Committee Meeting held on 14 April 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 14 April 2014".

### 6.0 ANNOUNCEMENTS BY THE PRESIDING MEMBER WITHOUT DISCUSSION

### 7.0 MATTERS FOR WHICH MEETING MAY BE CLOSED

- 7.1 **30. Corymbia Festival – Proposal for 2015** - (Attachment 1) Provided under separate cover.

Reason for Confidentiality *Local Government Act 1995 s 5.23 (f)*

A matter that if disclosed, could be reasonably expected to (iii) prejudice the maintenance or enforcement of a lawful measure for protecting public safety.

### 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.

**24. Amendment No. 61 to Local Planning Scheme No. 3 – Additional Use (Place of Worship) – Lot 36 (831) Welshpool Road East, Wattle Grove**

Previous Items	OCM 136/2013
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	PG-LPS-003/061
Applicant	Gray and Lewis Land Use Planners
Owner	S Jones

Attachment 1	Preliminary Site Plan
Attachment 2	Local Planning Strategy Key Elements Plan
Attachment 3	Submission Table
Attachment 4	Potential U-Turn Location Plan

**PURPOSE**

1. To consider submissions received and whether to adopt Amendment No. 61 to Local Planning Scheme No. 3 (the Scheme) to include the Additional Use of Place of Worship on Lot 36 (831) Welshpool Road East, Wattle Grove (Attachment 1).

**BACKGROUND**

2. **Land Details:**

Land Area:	1.04ha
Local Planning Scheme Zone:	Rural Composite
Metropolitan Region Scheme Zone:	Rural

**Locality Plan**

- 3.





4. The property is currently vacant and has access from Welshpool Road East via a shared driveway with Lots 34 (841) and 38 (855) Welshpool Road East.
5. The section of Welshpool Road to the east of Roe Highway is identified under the Metropolitan Region Scheme (MRS) as being an 'Other Regional Road Reserve' (blue road) Category 2 and is therefore under the control of Main Roads WA (MRWA) and the WA Planning Commission.
6. The surrounding properties have been identified in the Shire's Local Planning Strategy (the Strategy) as being in the Foothills Investigation Area. Refer to the Local Planning Strategy Key Elements Plan (Attachment 2).
7. In September 2013, Council resolved (en bloc Resolution OCM 136/2013) to initiate the amendment.

## **DETAILS**

8. It is proposed that the use Place of Worship be included under Schedule 2 (Additional Uses) of the Scheme.
9. In support of the proposed amendment, the applicant has advised the following:

*" The Rural Composite zoning allows for "low scale commercial land uses" and the proposed Place of Worship will not adversely affect the landscape or environmental qualities of the land.*

*A preliminary site plan of the proposed development has been prepared (Attachment 1) and shows the location of the church/hall towards the eastern boundary, with the associated car parking area along the northern boundary.*

*Existing trees on the site will be retained where possible.*

*It should be noted that the site plan is indicative only and will be refined at the development application stage."*

## **STATUTORY AND LEGAL IMPLICATIONS**

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

10. The *Town Planning Regulations 1967* establish procedures relating to amendments to local planning schemes. If Council decides not to adopt the proposed amendment, then ultimately the amendment will be determined by the Minister for Planning.
11. If the amendment is approved by the Minister, an application for the use Place of Worship could be considered as a discretionary use, subject to planning approval being obtained from the Shire.
12. The use Place of Worship is defined under Schedule 1 (Land Use Definitions) of the Scheme as being:

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*“Premises used for religious activities such as a church, chapel, mosque, synagogue and temple.”*

13. Under Table 1 (Zoning Table) of the Scheme the use Place of Worship is listed as an ‘X’ use in the Rural Composite zone, meaning the use is not permitted.
14. Clause 4.2.2 (Objectives of the Zones – Rural Composite) of the Scheme stipulates that the objective of the Rural Composite zone is to provide for small semi-rural lots that can accommodate a limited range of rural and low scale commercial land uses in a manner that will not adversely affect the landscape and environmental qualities of the land and are appropriate to the area.
15. Clause 4.5 (Additional Uses) of the Scheme stipulates that *“despite anything contained in the Zoning Table, the land specified in Schedule 2 may be used for the specific use or uses that are listed in addition to any uses permissible in the zone in which the land is situated subject to the conditions set out in Schedule 2 with respect to that land”*.

### **POLICY IMPLICATIONS**

16. Nil.

### **COMMUNITY ENGAGEMENT REQUIREMENTS**

17. The proposal was advertised for 60 days in accordance with the provisions of the *Town Planning Regulations 1967*, which involved a public notice in a paper circulating the district, a sign being erected at the front of the property, and the proposal being referred to affected landowners for comment.
18. The proposal was advertised beyond the standard 42 days required under the Town Planning Regulations. The extended advertising period was due to a request being received to extend the advertising period as it was over Christmas.
19. During the advertising period five objections and two non-objections on the proposed amendment were received. Refer to the Submission Table (Attachment 3).
20. The objections received were principally concerned with traffic safety issues created as a result of the future redevelopment of the property. In response, the applicant has advised the following:

*“The intersection of Lewis Rd/Welshpool Road East had 17 recorded crashes in the 5 year period to December 2012 (the latest available period of data). This equates to an average of 3.2 crashes per year. Of the 17 crashes 1 has been a fatal crash in 2012. There was one other recorded fatal crash approximately 75m west of the intersection in 2009. This annual crash rate is not considered high and the intersection has a ranking of 1230 with regards to the number of crashes which is very low for this intersection and represents a relatively good safety record.*

*The movements are expected to be only occur on a Sunday morning up until about noon. There is an expectation of approximately 72 vehicles arriving in the half an hour prior to a mass service (from 9am to 9.30am) and then departing over a longer period (say 12pm to 1pm). Of the vehicles arriving, assuming 90% arrive from the west and 10% from the east, Sidra Intersection modelling of the median U-turn, indicates that there would be about no more than a single car on average queuing in the median break.*

*Observation on site has indicated that two vehicles can undertake a U-turn manoeuvre in the 11m wide median and safely queue out of the through lanes and thus reduce the likelihood of rear end and side swipe crashes. There is a sight distance of approximately 400m for vehicles approaching from the west on Welshpool Road to observe any vehicle that might be queued in the median and be close to the right lane. This is ample distance and exceeds the minimum 175m and desirable 305m for an 80km/h speed zone. Regarding the exit from the church onto Welshpool Road East, this has a sight distance of approximately 500m, far exceeding the above requirements."*

## **FINANCIAL CONSIDERATION**

21. Nil.

## **STRATEGIC COMMUNITY PLAN**

### **Strategic Planning Alignment**

22. *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**

23. Development of a Place of Worship will cater to specific demographic requiring such a facility. Given the infrequent nature of the activities likely to occur, it is considered that there would be limited impact on occupants of nearby properties.

### **Economic Implications**

24. Nil.

### **Environmental Implications**

25. Nil.

## RISK MANAGEMENT CONSIDERATIONS

26.	Risk	Likelihood	Consequence	Rating	Action/Strategy
	Increased risk of traffic conflict along Welshpool Road East	Likely	Extreme	Extreme	Recommend to Council that the proposed amendment not be supported, and outline the traffic safety concerns along this section of Welshpool Road East.

## OFFICER COMMENT

27. Notwithstanding the comments from the applicant, the geometry and layout of Welshpool Road East adjacent to the subject site and with the intersection of Lewis Road is the principal cause of concern. This is evident with investigations by the Shire which have revealed one fatality, one hospitalisation, and five minor injury crashes in a five year period between 2007 and 2012.
28. Increased traffic movements associated with the future use of the site has the potential to increase traffic conflict risk along Welshpool Road East. Vehicles have trouble determining the speed of the vehicles approaching on this section of the road and due to the alignment, site lines are intermittently blocked by vegetation.
29. The concerns of MRWA in respect to potential U-Turn locations for traffic heading west and east along Welshpool Road East are acknowledged. Refer Attachment 4. In this regard, the increased traffic movements to and from the site have the potential to increase the risk of traffic conflict at these locations.
30. Whilst it may be argued that measures to address safety concerns, such as the use of full mid-block U-Turn facilities at the existing medium breaks east and west of the site, could be implemented, the Shire is not satisfied these would mitigate the risk to an acceptable level.
31. Whilst the Shire has no objection to the use per se, the status of Welshpool Road East as a Category 2 Road, highlights that vehicle access and safety from the site is a fundamentally important planning/traffic consideration. MRWA have objected to the proposal on the grounds of traffic safety, a view which is supported by the Shire.

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<b>Voting Requirements: Simple Majority</b>
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**OFFICER RECOMMENDATION (D&I 24/2014)**

That Council:

1. Notes the submissions received in response to Amendment No. 61 to Local Planning Scheme No. 3.
2. Not support the amendment to Local Planning Scheme No. 3 as the subsequent redevelopment of the property will result in significant traffic safety issues.
3. Seeks consent from the Minister for Planning to abandon the amendment.

Moved:

