
Shire of Kalamunda

Special Council Meeting

Agenda for 25 June 2012



**NOTICE OF MEETING
Special Council Meeting**

Councillors

Notice is hereby given that a Special Meeting of Council will be held in the Council Chambers, Administration Centre, 2 Railway Road, Kalamunda on:

25 June 2012 commencing at 6.30pm

For the benefit of Committee Members, staff and members of the public, attention is drawn to the following requirements as adopted by Council.

Open Committee Meetings – Procedures

1. All Council Meetings are open to the public.
2. All other arrangements are in accordance with Council's Standing Orders, Policies and decision of the Shire or Council.

James Trail
Chief Executive Officer
21 June 2012

** Dinner will be served at 5.30pm **

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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 Special Council Meeting. For the purposes of Minuting, these questions and answers are summarised.

4.0 PETITIONS/DEPUTATIONS

5.0 DISCLOSURE OF INTERESTS

5.1 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*.)

5.2 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.

6.0 REPORT 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.

6.1 Draft Structure Plan- Stage 1 of the Forrestfield/High Wycombe Industrial Area

Previous Items	SCM-02/2012
Responsible Officer	Director Development and Infrastructure Services
Service Area	Development and Infrastructure
File Reference	PG-STU-028
Applicant	Shire of Kalamunda
Owner	Various
Attachment 1	Locality Plan
Attachment 2	Existing Local Planning Scheme No. 3 Zoning Map
Attachment 3	Stage 1 Draft Structure Plan
Attachment 4	Modifications to the Draft Structure Plan
Attachment 5	Submission table

PURPOSE

1. To consider whether to endorse a Draft Structure Plan for land bounded by Berkshire Road, Roe Highway, Sultana Road West and Milner Road, with the exception of Lots 223, 497, 498 and 499 Sultana Road West, Forrestfield.
2. The subject area represents Stage 1 of the proposed Forrestfield/High Wycombe Industrial Area ("Stage 1"). Refer to the Forrestfield/High Wycombe Industrial Area Locality Plan (Attachment 1).

BACKGROUND

3. The aggregate land area in Stage 1 is approximately 60 hectares. The land is zoned Industrial Development under the provisions of Local Planning Scheme No.3 and Urban under the provisions of Metropolitan Regional Scheme.
4. In November 2011, the Minister for Planning approved Amendment No. 34 to Local Planning Scheme No.3 ("the Scheme") to rezone Stage 1 from Special Rural to Industrial Development.
5. Stage 1 is shown as being a Development Area ("DA") on the Scheme Zoning Map. Refer to the Existing Local Planning Scheme No.3 Zoning Map (Attachment 2)
6. Council, at the Special Meeting on the 23 April 2012, endorsed the Draft Structure Plan for the purpose of public advertising.

DETAILS

7. The Draft Structure Plan for Stage 1 will allow for orderly and proper planning of the area by establishing the overall design principles for the area. Refer to the Draft Structure Plan (Attachment 3)

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8. The objectives of the Draft Structure Plan are:
- To provide for a road and lot layout that optimises the existing road and services infrastructure.
 - To ensure that industrial development does not adversely impact on the amenity and safety of the adjoining land uses.
 - To provide a layout that meets the needs of landowners, allowing for flexibility in the design of sites and future subdivision and development of industrial land.
9. The Draft Structure Plan permits the development and subdivision of the land for light industrial purposes, typically logistics and transport related activities.
10. The Draft Structure Plan identifies the preferred land use arrangements and associated lot sizes and configurations, future road layout, traffic management measures and Developer Contribution Items relevant to the structure planned area. The design elements include:
- Subdivision - No subdivision of lots less than 1 hectare will be permitted and no battleaxe subdivisions or development of land with battleaxe access will be accepted unless provided for in the Structure Plan.
 - Development Criteria - Land use permissibility, built form, vehicle access, landscaping and design guidelines.
11. The Draft Structure Plan has been prepared in conjunction with the Draft Industrial Design Guidelines with the aim to promote industrial development of a high quality.
12. Amendment No. 48 to Introduce Developer Contributions Provisions and a Developer Contribution Schedule into Local Planning Scheme No. 3 is currently being advertised concluding on 3 July 2012. The amendment will establish Scheme requirement for a Developer Contribution Plan which will be implemented in conjunction with the Structure Plan when adopted.

STATUTORY AND LEGAL IMPLICATIONS

13. Section 6.2.4 of the Scheme stipulates the procedure to be followed when preparing a Structure Plan. If Council resolves to adopt the proposed Structure Plan, then ultimately it will be determined by the WA Planning Commission.
14. Clause 4.2.4 (Industrial Zones) of the Scheme stipulates that the following are objectives of the Industrial Development zone:
- 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.
15. Existing approved land uses on properties zoned Industrial development which were approved under the provisions of the previous zoning (Special Rural) will be permitted to remain, subject to complying with the conditions of approval, as non-conforming uses.
 16. Clause 4.8 of the Scheme stipulates that a non-conforming use can continue indefinitely, but if the property was not used for a period exceeding 6 months, the non-conforming use status is lost and the property would be required to comply with the requirements of the new zoning.

Clause 6.2.2 of the Scheme stipulates that the purpose of Development Areas (DA) is the following:

"(a) To identify areas requiring comprehensive planning prior to subdivision and development; and

(b) To coordinate subdivision, land use and the development in areas requiring comprehensive planning."
 17. Clause 6.2.2.1 of the Scheme stipulates that the Shire requires a Structure Plan for a DA, or for any particular part or parts of a DA, before recommending subdivision or approving development of land within the DA.
 18. Schedule 11 of the Scheme describes the DAs and sets out the purpose and particular requirements that may apply to the DA. In this instance the Developer Contributions Schedule which establishes the proportional contributions to the cost of the common infrastructure.

POLICY IMPLICATIONS

19. The Draft Structure Plan has been prepared in accordance with local structure plan requirements of the WA Planning Commission's Draft Structure Plan Preparation Guidelines.
20. In support of the Draft Structure Plan a Transport Impact Assessment has been prepared in accordance with the requirements of the WA Planning Commission's *Transport Assessment Guidelines for Developments – Volume 2: Structure Plans*. The scope of the report is to provide a detailed assessment of the following:
 - Conduct an overview audit of the existing traffic infrastructure adjacent to and within the vicinity of the structure plan area and provide commentary on how these road networks meet their existing functions.
 - Make preliminary assessments on how the proposed structure plan land uses will impact these existing road networks.

- Nominate any improvements required in the local transport network to cater for the needs of the proposed structure plan land uses and functions.
- Produce a document which meets the requirements of the *Transport Assessment Guidelines for Developments – Volume 2: Structure Plans*.

PUBLIC CONSULTATION/COMMUNICATION

21. The Draft Structure Plan was advertised for 21 days from 27 April 2012 to 18 May 2012. The plan was advertised via letters to the landowners, advertisement in local papers and on the Shire of Kalamunda's website.
22. Twenty six submissions were received, comprising 17 submissions from landowners and the balance from government and non-government agencies. Refer (Attachment 4 - Submission Table).
23. Of the 17 submissions received from the landowners or landowner agents, thirteen were non-objections (two of them conditional) and four were objections (one of them conditional).
24. Following are the main issues raised in submissions objecting to the proposal:
 - Proximity of the new road will make a current house unliveable.
 - Milner Road should not be closed off and the option of a roundabout at the junction of Dundas, Milner and Berkshire Roads should be explored.
 - There are no benefits for current landowners- developing the land or selling the land are both financially unviable options, and waiting out is not attractive either.
 - If Milner Road is to be cul-de-sac, there should be no need for it to have a major road setback of 20m. In response to the submission a discussion was held with Department of Transport (DoT) to advise of the Shire's response.
25. The following issues were raised in submissions that were conditional non-objections:
 - If Lots 5, 6 or 8 Ashby Close are developed independently, the draft Structure Plan does not allow for separate street access for each of them;
 - A proposed 20 metre setback to Roe Highway is too restrictive and unnecessary;
 - Lot 200 Sultana Road West has two road frontages with 20 metre setback on both the Shire should review Sultana Road West setback and change it to a secondary street setback of 10m.

26. The comments from the government agencies are summarised as follows:

- Water Corporation reiterated their earlier advice related to the Amendment No. 34 and had no objections to the proposal.
- Department of Transport (DoT) did not support the proposal until such time as the Transport Assessment addressing the requirements of the WAPC document Transport Assessment Guidelines for Developments – Volume Two Structure Plans has been provided. DoT requested additional pedestrian connection between Sultana Road West and Nardine Close in order to increase pedestrian permeability of the development. DoT also requested some modifications in terminology (“dual paths”- “shared paths”) and addition of further shared paths throughout the development to accommodate cyclists.
- Department of Health had no objections to the proposal.
- Main Roads WA did not support the proposal based on their request to produce additional transport information, relating to the Roe Highway and Berkshire Road intersection in order to establish the traffic impact as well as potential for inclusion of any works in the developer contribution schedule. In response to the submission a discussion was held with Main Roads to advise of the Shire’s response.
- Department of Planning made a few preliminary comments, flagging the issues of potential future amalgamation of redundant battle axe driveways as well as a planning trigger for the ceding of the land necessary for the extension of Nardine Close.
- Department of Environment and Conservation raised the following issues:
 - Flora and fauna study should be done for the area.
 - There are concerns regarding the interface of the Bush Forever site and industrial uses hard road edge along all of the boundaries of the site would be preferred. Masonry wall is not considered an appropriate interface.
 - Although the DEC Contaminated Sites Register does not show any contaminated sites in the area, due to the historic land use of marked gardens and orchards, appropriate contamination investigations as well as remediation should be done prior to the change of the land use.
 - Detailed soil investigation is recommended in relation to the risk of disturbing Acid Sulphate Soils.
 - Measures should be taken to provide appropriate interface between industrial land and surrounding, non-industrial land, to insure the amenity of the adjacent properties.

FINANCIAL IMPLICATIONS

27. Costs for the preparation of the document and public consultation were met through the Development and Infrastructure Services budget.

STRATEGIC AND SUSTAINABILITY IMPLICATIONS**Strategic Planning Implications**

28. Stage 1 is referenced in the State Government's Key Strategic Policy document *Directions 2031 and Beyond* (2010) and was originally identified under the Kewdale Hazelmere Integrated Master Plan (2006) as future development area given its key strategic location adjacent to Perth Airport, Forrestfield Marshalling Yards/Container Depot and key road freight routes of Roe Highway, Dundas Road, Abernethy Road and Tonkin Highway.
29. The Forrestfield/High Wycombe Industrial Area has been included as a priority key short term (developed in 0-4 years) non heavy industrial site in the recently released "Economic and Employment Lands Strategy: non-heavy industrial".

Sustainability ImplicationsSocial implications

30. The planned development of Stage 1 for industrial land use activity through the preparation of a Structure Plan will enable some landowners to progress with the development of the land independently of others.

Economic Implications

31. The new industrial area will have economic benefits for future developers given the proximity of the land to existing industrial and commercial areas and associated infrastructure and utilities. The area will also be beneficial for the Shire in respect of its economic development, creation of jobs and demand for housing in surrounding suburbs.

Environmental Implications

32. Lots 223, 497, 498 and 499 Sultana Road West, Forrestfield are identified as Bush Forever area and therefore set aside for Regional Park. Those Lots have been identified as such under the Structure Plan.
33. Bush Forever aims to conserve, where possible, at least 10% of each of the original 26 vegetation complexes of the Perth Metropolitan Region portion of the Swan Coastal Plain.

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34. The Draft Structure Plan and the Draft Design Guidelines deal with the issue of the Bush Forever site's interface with the surrounding industrial land uses in order to limit the potential littering of the site, limit readily available public access to the site and not compromise any established ecological linkages in the area. To this end improved fencing treatment and landscape buffer will form part of the management plan for the site.
35. The flora survey revealed that Lot 19 Berkshire Road contains vegetation of significance with Declared Rare Flora ("DRF") *Conospermum Undulatum* (Smokebush) being present on the site. It is proposed that the issue of DRF be dealt with at the subdivision/development application stage when the developer will need to seek approval to have the DRF relocated.

OFFICER COMMENT

36. Though there were a small number of objections from affected landowners in the area, mainly concerned with the traffic arrangements the economic viability of the changes and the effect on their properties. In addition five government agencies did not support the structure plan. The majority of submissions however are supportive of the Draft Structure Plan.
37. In response to the comments received from government agencies the following is provided:

Traffic:

- The proximity of the intersection of Milner Road and Berkshire Road to Dundas Road / Berkshire Road intersection is considered to be a safety concern. The closing off of Milner Road will not only improve the safety of the above intersection but will also discourage vehicles using Milner Road as a shortcut to Roe Highway via Maida Vale Road. This will enhance the amenity of the area. In the second stage of the Structure Plan, it is proposed to improve the access by extending Sultana Road West to Dundas Road. The creation of a new intersection will improve the traffic flow and improve the access to and from Forrestfield industrial area.
- The traffic assessment required by the Department of Transport and Main Roads WA as per the WAPC guidelines has now been completed and forwarded to both departments. A copy will also be sent to the Commission for inclusion in the Draft Structure Plan.
- Both Government Departments have been advised that the additional traffic information and analysis has been prepared in accordance with their requirements. Both Main Road and DoT advised that their response would now be amended to reflect this.
- Comments received from the DoT in respect to the location of "Shared Paths" are acknowledged and it is recommended that changes be incorporated into the Draft Structure Plan.

- No provision has been made for a pedestrian linkage between Sultana Road West and Nardine Close as it is not considered necessary and/or viable. The only pedestrian link available is the "Shared Path" along Milner Road. Consideration could be given to provision of controlled pedestrian access through the Bush Forever site at a later date.
- No reference has been made in the Draft Structure Plan to the intersection of the Berkshire Road and Roe Highway as required by Main Roads WA for the following reasons:
 - The intersection in question is identified as part of the Primary Regional Road network and therefore is the responsibility of Main Roads WA and beyond the scope of the draft Structure Plan.
 - The expectation that the Developer Contributions Scheme will contribute towards any improvements to the intersection is unreasonable and beyond the financial scope of the Developer Contributions Plan. Such a contribution would render the Scheme financially unviable.
 - It is understood that the State Government has provided funding in the 2012/13 State Budget to provide the necessary funding for the upgrading to a fully signalised intersection. In discussion with Main Roads they acknowledged that the decision of the State Government to provide funding will be reflected in their revised comments back to the Shire on the Draft Structure Plan.

Environment:

- An environmental study detailing flora and vegetation was completed in 2008. The report forms part of the Draft Structure Plan.
- Fencing at the Bush Forever site boundaries that abut public roads is proposed to be pine posts and rails with a chainmesh infill between posts. It is not considered that hard edge roads on all the boundaries of Bush Forever site are feasible. Additional landscape buffer is proposed under the Draft Design Guidelines for those lots abutting the Bush Forever site. This will provide added level of protection to the Regional Reserve.
- Historic land use in the area (market gardens and orchards) and potential issue with contamination as well as the disturbance of the Acid Sulphate Soils is acknowledged. It is considered appropriate that the detailed investigation and/or remediation will be done at the subdivision/development stage.

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38. The Draft Structure Plan as well as the Draft Design Guidelines deal with ways of interfacing the industrial land uses with the adjoining non-compatible land uses. Considering that Stage 2 and particularly Stage 3 will follow in the short to medium term, in the interim period the issue of interface and possible diminished amenity of adjoining rural residential areas has to be addressed. To this end the Draft Structure Plan required an increased landscape buffer of 8m for all lots fronting Sultana Road West.
39. Comments raised by landowners in respect to setback to Roe Highway and the use of battleaxe legs are noted. In respect to the first issue it is recognised that there is no planning merit in requesting a 20m setback to Roe Highway and therefore it is recommended that requirement be removed from the Structure Plan. In respect to the second issue it is acknowledged that without dual road frontage Lots 5, 6, and 8 on Ashby Close will have access issues if the affected lots are developed independently of each other. It is therefore recommended that Lots 5, 6 and 8 have a "C" notation placed on them allowing for a single shared industrial access leg to Ashby Close.
40. The Traffic Impact Assessment builds on the existing traffic report prepared for Stage 1 and importantly provides an analysis and modelling of traffic movements associated with the future development of the subject land. The report recommends that consideration be given to the modification of the Berkshire Road and Dundas Road intersection to allow for left turn and right turn traffic movements from Dundas Road to Berkshire Road to improve the intersection controls in this location. In light of this comment it is recommended that the structure plan be modified to reflect this requirement. Works associated with this modification will need to be reflected in the Developer Contribution Plan.
41. The Draft Structure Plan is consistent with the Amendment No. 34 to Local Planning Scheme No. 3 and the Scheme objectives for the Industrial Development zone.
42. The Draft Structure Plan has been prepared in accordance with the Guidelines for drafting local structure plans and represents an appropriate strategic response in order to maximise new opportunities for strategically located industrial land.
43. The Draft Structure Plan needs to be considered in conjunction with the Developer Contribution Plan and Scheme provisions that are currently being advertised as part of Scheme Amendment No. 48. The Contribution Plan responds to the multiple land ownership of the subject land and to significant improvements that will be required to the local infrastructure, in particular the improvements to the road system, new roads and drainage.
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44. The Draft Structure Plan for Stage 1 represents the first of three stages of developing Forrestfield/High Wycombe Industrial area. The plan has been prepared in response to the Shire's intent to oversee the development of a high standard, sustainable industrial area that will attract a range of business activities keen to locate in a key strategic industrial location.
45. Having regard to the above, it is recommended that Council endorses the Draft Structure Plan subject to modifications. Refer (Attachment 5 - Modifications to the Draft Structure Plan).

RECOMMENDATION

That Council:

1. Endorses the Draft Structure Plan for Forrestfield/High Wycombe Industrial Area - Stage 1 subject to the following modifications:
 - a. In the legend, change the term "Dual Use Path" to "Shared Path".
 - b. Related to the current battleaxe access driveway to Lots 5, 6 and 8 Ashby Close - remove annotation "B" and replace with "C".
 - c. Structure Plan Notes No. 5. and 6. to be modified to reflect the modification b.
 - d. Pedestrian paths on Sultana Road West, Nardine Close and new subdivisional road to be changed from "pedestrian path" to "shared path".
 - e. The 20 metre setback along the Roe Highway boundary to be removed.
 - f. Add notation "A1" to the intersection of Berkshire Road and Dundas Road and add to Structure Plan Notes - General – Notation "A1" depicts modification to the Berkshire Road and Dundas Road intersection to allow for a left turn and right turn traffic movements from Dundas Road to Berkshire Road.
2. On inclusion of the required changes in the Draft Structure Plan it will be forwarded to the Western Australian Planning Commission for endorsement.

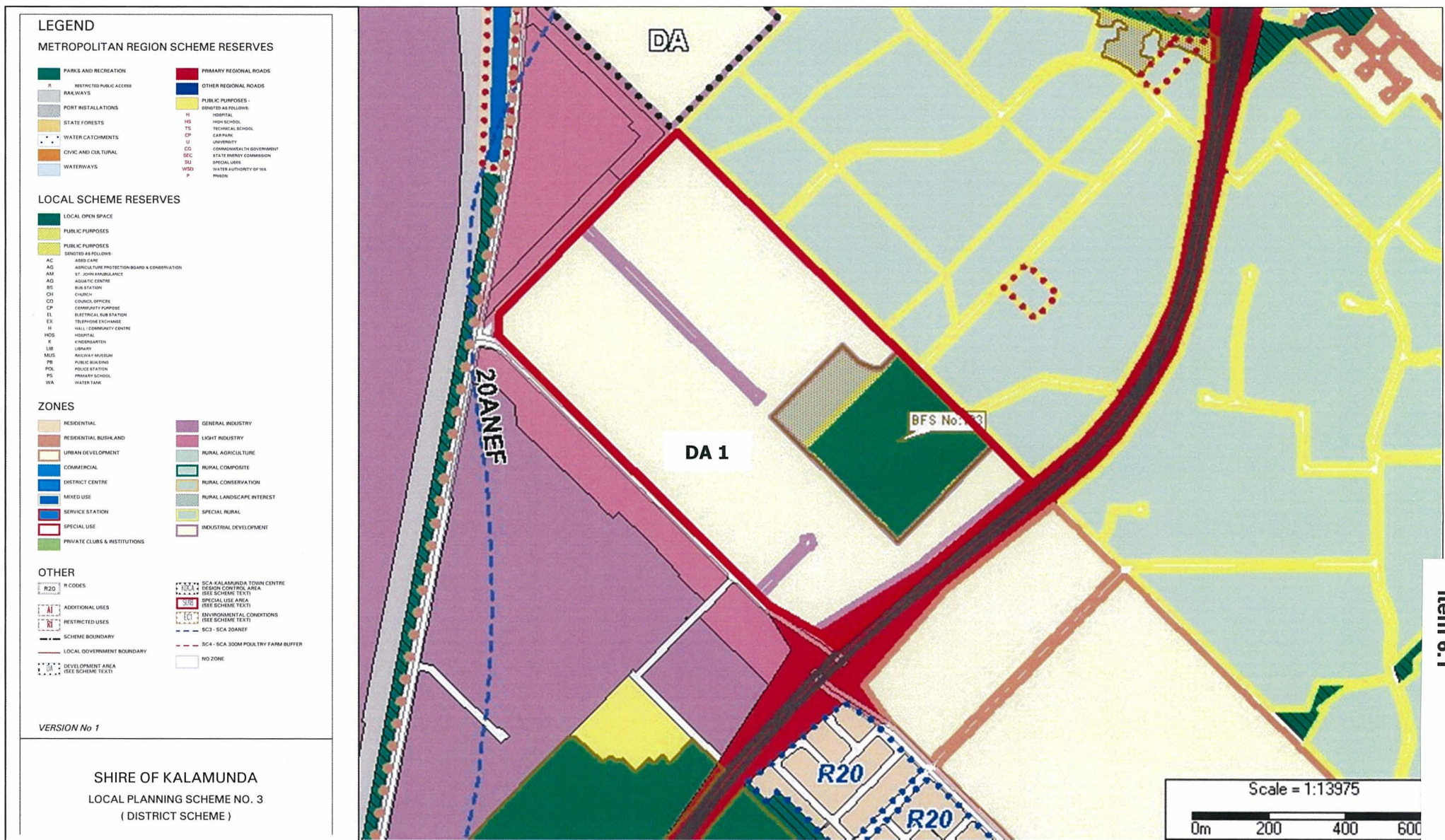
Moved:

Seconded:

Voted:



Draft Structure Plan – Stage 1 of the Forrestdale/High Wycombe Industrial Area
Forrestdale/High Wycombe Industrial Area Locality Plan



Draft Structure Plan – Stage 1 of the Forrestfield/High Wycombe Industrial Area
Existing Local Planning Scheme No. 3 Zoning Map

Item 6.1

Attachment 3

Structure Plan Notes

Subdivision, strata titling and design requirements

General

1. Notation A denotes the closure of Milner Road at the intersection of Berkshire Road to alleviate potential traffic conflicts with the nearby Dundas Road intersection and the creation of a replacement cul-de-sac head with industrial vehicle specification.

Lot Size

2. Industrial subdivision is to meet the requirements of the Scheme and WAPC Policy DC4.1 - Industrial Subdivision unless otherwise specified.
3. A minimum lot size of one (1) hectare applies to any subdivision within the Structure Plan area.

Battleaxe Development

4. Notation B denotes that no battleaxe subdivision will be supported (unless otherwise depicted on the Structure Plan Map).
5. Notation C denotes that a single industrial shared battleaxe leg is permitted to service existing Lots 50, 51 and 52 Sultana Road West as depicted on the Structure Plan Map, subject to appropriate shared access arrangements being entered into by the relevant landowners to the satisfaction of the Shire.
6. No further subdivision will be permitted on Lots 50, 51 and 52 Sultana West Road based on a shared battleaxe leg access arrangement.

Industrial Strata Titling

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

Development Criteria and Requirements

Land Use Permissibility

8. Although the permissibility of uses is as set out in Table 1 in the Scheme, the Structure Plan intent is to facilitate land uses that take advantage of the lands strategic location in respect to major transport infrastructure, including Perth Airport, Roe Highway and Tonkin Highway. On this basis, logistics and other transport based industries are preferred land uses to take advantage of the lands locational attributes.
9. When considering development applications for 'D' and 'A' uses under the Scheme, consideration will be given to the extent that the proposed use supports the Structure Plan intent in accordance with (a) above.

Built Form

10. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, any wall or building facing any street is to be painted or otherwise treated to ensure an appropriate standard of visual amenity to the satisfaction of the Shire.
11. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, service areas, bin and storage areas and services such as air conditioners and other machinery are to be screened such that they are not visible from the street.

Vehicle Access and Movement

12. With the exception of Lots 50, 51 and 52 Sultana West Road, no vehicular access for non-residential development will be permitted via existing battleaxe legs.
13. Except as otherwise specified in 12, vehicular access for all non-residential development is to be taken directly from a gazetted and constructed public road.
14. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, internal driveways and car parks are to be designed to ensure slow speeds. Lengths of driveway or car parks exceeding 50 metres are to incorporate speed control devices including minor level changes.