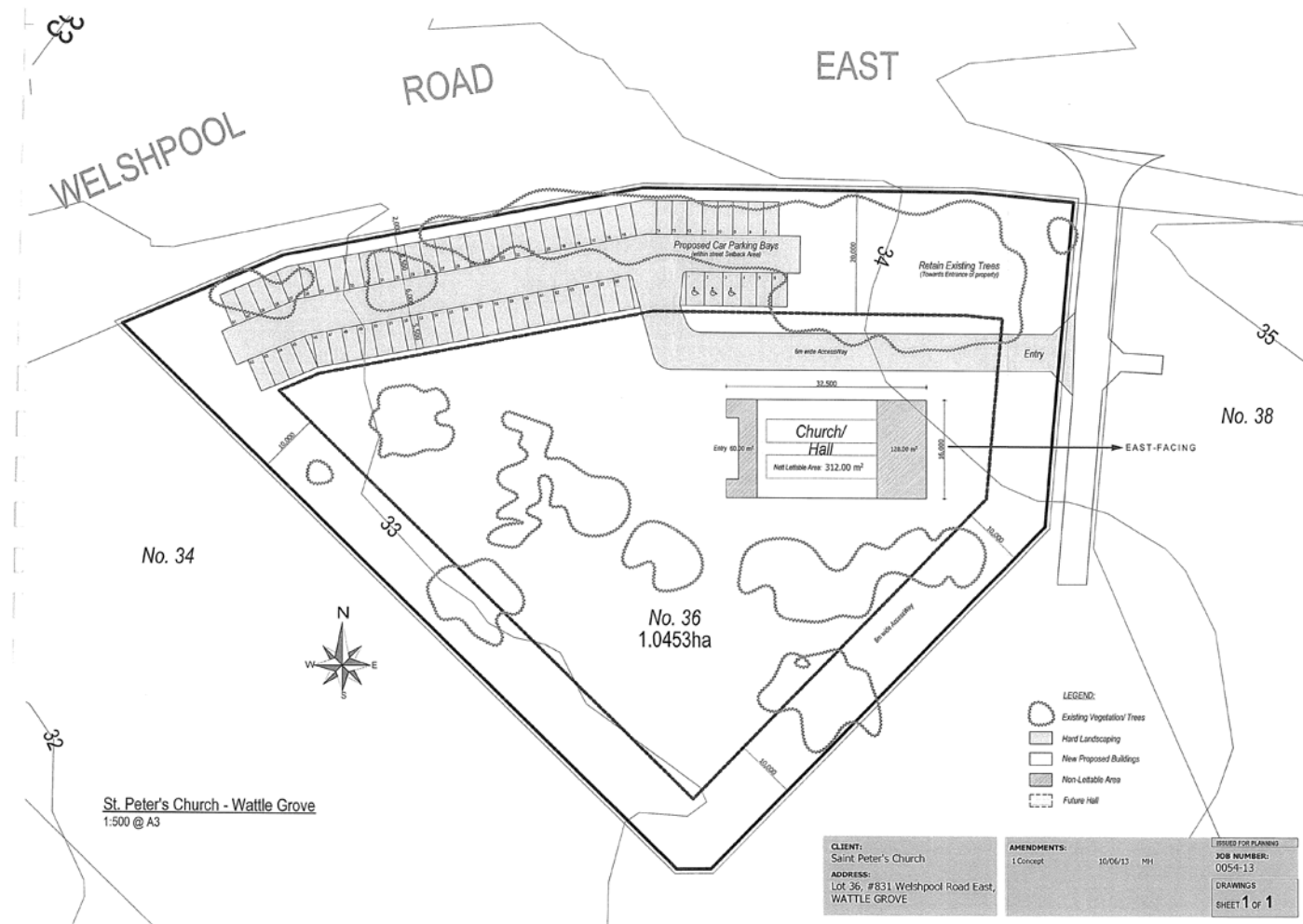
Seconded:

Vote:

### Attachment 1

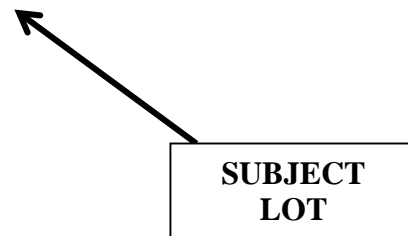
Amendment to Local Planning Scheme No. 3 – Additional Use (Place of Worship) –  
Lot 36 (831) Welshpool Road East, Wattle Grove

### Preliminary Site Plan



**Attachment 2**

Amendment to Local Planning Scheme No. 3 – Additional Use (Place of Worship) – Lot 36 (831) Welshpool Road East, Wattle Grove  
**Local Planning Strategy Key Elements Plan**





**Attachment 3**

Amendment No. 61 to Local Planning Scheme No. 3 – Additional Use (Place of Worship) - Lot 36 (831) Welshpool Road East, Wattle Grove  
**Submission Table**

Details	Comment	Staff Comment
<p>1.                      Peter D Webb                      and Associates                      PO Box 920                      SUBIACO WA                      6904</p>	<p>Objection.</p> <p>a) We have no fundamental concerns with the issues of a place of worship being located on this site.</p> <p>b) Located on this corner of Welshpool Road places this site in a very dangerous position. The intersection of Welshpool Road with Lewis Road is of particular concern as this is the location of very serious accidents, including fatalities.</p> <p>c) Patrons of the church travelling from the east (from the hills) will gain easy access to the site but upon leaving the site will be required to travel to the break in the median and then execute a 'u' turn to return to the hills. These 'u' turn movements, mixed with vehicles turning into and out of Lewis Road will contribute significantly to the danger level of an intersection which is already dangerous.</p>	<p>a) Noted.</p> <p>b) Noted. Motorists turning in and out of the property would be confronted with heavy vehicle movements travelling at 80km/h, which given the alignment of Welshpool Road East and resulting poor sight lines is considered a major traffic safety issue. Between 2007 and 2012 crashes at the Lewis Road and Welshpool Road East intersection resulted in one fatality, one hospitalisation and five minor injury crashes. The intersection of Lewis Road has poor geometry and the Shire is frequently contacted regarding the number of crashes and near misses that occur along this section of Welshpool Road East.</p> <p>c) It is acknowledged that the proposal would force vehicles to use the Lewis Road intersection as a U-Turn area, which given the poor alignment of the road would create the potential for traffic accidents.</p>

		<p>d) Similarly, with turning movements restricted to left-in left-out only, it is apparent that patrons of this church who are travelling from the west and wish to enter the site will be required to travel east to the break in the median and then execute a ‘u’ turn and return to the church site.</p> <p>e) As traffic management is such a fundamental issue, it is imperative that this not simply be treated as something able to be addressed at the development application stage. The local community has a right to expect that traffic management as a consequence of the development on this corner site, is capable of being addressed before the amendment is progressed further.</p> <p>f) The amendment document indicates what the current level of the church congregation might be, but does not specify a maximum number. It is imperative that the local community be assured that the size of this church group will be maintained as currently indicated in the amendment and that it will not be permitted to grow beyond that as the car parking facility is only sufficient to accommodate those numbers.</p>	<p>d) Main Roads WA have noted that the turn break in this location is only suitable for one vehicle at a time, increasing the risk of traffic accidents at this location. Refer to Potential U-Turn Location Plan (Attachment 4).</p> <p>e) It is acknowledged that given the “Category 2” status of the road, vehicle access and safety is a key planning issue, which should be addressed at the amendment stage in the planning process.</p> <p>f) If the amendment is approved and subsequently a development application is submitted, the proposal will be required to comply with the car parking requirements of Local Planning Scheme No. 3. Part of this assessment will involve having due regard to the provisions of the <i>Health (Public Buildings) Regulations 1992</i>, which stipulates how many people can be allowed in the building as any one time.</p>
2.	G and J Dax 3 Lewis Road WATTLE GROVE WA 6107	<p>Objection.</p> <p>Will create extra traffic along Welshpool Road.</p>	Noted.

3.	M Singh 47 Johnson Place WATTLE GROVE WA 6107	<p>Objection.</p> <p>I believe this amendment should be put on hold until the applicant is able to provide sufficient information on the frequency of use, the hours of prayers/functions, the scale and nature of the building, and traffic issues.</p>	<p>Whilst the applicant has advised that Holy mass will be held on Sundays between 8.00am and midday, Sunday school activities between midday and 2.00pm, and evening prayers on Saturdays between 5.00pm and 8.00pm, it is currently only the use (Place of Worship) currently being applied for.</p>
4.	H Tysoe 68 Waterloo Crescent LESMURDIE WA 6076	<p>Objection</p> <p>Will create extra traffic along Welshpool Road.</p>	<p>Noted.</p>
5.	Main Roads WA	<p>Objection.</p> <p>a) Access to the property would be left in/left out only on the southern side of Welshpool Road. The area has regular fatal and serious crashes from vehicles travelling down the hill, particularly near Lewis Road.</p> <p>b) A place of worship at this location would increase the number of turning movements in, out and around this property to regular movements on a high speed road increasing risk of rear end and turning vehicle crashes and side swipes.</p> <p>c) Road users travelling towards Kalamunda would be likely to use the Lewis Road intersection as a u-turn which would be unacceptable due to number of serious and fatal crashes at this intersection.</p>	<p>a) Noted.</p> <p>b) Noted. It is agreed that the proposal has the potential to increase the risk of vehicle conflict.</p> <p>c) Noted. It is agreed that the use of the Lewis Road intersection for U-Turns is not appropriate given the traffic safety implications. Refer to Potential U-Turn Location Plan (Attachment 4).</p>

		<p>d) Road users travelling to the place of worship from Welshpool Road eastbound would turnaround at the turn break east of the driveway access. This turn break is only suitable for use by one car at a time. Increasing the vehicle turn movements for a larger volume of vehicles will increase the risk of rear end crashes with travelling in the right overtaking lane and vehicles travelling downhill with –turning vehicles pulling in front of their vehicles.</p>	<p>d) Noted. It is agreed that increased vehicle turning movements at this location increasing the risk of a vehicle accident occurring. Refer to Potential U-Turn Location Plan (Attachment 4).</p>
6.	<p>Water Corporation PO Box 100 LEEDERVILLE WA 6902</p>	<p>No objection.</p> <p>The property is served by a water service but is remote from a wastewater scheme.</p>	<p>Noted.</p>
7.	<p>C Civil 41 Johnson Place WATTLE GROVE WA 6107</p>	<p>No objection.</p>	<p>Noted.</p>

**Attachment 4**

Amendment No. 61 to Local Planning Scheme No. 3 – Additional Use (Place of Worship) - Lot 36 (831) Welshpool Road East, Wattle Grove  
**Potential U-Turn Location Plan**



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

**25. Amendment No. 63 to Local Planning Scheme No. 3 –Modification to Table 3 – Parking Requirements**

Previous Items	OCM 203/2013
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	PG-LPS-003/063
Applicant	Shire of Kalamunda
Owners	N/A

**PURPOSE**

1. To consider whether to finally adopt Amendment No. 63 to Local Planning Scheme No. 3 (the Scheme) to modify the car parking requirement under Table 3 (Parking Requirements) for the use 'Shop'.

**BACKGROUND**

2. In December 2013, Council resolved (En Bloc Resolution OCM 203/2013) to initiate Amendment No. 63 to the Scheme.

**DETAILS**

3. It is proposed to modify the car parking requirement stipulated under Table 3 (Parking Requirements) of the Scheme for the use 'Shop' from 7 bays per 100sqm of net lettable area (NLA), to 5 bays per 100sqm of NLA.
4. The amendment seeks to allow a more meaningful and flexible approach to the provision of car parking bays for retail development.

**STATUTORY AND LEGAL IMPLICATIONS**

5. Clause 5.8.1 (Parking Specifications) of the Scheme stipulates that a person shall not develop or use any land or erect, use or adapt any building unless car parking bays as specified in Table 3 are provided.
6. Clause 5.8.2 of the Scheme stipulates that Council may, at its discretion, apply a greater or lesser requirement for parking than that stipulated in the Scheme, if the proposed use is likely to demand a greater or lesser need for car parking bays, having regard to the scale and nature of the intended use.
7. Clause 5.8.4 (Cash in Lieu of Parking) of the Scheme allows for consideration of a lesser amount of prescribed parking, subject to the applicant contributing to the acquisition and development of land for public parking.
8. The *Town Planning Regulations 1967* establish procedures relating to amendments to local planning schemes. If Council decides to finally adopt the proposed amendment, then ultimately it will be determined by the Minister for Planning.