Pedestrian Movement and Amenity

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

Landscaping

16. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, landscaping is to be provided within any development site of a sufficient quality to ensure an attractive well-landscaped environment.
17. Landscaping within car parks throughout the Structure Plan area is to be in accordance with the requirements of the Scheme, any applicable planning policy and design guidelines.
18. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, the tree species implemented, when not used for screening purposes, shall be of a type having high branch free stems to facilitate surveillance and visibility of building fronts and with a large canopy to achieve adequate shading of car parking areas.

Signage

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

Energy Efficiency

20. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, building openings should be orientated to benefit from passive climatic heating and cooling opportunities to reduce fixed energy consumption.
21. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, all new buildings should incorporate energy saving design and technology where practical to do so.

Design Guidelines

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



LEGEND

	Structure Plan Boundary		Existing Road		Pedestrian Path		10 metre setback line (minor street)
	Metropolitan Region Scheme Reserve - Parks and Recreation		New Road		Dual Use Path		8 metre landscaped buffer to Sultana West Road
	Local Planning Scheme No. 3 - Industrial Development Zone		Roe Highway		On Road Cycle path		6 metre landscaping strip
			New road connection/intersection		20 metre setback line (main street)		Bush Forever Interface Treatment

This concept has been prepared for the purpose of meeting client specifications. The drawing does not constitute an invitation, agreement or contract (in any part thereof) of any kind whatsoever. Although care has been taken in the preparation of this drawing by The Planning Group WA Pty Ltd, all parties associated with the proposed property development, including all relevant authorities, are responsible for any errors or omissions. The right is reserved to change the plan at any time. Liability is expressly disclaimed by The Planning Group WA Pty Ltd for any loss or damage which may be incurred by any person acting on any visual impression gained from this drawing.

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

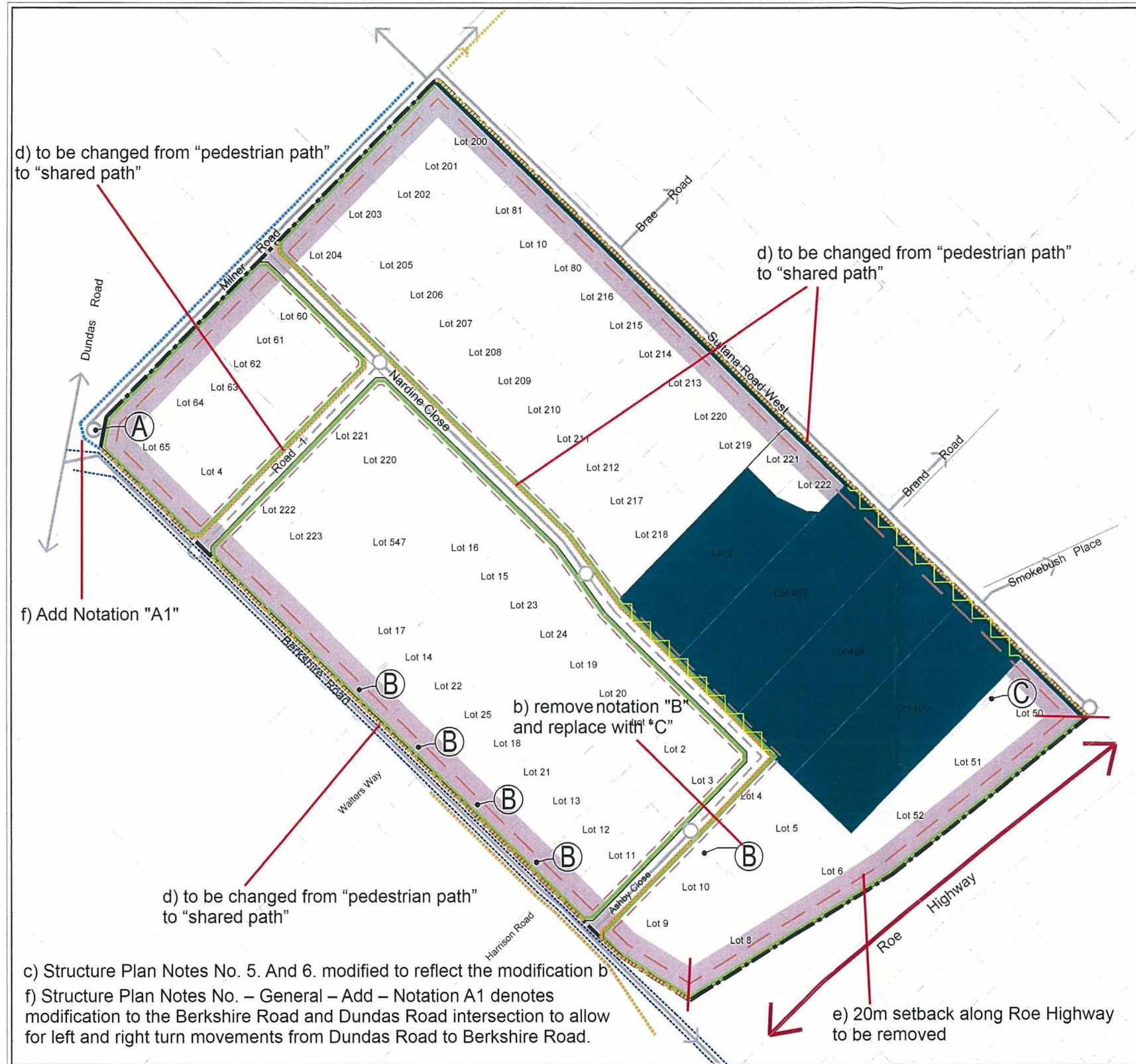
Date: 10th April 2012
Scale: 1:5000
Drawing No: 710-135 SHIC 180412.dwg

Designer: MJC
Drawn: PR



TOWN PLANNING
AND URBAN DESIGN

DRAFT



Structure Plan Notes

Subdivision, strata titling and design requirements

General

1. Notation A denotes the closure of Milner Road at the intersection of Berkshire Road to alleviate potential traffic conflicts with the nearby Dundas Road intersection and the creation of a replacement cul-de-sac head with industrial vehicle specification.

Lot Size

2. Industrial subdivision is to meet the requirements of the Scheme and WAPC Policy DC4.1 - Industrial Subdivision unless otherwise specified.
3. A minimum lot size of one (1) hectare applies to any subdivision within the Structure Plan area.

Battleaxe Development

4. Notation B denotes that no battleaxe subdivision will be supported (unless otherwise depicted on the Structure Plan Map).
5. Notation C denotes that a single industrial shared battleaxe leg is permitted to service existing Lots 50, 51 and 52 Sultana Road West as depicted on the Structure Plan Map, subject to appropriate shared access arrangements being entered into by the relevant landowners to the satisfaction of the Shire.
6. No further subdivision will be permitted on Lots 50, 51 and 52 Sultana West Road based on a shared battleaxe leg access arrangement.

Industrial Strata Titling

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

Development Criteria and Requirements

Land Use Permissibility

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

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

Built Form

10. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, any wall or building facing any street is to be painted or otherwise treated to ensure an appropriate standard of visual amenity to the satisfaction of the Shire.
11. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, service areas, bin and storage areas and services such as air conditioners and other machinery are to be screened such that they are not visible from the street.

Vehicle Access and Movement

12. With the exception of Lots 50, 51 and 52 Sultana West Road, no vehicular access for non-residential development will be permitted via existing battleaxe legs.
13. Except as otherwise specified in 12, vehicular access for all non-residential development is to be taken directly from a gazetted and constructed public road.
14. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, internal driveways and car parks are to be designed to ensure slow speeds. Lengths of driveway or car parks exceeding 50 metres are to incorporate speed control devices including minor level changes.

Pedestrian Movement and Amenity

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

Landscaping

16. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, landscaping is to be provided within any development site of a sufficient quality to ensure an attractive well-landscaped environment.
17. Landscaping within car parks throughout the Structure Plan area is to be in accordance with the requirements of the Scheme, any applicable planning policy and design guidelines.
18. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, the tree species implemented, when not used for screening purposes, shall be of a type having high branch free stems to facilitate surveillance and visibility of building fronts and with a large canopy to achieve adequate shading of car parking areas.

Signage

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

Energy Efficiency

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

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

Design Guidelines

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

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

Although care has been taken in the compilation of this drawing by The Planning Group WA Pty Ltd, all parties associated with the proposed property development disclaim all responsibility for any errors or omissions. The right is reserved to change the plan at any time.

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

Date: 16th April 2012
Scale: 1:5000 @ A3
Drawing No: 710-135 S11C 160412.dwg



TOWN PLANNING
AND URBAN DESIGN



Draft Structure Plan – Stage 1 of the Forrestdale/High Wycombe Industrial Area Modifications to Structure Plan



Draft Structure Plan – Stage 1 of the Forrestfield/High Wycombe Industrial Area

Submission	Details	Comments
1.	<p>Western Power Locked Bag 2520 PERTH WA 6000</p> <p>No objection – however there are overhead powerlines and/or underground cables so the following must be considered:</p> <ol style="list-style-type: none"> 1. Work must comply with Worksafe Regulation 3.64 – Guidelines for Work in the Vicinity of overhead Power Lines 2. If any work is to breach the minimum safe working distances a Request to Work in Vicinity of Power lines form must be submitted. 3. Western Power must be contacted if works involve: <ol style="list-style-type: none"> a) Changes to existing levels around poles & structures b) Working under overhead and working above power cables <p>Western Power is obliged to point out that any change to the existing (power) system; if required, is the responsibility of the individual developer.</p>	<p>Noted. It will be the responsibility of the developer to liaise with all utility providers in respect to the provision of services to the site.</p>
2.	<p>Telstra Corporation Locked Bag 2525 PERTH WA 6001</p> <p>No objection – However a network extension may be required for any development within the area concerned, the owner/developer will have to submit an application before construction is due to start</p>	<p>Noted. Refer comments to submission1.</p>
3.	<p>Water Corporation 629 Newcastle Street LEEDERVILLE WA 6007</p> <p>Comments on Amendment 34 are reiterated in this submission.</p> <ol style="list-style-type: none"> 1. Wastewater solution is consistent with the Water Corporation planning for the area. 2. Water services – the review that Water Corporation will undertake will outline the works needed to service this land adequately. 3. The drainage planning for this area recognises the 	<p>Noted. Refer comments to submission1.</p>

		existing drainage detention and flow paths across the site- these features must be retained in the more detailed planning for the site and sufficient additional land must be set aside to compensate the additional development runoff.	
4.	Department of Transport Robert Campbell 140 William Street PERTH WA 6000	<ol style="list-style-type: none"> 1. The Department of Transport does not support the proposed Structure Plan as a Transport Assessment addressing the requirements of the WAPC document <i>Transport Assessment Guidelines for Developments – Volume Two Structure Plans</i> has not been provided. 2. The Structure Plan indicates a 'Dual Path' on Nardine Close; this is to be changed to 'Shared Path' to reflect current standards. 3. The pedestrian paths on Sultana Road and Ashby Close are to be upgraded to 'Shared Path' to provide access for cyclists through the centre and the north eastern portion of the structure plan area. 4. A pedestrian connection is also to be provided from Sultana Road to Nardine Close to increase pedestrian permeability. 5. DoT would like to clarify that public bus routes are unlikely to be provided in the short term and that any future routes will be subject to the timing and layout of the adjacent development and resource availability. 6. Due to the proximity to Roe Hwy, Abernethy Road and Forrestfield Freight Precinct, the requirements of <i>State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning</i> (SPP5.4) must also be adhered to. 	<ol style="list-style-type: none"> 1. Noted, assessment under the WAPC Guideline requirements has been completed. The assessment report has been forwarded to the Department of Transport for their comment. A copy will also be forwarded to the Commission for inclusion in the Draft Structure Plan. 2. Noted-all internal roads as well as Sultana Road West will have a footpath constructed as a 'Shared Path'. 3. Noted- refer comment 2. 4. No provision has been made for a pedestrian linkage between Sultana Road West and Nardine Close. The 'Shared Path' along Milner Road is considered sufficient in this instance. 5. Noted. 6. Noted.
5.	Department of Health Victor Andrich PO Box 8172 PERTH WA 6849	<ol style="list-style-type: none"> 1. All developments must comply with the provision of the Government Sewerage Policy – Perth Metropolitan Region. 2. The Department of Health recommends that future 	<ol style="list-style-type: none"> 1. All development will be required to connect to the reticulated sewer. 2. Noted. 3. Noted.

		<p>development should take into account the guidelines to minimise mosquito breeding on site.</p> <p>3. Air emissions from new industries should be compliant with current legislation and standards and wastewater should also be managed to prevent adverse impacts.</p>	
6.	<p>Main Roads WA Ashis Parajuli PO Box 6202 EAST PERTH WA 6892</p>	<p>1. Main Roads do not support the proposed Structure Plan as it requires additional transport information to complete its assessment. The assessment needs to be undertaken based on WAPC Transport Assessment Guidelines.</p> <p>This information is required for estimating the impact this proposal has on the road network and to determine the developer's contribution that might be required.</p> <p>2. Main roads, as a minimum, require the following information in the Transport Assessment :</p> <ul style="list-style-type: none"> • Roe Highway and Berkshire Road intersection analysis of the existing situation • Row Highway and Berkshire Road intersection analysis based on existing geometry • Roe Highway and Berkshire Road intersection analysis (for the existing configuration) for the 10 years after the ultimate development scenario • Roe Highway and Berkshire Road intersection analysis (for the likely improved configuration) for the 10 years after the ultimate development scenario. 	<p>1. The additional transport information has been prepared and forwarded to Main Road for their comment. The assessment has been based on WAPC Transport Assessment Guidelines.</p> <p>No reference has been made to intersection of the Berkshire Road and Roe Highway intersection for a part of the draft Structure Plan for the following reasons:</p> <ul style="list-style-type: none"> • The intersection in question is identified as part of the Primary Regional Road network and therefore the responsibility of Main Roads WA and beyond the scope of the draft Structure Plan. • The expectation that the Developer Contributions Scheme will contribute towards any improvements to the intersection is unreasonable and beyond the financial scope of the Developer Contributions Plan. Such a contribution would render the Scheme financially unviable. <p>2. It is understood that the State Government has provided funding in the 2012/13 State Budget to provide the necessary funding for the upgrading to a fully signalised intersection.</p>
7.	<p>Environmental Protection Authority Locked Bag 33 Cloisters Square Perth WA 6850</p>	<p>1. EPA does not comment on structure plans which follow from an amendment.</p>	<p>1. Noted</p>

8.	Department of Planning Locked Bag 2506 Perth WA 6000	<ol style="list-style-type: none"> 1. These are only preliminary comments. 2. Issue of battleaxe legs for the lots that will front a new road/extension of Nardine Close- what mechanism will the Shire use to amalgamate the access legs. 3. How will Nardine Close extension occur given that there will be no future subdivision. 	<ol style="list-style-type: none"> 1. Noted 2. The amalgamation of the access legs will be the responsibility of the landowner/developer. A development approval will be conditional on no access be permitted via the access legs. 3. Subdivision and the ceding of the land for the road will be triggered at the development application stage.
9.	Department of Environment and Conservation PO Box 1167 Bentley Delivery Centre WA 6983	<ol style="list-style-type: none"> 1. Environmental review document prepared by VDM states that "Due to the extent of current development on site and the lack of native vegetation communities within the study area, it is unlikely that the area in question will support rare and threatened fauna." While it is evident that much of the site has been cleared for rural purposes this should not preclude the need for a flora survey as the Forrestfield/ High Wycombe area contains a particularly high number of known threatened flora populations. 2. Bush forever site – concerns regarding interface should be addressed. The concern is the interface with the industrial development and the site. DEC requests a hard road edge as well as suitable fencing on all boundaries to the Bush Forever site. Also, the interface with the road-masonry wall may not be adequate- it might reduce the feeling of public ownership which is important for safety and security of the site long term. 3. DEC Contaminate Sites Register does not show any contaminated sites in this area. Nevertheless, prior to change in land use appropriate contamination investigations and required remediation must be undertaken- that relates to the potential contamination including market gardens and orchards in the area. 4. Detailed soil investigation is recommended at further planning stages relating to the portion at 	<ol style="list-style-type: none"> 1. A flora and vegetation survey was undertaken for the site in October/November 2008. The survey revealed that Lot 19 Berkshire Road contains vegetation of significance with Declared Rare Flora (DRF) <i>Conospermum Undulatum</i> being present on the site. It is proposed that the issue of DRF be dealt with at the subdivision or development application stage where a request to relocate the flora will become a part of the approval process. 2. Fencing at the Bush Forever site boundaries that abut public roads is proposed to be pine posts and rails with a chainmesh infill between posts. It is not considered that hard edge roads on all the boundaries of Bush Forever site are feasible. The Design Guidelines for Forrestfield/High Wycombe Industrial Area propose a 5 m landscaping requirement for lots abutting the Bush Forever site. This will serve to protect and provide an appropriate transition to the Bush Forever site where no road exists. 3. Whilst the historic land use in the area and potential issue with contamination is acknowledged, it is considered appropriate that the detailed investigation and/or remediation will be done at the subdivision/development stage. 4. Potential for disturbing the Acid Sulphate

		<p>high risk of disturbing Acid Sulphate Soils and Potential Acid Sulphate Soils.</p> <p>5. Planning should take into account measures to ensure amenity of the adjacent land users by providing appropriate industrial interfaces or utilising strategic planning to mitigate impacts.</p>	<p>Soils or Potential Acid Sulphate Soils and any necessary remediation will be assessed and done once at the subdivision/development stage.</p> <p>5. Draft Structure Plan as well as the Design Guidelines deal with the ways of interfacing the industrial land uses with the adjoining non-compatible land uses. Considering that Stages 2 and particularly Stage 3 will follow in short to medium term, in the interim period the issue of interface and possible diminished amenity of adjoining rural residential areas has to be carefully resolved.</p>
10.	Matthew Sims 261 Berkshire Road FORRESTFIELD WA 6058	No objection	Noted
11.	Wendy Nicholls 275 Berkshire Road FORRESTFIELD WA 6058	No objection	Noted
12.	Pervez Cheema 5/17 Bridge Street WILSON WA 6107	No objection	Noted
13.	Todd Nathan PO Box 273 FORRESTFIELD WA 6057 (Lot 221 Milner Road, Forrestdfield)	<p>Object to the proposal</p> <ol style="list-style-type: none"> 1. I believe my house will become unliveable due to close proximity to the road. 2. I assume I will lose some land through this change. 3. A better and alternate way of structuring this should be investigated, possibly: <ol style="list-style-type: none"> a) Extend Nardine Close or Sultana Rd west to Dundas Rd as an access area. b) Explore option of roundabout at junction of Dundas, Milner & Berkshire and there would not be a need for another access road to Nardine Close. 	<ol style="list-style-type: none"> 1. The road will only be constructed when landowners chose to develop their properties. Planning approval will be conditional on the developer ceding and constructing the land for road purposes. 2. The Structure Plan does not identify any requirement for a road reserve on Lot 221. 3. Other road configurations were considered however the proposed new road alignment was the preferred option.
14.	Elizabeth Pretson 25 Virgilia Way	No objection to proposal	Noted.

	FORRESTFIELD WA 6058		
15.	D F & B J Kelly 17 Ashby Close FORRESTFIELD WA 6058	<p>Conditional objection and comment on the proposal</p> <ol style="list-style-type: none"> 1. No objection in principle but concerns in relation to access to our property if option 3 or 4 is taken. 2. Proposed amendment of cul-de-sac from Ashby close. <p>We Submit our approval to the proposed plan conditional on provision of access to our property in the event that it should be required.</p>	<ol style="list-style-type: none"> 1. It is acknowledged that if lots 4, 5, 6, 8, 9 and 10 Ashby Close develop independently than a problem exists with the current plan. Therefore the 'B' notation on the plan should be removed and replaced with a 'C' notation which allows for a single shared industrial access leg. 2. The cul-de-sac will be removed on Ashby Close to allow for a new connection to Nardine Close.
16.	Bruce & Joanne Harvey 303 Berkshire Road FORRESTFIELD WA 6058	No objection	Noted
17.	Moncilo Andric 32 Nardine Close HIGH WYCOMBE WA 6057	No objection	Noted
18.	N & R Butler 19 Ashby Close FORRESTFIELD WA 6058	<p>Conditional non objection</p> <ol style="list-style-type: none"> 1. Under the Stage1 proposal of Structure Plan all properties have provision for access in the event of either choosing or being forced to sell or developer their property in isolation. With the exception of Lot 5 and 6 Ashby Close and Lot 8 Berkshire Road. 2. We acknowledge that the ideal outcome would be for all land owners between Ashby Close and Roe Highway be amalgamated and sold to a single buyer, however this may not be possible and as such we believe the Structure Plan must provide us with an alternative, like all other property owners have been given. 3. We believe the realignment and widening of our battleaxe driveway which we share with our neighbour would be the logical solution to the access problem. 	Noted. Refer comments to submission 15.

		4. We herewith submit our approval to the proposed Structure Plan subject to the provision of access to our property should it be required.	
19.	K McDonald 221 Berkshire Road FORRESTFIELD WA 6058	<p>Conditional non-objection</p> <p>1. The Structure Plan appears to land lock several properties being Lots 5, 6 and 8. The Structure Plan notes state that there will be no battleaxe development supported, no non-residential vehicle access will be permitted via the existing battleaxe driveways except on lots 50-52 and that all vehicle access to non-residential development is via gazetted roads. Therefore unless the properties are either sold in a 3 lot or 6 lot package, a problem exists if the front lots sell and are granted development approval in isolation from the rear blocks. Solutions to this problem could be:</p> <ul style="list-style-type: none"> a) A caveat is imposed on lots 4, 9 & 10 Ashby Close stating that any proposal needs to incorporate the rear lots. b) Build a cud-de-sac on the alignment of the current battleaxe to give gazetted road access to lots 5, 6 & 8. c) Build an access road on the alignment of the current battleaxe all the way around to the end of Sultana Road. This will give gazetted road access. <p>2. I disagree with the 20 metre setback adjacent to Roe Highway as it is too restrictive on parties interested in building any industrial complex. Roe Highway Reserve width is in excess of 20 metres for the entire length of the properties. I believe zero setback should apply to these lots as there are no neighbours to be impacted.</p>	<p>1. Noted. Refer comments to submission 15.</p> <p>2. It is acknowledged that there is no planning requirement for a 20m setback to Roe Highway. It is therefore recommended that the requirement be removed from the Structure Plan and that the setback requirement be at the discretion of Council.</p>

20.	N & M Taddei 21 Nardine Close HIGH WYCOMBE WA 6057	No objection to the proposal 1. Having built to live in a rural environment almost 10 years ago and being faced with proposed industrial zoning for the last two years, we have been living in limbo for about 8 years, so yes we would like the proposal to proceed as soon as possible. Because we now have to relocate and we have not been able to sell due to the Structure Plan not being finalised.	1. Noted
21.	F & J Taddei 23 Brae Road HIGH WYCOMBE WA 6057	No objection to proposal 1. As the process has taken quite some time we would like finally for the proposal to proceed as soon as possible. 2. We have noticed that Lot 200 has proposed a 20 metre building setback on both road frontages. As Sultana Road will ultimately be a minor road we suggest that the Shire review this and agree to make the setback to Milner Road 20 metres and 10 metres to Sultana Road.	1. Noted. 2. The proposed 20 m setback will allow for landscaping, parking and circulation area on the lot. Moreover the setback requirement for Lot 200 will create consistency with all lots fronting Sultana Road West in respect to the built form. If a lesser setback of 10 m is allowed that the requirement for an 8 m landscaping strip on Sultana Road West would leave insufficient room (2m) for vehicular access. The 20m will still provide for site coverage of 60%.
22.	U Tunhla – President Tisarana Buddhist Association of Australia 21 Ashby Close FORRESTFIELD WA 6058	No objection	Noted.
23.	D Downing & S Thomson 107 Milner Road HIGH WYCOMBE WA 6058	Objection 1. It makes no sense to close off Milner Road because a) It is currently a major 70kph thoroughfare between High Wycombe/Maida Vale and Kewdale area. b) Vehicles that currently enter and exit Milner Road at the Berkshire/Dundas intersection on a daily basis include over width low loaders. To my knowledge there have been no major traffic conflicts of congestion at this	1. The proximity of the intersection of Milner Road and Berkshire Road to Dundas Road / Berkshire Road intersection is considered to be a safety concern. The closing off of Milner Road will not only improve the safety of the above intersection but will also discourage vehicles using Milner Road as a shortcut to Roe Highway via Maida Vale Road. This will enhance the amenity of the area. 2. In the second stage of the Structure Plan, it is

		<p>intersection.</p> <p>c) As the stated preferred land use is logistic and transport based industries, the subject area will soon be a designated road train route as is the adjacent Harrison Rd area.</p> <p>2. Access to the area needs to be simple and efficient for all forms of transport and should not include multiple turns along indirect streets. Bearing in mind that straight roads reduce energy use and road kerb damage. The simplest solution is to modify the Berkshire/Dundas/Milner Rd intersection.</p> <p>3. If Milner Road is to be a cul-de-sac why does the entire length need a 20 metre setback while Nardine Close and Road 1 have minor road setback of 10 metres.</p>	<p>proposed to improve the access by extending Sultana Road West to Dundas Road. The creation of a new intersection will improve the traffic flow and improve vehicle access to and from Forrestfield industrial area.</p> <p>3. Currently Milner Road is not a Restricted Access Vehicle permit route. Hence, only General access vehicles are allowed to use Milner Road. The future hierarchy of Milner Road resulting from the development of Forrestfield industrial area will determine the future access permit on this road.</p>
24.	W Saltari 147 Milner Road HIGH WYCOMBE WA 6058	No objection to proposal	1. Noted.
25.	L Meerkotter 43 Nardine Close HIGH WYCOMBE WA 6058	<p>1. Originally when the State Government proposed this land for future industrial use there were many meetings which I attended where councillors motioned to get on quickly so these land owners who had bought this land as a lifestyle choice for could get some benefits from this inconvenience and loss they were forced to have.</p> <p>2. Option 1 was to develop our land, but that would result in at least one million dept. Option 2 was to sell our land but for much less than its worth. And we will receive no compensation for being rezoned industrial. Option 3 is to sit out and wait, for what I am not sure. This seems to be what will happen as neither of the above options seems viable for us.</p> <p>Now the lifestyle we worked so hard for our kids to enjoy is eroding and we will begin living in a loud</p>	<p>1. The planning process required to develop the Forrestfield/High Wycombe Industrial Area is a lengthy one involving many government and non-government agencies. The Shire of Kalamunda has made every effort to complete it as soon as possible.</p> <p>2. Now that the land has been rezoned and the Structure Plan will hopefully be adopted by the WA Planning Commission by the end of the year, sale and development options should be more specific and clear in monetary terms as well as timeframes. Landowners will not be forced to sell or move out of their properties as a result of the proposed Industrial area.</p>

		noisy industrial zone. It simply feels like we are being pushed out and it has been made impossible for us to make the most of our land.	
26.	Gray and Lewis Suite 5, 2 Hardy Street South Perth WA 6151	1. We support the Structure Plan as it is currently shown.	Noted.