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## **POLICY IMPLICATIONS**

### **State Planning Policy 4.2 – Activity Centres for Perth and Peel**

9. The main purpose of State Planning Policy 4.2 – Activity Centres for Perth and Peel (the Policy) is to specify broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing activity centres in Perth and Peel.
10. The Policy is mainly focused on the distribution, function, broad land use and urban design criteria of activity centres and the coordination of land use and infrastructure planning.
11. The Policy states the following with regard to providing car parking within activity centres:
  - *“Promote an efficient supply of car parking by a suitable allocation of on-street, off-street public and shared parking including cash-in-lieu and reciprocal / shared use arrangements;*
  - *Prioritise access by different users and modes. eg. central locations for short-stay parking with commuter and other long-stay parking near the edge of centres;*
  - *Enable most parking in higher-order centres to be supplied in the form of public or common user facilities rather than reserved for a class of users. e.g. customers of a particular site or business.”*
12. The Policy also states that there should be flexibility for developers to provide less or no parking on site and contribute cash-in-lieu where appropriate.
13. As a guide the Policy states that 4 to 5 bays per 100sqm for shops could be required in activity centres.

## **COMMUNITY ENGAGEMENT REQUIREMENTS**

14. The proposal was advertised for 42 days in accordance with the provisions of the *Town Planning Regulations 1967*, which involved a local public notice in a paper circulating the District.
15. During the advertising period no submissions were received.

## **FINANCIAL CONSIDERATION**

16. Nil.

## **STRATEGIC COMMUNITY PLAN**

### **Strategic Planning Alignment**

17. *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 4.3.1 Provide efficient building and development approval services to the community.

## SUSTAINABILITY

### Social Implications

18. Nil.

### Economic Implications

19. Providing a more flexible approach to development standards will encourage investment within the Shire, particularly in Kalamunda Town Centre and Forrestfield District Centre.

### Environmental Implications

20. Nil.

## RISK MANAGEMENT CONSIDERATIONS

21.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Council may resolve not to adopt the amendment	Possible	Insignificant	Low	Demonstrate that the proposal is consistent with the Policy.

## OFFICER COMMENT

22. The proposed reduced parking ratio of 5 bays per 100sqm of NLA is consistent with policy standards and reflective of many other local authorities in providing for an appropriate parking standard for commercial areas. Importantly, the reduced standard will allow for a more meaningful and flexible approach to the provision of car parking, particularly in the activity centres of Kalamunda and Forrestfield.

<b>Voting Requirements: Simple Majority</b>
---------------------------------------------

## OFFICER RECOMMENDATION (D&I 25/2014)

That Council:

1. Adopts the amendment to Local Planning Scheme No. 3 without modification, in accordance with the following:

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME

SHIRE OF KALAMUNDA

LOCAL PLANNING SCHEME NO. 3

AMENDMENT NO. 63

Resolved that Council, in pursuance of Part 5 of the *Planning and Development Act 2005*, amends the above Local Planning Scheme as follows:

- (a) 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."*

2. Amends the Scheme text accordingly.
3. Duly executes the Amendment documents and forwards them to the Minister for Planning requesting final approval be granted.

Moved:

Seconded:

Vote:

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

**26. Warehouse, Office and Storage of Inert Materials – Lot 1 (251), 20 (259) and 21 (257) Berkshire Road, Forrestfield**

Previous Items	OCM 136/2013
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	BR-08/259
Applicant	Talis Consultants and Commercial Design Management
Owner	DC Recycling
Attachment 1	Site Plan (A3)
Attachment 2	Elevations (A3)
Attachment 3	Material Bin Details
Attachment 4	Forrestfield/High Wycombe Industrial Area Stage 1 Structure Plan

**PURPOSE**

1. To consider a planning application for a warehouse, office and the storage of inert materials at Lots 1 (251), 20 (259) and 21 (257) Berkshire Road, Forrestfield. Refer to (Attachments 1 to 2).
2. The applicant is seeking dispensation on the number of car parking bays required under Local Planning Scheme No. 3 (the Scheme).

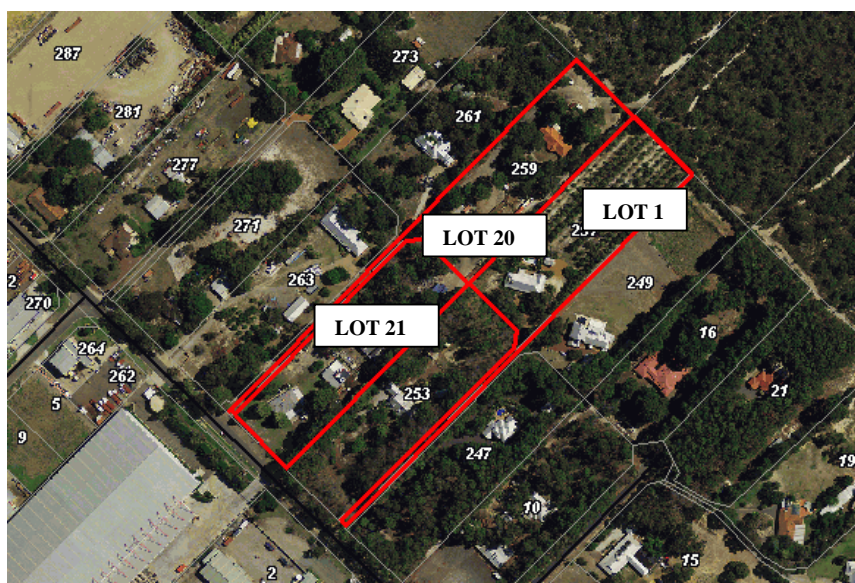
**BACKGROUND**

3. **Land Details:**

Aggregate Land Area:	3.04ha
Local Planning Scheme Zone:	Industrial Development
Metropolitan Region Scheme Zone:	Urban

**Locality Plan**

4.



5. The subject properties contain vacated dwellings, associated outbuildings and mature vegetation, and falls within Stage 1 of the Forrestfield/High Wycombe Industrial Area (Structure Plan). Refer to Forrestfield/High Wycombe Industrial Area Stage 1 Structure Plan (Attachment 4).
6. Surrounding properties contain single dwellings and associated outbuildings. A Regional Reserve (Bush Forever) Site is located to the north.
7. In September 2013, Council resolved (En Bloc Resolution OCM 136/2013) to agree to the applicant's request to withdraw an item from the Development and Infrastructure Services Agenda on a proposal for the storage of inert material on site.
8. It was recommended that Council refused the application based on advice from the Department of Environment Regulation (DER), formerly known as the Department of Environment and Conservation. The DER advised that it did not support the proposal.

## **DETAILS**

9. Details of the application are as follows:
  - A warehouse and office comprising an area of 3,610sqm is proposed on Lot 21 to accommodate the business operating as DC Recycling.
  - Inert materials are to be stored to the rear of Lots 1 and 20 in designated containers.
  - The business specialises in paving and hard landscaping civil construction works which includes pedestrian paths, roads, islands, roundabouts, median strips, driveways, playgrounds and cycle pathways.
  - The proposed business is to operate between Monday and Friday 7.00am to 5.00pm, and on Saturdays 7.00am to 3.00pm.
  - Vehicular access to the proposed storage area will be obtained via sealed driveway through Lot 21. No vehicle access onto Berkshire Road is proposed via the battle axe leg to Lot 1.
  - A 20m wide area has been set aside at the rear of Lots 1 and 20 to allow for the future extension of Nardine Close through to Ashby Close.
  - Seventy Eight (78) car parking bays are proposed to be provided on Lot 21, and at any one time there will be a maximum of 20 employees on site.
  - All existing structures and buildings on the properties are to be removed, with the exception of the existing dwelling on Lot 1 which will be used as a caretaker's dwelling.

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### **Acceptance of Materials**

10. Acceptance of waste materials will involve the inspection of incoming loads by gate staff to ensure that only conforming loads are taken on site. The operators will accept waste from its parent company and from established contractors that they have long term working relationships with.
11. During the acceptance stage, waste data and financial information will be collected at the gatehouse.

### **Sorting and Storage of Materials**

12. Once accepted, the materials will then be stored on site. Designated concrete bin storage areas with a wall height of 2.4m are provided on Lots 20 and 1 for the deposition of the various types of materials including sand, concrete and bitumen. The stockpiles will be removed from site according to demand.
13. There will be some limited hand sorting undertaken on site. The fill generally however, will be sorted off site and brought in as clean fill.

### **Proposed Dust Management**

14. In accordance with the Dust Guidelines (DEC, 2011), an aspect and impact analysis has been carried out for the subject properties. Based on the activities proposed as part of Stage 1, the applicant has advised that the sources of dust emissions are most likely to occur from the following activities:
  - Vehicle movements along unsealed areas.
  - Loading and unloading of vehicles.
  - Material handling operations.
  - Stockpiles of inert material.
15. The following management measures are proposed to control the potential for dust emissions arising from vehicle movements:
  - A maximum speed limit of 5km will be applied to all vehicles on the subject site. This will be sign posted at appropriate locations including the entrance to the subject site.
  - The implementation of a one way traffic system to minimise vehicle movements.
  - Vehicles will be maintained in good condition and drivers will be instructed of the requirement to use conservative driving techniques.
  - Staff will be instructed to minimise vehicle movements occurring across the site.
  - A water cart will be utilised on the subject site to suppress the generation of dust on all internal roadways.

- Internal roads will be compacted road base surfaces and will undergo routine inspection and maintenance.
- Chemical dust suppression solutions, such as DustTec will be utilised for internal roadways where required.
- The Dowsing Concrete street sweeper will be utilised to clean the road surfaces and other areas on the subject site on a weekly basis, if not more frequently.
- Fencing and vegetation screens will be developed and maintained, where appropriate, surrounding the subject site.
- All vehicles carrying material to the subject site will be covered.
- If required, vehicles will be hosed down prior to leaving the properties.

16. The following management measures are proposed to control the potential for dust emissions arising from material handling operations:

- Inert material will be wetted down prior to unloading with the designated hose as per the proposed sprinkler system design.
- Unloading will be undertaken with due consideration to the climatic conditions, including wind speed and direction. During unfavourable climatic conditions, unloading activities will be ceased. This includes times of high wind or dry periods. The site manager will be required to undertake a daily assessment of forecasted climatic conditions as well as conduct site inspections throughout the day including the dust management system.
- A sprinkler system will be established and maintained.
- The sprinkler system will be monitored daily to ensure optimal performance.
- The sprinkler system will be set by a timer to minimise dust emissions during both operational and non-operational hours.
- Disturbance of materials stored on site will be minimised as much as possible.
- Operational vehicles kept permanently on the subject site will be maintained in good working condition and drivers will be instructed of the requirement to use conservative driving techniques.