Copies of submissions may be made available to Councillors.

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

6.2. Local Planning Scheme No. 3 Amendment No. 46 - Rezone from Public Purpose to Mixed Use R60 and Residential R60 - Lot 106 (88) Hale Road, Forrestfield

Previous Items	OCM 165/2010 and OCM 29/2012
Responsible Officer	Director Development and Infrastructure Services
Service Area	Development and Infrastructure Services
File Reference	PG-LPS-003/046
Applicant	Nil
Owner	Shire of Kalamunda
Attachment 1	Locality Plan
Attachment 2	Existing and Proposed Scheme Zoning Map
Attachment 3	Draft Local Planning Strategy Spatial Plan
Attachment 4	Forrestfield District Centre Structure Plan
Attachment 5	Submission Table

PURPOSE

- To consider submissions received and whether to adopt Amendment No. 46 to Local Planning Scheme No. 3 ("the Scheme") to rezone a portion of Lot 106 (88) Hale Road, Forrestfield, from Public Purpose (Hall/Community Centre) to Mixed Use R60 and Residential R60. Refer to the Locality Plan (Attachment 1) and the Existing and Proposed Scheme Zoning Map (Attachment 2).

BACKGROUND

2. Land Details:

Land Area (Parent Lot):	1.8ha
Land Area (Proposed to be Rezoned):	5,957sqm for Residential purposes 2,007sqm for Mixed Use purposes
Local Planning Scheme Zone:	Local Reserve – Public Purpose (Hall/Community Centre)
Metropolitan Regional Scheme Zone:	Urban

- The subject property is currently zoned Public Purpose and is occupied by the Woodlupine Community Hall and associated car parking, and has frontage onto Hale Road and Woolworths Drive.

4. In April 2012, Council resolved (Resolutions OCM29/2012) to adopt a Structure Plan for the Forrestfield District Centre which identifies the property as being an "Opportunity Site" which may be used for residential, commercial or mixed uses on the property and falls within a catchment area identified as being suitable for residential development with a density coding of up to R80. Refer to the Forrestfield District Centre Structure Plan (Attachment 4).
5. In November 2010 Council resolved (Resolution OCM 165/2010) to adopt a Business Plan for the property which requires a portion of the property to be subdivided and rezoned for residential and commercial purposes.
6. In April 2012 Council resolved (Resolution OCM 29/2012) to initiate Amendment No. 46 to the Scheme.

DETAILS

7. It is proposed to rezone the front portion of the property fronting Hale Road (2,007sqm) from Public Purpose (Hall/Community Centre) to Mixed Use R60, and the rear portion of the property (5,957sqm) to Residential R60.
8. Plans showing the redevelopment potential of the property are currently being prepared. A separate report on the plans will be forwarded to Council for its consideration.
9. The Woodlupine Community Hall and associated car parking is to be retained.

STATUTORY AND LEGAL IMPLICATIONS

10. 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.
11. If a portion of the property is rezoned to Mixed Use R60, applications for land uses such as Aged/Dependent Dwellings, Child Care Premises, Consulting Rooms, Grouped Dwellings, Office and Restaurant can be considered, amongst others, subject to planning approval being obtained from the Shire.

POLICY IMPLICATIONS

12. *Liveable Neighbourhoods (January 2009)* is an integrated planning and assessment policy to assist with the design and assessment of structure and subdivision plans to guide urban development within metropolitan and regional Western Australia.

PUBLIC CONSULTATION/COMMUNICATION

13. 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, a sign being erected on site and the proposal being referred to affected landowners for comment.
14. During the formal advertising period four non-objections and two objections were received by the Shire. Refer to the Submission Table (Attachment 5). The primary concern raised in the objections questioned the sustainability of residential development on the subject lot.

FINANCIAL IMPLICATIONS

15. Nil.

STRATEGIC AND SUSTAINABILITY IMPLICATIONS

Strategic Planning Implications

16. The proposal conforms to the Shire's Draft Local Planning Strategy and Forrestfield District Centre Structure Plan for potential increases in residential densities and support of a wide range of retail and commercial premises.
17. The subdivision and development of the land assists the Shire in addressing its strategic goal to effectively plan for future community needs by providing higher density housing. It also addresses the anticipated increase in population identified in "*Directions 2031 and Beyond*" prepared by the WA Planning Commission, and included in the Local Planning Strategy.

Sustainability Implications

Social Implications

18. Future residential development of the site may present opportunities for affordable housing in an area close to shopping, community and transport facilities.

Economic Implications

19. Nil.

Environmental Implications

20. Existing trees located on Hale Road will where possible be retained as part of the future development of the site.

OFFICER COMMENT

21. The subject lot has been identified under the Shire's Draft Local Planning Strategy and Structure Plan for the Forrestfield District Centre with the latter as an "opportunity site" with a range of land use development options.
22. The proposed Mixed Use R60 and Residential R60 density coding is considered appropriate for the District Centre, close to transport commercial and community facilities. Importantly the R60 density coding will complement the range of densities that will be covered as part of the Local Housing Strategy for the surrounding residential area.
23. The proposed rezoning is also consistent with the state governments key strategic planning document Directions 2031 and Beyond in providing for residential development adjacent to activity centres.
24. Issues relating to lot and road configurations, and public open space, will be addressed at the subdivision stage if the amendment is ultimately approved by the Minister for Planning.
25. Considering the above, it is recommended that Council adopts the amendment.

RECOMMENDATION

That Council:

1. Notes the submissions received in response to Amendment No. 46 to Local Planning Scheme No. 3.
2. 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. 46

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 portion of Lot 106 (88) Hale Road, Forrestfield, from Public Purpose to Mixed Use R60 and Residential R60.

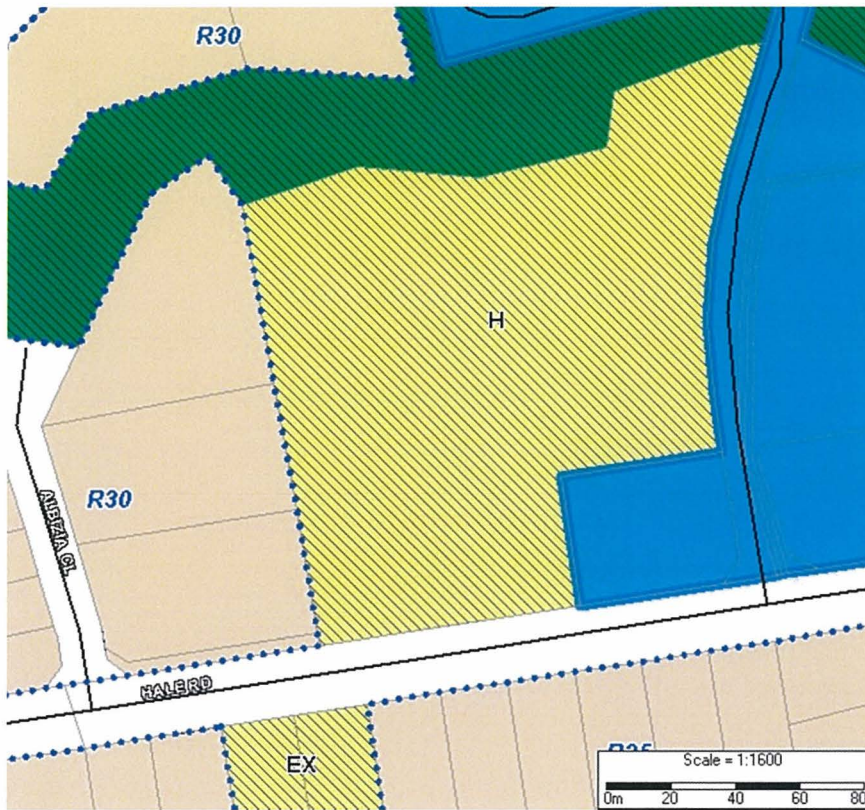
3. Amends the Scheme Zoning Map accordingly.
4. Duly executes the Amendment documents and forwards them and submissions received to the Minister for Planning requesting final approval be granted.

Moved:

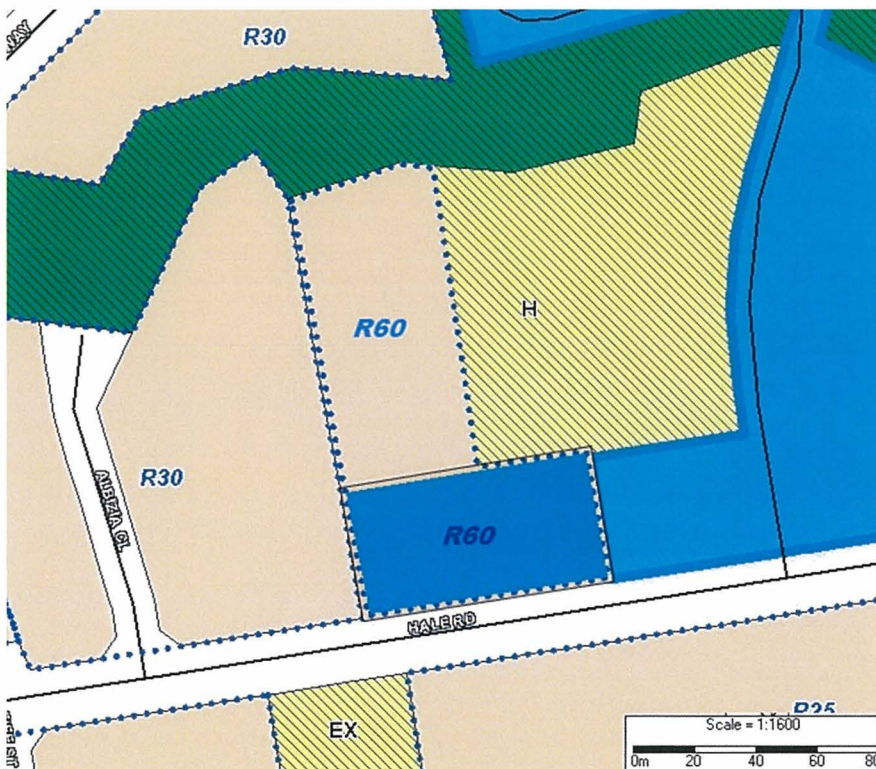
Seconded:

Vote:

Shire of Kalamunda, Local Planning Scheme No 3, Amendment No 46



Existing Zoning: Public Purposes Hall/Community Centre



New Zoning: Residential R60 and Mixed Use R60

Land bounded by: Hale Road

LEGEND

METROPOLITAN REGION SCHEME RESERVES

PARKS AND RECREATION	PRIMARY REGIONAL ROADS
RESTRICTED PUBLIC ACCESS	OTHER REGIONAL ROADS
RAILWAYS	PUBLIC PURPOSES - DENOTED AS FOLLOWS
PORT INSTALLATIONS	HOSPITAL
STATE FORESTS	HIGH SCHOOL
WATER CATCHMENTS	TECHNICAL SCHOOL
CIVIC AND CULTURAL	CAR PARK
WATERWAYS	UNIVERSITY
	COMMONWEALTH GOVERNMENT
	STATE ENERGY COMMISSION
	SPECIAL USES
	WATER AUTHORITY OF WA
	PRISON

LOCAL SCHEME RESERVES

LOCAL OPEN SPACE
PUBLIC PURPOSES
PUBLIC PURPOSES - DENOTED AS FOLLOWS:
AGED CARE
AGRICULTURE PROTECTION BOARD & CONSERVATION
ST. JOHN AMBULANCE
AQUATIC CENTRE
BUS STATION
CHURCH
COUNCIL OFFICES
COMMUNITY PURPOSE
ELECTRICAL SUB STATION
TELEPHONE EXCHANGE
HALL / COMMUNITY CENTRE
HOSPITAL
KINDERGARTEN
LIBRARY
RAILWAY MUSEUM
PUBLIC BUILDING
POLICE STATION
PRIMARY SCHOOL
WATER TANK

ZONES

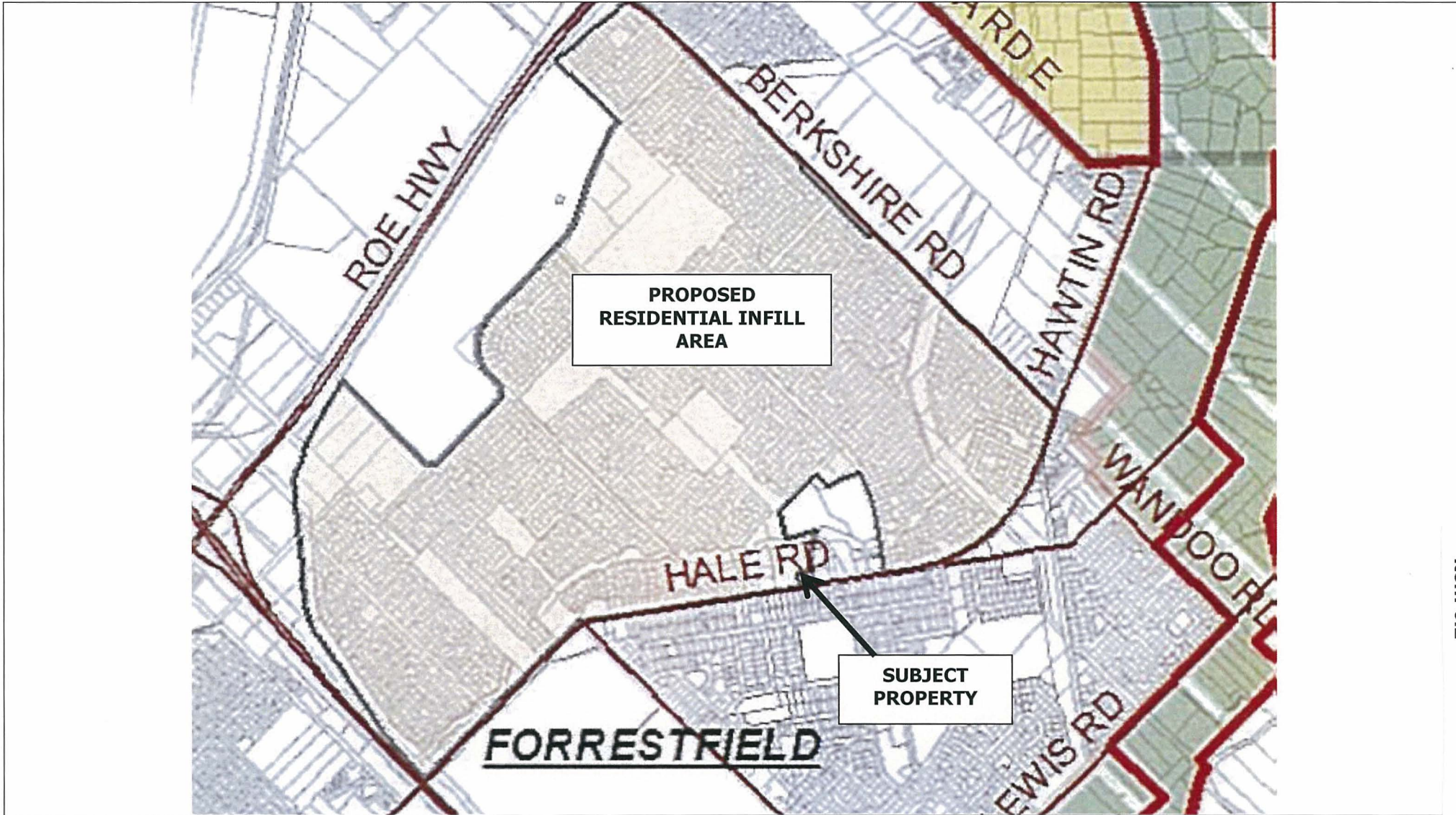
RESIDENTIAL	GENERAL INDUSTRY
RESIDENTIAL BUSHLAND	LIGHT INDUSTRY
URBAN DEVELOPMENT	RURAL AGRICULTURE
COMMERCIAL	RURAL COMPOSITE
DISTRICT CENTRE	RURAL CONSERVATION
MIXED USE	RURAL LANDSCAPE INTEREST
SERVICE STATION	SPECIAL RURAL
SPECIAL USE	INDUSTRIAL DEVELOPMENT
PRIVATE CLUBS & INSTITUTIONS	

OTHER

R CODES	SCA - KALAMUNDA TOWN CENTRE DESIGN CONTROL AREA (SEE SCHEME TEXT)
ADDITIONAL USES	SPECIAL USE AREA (SEE SCHEME TEXT)
RESTRICTED USES	ENVIRONMENTAL CONDITIONS (SEE SCHEME TEXT)
SCHEME BOUNDARY	SC3 - SCA 20ANEF
LOCAL GOVERNMENT BOUNDARY	SC4 - SCA 300M POULTRY FARM BUFFER
DEVELOPMENT AREA (SEE SCHEME TEXT)	NO ZONE

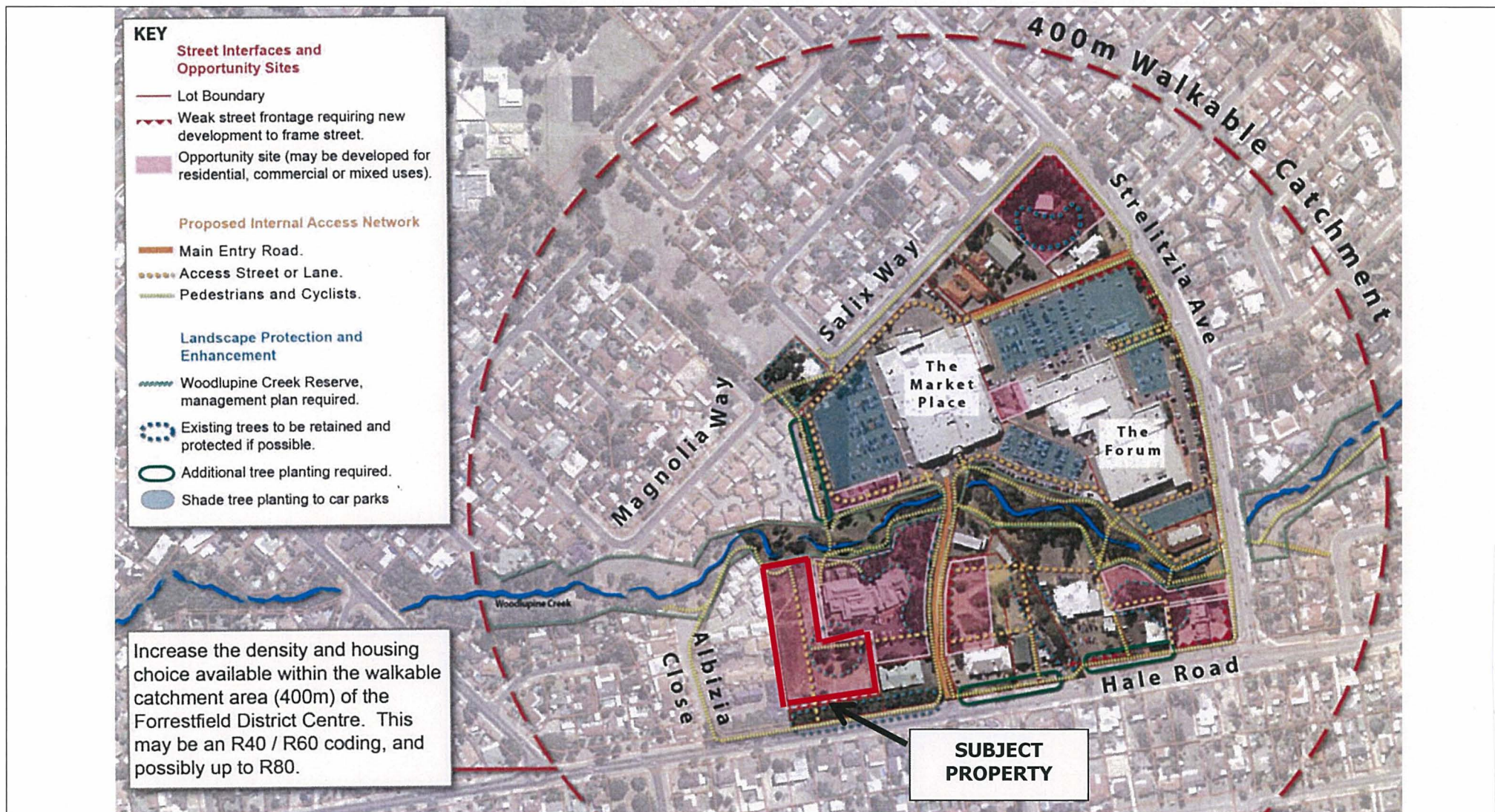
VERSION No 1

SHIRE OF KALAMUNDA
LOCAL PLANNING SCHEME NO. 3
(DISTRICT SCHEME)



Local Planning Scheme No. 3 Amendment No. 46 - Rezone from Public Purpose to Mixed R60 and Residential R60
 Lot 106 (88) Hale Road, Forreestfield
Draft Local Planning Strategy Spatial Plan





Local Planning Scheme No. 3 Amendment No. 46 - Rezone from Public Purpose to Mixed R60 and Residential R60
 Lot 106 (88) Hale Road, Forrestfield
Forrestfield District Centre Structure Plan

**Local Planning Scheme No. 3 Amendment No. 46 –
Rezone from Public Purpose to Mixed Use R60 and Residential R60 –
Lot 106 (88) Hale Road, Forrestfield
Submission Table**

	Details	Comment	Staff Comment
1.	P and G Tripoli 79 Hale Road FORRESTFIELD WA 6058	<p>Objection</p> <p>a) Higher density accommodation is best served by creating small developments across Forrestfield, rather than a large development in one area.</p> <p>b) This type of development attracts some less than desirable occupants.</p> <p>c) Recreational parkland in Forrestfield is very sparse and the subject property is ideally situated for it to be developed in that way.</p>	<p>a) The Shire is currently preparing a Draft Local Housing Strategy which will address the residential density codings of various properties across Forrestfield.</p> <p>The areas where the density codings could be increased are shown in the draft Local Planning Strategy.</p> <p>b) Not a planning consideration.</p> <p>c) Noted. However, within close proximity to the subject property are Hartfield Park, Pioneer Park and other Reserves which can be used for recreation purposes.</p>

2.	A Donatelli 197 Treasure Road QUEENS PARK WA 6107	Objection a) No residential, commercial only.	a) The proposed rezoning will allow for a combination of residential and some commercial land uses over the subject land.
3.	Water Corporation PO Box 100 LEEDERVILLE WA 6902	No objection a) Due to the increase in development density revised planning may need to be undertaken to determine the service requirements. Developers should therefore liaise with the Water Corporation at the preliminary planning stage of any development to determine the Corporation's current servicing and land requirements. b) Water strategy and management issues should be addressed in accordance with the State Water Strategy 2003, State Water Plan 2007, and Department of Water document Better Urban Water Management.	a) Noted. b) Noted.
4.	Telstra Locked Bag 2525 PERTH WA 6001	No Objection	Noted.