17. The following management measures are proposed to control the potential for dust emissions arising from stockpiling of materials:

- Stockpiles will be kept within designated areas and ensure internal buffers are maintained.
- The sprinkler system will be established and maintained.

- The sprinkler system will be monitored daily to ensure optimal performance.
- The sprinkler system will be set by a timer to minimise dust emissions during both operational and non-operational hours.
- Operations will be stopped during unfavourable climatic conditions
- Inert material will be wetted down prior to any disturbance to the stockpiles
- Fencing and vegetation screens will be developed and maintained, where appropriate, surrounding the properties.

18. The following procedures are proposed to ensure that all complaints received are managed and addressed appropriately:

- A notice will be erected and maintained at the front of the properties, providing contact details of the person to be contacted in the event of dust nuisance.
- The Site Manager will be informed immediately in the event of a dust nuisance complaint and compliant entered in to the Complaints Register.
- Operations will be immediately assessed by the site manager or other relevant staff member.
- Management measures will be undertaken immediately to address any identified source of dust emissions, if required.
- Operations will be monitored closely for the remainder of the day.
- The site manager will be required to complete a Complaint Register including if any actions undertaken.
- The site manager will be required to prepare a formal response to all dust nuisance complaints received.
- In the event of a dust incident, this will be recorded and managed as a non-conformance and/or corrective action.
- In the event of breach of licence conditions relating to dust nuisance, the DER will be informed.

19. To ensure that all staff have the required knowledge and understanding to fulfil their responsibilities in relation to dust management, the landowners are proposing to conduct staff training.



20. In support the proposal the applicant has advised the following:

*“Currently, the closest sensitive receptors are residential properties currently located 450m north-east of the Subject Site. However, as part of the development of the Forrestfield/High Wycombe Industrial Area, these are anticipated to be replaced by industrial land uses in the near future. The nearest long-term sensitive receptor is a residential area located 525m south-east of the subject site, on the other side of Roe Highway.*

*Both these distances are well beyond the EPA’s recommended minimum separation distance of 200m between sensitive land uses and the type of facility as proposed within Phase 1 which is classified as a Category 62 – Solid Waste Depot.”*

It is noted that notwithstanding what the applicant has stated above, currently there are occupied dwellings closer than 450 metres from the sites.

### **Proposed Noise Management**

21. The following are measures proposed by the applicant in an attempt to minimise the impact noise will have on nearby properties:

- Compliance with the *Environmental Protection (Noise) Regulations 1997*.
- All inert materials being confined in the designated storage area.
- Staff will be instructed to minimise the disturbance of inert material.
- Staff being instructed to minimise vehicular movements occurring across the properties.
- Adopt conservative operational practises across the properties.
- A maximum speed limited of 5km/h will be applied to all vehicles on the properties.
- Vehicles will be maintained in a good condition and drivers will be instructed to use conservative driving techniques.
- Vegetation screens will be developed and maintained where appropriate on the properties.

### **STATUTORY AND LEGAL IMPLICATIONS**

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

22. Under the Zoning Table (Table 1) of the Scheme the uses “Warehouse”, “Office” and “Storage” are ‘D’ uses on properties zoned Industrial Development meaning that the uses are not permitted unless planning approval has been granted.

23. Clause 4.2.4 (Objectives of the Zones - Industrial Zones) stipulates that the following are the Scheme objectives for the Industrial Development zoning:

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

24. The Scheme car parking requirements for the proposed uses are the following:

<b>Car Parking Requirement</b>	<b>Required</b>	<b>Proposed</b>
Industry – Light Two car bays per 100sqm of industrial area, or 1 bay per employee plus 2 visitor bays, whichever is greater.	12,648sqm and 20 employees = 273 car bays minimum	
Warehouse 3 bays for the first 200sqm of floor area and thereafter 1 bay for every 100sqm Net Lettable Area.	3,035sqm = 31 bays minimum	
Office 4 bays per 100sqm Net Lettable Area.	575sqm = 23 bays minimum	
<b>Total:</b>	<b>327</b>	<b>78</b>

25. If Council approves the application there would be a shortfall of 249 car parking bays.

26. In considering an application for planning approval, Clause 10.2 of the Scheme (Matters to be Considered by Local Government) requires Council to have due regard to number of matters, including:

- The compatibility of the development within its settings.
- The likely effect of the scale and appearance of the proposal.
- Preservation of the amenity of the locality.
- The relationship of the proposal to development on adjoining properties or on other properties in the locality including but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the proposal.

27. 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.

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## **Forrestfield/High Wycombe Industrial Area Stage 1 Structure Plan**

28. Clause 6.2.2.2 (Special Control Areas) of the Scheme stipulates that where a Structure Plan exists the development of land is to be in accordance with the Structure Plan.
29. The Structure Plan shows a 20m Road Reserve requirement for the rear portion of Lots 1 and 20 for the future extension of Nardine Close to Ashby Close.

## **POLICY IMPLICATIONS**

### **Economic and Employment Lands Strategy**

30. The Forrestfield/High Wycombe Industrial Area is identified as a key strategic site in the strategy.
31. The Area has been included as a priority key short term (developed in 0-4 years) non-heavy industrial site in the Economic and Employment Lands Strategy (2012).

### **Forrestfield/High Wycombe Industrial Area Design Guidelines**

32. The Guidelines for Stage 1 of the industrial area were adopted by Council with a view to achieving development of a high standard which is functional, attractive and will attract businesses eager to locate in the area.
33. An objective of the Forrestfield/High Wycombe Industrial Area Design Guidelines (Guidelines), amongst others, is to ensure that the storage and transportation of materials and vehicles, the nature of goods produced, emissions of waste products, noise, odour and odour shall not be permitted to have an undue adverse impact on the amenity and environment of the locality.

### **Local Planning Policy DEV41 – Framework**

#### **for Assessing Requests for Variation of the Number of Car Parking Bays**

34. 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.

### **The Environmental Protection Authority's *Guidance for the Assessment of Environmental Factors No. 3 – Separation Distances between Industrial and Sensitive Land Uses* (2005)**

35. The Environmental Protection Authority's (EPA) *Guidance for the Assessment of Environmental Factors No. 3 – Separation Distances between Industrial and Sensitive Land Uses* (2005) (AEF No. 3) contains recommended minimum separation distances between these two land use categories to ensure that the potential environmental impacts of the industrial land use are maintained within appropriate levels. Sensitive land uses are defined as those that are sensitive to industrial emissions and include residential developments, schools, hospitals, shopping centres and other public areas and buildings.

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36. The EPA's recommended separation distance between industries involving the storage or sorting of waste materials pending disposal or reuse, and residential development is 200m.

### **COMMUNITY ENGAGEMENT REQUIREMENTS**

37. There is no statutory requirement for the proposal to be advertised for comment however considering the nature of the proposed activity it was referred to the DER.
38. The DER advised that dust and noise can be sufficiently managed with the proposed management plans.

### **FINANCIAL CONSIDERATION**

39. Prior to properties within the Structure Plan area being developed and/or amalgamated, landowners within the area are required to make a proportional contribution to the cost of common infrastructure such as road, land acquisition for road reserves, dual use paths and administration.

### **STRATEGIC COMMUNITY PLAN**

#### **Strategic Planning Alignment**

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

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

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

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

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

### **SUSTAINABILITY**

#### **Social Implications**

41. Despite surrounding properties falling within Stage 1 of the Forrestfield/High Wycombe Industrial Area, they still contain some occupied residences which dust and noise emissions could have an unacceptable impact upon.

#### **Economic Implications**

42. If Council was to approve the application, nearby existing or future industries which cannot tolerate dust may be affected.
43. The proposal represents a significant development for Stage 1 of the Forrestfield/High Wycombe Industrial Area. The proposal will enable land to be

ceded for the extension of Nardine Close and provide important developer contribution revenue that will assist with the delivery of key infrastructure.

### Environmental Implications

44. The DER is satisfied with the provisions of the proposed dust and noise management plan.
45. In the event that contaminated soil or asbestos is brought onto the properties the following is proposed:

*“All DC Recycling staff will be informed on the potential issues surrounding contaminated sites and the identification of contaminated soils. In the unlikely event that contaminated soils are accepted on the Subject Site, the onsite inspection processes will ensure that the Site Manager will be aware of such material and will be immediately isolated. Following further assessments the material will be covered and prepared for its safe removal from site including in accordance with the Environmental Protection (Controlled Waste) Regulations 2004. This material will be brought to an appropriate licenced treatment facility for such material.”*

### RISK MANAGEMENT CONSIDERATIONS

46.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Dust and noise emitted from the inert material being stored potentially having a detrimental impact on existing and future land use.	Possible	Major	High	Notwithstanding the dust management plan, the Shire has included a condition requiring the bin store area be enclosed.
The visual appearance of the storage areas having a negative impact on adjoining properties.	Possible	Medium	Low	A condition of the approval includes a requirement for the bin store area to be enclosed.

### OFFICER COMMENT

47. The applicant has submitted a redesigned proposal which combines the warehouse and office operation with the storage component of the business.

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48. The Guidelines for Stage 1 of the industrial area were adopted by Council with a view to achieving development of a high standard which is functional, attractive and will attract businesses eager to locate in the area. An objective of the Guidelines, amongst others, is to ensure that the storage and transportation of materials and vehicles, the nature of goods produced, emissions of waste products, noise, odour and odour shall not be permitted to have an undue adverse impact on the amenity and environment of the locality. From a planning perspective, it is questionable whether the storage component of the proposal satisfies the intent of the guidelines in respect to achieving the high standard of development expected of the industrial area, and ensuring amenity impacts are not compromised.
49. The applicant has submitted a comprehensive dust and noise management plan which is compliant with the minimum standards required by the Shire and DER requirements. It should be noted however, that the true measure of the noise and dust management plans will be their implementation, and the extent to which the operator complies with the requirements of the said plans.
50. Noting the dust management plan submitted in support of the proposal, the potential amenity impacts associated with the storage component of the proposal is a fundamental planning consideration. To this end, the applicant is proposing to bring sorted inert fill onto the site and store the material in 10 designated bin storage areas identified on Lots 20 and 1. These bins are enclosed on three sides with a maximum wall height of 2.4m. The bins however, are open to the air. Vehicle circulation areas over Lots 20 and 1 will be unsealed, but constructed to a road base standard. Chemical dust suppression will be applied to these roads when required.
51. The proposal can only be considered to be a light industrial use where it can be demonstrated that the land use will not have an impact on the amenity of surrounding properties and the environment. It is for this reason that it is recommended that in addition to the dust mitigation measures proposed under the management plan the following additional measures are implemented:
- All bin storage areas are to be fully enclosed; and
  - All vehicle circulation areas over Lots 20 and 1 are to be sealed.
52. In respect to the provision of parking, a shortfall of 249 car bays is proposed which is deemed acceptable as:
- a) There will be 78 bays available and only 20 members of staff on site at any one time.
  - b) Whilst storage is an industrial use there is no correlation between a large storage area and the need for car parking bays.