5.	Western Power Locked Bag 2520 PERTH WA 6000	No objection	Noted.
6.	B Maxwell PO Box 1050 KALAMUNDA WA 6926	<p>No objection</p> <p>a) A great idea as the area needs change.</p> <p>b) I own two properties across the road, why can't the area south of Hale Road be rezoned as well?</p>	<p>a) Noted.</p> <p>b) The area south of Hale Road was rezoned to R25 when Local Planning Scheme No.3 was gazetted in 2006 allowing for infill development. As such the area has not been identified as a Residential Infill Area in the Shire's Draft Local Planning Strategy.</p>

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

6.3. Adoption of the 2011/12 Budget to Correct a Rating Anomaly

Previous Items	
Responsible Officer	Director Corporate and Community Services
Service Area	Financial Services
File Reference	
Applicant	N/A
Owner	N/A
Attachment 1	Statement of Comprehensive Income by Program
Attachment 2	Statement of Comprehensive Income by Nature and Type
Attachment 3	Statement of Cash Flows
Attachment 4	Rate Setting Statement
Attachment 5	Net Current Funding Position
Attachment 6	Note 8 – Rating Information
	Note 9 – Cash In Lieu of Rates
Attachment 7	Notes 14 – Note to the Statement of Cash Flows

PURPOSE

1. To adopt the Municipal Fund Budget for the year ended 30 June 2012, representing the Financial Year 2011/2012, together with supporting schedules including striking of the Municipal Fund Rates in order to correct a rating anomaly.

BACKGROUND

2. As a consequence of an assessment by the Department of Local Government ("the Department") of local government budgets for 2011/2012, it identified non-compliance with the differential rating provisions of the *Local Government Act 1995* (the Act) by some 22 local governments, including the Shire of Kalamunda.
3. The Department has sought remedial action to bring the rates levied by these local governments into line with the provisions of the Act.

DETAILS

4. The differential rating provisions of the Act include a number of requirements which must be met by a local government for the rates imposed to be validly levied.
5. One of these requirements is that Minimum Rates cannot be levied on more than 50% of the properties in each specific rating category. With respect to the Shire of Kalamunda this occurred in the Industrial – UV category.

6. In order that this rating error can be corrected, the rates levied must be written out of the records and then re-imposed.
7. The current provisions of the Act do not provide the Minister for Local Government or the Department with any flexibility to achieve the correction. The State Solicitor's Office advised the Department the only way this could be achieved was to have the rates quashed under Section 6.82 of the Act by an appropriate body with the relevant judicial powers.
8. It was determined the relevant body was the State Administrative Tribunal ("SAT").
9. Subsequently SAT quashed the rates levied by the Shire of Kalamunda for 2011/2012 on 8 June 2012.
10. The Department has provided documented examples of the necessary resolutions and budget documents for Council to resolve this issue.

STATUTORY AND LEGAL IMPLICATIONS

11. Section 6.35(5) OF the *Local Government Act 1995* – application of minimum rates.
Section 6.3 of the *Local Government Act 1995* – Budget for other circumstances.

POLICY IMPLICATIONS

12. There are no policy implications from this issue.

PUBLIC CONSULTATION/COMMUNICATION

13. Public consultation was not required for this matter.

FINANCIAL IMPLICATIONS

14. Projected Rate Revenue for the 2011/2012 financial year will decrease by \$1,454 as a consequence of correcting this rating anomaly.

STRATEGIC AND SUSTAINABILITY IMPLICATIONS

Strategic Planning Implications

15. Nil.

Sustainability Implications

Social Implications

16. Nil.

Economic Implications

17. Nil.

Environmental Implications

18. Nil.

OFFICER COMMENT

19. The Shire created an Industrial Unimproved Value and a subsequent Industrial Unimproved Value - Minimum Rate within its differential rating categories.
20. Within these two categories the Shire has classified a total of two properties, both being small mining tenements. Given the low value of both these properties the Shire rated them both with the Industrial Unimproved Value - Minimum Rate at \$727 each.
21. Technically the Shire should have rated one at the Industrial Unimproved Value - Minimum Rate of \$727 and the other should have been rated according to its value multiplied by the rate in the dollar (i.e. \$ \$19207 X 0.02701 = \$518.78).
22. This would have then complied with Section 6.35(5) because there would not have been more than 50% of the total properties in the Industrial Unimproved category in the Industrial Unimproved Value - Minimum Rate category.
23. The Officer Recommendation incorporates the Resolutions supplied by the Department to resolve the rating issue.

RECOMMENDATION

That Council:

1. Notes the State Administrative Tribunal has quashed the general rate imposed on 25 July 2011 in accordance with Section 6.82 of the *Local Government Act 1995*, as the Shire of Kalamunda had not obtained Ministerial approval for:
 - a. The Industrial UV rate under Section 6.33(3) of the *Local Government Act 1995* which was more than twice the lowest General Rate.
 - b. The Industrial UV Minimum Payment under Section 6.35(5) which was imposed on more than 50% of properties in that differential rate group.

2. Adopts the budget for 2011/2012 in accordance with Section 6.3 of the *Local Government Act 1995*, which:
 - a. Subject to the modifications set out in Eesolution 3, is in the same form and manner as the annual budget adopted at the Council meeting held on 25 July 2011 (recorded as item SCM 101/2011 and included in Attachments to the minutes of that meeting, and tabled herewith) and subsequently amended through two budget reviews conducted in October 2011 and January 2012 and adopted by Council on 19 December 2011 and 26 March 2012 respectively (recorded as items OCM 200/2011 and (resolution number not recorded) and included in the minutes of those meetings, and tabled herewith).
 - b. Reduces the amount yielded by the general rate to \$23,843,017 which is \$1,454 less than the budget deficiency and within the statutory limit on the amount estimated to be yielded by the general rate provided for by Section 6.3 of the *Local Government Act 1995*.
3. Notes that the modifications referred to in Resolution 2 change the following schedules and notes:
 - a. Statement of Comprehensive Income by Program
 - b. Statement of Comprehensive Income by Nature and Type
 - c. Statement of Cash Flows
 - d. Rate Setting Statement
 - e. Note 8 – Rating Information
 - f. Note 9 – Cash In Lieu of Rates
 - g. Notes 14 – Note to the Statement of Cash Flows

So that these schedules and notes, as modified are in the form and manner set out in Attachments 1 to 7.
4. In accordance with Section 6.32(3)(b) of the *Local Government Act 1995*, imposes the following general rates and minimum payments :

General Rates

General - Gross Rental Values (GRV)	5.0665 cents in the dollar
Commercial – GRV	5.3198 cents in the dollar
Industrial – GRV	5.6744 cents in the dollar
General - Unimproved Values (UV)	0.2411 cents in the dollar
Commercial – UV	0.2532 cents in the dollar
Industrial UV	0.2701 cents in the dollar

Minimum Rates

General - Gross Rental Values (GRV)	\$648
Commercial – GRV	\$680
Industrial – GRV	\$727
General - Unimproved Values (UV)	\$648
Commercial – UV	\$680

5. Notes that resolutions 3 and 4 above are required to validate the general rate and minimum payments levied.
6. Under Section 6.12(b) of the *Local Government Act 1995* waives the rates levied on assessments A163806, 96 Kings Mill Road PICKERING BROOK and A178380, 16 Asher Road PAULLS VALLEY for the 2011/2012 year as a consequence of this reimposition.

Moved:

Seconded:

Vote: **Absolute Majority Required**

SHIRE OF KALAMUNDA
STATEMENT OF COMPREHENSIVE INCOME
BY PROGRAM
FOR THE YEAR ENDED 30 JUNE 2012

	2011-12 Budget \$	2010-11 Actual	2010-11 Budget \$
REVENUE			
Governance	466	24,764	7,800
General Purpose Funding	26,617,785	24,840,793	21,702,130
Law, Order, Public Safety	309,280	450,628	298,340
Health	90,217	72,943	111,071
Education and Welfare	3,621,696	3,285,039	3,071,465
Community Amenities	11,425,976	6,471,275	10,213,566
Recreation and Culture	2,670,302	4,244,944	1,192,394
Transport	5,302,154	2,176,840	2,001,196
Economic Services	605,727	557,508	24,000
Other Property and Services	707,587	2,107,908	2,646,456
	<u>51,351,190</u>	<u>44,232,642</u>	<u>41,268,418</u>
EXPENSES EXCLUDING FINANCE COSTS			
Governance	(2,401,007)	(2,608,458)	(1,758,783)
General Purpose Funding	(592,372)	(518,141)	(483,588)
Law, Order, Public Safety	(1,427,437)	(1,467,362)	(1,320,003)
Health	(794,396)	(769,079)	(800,621)
Education and Welfare	(4,242,989)	(3,837,196)	(3,291,353)
Community Amenities	(11,190,167)	(10,124,134)	(12,861,629)
Recreation & Culture	(17,159,511)	(18,346,165)	(11,781,945)
Transport	(7,577,335)	(7,612,686)	(6,627,020)
Economic Services	(580,826)	(521,037)	(439,065)
Other Property and Services	(671,919)	(731,681)	(3,268,077)
	<u>(46,637,960)</u>	<u>(46,535,939)</u>	<u>(42,632,084)</u>
FINANCE COSTS			
Other Property and Services	(457,943)	(309,843)	(238,830)
	<u>(457,943)</u>	<u>(309,843)</u>	<u>(238,830)</u>
NET RESULT	<u>4,255,287</u>	<u>(2,613,140)</u>	<u>(1,602,496)</u>
Other Comprehensive Income	0	0	0
Total Other Comprehensive Income	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL COMPREHENSIVE INCOME	<u><u>4,255,287</u></u>	<u><u>(2,613,140)</u></u>	<u><u>(1,602,496)</u></u>

SHIRE OF KALAMUNDA
STATEMENT OF COMPREHENSIVE INCOME
BY NATURE OR TYPE
FOR THE YEAR ENDED 30 JUNE 2012

	2011-12 Budget \$	2010-11 Actual	2010-11 Budget \$
REVENUE			
Rates	23,843,017	21,762,492	21,488,180
Operating Grants and Subsidies	5,600,869	2,672,499	3,969,334
Contributions, Reimbursements and Donations	1,357,670	1,036,634	624,670
Fees and Charges	10,077,790	9,420,769	9,196,773
Interest Earnings	602,848	793,367	887,584
Other Revenue	156,200	33,065	79,000
	<u>41,638,394</u>	<u>35,718,826</u>	<u>36,245,541</u>
EXPENSES			
Employee Costs	(19,497,872)	(18,679,302)	(13,936,675)
Materials and Contracts	(14,501,546)	(16,008,041)	(18,864,338)
Utility Charges	(1,956,037)	(1,704,292)	(1,059,037)
Depreciation on Non-Current Assets	(9,186,892)	(9,038,202)	(8,426,299)
Interest Expenses	(457,943)	(309,843)	(238,830)
Insurance Expenses	(572,888)	(501,441)	(289,300)
Other Expenditure	(922,726)	(430,141)	(56,435)
	<u>(47,095,903)</u>	<u>(46,671,262)</u>	<u>(42,870,914)</u>
	(5,457,509)	(10,952,436)	(6,625,373)
Non-Operating Grants, Subsidies and Contributions	5,621,142	6,706,830	5,022,877
Increase/(Decrease) in Equity EMRC		1,699,545	0
Profit on Asset Disposals	4,091,654	107,441	0
Loss on Asset Disposal		(174,520)	0
NET RESULT	4,255,287	(2,613,140)	(1,602,496)
Other Comprehensive Income	0	0	0
Total Other Comprehensive Income	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL COMPREHENSIVE INCOME	<u><u>4,255,287</u></u>	<u><u>(2,613,140)</u></u>	<u><u>(1,602,496)</u></u>

SHIRE OF KALAMUNDA
STATEMENT OF CASH FLOWS
For the Year Ended 30 June 2012

	NOTE	2011/12 Budget \$	2010-11 Actual \$	2010-11 Budget
Cash Flows From Operating Activities				
Receipts				
Rates		24,096,695	21,646,177	21,488,180
Operating Grants and Subsidies		5,600,869	2,672,499	3,969,334
Contributions, Reimbursements and Donations		1,357,670	1,036,634	624,670
Fees and Charges		10,039,393	9,640,697	11,557,451
Interest Earnings		602,848	793,367	887,584
Goods and Services Tax		3,225,526	2,534,852	-
Other Revenue		38,486	33,067	79,000
		<u>44,961,487</u>	<u>38,357,293</u>	<u>38,606,219</u>
Payments				
Employee Costs		(18,923,226)	(18,300,553)	(14,086,675)
Materials and Contracts		(15,135,981)	(15,045,469)	(18,467,338)
Utility Charges		(1,839,204)	(1,704,292)	(1,059,037)
Insurance Expenses		(572,888)	(501,441)	(289,300)
Interest Expenses		(457,943)	(279,075)	(238,830)
Goods and Services Tax		(2,519,790)	(2,675,289)	0
Other Expenditure		(939,897)	(430,141)	(56,434)
		<u>(40,388,929)</u>	<u>(38,936,260)</u>	<u>(34,197,614)</u>
Net Cash Provided By (Used In) Operating Activities	14(b)	<u>4,572,558</u>	<u>(578,967)</u>	<u>4,408,605</u>
Cash Flows from Investing Activities				
Payments for Development of Land Held for Resale		(2,494,864)	(1,900,679)	(1,200,000)
Payments for Purchase of Property, Plant & Equipment		(7,848,523)	(11,159,963)	(11,679,072)
Payments for Construction of Infrastructure		(8,498,181)	(7,019,742)	(7,404,643)
Non-Operating Grants, Subsidies and Contributions used for the Development of Assets		5,695,166	6,706,830	5,022,877
Proceeds from Sale of Land		7,386,709	-	-
Proceeds from Sale of Plant & Equipment		255,000	353,567	150,000
Net Cash Provided By (Used In) Investing Activities		<u>(5,504,693)</u>	<u>(13,019,987)</u>	<u>(15,110,838)</u>
Cash Flows from Financing Activities				
Repayment of Debentures		(487,253)	(356,920)	(194,968)
Proceeds from Self Supporting Loans		55,901	52,488	52,488
Proceeds from New Debentures		3,019,680	2,735,000	2,150,000
Net Cash Provided By (Used In) Financing Activities		<u>2,588,328</u>	<u>2,430,568</u>	<u>2,007,520</u>
Net Increase (Decrease) in Cash Held		1,656,193	(11,168,386)	(8,694,713)
Cash at Beginning of Year		2,876,282	14,044,668	14,044,668
Cash and Cash Equivalents at the End of the Year	14(a)	<u>4,532,475</u>	<u>2,876,282</u>	<u>5,349,955</u>
Cash and Cash Equivalents	3	5,504,214	3,111,691	5,585,363
Bank Overdraft	3	(971,739)	(235,408)	(235,408)
		<u>4,532,475</u>	<u>2,876,283</u>	<u>5,349,955</u>