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<b>Voting Requirements: Simple Majority</b>
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**OFFICER RECOMMENDATION (D&I 26/2014)**

That Council:

1. Approves the application dated 16 February 2014 for a warehouse, office and the storage of inert materials at Lot 1 (251), 20 (259) and 21 (257) Berkshire Road, Forrestfield, subject to the following conditions:
  - a. The provision and maintenance of a total of 78 car spaces including a minimum of one disabled bay.
  - b. No storage or carrying out of industrial activities is permitted in open yard areas visible from the streets.
  - c. No loading or unloading of vehicles is to occur that interferes with the parking of vehicles in the car park by visitors and employees. All car parking bays in the car park are to be made available at all times for the parking of vehicles by employees and visitors.
  - d. All vehicle circulation areas on Lots 20 and 1 shall be sealed to the satisfaction of the Shire.
  - e. All car parking bays, (un)loading bays and vehicle access ways being line marked, sealed and drained prior to the occupation of the building and maintained thereafter by the landowner to the satisfaction of the Shire.
  - f. The landscaping is to be planted within 28 days of the development's completion and maintained thereafter by the landowner to the Shire's satisfaction.
  - g. The crossovers shall be designed and constructed to the specification of the Shire.
  - h. A Geotechnical Report being submitted to and approved by the Shire prior to the certified building licence being issued.
  - i. A contribution to the Shire of Kalamunda in accordance with Schedule 12 of the Shire of Kalamunda Local Planning Scheme No. 3 shall be paid for cell infrastructure costs for the Forrestfield Industrial Area. The contribution shall be paid in full prior to the issue of the certified building licence.
  - j. Lots 1, 20 and 21 being amalgamated prior to the building licence being issued.
  - k. The provisions of the Dust and Noise Commissioning Monitoring Plan – Phase 1 (February 2014) being complied with at all times.
  - l. All septic sewer systems including all tanks, pipes and associated drainage systems (soakwells or leach drains) are to be decommissioned, removed, filled with clean sand and compacted. The applicant must provide a

statutory declaration to the Shire of Kalamunda stating that the site has been inspected and all effluent disposal systems have been removed. A pro-forma for this declaration is available from the Shire of Kalamunda.

- m. A new effluent disposal system that complies with the *Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulation 1974* must be installed.
  - n. Uniform fencing be installed in accordance with the Forrestfield/High Wycombe Industrial Area Guidelines, and maintained thereafter by the landowner to the Shire's satisfaction.
  - o. The material storage bins being fully enclosed and maintained thereafter by the landowner to the Shire's satisfaction.
2. Advises the applicant that any proposal to recycle materials within Stage 1 of the Forrestfield/High Wycombe Industrial Area will not be supported. Such an activity is deemed to be the use Industry – General under Local Planning Scheme No. 3, which is not permitted on properties zoned Industrial Development.

Moved:

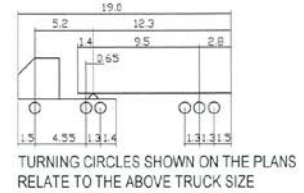
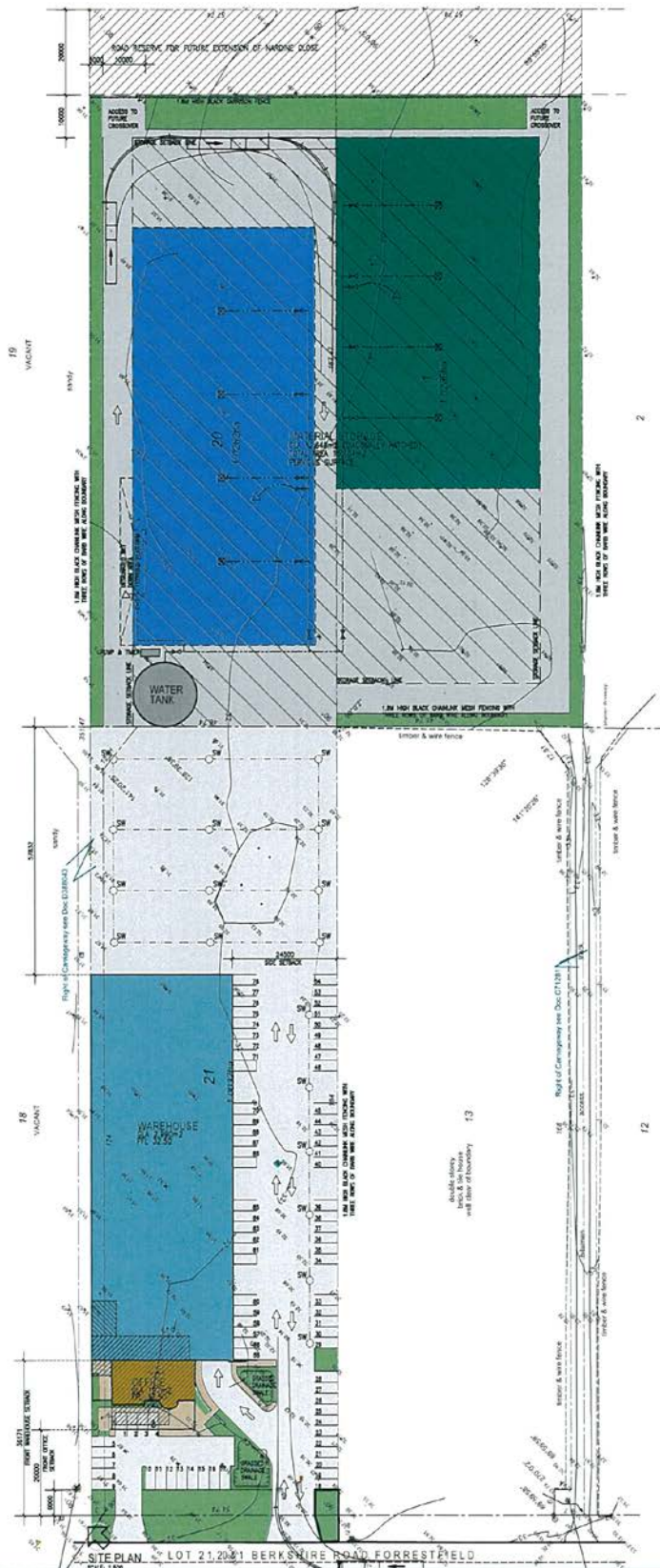
Seconded:

Vote:



### Attachment 1

## Warehouse, Office and Storage of Inert Materials – Lot 1 (251), 20 (259) and 21 (257) Berkshire Road, Forrestfield Site Plan



DEVELOPMENT STATISTICS			
PARKING REQUIREMENTS (GIA):			
GROUND FLOOR OFFICE	197m <sup>2</sup>	1/25m <sup>2</sup>	7.88 BAYS
UPPER FLOOR OFFICE	378m <sup>2</sup>	1/25m <sup>2</sup>	15.12 BAYS
UPPER FLOOR MEZZANINE(WAREHOUSE)	45m <sup>2</sup>	1/100m <sup>2</sup>	0.45 BAYS
WAREHOUSE	2,990m <sup>2</sup>	1/100m <sup>2</sup>	29.90 BAYS
YARD	15,104m <sup>2</sup>		
MATERIAL STORAGE YARD	12,648m <sup>2</sup>		
STORAGE AREA 1			
STORAGE AREA 2			
CONCRETE HARDSTAND/PARKING			
LANDSCAPING			
BAYS REQUIRED			53.35 BAYS
BAYS PROVIDED			78.00 BAYS

LEGEND	
	VALVE
	SPRINKLER
	FREE HOSE OUTLET (WETTING DOWN LOADS PRIOR TO UNLOADING)

STORMWATER DISPOSAL CALCULATIONS	
NOTE: ALL STORM WATER DISPOSAL TO BE RETAINED ON SITE.	
TOTAL IMPERVIOUS CATCHMENT AREA	6,772 M <sup>2</sup>
REQUIRED HOLDING CAPACITY	84.95 M <sup>3</sup>
1500 X 1500 TANKS (18 No. X 4.80)	
TOTAL ON SITE STORAGE PROVIDED	86.40 M <sup>3</sup>

WATER MANAGEMENT	
BUILDING FITOUT TO INCORPORATE THE FOLLOWING:	
-AAA RATED SHOWER HEADS	
-AAA RATED TAPWARE & FLOW REGULATORS	
-AAA DUAL FLUSH TOILETS	

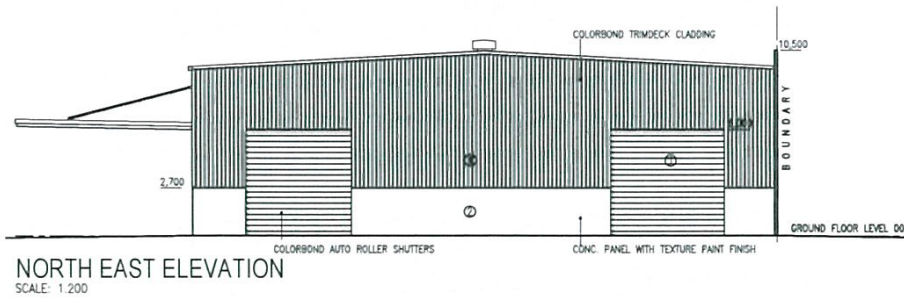
STORAGE	
NO STORAGE WILL BE LOCATED IN THE FRONT OF THE BUILDING LINE WHICH IS VISIBLE FROM THE STREET	

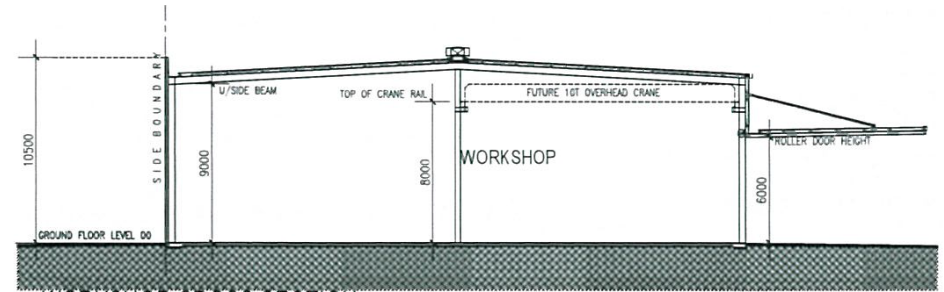
WATER TANK	
WATER TANK WITH OVER FLOW TO STORM WATER SYSTEM	
WATER TO BE USED ON LANDSCAPING	

## Attachment 2

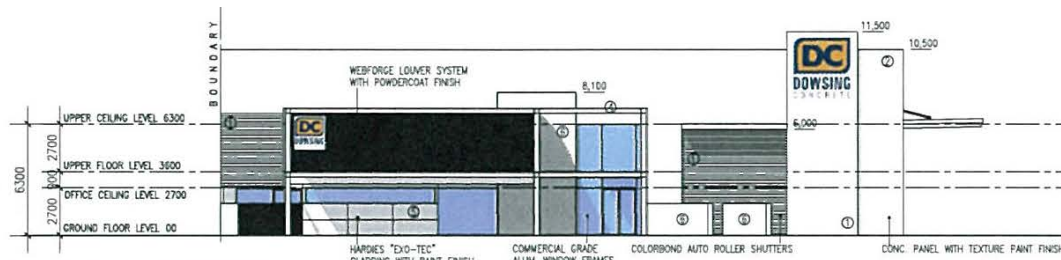
### Warehouse, Office and Storage of Inert Materials – Lot 1 (251), 20 (259) and 21 (257) Berkshire Road, Forrestfield Elevations



**NORTH EAST ELEVATION**  
 SCALE: 1:200



**WORKSHOP CROSS SECTION**  
 SCALE: 1:200

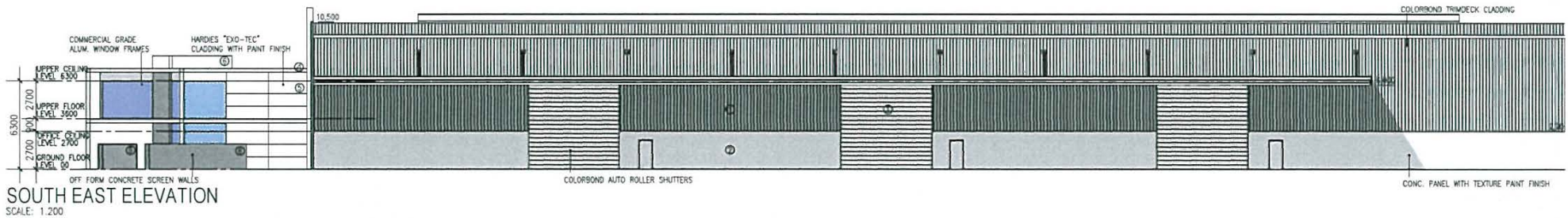


**SOUTH WEST ELEVATION**  
 SCALE: 1:200

**EXTERNAL PAINT COLOUR LEGEND:**

1. "COLORBOND" BASALT
2. "COLORBOND" SURFMIST
3. DULUX MONUMENT
4. DULUX BASALT (STEEL FRAMING)
5. "PORTERS" RUST FINISH
6. OFF FORM CONCRETE

WINDOW FRAMES "DULUX" BASALT

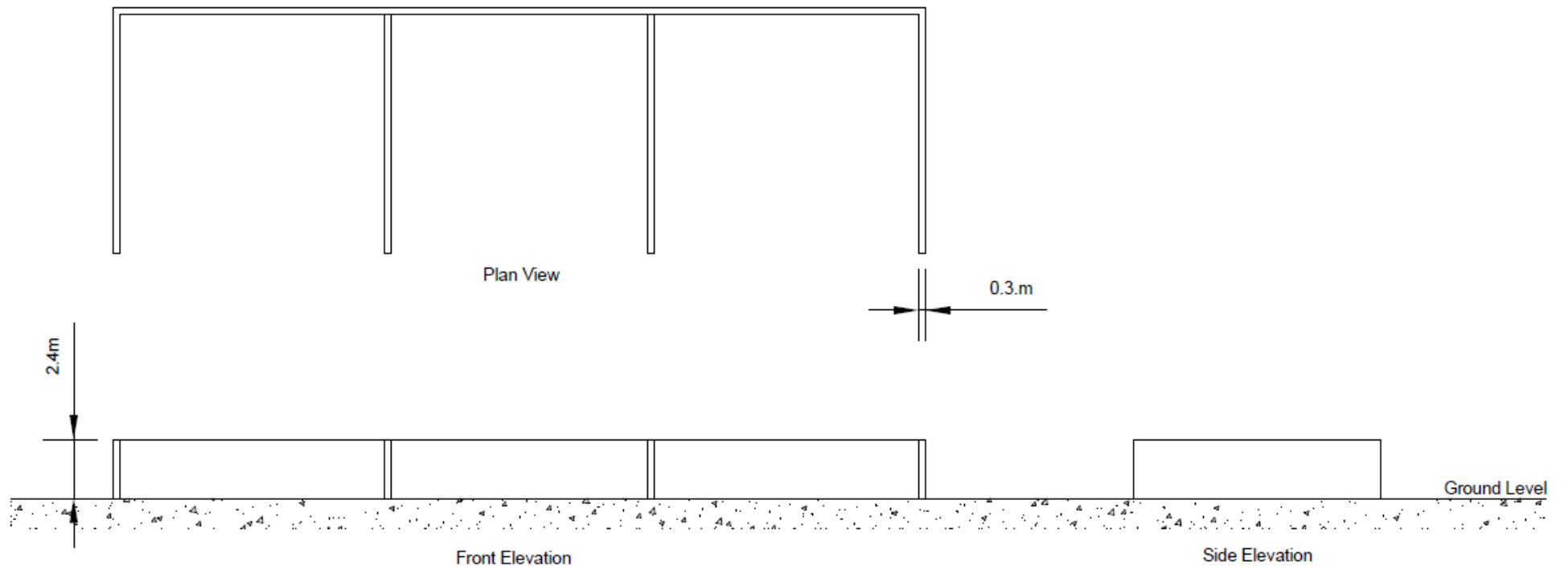


**SOUTH EAST ELEVATION**  
 SCALE: 1:200

**Attachment 3**

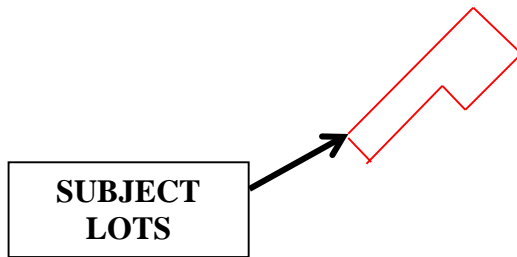
Warehouse, Office and Storage of Inert Materials –  
Lot 1 (251), 20 (259) and 21 (257) Berkshire Road, Forrestfield

**Material Bin Details**



**Attachment 4**

Warehouse, Office and Storage of Inert Materials –  
Lot 1 (251), 20 (259) and 21 (257) Berkshire Road, Forrestfield  
**Forrestfield/High Wycombe Industrial Area Stage 1 Structure Plan**



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

**27. Proposed Local Planning Policy P-DEV 44 – Forrestfield/High Wycombe Industrial Area – Deferral of Developer Contributions**

Previous Items	OCM 47/2014
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	OR-CMA-16
Applicant	N/A
Owner	N/A

Attachment 1 Draft Local Planning Policy DEV 44 – Forrestfield/High Wycombe Industrial Area – Deferral of Developer Contributions

**PURPOSE**

1. To consider proposed Local Planning Policy P-DEV 44 – Forrestfield/High Wycombe Industrial Area – Deferral of Developer Contributions (the Policy). Refer to (Attachment 1).

**BACKGROUND**

2. Local Planning Scheme No. 3 (the Scheme) foreshadows the development of policies to guide decision-making.
3. Council has previously supported requests from developers to allow for staged payment of their developer contribution over a period of 6 to 15 months.
4. In March 2014, Council resolved (En Bloc Resolution OCM 47/2014) to request the preparation of a local planning policy that establishes guidelines around staged payments for Developer Contributions for Stage 1 of the Forrestfield/High Wycombe Industrial Area for consideration by Council at a future meeting.

**DETAILS**

5. The proposed Policy is shown as Attachment 1 (Local Planning Policy P-DEV 44 – Forrestfield/High Wycombe Industrial Area – Deferral of Developer Contributions).
6. The payment of development contributions to Council is an essential component of financing the infrastructure associated with development of Stage 1 of the Forrestfield/High Wycombe Industrial Area.
7. The Policy proposes that Council will give consideration to the payment of staged contributions, having due regard to the financial position of the Developer Contribution Scheme (DCS).
8. The Policy establishes minimum agreement conditions attached to staged payments. These include a maximum of two payments over a six month period.

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## **STATUTORY AND LEGAL CONSIDERATIONS**

9. The Shire may prepare a Local Planning Policy in respect to any matter related to the planning and development of the Scheme area. Policies may apply to a particular class or matter and throughout the Scheme relate to one or more parts of the Scheme area.
10. A Local Planning Policy is not part of the Scheme and does not bind the Council in its decision making, however, Council is to have due regard to the Policy when making a decision.
11. 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.

## **POLICY CONSIDERATIONS**

### **State Planning Policy No. 3.6 – Development Contributions for Infrastructure**

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

## **COMMUNITY ENGAGEMENT REQUIREMENTS**

13. The Scheme prescribes the procedure for advertising a Local Planning Policy. It will be necessary to advertise the Policy once a week for two consecutive weeks in a newspaper circulating in the District with a submission period of 21 days. The Policy will also be on display at the Administration office and referred to the Western Australian Planning Commission and Water Corporation for comment.
14. Following the advertising period, the proposed Policy will be presented to Council for consideration of adoption, with or without modification.

## **FINANCIAL CONSIDERATIONS**

15. There will be a cost involved in advertising the proposed Policy, this is however, provided for in the Development Services budget.

## **STRATEGIC COMMUNITY PLAN**

### **Strategic Planning Alignment**

16. *Kalamunda Advancing: Strategic Community Plan to 2023*  
Strategy 4.1.4 Facilitate the development of industrial land within the Shire.

## SUSTAINABILITY

### Social Implications

17. Nil.

### Economic Implications

18. The staged payment process may assist developers in meeting their financial obligations to the DCS. However, without the prompt payment of contributions, the Shire will be unable to coordinate the essential infrastructure works required to develop the industrial area in a timely manner.

### Environmental Implications

19. Nil.

## RISK MANAGEMENT CONSIDERATIONS

20.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Council may resolve not to endorse the Policy for the purpose of advertising.	Unlikely	Minor	Low	The proposed policy limits the number of staged payments and the period of time allowed to stage the payments to ensure payments are received in a timely manner.