Item 6.3

Attachment 4

**SHIRE OF KALAMUNDA
RATE SETTING STATEMENT
FOR THE YEAR ENDED 30 JUNE 2012**

	Budget 2011-12 \$	Actual 2010-11 \$	Budget 2010-11 \$
REVENUE			
Governance	466	24,764	7800
General Purpose Funding	2,773,314	3,078,300	213,950
Law, Order, Public Safety	309,280	450,628	298,340
Health	90,217	72,943	111,071
Education and Welfare	3,621,696	3,285,039	3,071,465
Community Amenities	11,425,976	6,471,275	10,213,568
Recreation and Culture	2,670,302	4,244,944	1,192,394
Transport	5,302,154	2,176,840	2,001,196
Economic Services	605,727	557,508	24,000
Other Property and Services	707,587	2,107,908	2,646,456
Total (Excluding Rates)	27,506,719	22,470,149	19,780,240
EXPENSES			
Governance	(2,401,007)	(2,608,458)	(1,758,783)
General Purpose Funding	(592,372)	(518,141)	(483,588)
Law, Order, Public Safety	(1,427,437)	(1,467,362)	(1,320,004)
Health	(794,396)	(769,079)	(800,621)
Education and Welfare	(4,242,989)	(3,837,196)	(3,291,353)
Community Amenities	(11,190,167)	(10,124,134)	(12,861,628)
Recreation & Culture	(17,159,511)	(18,346,165)	(11,781,945)
Transport	(7,577,335)	(7,612,686)	(6,627,020)
Economic Services	(580,826)	(521,037)	(439,065)
Other Property and Services	(1,129,862)	(1,041,524)	(3,506,908)
Total	(47,095,903)	(46,845,782)	(42,870,915)
Net Operating Result Excluding Rates	(19,589,184)	(24,375,633)	(23,090,675)
Adjustments for Cash Budget Requirements:			
Non-Cash Expenditure and Revenue			
(Profit)/Loss on Land Disposals	(4,083,096)		-
(Profit)/Loss on Asset Disposals	(8,558)	67,079	-
Depreciation and Amortisation on Assets	9,186,892	9,038,202	8,426,299
Movement in Deferred Pensioner Rates (Non Current)		(25,972)	-
Movement in Employee Benefit Provisions		256,461	-
EMRC Contribution (Non Cash)	-	(1,699,545)	-
Capital Expenditure and Revenue			
Purchase Land Held for Resale	(2,494,864)	(1,900,679)	-
Purchase Land and Buildings	(6,227,094)	(8,919,124)	(11,923,290)
Purchase Infrastructure Assets - Roads	(5,874,491)	(5,471,317)	(6,119,222)
Purchase Infrastructure Assets - Drainage	(1,280,500)	-	-
Purchase Infrastructure Assets - Parks and Ovals	(660,831)	(1,548,425)	(1,285,421)
Purchase Infrastructure Assets - Footpaths	(368,800)	-	-
Purchase Infrastructure Assets - Special Works	(313,559)	-	-
Purchase Plant and Equipment	(1,437,996)	(2,136,302)	(782,000)
Purchase Furniture and Equipment	(183,343)	(104,537)	(173,784)
Proceeds from Disposal of Assets	255,000	353,566	150,000
Proceeds from Disposal of Land	7,386,709	-	-
Repayment of Debentures	(487,253)	(251,994)	(194,968)
Proceeds from New Debentures	3,019,680	2,735,000	2,150,000
Self-Supporting Loan Principal Income	55,901	52,487	52,488
Overdraft Funds Utilised	971,739	235,409	-
Advances to Clubs	-	-	-
Public Open Space Funds Utilised	-	-	726,389
Transfers to Reserves (Restricted Assets)	(4,676,831)	(3,552,656)	(2,293,866)
Transfers from Reserves (Restricted Assets)	4,507,861	13,981,365	12,869,870
ADD Estimated Surplus/(Deficit) July 1 B/Fwd	(1,481,865)	22,258	(96,876)
LESS Estimated Surplus/(Deficit) May 31 C/Fwd	58,533	(1,481,865)	(96,876)
Amount Required to be Raised from Rates	<u>(23,843,017)</u>	<u>(21,762,492)</u>	<u>(21,488,180)</u>

SHIRE OF KALAMUNDA
NOTES TO AND FORMING PART OF THE BUDGET 2011-12
For the Year Ended 30 June 2012

NET CURRENT FUNDING POSITION

	Note	2011/12 Budget \$	2010/11 Actual \$
Current Assets			
Cash Assets		5,504,214	3,111,691
Trade & Other Receivables		2,718,091	2,530,974
GST Recoverable		432,826	452,747
Prepayments		122,230	208,430
Inventories		198,987	99,286
* excludes loan receivables		8,976,348	6,403,128
Less: Current Liabilities			
Overdraft		(971,739)	(235,409)
Payables		(4,296,679)	(4,734,650)
GST Payable		(214,630)	(186,635)
Provisions		(3,398,509)	(1,878,461)
		(8,881,557)	(7,035,155)
Net Current Assets		94,791	(632,027)
Add:			
Employee Entitlements		3,398,509	1,878,461
Less:			
Restricted Cash (Reserves)		(2,897,267)	(2,728,299)
Committed Cash - unspent capital Grants		(537,500)	0
Committed Cash - unspent major plant		0	0
Net Current Funding Position		58,533	(1,481,865)

Shire of Kalamunda

Item 6.3

Attachment 6

8. RATING INFORMATION

Notes to and Forming Part of the A...

RATE TYPE	Rate in \$	Number of Properties	Rateable Value \$	Rate Revenue \$	Interim Rates \$	Back Rates \$	Prepaid Rates \$	Total Revenue \$	Budget Rate Revenue \$	Budget Interim Rate \$	Budget Back Rate \$	Budget Total Revenue \$
Differential General Rate												
GRV - General	0.050665	18,281	343,786,215	17,417,929	191,276			17,609,205	17,417,929	191,276		17,609,205
GRV - Industrial	0.056744	194	46,787,946	2,654,935				2,654,935	2,654,935			2,654,935
GRV - Commercial	0.053198	248	25,894,441	1,377,532				1,377,532	1,377,532			1,377,532
UV - General	0.002411	239	170,400,000	410,834				410,834	410,834			410,834
UV - Commercial	0.002532	67	42,665,000	108,028				108,028	108,028			108,028
UV - Industrial	0.002701	2	31,249	0				0	0			0
		19,031	629,564,851	21,969,258	191,276	0	0	22,160,534	21,969,258	191,276	0	22,160,534
Minimum Rates	Minimum \$											
GRV - General	648.00	2,336	23,099,695	1,513,728				1,513,728	1,513,728			1,513,728
GRV - Industrial	727.00	21	184,016	15,267				15,267	15,267			15,267
GRV - Commercial	680.00	37	336,224	25,160				25,160	25,160			25,160
UV - General	648.00	1	0	648				648	648			648
UV - Commercial	680.00	1	260,000	680				680	680			680
		2,396	23,879,935	1,555,483	0	0	0	1,555,483	1,555,483	0	0	1,555,483
Total Rates Levied								23,716,017				23,716,017
Cash in Lieu of Rates								127,000				127,000
								23,843,017				23,843,017

CASH IN LIEU OF RATES

	Budget Rate Revenue \$	Total Revenue \$
Dampier Pipeline Contribution	87,000	87,000
Co-operative Bulk Handling	40,000	40,000
	127,000	127,000

9. RATE PAYMENT DISCOUNTS, WAIVERS & CONCESSIONS - 2011/12 FINANCIAL YEAR

A concession of \$1,454 is provided to properties affected by the UV Industrial rate as a consequence of the rate being quashed and reimposed. The two properties affected have been given a waiver for the year 2011/12.

Item 6.3

Attachment 7

SHIRE OF KALAMUNDA
NOTES TO AND FORMING PART OF THE BUDGET 2011-12
For the Year Ended 30 June 2012

NOTES TO THE STATEMENT OF CASH FLOWS

14 (a) Reconciliation of Cash

For the purposes of the statement of cash flows, cash includes cash and cash equivalents, net of outstanding bank overdrafts. Cash at the end of the reporting period is reconciled to the related items in the statement of financial position as follows:

	2011/12 Budget \$	2010/11 Actual \$	2010/11 Budget \$
Cash and Cash Equivalents	5,504,214	3,111,691	5,585,363
Overdraft Funding	(971,739)	(235,408)	(235,408)
	<u>4,532,475</u>	<u>2,876,283</u>	<u>5,349,955</u>
Cash - Unrestricted	(1,352,018)	(2,774,234)	1,304,376
Cash - restricted	5,884,493	5,650,517	4,045,579
	<u>4,532,475</u>	<u>2,876,283</u>	<u>5,349,955</u>

The following restrictions have been imposed by regulation or other externally imposed requirements:

Land & Property Reserve	1,659,664	471,752	472,922
Waste Management Reserve	147,797	26,144	306,231
EDP IT Equipment Reserve	12,203	67,908	67,908
Forrestfield Industrial Area Reserve	161,098	283,926	283,926
HACC Reserve	131,344	123,532	117,925
Local Government Election Reserve	27,395	25,766	45,766
Long Service Leave Reserve	72,739	140,833	188,183
Plant & Equipment Reserve	27,457	25,824	261,824
Stirk Park Reserve	23,929	22,506	22,506
Insurance Contingency Reserve	159,557	150,067	101,971
Light Plant Reserve	153,127	49,967	299,967
Revaluation Reserve	133,699	155,280	155,280
Nominated Employee Leave Provisions Reserve	23,588	22,185	0
Unexpended Capital Works and Specific Purpose Grants Reserve	0	1,162,609	0
Environmental Reserve	163,670	0	0
Bonds	2,449,726	1,746,248	1,509,420
Meals on Wheels Surplus Funding Acquired		0	
Unspent Loan	0	773,379	0
Unspent Grants & Contributions	537,500	402,591	211,750
	<u>5,884,493</u>	<u>5,650,517</u>	<u>4,045,579</u>

14 (b) Reconciliation of Net Cash Provided By Operating Activities to Net Result

Net Result	4,255,287	(2,613,140)	(1,602,496)
Depreciation	9,186,892	9,038,202	8,426,299
(Profit)/Loss on Sale of Asset	(4,091,654)	67,079	-
(Increase)/Decrease in Receivables	(187,117)	103,613	2,360,681
(Increase)/Decrease in Inventories	(99,701)	(17,761)	-
Increase/(Decrease) in Payables	(437,971)	1,133,405	397,000
Increase/(Decrease) in GST	47,916	(140,437)	-
Increase/(Decrease) in Employee Provisions	1,520,048	256,448	(150,000)
Non Cash Contribution (EMRC)	-	(1,699,546)	-
Grants/Contributions for the Development of Assets	(5,621,142)	(6,706,830)	(5,022,877)
Net Cash from Operating Activities	<u>4,572,558</u>	<u>(578,967)</u>	<u>4,408,607</u>

14 (c) Undrawn Borrowing Facilities
Credit Standby Arrangements

Bank Overdraft limit	1,500,000
Bank Overdraft at Balance Date	971,739

7.0 CLOSURE

7.0 CLOSURE