## OFFICER COMMENT

21. 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.
22. Council has previously supported three requests from developers to stage their developer contribution payment over a period of 6 to 15 months. This has meant that cash flow to the DCS has been delayed at a time when the land acquisition for the construction of roads and drainage is a priority.
23. It is acknowledged that developer contributions can represent a significant financial component of a development. There may be times when it is in both in the public and in the developer's interest to allow for staged payments without impacting on the cash flow necessary to implement infrastructure works. Importantly, the proposed Policy will provide guidance to developers contemplating a staged payment approach.

24. The proposed Policy will enable Council to consider requests for staged payments in the context of the DCS financial position. This is particularly critical in the early stages of the development of the Forrestfield/High Wycombe Industrial Area when there is limited cash flow to the scheme.

<b>Voting Requirements: Simple Majority</b>
---------------------------------------------

**OFFICER RECOMMENDATION (D&I 27/2014)**

That Council:

1. Endorses Local Planning Policy P-DEV 44 – Forrestfield/High Wycombe Industrial Area – Deferral of Developer Contributions for the purpose of advertising, in accordance with clause 2.4 of Local Planning Scheme No. 3 (Attachment 1).

Moved:

Seconded:

Vote:



## Attachment 1

### **P - DEV 44 - Forrestfield/High Wycombe Industrial Area - Deferral of Developer Contributions**

**Management Procedure**

**Relevant Delegation**

#### **Purpose**

The objective of this policy is to provide clear guidelines as to how and when Council will consider the deferral of the payment of developer contributions for developments that have planning approval to ensure Scheme infrastructure is delivered in a timely manner.

#### **Policy Statement**

##### **1. Background**

- 1.1 The payment of development contributions to Council is an essential component of financing the infrastructure associated with development across the Shire.
- 1.2 Development contributions can represent a significant financial component of a development and there may be times when it is in both in the public and in the developer's interest to defer the payment of those contributions to ensure the viability of a project.
- 1.3 Clause 6.5.14.2 (Payment of Cost Contribution) of Local Planning Scheme No. 3 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.

##### **2. Statement**

- 2.1 Council will give consideration to the deferral of contribution requests having regard to the financial position of the Scheme.

##### **3. Minimum Agreement Conditions**

- 3.1 If Council grants such a request the minimum conditions to be included in any agreement for deferral are:
  - a) The placing of a Caveat on the property's Title.
  - b) The maximum period for deferral is to be 2 payments over a 6 month period from the issuance of a building licence. No extension to this will be considered.

c) A minimum payment of 30% of the total contribution fee is to be paid prior to the building licence being issued. In circumstances where the building licence has already been issued, or not revalued, the first instalment payment being made within 28 days of Council's decision.

3.2 The Caveat will be terminated when the payment of cash meets the liability.

3.3 The Caveat is to be prepared by Council's solicitors at full cost to the applicant.

<b>Related Local Law</b>			
<b>Related Policies</b>	State Planning Policy No. 3.6 – Development Contributions for Infrastructure		
<b>Related Budget Schedule</b>			
<b>Legislation</b>	Local Planning Scheme No. 3		
<b>Conditions</b>	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Agrees to allow the contribution amount to be paid in instalments for the approved development at Lot (INSERT PROPERTY DETAILS), as follows, at the contribution rate applicable at the time payment is made:                     <ul style="list-style-type: none"> <li>• A minimum of 30% of the required contribution amount be paid prior to the building permit being issued; and</li> <li>• 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.</li> </ul> </li> <li>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.</li> </ol>		
<b>Authority</b>			
<b>Adopted</b>		<b>Next Review Date</b>	

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

**28. Shire of Kalamunda Events Strategy**

Previous Items	Nil.
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	
Applicant	N/A
Owner	N/A
Attachment 1	Draft Events Strategy

**PURPOSE**

1. To receive and endorse the Draft Events Strategy (Attachment 1).

**BACKGROUND**

2. The Shire of Kalamunda provides the community and its visitors with the opportunity to experience and participate in a range of stimulating events and cultural activities.
3. Council invests significant levels of funding into its annual events program and has a strong track record of managing and supporting successful events, gaining a growing reputation amongst visitors as a destination of choice.

**DETAILS**

4. The Shire's *Kalamunda Advancing: Strategic Community Plan to 2023* is the catalyst to develop a strategy which aims to increase visitation through events and key tourism market attraction.
5. The strategy aims to provide a clear framework for Council assistance and support to events that enables it to be better guided by the potential value and benefits that events provide to both the community and local economy.
6. Realising Kalamunda's potential to be a vibrant, successful and sustainable events destination will involve the input, support and energy of stakeholders.
7. Three areas for action emerge throughout this Strategy:
  - Support local event organisers – the need to develop a proactive local events community and strengthen local event management capability
  - Develop and promote events - positioning Kalamunda as a destination of choice for events and tourism through effective branding and promotions
  - Grow the Shire as a premier event destination - attract and retain major events and support services in order to generate economic and social benefits

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## STATUTORY AND LEGAL CONSIDERATIONS

8. Nil.

## POLICY CONSIDERATIONS

9. Nil.

## COMMUNITY ENGAGEMENT REQUIREMENTS

10. Stakeholder involvement in the development of this Strategy to date has included:

- A facilitated Events Stakeholder meeting on 7 March 2013 - *25 participants*
- Opportunities and encouragement to provide further comment by email
- An online Events Survey available on the Shire of Kalamunda website during May and June 2013 - *8 completed surveys submitted*
- Events Strategy – Stakeholder Preview meeting on 26 February 2014 - *25 participants*

## FINANCIAL CONSIDERATIONS

11. Nil.

## STRATEGIC COMMUNITY PLAN

### Strategic Planning Alignment

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

**Strategic Priority 1:** Kalamunda Cares: Looking after our people

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

Strategy 1.8.1 Provide leadership and management assistance to local community groups and organisations.

Strategy 1.8.2 Identify and partner in funding opportunities to support the financial sustainability of local community groups.

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

Strategy 1.8.4 Support and encourage opportunities to increase volunteering within the Shire.

Strategy 1.8.5 Provide developmental programs and initiatives to support community leadership and sustainability of community groups.

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**Strategic Priority 2: Kalamunda Interacts: Providing our people with enjoyment**

OBJECTIVE 2.2 To provide high quality and age appropriate entertainment for the benefit and happiness of our community

Strategy 2.2.1 Continue to provide a range of events and festivals that target the many different demographics and interest groups within the community.

Strategy 2.2.2 Investigate funding opportunities and partnerships to enhance existing events and festivals or facilitate the establishment of new events and festivals.

Strategy 2.2.3 Provide high quality community recognition events and citizenship ceremonies.

Strategy 2.2.4 Annually review the program of events and festivals and ensure evaluations are demonstrating value and the desired effect is being achieved.

**Strategic Priority 4: Kalamunda Employs: Supporting industries and businesses**

OBJECTIVE 4.4 To be recognised as an excellent tourism destination with high levels of patronage

Strategy 4.4.1 Develop and establish the Shire with a recognised brand through the cross promotion of festivals and activities occurring in the Shire.

Strategy 4.4.2 Ensure tourism development is integrated into land use planning in regards to the Perth Hills.

Strategy 4.4.3 Continue to support and develop the Zig Zag Cultural Centre as a key attractor for visitors to the Shire.

Strategy 4.4.4 Identify funding and project opportunities to enhance the Shire both for residents and as a destination for visitors.

Strategy 4.4.5 Investigate opportunities to address the current restrictions and barriers facing tourism developments.

Strategy 4.4.6 Work closely with Tourism WA and the region's local authorities and to leverage opportunities to expand the Shire tourism product.

## **SUSTAINABILITY**

### **Social Implications**

13. Events can provide similar primary and secondary benefits in a social and cultural sense to the impacts in the economic sector. The primary impact can be seen as celebration of a 'unique' aspect of community evoking a sense of community pride or neighbourhood vibe. The secondary impact can be seen as the social legacy of the event such as community capacity building and increased social cohesiveness.

14. Festivals and events are key cultural development tools that bring locals out into their communities. They can provide cultural enrichment and a broader social outlook through interaction with other people, ideas and cultures. They present opportunities to enhance awareness of cultural heritage and the conservation of the natural environment. Events are also important for capacity building within the community, offering fundraising opportunities for local groups and organisations and the chance to improve the skills base through volunteer work.

### **Economic Implications**

15. Tourism Research Australia estimates that the tourism industry in the Shire of Kalamunda has a total output of \$82 million and employs 405 people. The average spend of day tourists to Kalamunda is \$94 each, but without better evaluation methods it is impossible to specifically isolate the value of the events industry to the Shire.

### **Environmental Implications**

16. Nil.

### **RISK MANAGEMENT CONSIDERATIONS**

17.

<b>Risk</b>	<b>Likelihood</b>	<b>Consequence</b>	<b>Rating</b>	<b>Action/Strategy</b>
The Shire funds events without maximising economic, social and cultural benefit	Possible	Minor	Medium	Implement the Events Strategy

### **OFFICER COMMENT**

18. This strategy gives event planning more direction, it sets out a framework for giving event organisers more support and provides opportunities to promote the broader destination that are not currently being realised.

**Voting Requirements: Simple Majority**

### **OFFICER RECOMMENDATION (D&I 28/2014)**

That Council:

1. Receives and endorses the Draft Events Strategy (Attachment 1).

Moved:

Seconded:

Vote:

## **Attachment 1**

Draft Events Strategy

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

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

**29. Removal of Trees – 7 Larix Way, Forrestfield**

Previous Items	D&I 23/2014
Responsible Officer	Director Infrastructure Services
Service Area	Infrastructure Operations
File Reference	LR-02/007
Applicant	
Owner	
Attachment 1	Committee Recommendation to Council (D&I 23/2014)
Attachment 2	Photographs of Site

**PURPOSE**

1. To approve the undertaking of recommended works to the two verge trees located at 7 Larix Way, Forrestfield.



**BACKGROUND**

2. A request was received by e-mail on 6 February 2014 to remove two trees from the verge in front of 7 Larix Way, Forrestfield.
3. The resident request was for the trees to be removed due to:
  - The trees are dangerous and growing on a lean.
  - Unable to grow turf in front yard.
  - Leaves in the house gutters.
  - Build-up of honkey nuts.
  - Trees require up lifting of lower branches.



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## DETAILS

4. The trees in question are a Marri tree (*Corymbia calophylla*) which is located on the southern side of the property and a Jarrah tree (*Eucalyptus marginata*) which is located on the south western side of the property. Both trees are located on the front verge and have been visually inspected to be in good health with some pruning works required.

## STATUTORY AND LEGAL CONSIDERATIONS

5. Local governments have the responsibility for the care, control and management of road reserves.

## POLICY CONSIDERATIONS

6. The Shire currently does not have a policy on verge trees and each request is assessed on a case by case basis. The assessment includes current best practice and past precedent.

## COMMUNITY ENGAGEMENT REQUIREMENTS

7. Consultation has been conducted with the residents and the Ward Councillors. These trees were inspected on 7 February 2014 by the Coordinator Community Facility Maintenance and subsequently by Director Infrastructure Services and Supervisor Parks on 18 and 24 February 2014.

## FINANCIAL CONSIDERATIONS

8. Option 1 – Approximately \$2,100 to undertake Shire recommended works of selected pruning and \$2,700 - \$4,500 for installation of a root barrier. This price is dependent factors such as hitting rock, services or other obstructions within the soil.  
Option 2 – Approximately \$3,660 to remove both trees. This price includes stump grinding of the trunk below ground level.  
Option 3 – Approximately \$1,370 to remove only the Marri tree. This price includes stump grinding of the trunk below ground level.  
Option 4 – Approximately \$2,520 to remove only the Jarrah tree. This price includes stump grinding of the trunk below ground level.

## STRATEGIC COMMUNITY PLAN

### Strategic Planning Alignment

9. *Kalamunda Advancing: Strategic Community Plan to 2023*  
OBJECTIVE 3.4 – To clearly identify the Shire's role in protecting, promoting and enhancing the environmental values and biodiversity of the Shire in partnership with the community.  
Strategy 3.1.1            Develop and implement an overarching Local Environment Strategy that can guide the Shire's decisions on environmental management and protection.

Strategy 3.1.5 Continue to improve environmental values in the region through the implementation of education programs.

OBJECTIVE 3.2 – To protect and enhance the Shire's local bushland reserves, Local Natural Areas and Biodiversity Conservation area.

Strategy 3.2.4 Ensure appropriate environmental controls are implemented throughout any land development process and policies and guidelines are developed to assist in these processes.

## SUSTAINABILITY

### Social Implications

10. Removal of shade from streetscape and decrease the amenity of the local area.

### Economic Implications

11. Trees within the acceptable proximity of the road creates a suitable road environment with contributes to lower traffic speeds due to the vertical elements.
12. Street trees add value to street aesthetics.

### Environmental Implications

13. Removal of Marri and other indigenous trees reduces habitat for native fauna including Bees, the threatened Carnaby's Black-Cockatoo (*Calyptorhynchus latirostris*) and the Red-tailed Black-Cockatoo (*Calyptorhynchus banksii graptogyne*) which is in danger of extinction.

## RISK MANAGEMENT CONSIDERATIONS

14.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Damage to property or persons if trees remain	Unlikely	Major	Medium	Implement pruning, root barriers and street sweeping

## OFFICER COMMENT

15. An inspection of the two trees was undertaken, both trees were deemed to be in very good health and pose no threat of falling over in a normal storm event.

16. Aside from the overall health of the trees being very good, it was identified one limb on the Marri tree heading toward the property requires removal due to disease and several other minor works to be undertaken to further reduce resident concerns. They are as follows:
  - Remove dead limbs back to sound growth points;
  - Uplift tree from the driveway; and
  - Street sweeper to collect excess honkey nuts through the ICS process.
17. Residents were not satisfied with this response and a further meeting was undertaken with the Shire staff. During this meeting it was discussed that the abovementioned works would be undertaken as well as selective pruning of branches heading toward the house and also installation of a root barrier to prevent the movement of roots towards the house and driveway as the trees continue to grow.
18. A further site meeting was conducted with the Ward Councillors and Shire staff at which the option of removal of one of the trees (the Marri) was discussed along with pruning of the remaining tree.
19. Of the three options (removal of both trees, removal of the Marri tree or retention of both trees with remedial works), the Shire recommend the removal of one tree (the Marri) and remedial works to be carried out on the remaining tree.

<b>Voting Requirements: Simple Majority</b>
---------------------------------------------

**OFFICER RECOMMENDATION (D&I 29/2014)**

That Council:

Authorise the following measures to protect the property:

1. Removal and stump grinding of the Marri tree.
2. Remedial works to the remaining Jarrah tree.

Moved:

Seconded:

Vote:

## Attachment 1

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

#### **10.1 Trees, 7 Larix Way, Forrestfield**

#### **COMMITTEE RECOMMENDATION TO COUNCIL (D&I 23/2014)**

<b>Voting Requirements: Simple Majority</b>
---------------------------------------------

That Council:

1. Request the Chief Executive Officer to investigate and prepare a report for consideration by Council for the removal of a Marri tree and appropriate pruning of a Jarrah tree on the verge adjacent to 7 Larix Way Forrestfield.

Moved: **Cr Noreen Townsend**

Seconded: **Cr Allan Morton**

Vote: **CARRIED UNANIMOUSLY (9/0)**

#### **Rationale:-**

These are two very large trees on the verge of this property. The Jarrah tree has three large trunks coming from the one base with a huge canopy overshadowing the front yard of this house. The second is a huge Marri which I believe straddles the boundary of the verge and the property – also a huge tree with a huge canopy overshadowing the front yard of the property and intermingling with the canopy of the Jarrah. The roots of the Marri are heading towards the house and are surfacing across the front yard taking all the goodness and water from that area making it impossible for the residents to do anything with their front yard. The Marri is under stress at the moment with a number of spots cracking and weeping. It has lost large limbs in the past.

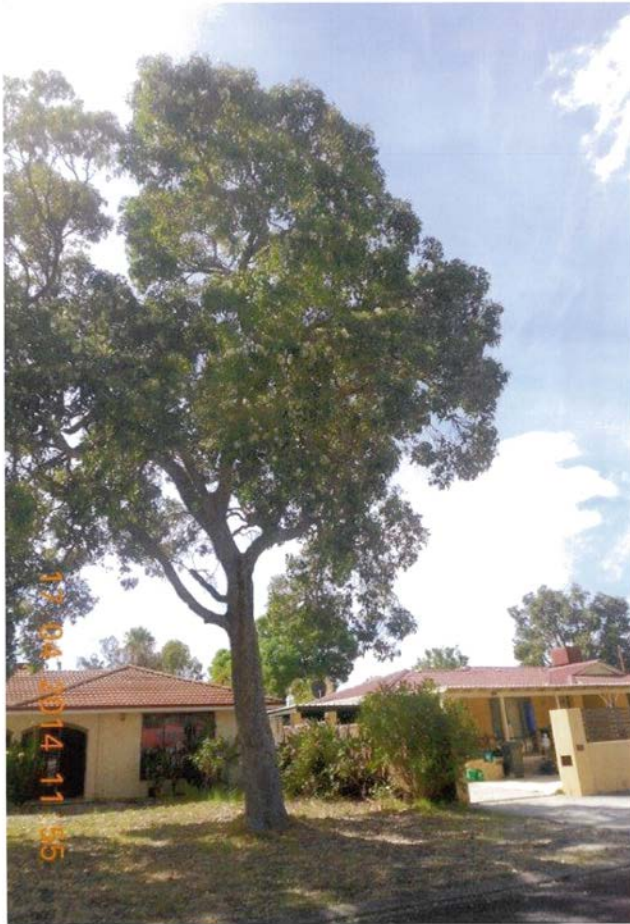
Shire staff are suggesting heavy pruning and remedial root barriers to try and contain the roots. However the residents initially wanted to have both trees removed but during discussions with them are happy to have the Marri removed only as a compromise.

#### **Officer Comment**

It is necessary to consider expert advice on the best options for providing a resolution to this issue that takes into account the resident's concerns and the Shire's requirements with respect to management of street trees.

Budget considerations must also be taken into account in reaching a resolution.

**Attachment 2**





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

**30. Corymbia Festival – Proposal for 2015**

Previous Items	Nil.
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	N/A
Applicant	N/A
Owner	N/A

Confidential Attachment 1 Corymbia Festival Proposal

Reason for Confidentiality Local Government Act 1995 s 5.23 (f)

A matter that if disclosed, could be reasonably expected to (iii) prejudice the maintenance or enforcement of a lawful measure for protecting public safety.

**PURPOSE**

1. To note a change of format for the 2015 Corymbia Festival.

**BACKGROUND**

2. Established in 2005, the annual Corymbia Festival is a two-day festival held during the second weekend in March. Since its inception, the festival has gained a reputation as a family-friendly event that provides a free programme of activities which aims to engage the Foothills community.

**DETAILS**

3. Traditionally Corymbia commences on a Friday evening at Fleming Reserve with an outdoor family movie followed by a firework display. The festival continues on Saturday with a family fun day at Hartfield Park. In 2014, the event attracted about 6,000 to 7,000 attendees over the 2 days.
4. The festival is wholly planned, managed and funded by the Shire of Kalamunda. In 2014 the cost of the event was approximately \$71,000.
5. Increased audience numbers places pressure on the Friday night event at Fleming Reserve. A plan to relocate the Friday evening event to Scott Reserve proved unsuccessful for 2014.

**STATUTORY AND LEGAL CONSIDERATIONS**

6. See attached confidential report.

**POLICY CONSIDERATIONS**

7. Nil.

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## COMMUNITY ENGAGEMENT REQUIREMENTS

8. Nil.

## FINANCIAL CONSIDERATIONS

9. Nil.

## STRATEGIC COMMUNITY PLAN

### Strategic Planning Alignment

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

**Strategic Priority 2:** Kalamunda Interacts: Providing our people with enjoyment

OBJECTIVE 2.2 To provide high quality and age appropriate entertainment for the benefit and happiness of our community

Strategy 2.2.1 Continue to provide a range of events and festivals that target the many different demographics and interest groups within the community.

Strategy 2.2.2 Investigate funding opportunities and partnerships to enhance existing events and festivals or facilitate the establishment of new events and festivals.

Strategy 2.2.3 Provide high quality community recognition events and citizenship ceremonies.

Strategy 2.2.4 Annually review the program of events and festivals and ensure evaluations are demonstrating value and the desired effect is being achieved.

## SUSTAINABILITY

### Social Implications

11. Corymbia provides family entertainment and the opportunity for community building within the Shire.

### Economic Implications

12. Nil.

### Environmental Implications

13. Nil.

**RISK MANAGEMENT CONSIDERATIONS**

14. See attached confidential report.

**OFFICER COMMENT**

15. See attached confidential report.

<b>Voting Requirements: Simple Majority</b>
---------------------------------------------

**OFFICER RECOMMENDATION (D&I 30/2014)**

That Council:

1. Notes that there will be a change of format for the 2015 Corymbia Festival.

Moved:

Seconded:

Vote:



- 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**